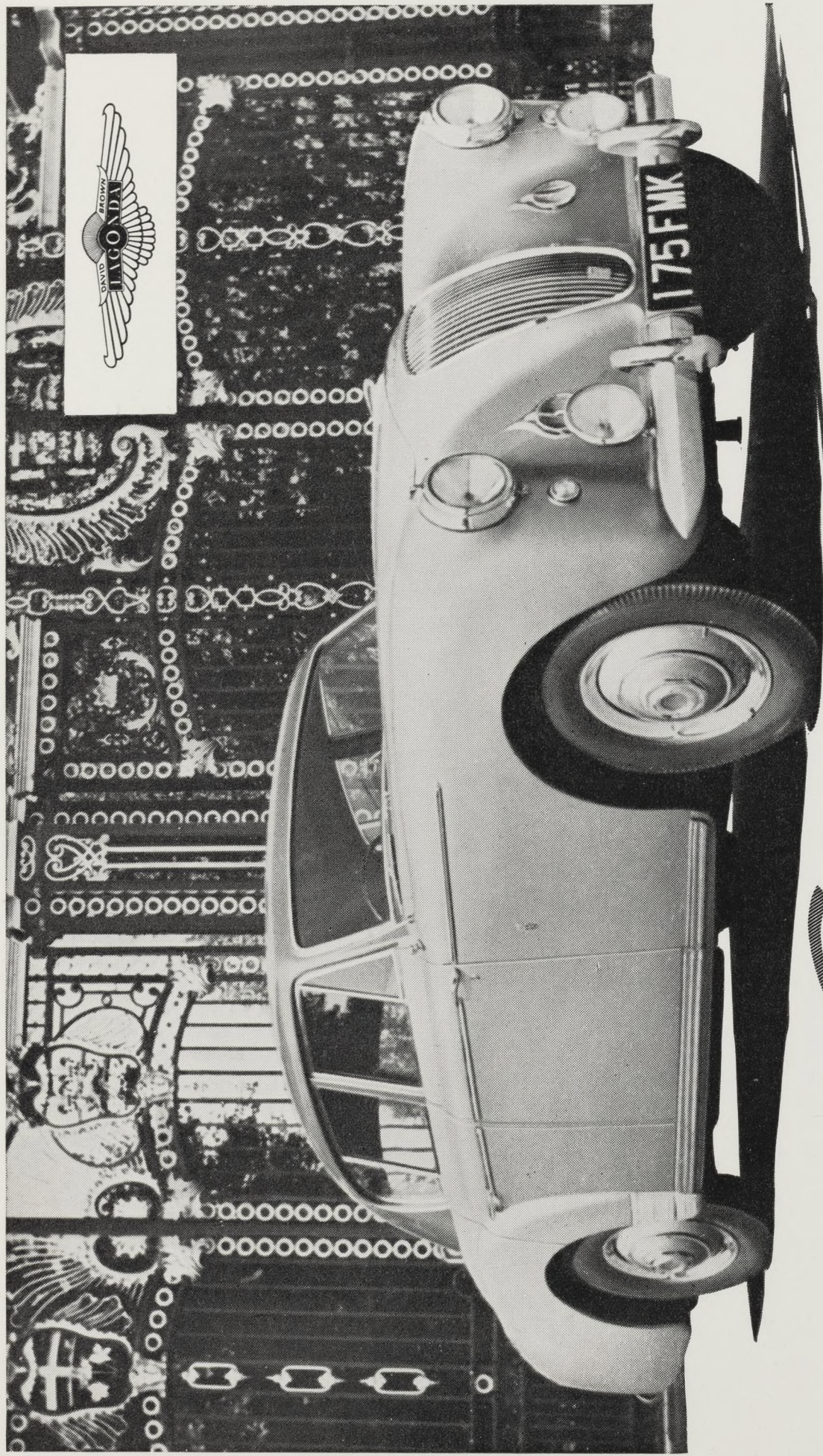


No. 23

Spring, 1957

THE
Lagonda





THE ILLUSTRIOUS

Lagonda

3-LITRE FOUR-DOOR SALOON

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the craftsman's art...all, in due and just proportion find
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THE QUARTERLY MAGAZINE OF THE LAGONDA CLUB

Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors

Advertisement Manager: J. W. T. Crocker
Associate Editor: ... H. C. Long
Production Editor: ... G. P. W. Taylor
Assistant Editor: ... M. H. Wilby

EDITORIAL

IVAN FORSHAW is now happily settled in his new home (415, Ringwood Road, Parkstone, Dorset, Tel. Parkstone 3149) and is busy reinforcing the ceiling joists with exceptionally well seasoned timbers as a result of sight-seeing trips to H.M.S. Victory. Not unnaturally this has been a tremendous upheaval, and Ivan has unavoidably had very little time to spare for Club work during the past few months, with a consequent pile-up of correspondence and delay in the despatch of spares. The situation is now coming under control however and the full and fantastic service should soon be resumed.

New members, unaccustomed to the wiles of Lagondas, may have noticed with some surprise that the chronic ailments their cars were suffering from when they first wrote for advice, have now entirely disappeared. This is quite in order and is typical of the marque. One of the best ways of dealing with this has been evolved by the Editor and is called "*Le Hat Anglais*" which is a sort of Poor Man's Deerstalker with a flaccid corduroy peak and a lining of black-out cloth. A more ordinary solution would be ear-plugs.

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THE COVER PICTURE

The Le Mans winning car of 1935, taken during the race with Luis Fontes at the wheel. Arthur Fox wearing cap stands on pit counter.

THE SCRAPBOOK

BRIEF MENTION was made in the last edition of the magazine of the scrapbook that had recently come into the possession of the Club. Members may be interested to know more.

It all began when Bunny Tubbs ("Kingpin") wrote a paragraph in the "Motor" on the "team" cars which still existed and appeared together in Club events at Silverstone. Our Editor passed the cutting to me suggesting that I follow the matter up. In due course I replied and the letter in which I pointed out the number of historic Lagondas which still existed was published. Shortly afterwards, a letter was forwarded to me by the publishers of "The Motor" from a Mr. Jack Felgate of Staines. He informed me that some years ago, he had been in touch with a number of people interested in Lagondas (presumably they had been in some way connected with the old firm) and who had bequeathed him the official scrapbook covering the period 1933-35. He added that if I thought the Club would be interested, he would willingly pass it on to me. There was only one possible answer to this, and I duly collected the book on the way to the Brighton Run in November.

The book itself is about 15" x 9" with stiff covers and of the type I have always known as "Minute" books. Inside it is labelled "Lagonda Publicity, Sept. 1933", and seems to contain practically every press cutting including adverts., between then and August, 1935. These come not only from the usual motoring journals, but from the national and provincial press, and such publications as "Sporting Life", "Sporting and Dramatic", "Britannia and Eve" and "Country Life".

As might be expected from the period covered, most of the references are to the Rapier and the M 45, and to a lesser extent, the 16/80, 3 and 3½-litre cars. Amongst the highlights of course is the win at Le Mans in 1935, but of absorbing interest are details of some memorable European runs by Lord de Clifford, including his Monte Carlo run in 1934, and of a terrific Bentley-Lagonda duel in the 1934 T.T. between E. R. Hall and the Hon. Brian Lewis. One of the last cuttings is appropriately enough, an announcement of the re-formation of the company under, A. P. Good, W. O. Bentley, and R. G. Watney.

The Editor has already been drooling over the book, and it is hoped that much of the interesting matter that it contains will eventually appear in the Magazine. In fact the estimable Tortoise informs me that it contains enough material to see seven more Editors into the grave! This however I believe to be mere editorial licence (very licentious—our Editor). But the fact remains that it provided us with a wealth of information, for which we are greatly indebted to Mr. Felgate, for his kindness, in passing the book on to us.

W. C. H.

THE LAGONDA CLUB

NEWS

which incorporates The Lagonda Car Club and The Lagonda 2-litre Register, aims to bring together owners of these fine cars for the exchange of knowledge and technical information, to provide help, and to organise social and sporting meetings.

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Spares Registrar and Technical Adviser:

IVAN FORSHAW,

415, Ringwood Road, Parkstone, Dorset.

Telephone : Parkstone 3149

All general correspondence to be addressed to :

THE SECRETARIATE, THE LAGONDA CLUB,
9, Southampton Place, London, W.C.1

ON BEHALF of the Committee Mike Wilby would like to send his belated thanks to all those many members, including so many from overseas, who sent him cards at Christmas. Far too many to answer personally but it is hoped they will accept this expression of his appreciation.

REX, who all will remember tendered his resignation as Competition Secretary at the A.G.M. has now been able to organise his official life to such an extent that he announces that he will be carrying on as Competition Secretary for the time being at any rate. To guard against the time when he gets posted "far away" Richard Hare has taken on the job of Assistant Competition Secretary and we extend a hearty welcome to him in this position. Richard combines a good mathematical brain with a considerable amount of competition experience in all directions and so will prove a useful addition to the Competitions Sub-Committee. His immaculate LG45 coupe has been seen in all Club competitions from the Silverstone Races to the Concours d'Elegance, (which he won one year).

Bill Michael and Mike Wilby will continue to administer the Lagonda races.

THE COMMITTEE have decided that unless a substantial number of events are run, both inside and outside the Club, it would be unfair to award the annual challenge trophies this year. A further announcement will be made later on in the year in the light of the petrol situation.

WILLIAM HARTOP buys yet another vast 14/60 Saloon. It was to be broken up and William, the kind soul, couldn't bear this to happen.

THE SOUTHERN PUB MEETS of late have not been so well attended—people have great difficulty in working out the Third Thursday—but recently Bill Cochrane came all the way from Germany where he runs a 2½-litre Riley with 9 to 1 compression ratio on synthetic fuel!

Donald and Betty Overy brave the train from the wilds of Watford once a month to be there and Betty Woodhead who did so much behind the scenes a few years ago caused great envy by turning up in a 197 c.c. three wheeler who's ration is about 6 gallons a month. The subsequent demonstrations by the "boys" of lifting this up and turning it round were worth watching.

ARTHUR FOX has most kindly presented to the Club a very handsome trophy originally won by a team of 2-Litres in the Six Hour Relay at Brooklands.

THE BENTLEY DRIVERS CLUB have opened a fund to provide a memorial, it is hoped in the form of a first class scrutineering bay, to L. MacKenzie—"Mac" to most people even if they do not own Bentleys. He always had a kind word to Club Members when examining cars for the Silverstone or Fircle Meetings, and the Club have been pleased to forward a contribution to this fund.

ANNOUNCEMENTS AND REPORTS

A.M.O.C. / LAGONDA DINNER DANCE

16th November 1956

Even if Lags. don't always go as fast as Astons, their owners get from pint to pint quicker!

This at least was proved when we successfully won the beer drinking competition at the Joint A.M.O.C./Lagonda Dinner Dance at the Cafe Royal. Not that the party was that kind of show. We were all immaculate in our dinner jackets or tails, the ladies in their creations, and from our pleasant "formal" greeting by Mr. David Brown and his wife to "Auld Lang Syne", the party went with a swing. Over a hundred were in attendance and some thirty of them Lagonda types.

An excellent meal, up to Cafe Royal standards, was followed by a few commendably short speeches. Mr. David Brown proposed the toast of the A.M.O.C. and the Marquess of Camden replied. Lord Camden welcomed the running of a joint Club dance and hoped a joint competitive event could be staged. Your Chairman, who had enjoyed himself until then, replied impromptu on behalf of the Club, but can't now remember what he said. Perhaps just as well!

The party then proceeded the way of all parties into dancing, games, liquor and merriment. Peter Ustinov arrived at midnight and entertained us in his inimitable way for all too short a time.

All too soon it was time to go, and a very good evening it was. We hope this will only be the first of many more co-operative efforts. Next year we may go a little further afield, petrol being available, and so the price of the tickets may be reduced and, we hope, more support will be forthcoming.

Thank you, A.M.O.C., for asking us.—R. F.-W.

THE ANNUAL CHALLENGE TROPHIES

AS IS GENERALLY known the Club has three very handsome trophies which are competed for each year, each in its own way to give encouragement for members to use their Lagondas in various forms of competition.

In addition to these there is another award for the other side to the story that is for the people who marshall and so make all the competitions possible.

This year after constant bleats by the Competition Secretary quite a few people put in "claims" for points, all awards are given on a points system, and the final placings were in some doubt until almost the end of the season. Of course the competition year was brought to an abrupt halt by the shortage of petrol and the effect of this on the final placings is one of speculation.

THE MICHAEL TROPHY which is awarded for the best performance in all forms of competition proved that we have many members in the Club who show the Lagonda flag at many events up and down

the country throughout the year. This award finally went to Maurice Leo, a popular win by one who has long supported the Club with his fast and immaculately turned out blown 2-litre. Final placings were:

Leo	183 marks	Coates	70 marks
Michael	181 "	Gostling	64 "
Dunleath	126 "	Page	62 "
Newman	120 "	Hills	21 "

THE CAR CLUB TROPHY takes into account only those fixtures appearing in the official Club calendar, and is so awarded in order to give the man a chance who is unable to embark upon a lengthy competition programme during the year. Once again support came from members driving a great variety of models and the winner was our old friend from Manchester, Dick Page with a blown 2-litre. Full results as follows:

Page	50 marks	Dunleath	30 marks
Leo	40 "	Michael	17 "
Coates	40 "	Hills	15 "
Newman	36 "	Gostling	3 "

THE DENSHAM TROPHY was presented some years ago, and is to be given to 2-litre models only. This was done on the assumption that they would need some encouragement but by the look of the award list that would not seem to be so!

Somewhat naturally Maurice Leo headed the list but on the governing principle that no one can win two major awards it went to the next best man none other than Harry Gostling. This year Harry has made the "Continental" go with good effect and was of course one of the winning team of the Lancia Challenge Trophy. Marking was as follows:

Leo	183 marks	Page	62 marks
Gostling	64 "	Hills	21 "

THE MARSHALLS AWARD is again worked on a points system and goes to the person who marshalls or organises most in Club calendar events or those events to which the Club is invited. The person at the top turned out to be Mike Wilby, perhaps strange to see him marshalling rather than competing but it was only because the Rapier was out of action for the greater part of the year! It is of course obvious that a great number of people who help the Club in many ways will not appear on this list, but even if they are too shy to put their names forward the thanks of all the competitors are due to them. The scoring was as follows:

Wilby	115 marks	Gostling	35 marks
Coates	70 "	Newman	20 "

It is hoped that sufficient petrol will be available during the year for at least some competitive motoring and as this has been such a 2-litre year it is hoped it will encourage say perhaps all the 3-litre or Rapier owners to have a "go" and so show the 4½-litre types that brute force is not enough!



A. W. FOX *and the Racing Lagondas*

by L. S. Michael

ARTHUR FOX, who has recently retired from active control of the famous Tolworth firm of Fox and Nicholl, was responsible for organizing ALL the outstanding Lagonda racing victories from 1934 to 1937. This period includes the greatest successes of the marque.

Mr. Fox very kindly tore himself away from his beloved Jersey Herd and spent a whole day with me at his old firm, going through masses of files extracting those concerned with Lagondas, and reminiscing in the most interesting way as old papers reminded him of incidents which had struck him as amusing or dramatic. He very kindly made available to me, all the files relating to our cars, and an impressive collection of photographs, some of which are reproduced here.

In the short time that has elapsed since then, the Magazine closed for press and it has not been possible to assemble the material in anything like coherent order; but this issue could not be allowed to pass without some tribute to Mr. Fox. Not only for his great achievements with Lagondas, but for the generous way he has made his time and material

available to us. In some way I appear to have become the Club's unofficial "Godfather" to the 4½-litre, and I hope in the future to deal comprehensively with the racing history of this model.

To some, the most interesting thing about the picture taken in front of the Workshops at Tolworth will be the price of the petrol on sale at the pump visible on the left—1s. 5d. per gallon! The three cars shown, however, are also of great historic interest. They are the first racing 4½-litres made, which Arthur Fox prepared for, and entered in, the 1934 T.T. The drivers were John Hindmarsh, John Cobb and Brian Lewis. The same cars, with slight modification, ran in the 1935 Le Mans Race and the 1935 T.T.

Brian Lewis finished fourth on Handicap at an average speed of 77.57 m.p.h. The only car having a faster race average was E. R. Hall's 3½-litre Bentley which averaged 78.40 m.p.h.

A closely fought duel developed between the two, the Lagonda leading on several laps. Tyre wear was heavier on the Lagonda than the Bentley and when victory seemed to be within his grasp, Arthur Fox

noticed that Lewis's tyres were on their last legs. In spite of urgings to the contrary, even by the tyre experts, Fox decided to bring his driver in for a change of tyres. Fox told me that in no circumstances would he take the slightest foreseeable risk with a driver's life even though the chances of finishing without trouble were high, furthermore as he pointed out, if a tyre *had* gone, even without detriment to the driver, the car would certainly not have finished with only the Bentley in front, and it would probably not have finished at all.

Hindmarsh was fifth on Handicap (third in absolute speed at 77.38 m.p.h.) and John Cobb was eighth at an average of 74.58 m.p.h. achieving the fifth fastest race average.

The cars were the forerunners of the 1935 M 45 Rapides, having similar engines with the slightly more robust crankshaft than the M 45, and Girlings replaced the servo brakes. The bodies were specially made lightweight four seaters but the chassis were the normal 10 ft. 9 in. ones, not the shorter version subsequently used only for the 1935 Rapides.

The picture taken at Le Mans in 1935 is of the winning car No. 4, which Luis Fontes shared with John Hindmarsh. The other Lagonda, No. 14, was owned by Dr. Benjafield, who bought it just before the race, sharing the wheel with Sir Ronald Gunter. Both cars were prepared by Fox, though there had not been much time to work on the second car. towards the end of the race Dr. Benjafield came in thinking his back axle had failed, and this was checked without revealing any fault. It then transpired that all the gears in the gearbox were inoperative except top. It was at Arthur Fox's insistence that the race was rejoined. The course was completed in top gear only, to achieve the quite creditable result of thirteenth place, after almost deciding to retire.

Fairly early on, No. 4 had been in collision with an Aston Martin driven by Fothergill and this affected the braking and steering and increased front tyre wear considerably. But for this accident the winning car would have achieved an even higher race average than the 77.84 m.p.h. which it recorded.

The Le Mans cars were prepared for the 1935 T.T. John Hindmarsh drove No. 1 and Charles Dodson

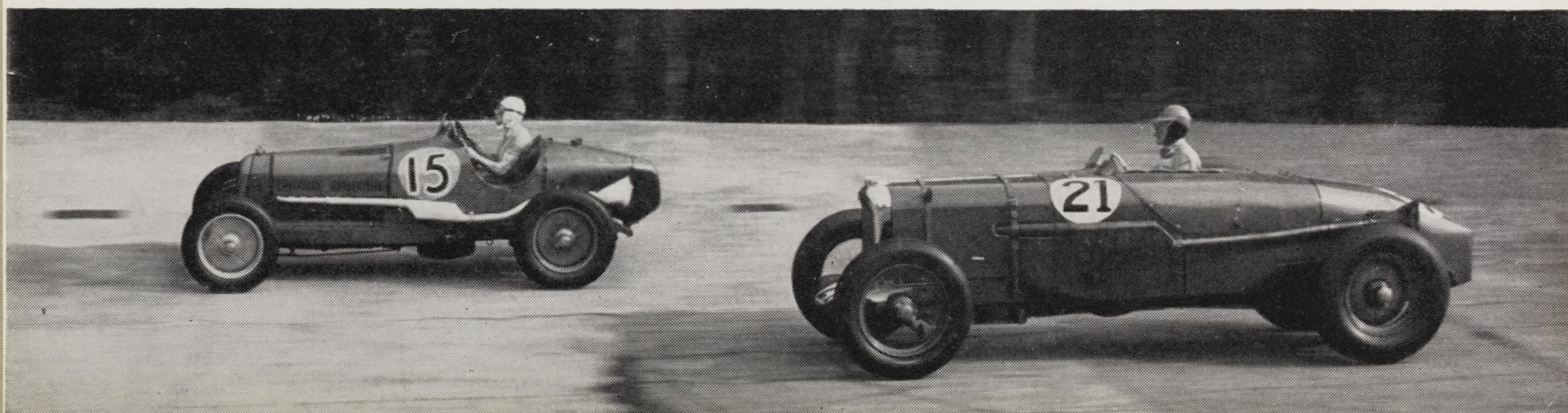
No. 2. The cars were rebuilt after Le Mans and modified by fitting an external exhaust system with a six branch manifold feeding into it. Brake tests showed that this gave more power—about 5 or 6 b.h.p. at 3,800 pm. Hindmarsh finished seventh on handicap at an average speed of 78.87 m.p.h., an improvement of a little over 1 m.p.h. on the preceding year's figures. Dodson was eighth on handicap at 78.86 m.p.h. These times were the third and fourth fastest times for the race. E. R. Hall's Bentley doing 80.36 and Lord Howe in a 3.3 litre type 57 Bugatti 79.72. The race was won on handicap by Freddie Dixon in a Riley at 76.90 m.p.h.

It was a little while before this event, that Alan Good took over the main financial control of the company. W. O. Bentley joined the staff as technical director, but there was not time for him to do much development work on these two cars, which had been built in 1934. So keen was the new company to put up a good show that they offered Arthur Fox (the entrant) a bonus for every lap on which they were in front of the Rolls built Bentley up to a total of fifteen laps, which bonus was duly earned in full, and Hindmarsh established the lap record at 82.37 m.p.h., 1½ m.p.h. faster than Hall's best lap. Again tyre wear was a big handicap and Hindmarsh's car had a broken petrol pipe, which was repaired during the race.

The three Lagondas shown starting in the 1936 T.T. were EPE 97, a two seater (now my property) EPB 101 and EPB 102 both four seaters. The authority for this statement is a letter to Capt. Phillips of the R.A.C. on 27th August, 1936 and another to the British Oak Insurance Co. on 31st August, 1936 both written by Arthur Fox.

The two seater was No. 1 driven by Brian Lewis, both Lord Howe and Pat Fairfield had four seaters. There was little difference either in weight or appearance between the two types. The four seaters had a canvas cover secured by "Lift the dot" fasteners, over the back seats, while the two seater had a metal door which opened upwards to give access to a larger petrol tank. Brian Lewis had a terrific battle with Hall in a 4½-litre Bentley and led him on no less than 8 out of the 30 laps, but a stud broke in the timing case allowing nearly all the oil to escape. This was

OPPOSITE PAGE.—The three 1934 T.T. cars. Mr. Arthur Fox by No. 1 and John Hindmarsh in No. 2. These cars subsequently ran at Le Mans in 1935 and in the 1935 T.T. BELOW.—The 500 miles race at Brooklands 1936. Lord Howe driving the Lagonda, is about to pass A. P. Hamilton in an Alfa Romeo. The Lagonda put in several laps at 122 m.p.h.



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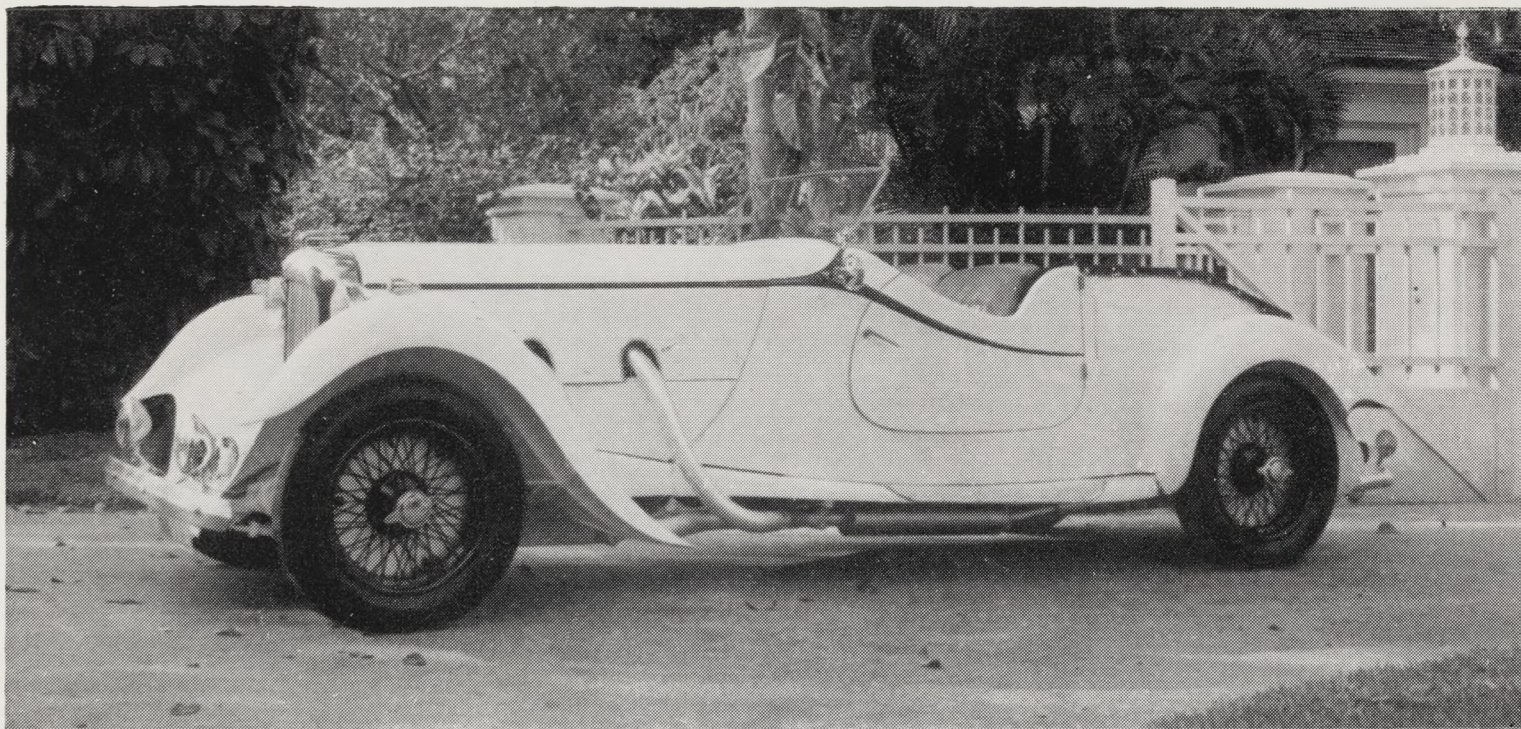
John Hindmarsh leading Lord Howe's Type 57 Bugatti in the 1935 T.T. It is just possible to see the external exhaust with which these 1934 cars were fitted for this race.

not noticed until loss of oil pressure indicated that some damage had occurred to the bearings and then Lewis had to ease up to try and finish. This he did, coming fourteenth on handicap. Of the other two cars, Fairfield was fourth on handicap with a race average of 78.49 m.p.h., being the second fastest average to the Bentley which managed 80.81. Fairfield did achieve the fastest lap of all the finishers at 83.91 m.p.h. Lord Howe was fifth on handicap at an average speed of 78.46 being the third fastest finisher. The race was won on handicap by F. W. Dixon and C. Dodson in a Riley at 78.01 m.p.h. The Lagondas again suffered from heavy tyre wear.

The Lagondas used were basically LG 45 Rapides which had decidedly more power than the earlier types. They had the new cylinder heads, developed under the aegis of W. O. Bentley, and G9 gearboxes with very close ratios and synchromesh on 2nd, 3rd and top. The negligible difference in race average and fastest laps, as compared with 1935, must be attributed to the conditions prevailing in 1936. It is significant that the 4½-litre Bentley only improved on

the speed of its 3½-litre predecessor by half a mile an hour.

The engine of EPE 97 was hastily overhauled (a habit continued to the present day!) and the car was then prepared for the 500 mile race on the 19th September, 1936. It has been possible to identify the car in the 500 mile race because its chassis number is recorded on Fox and Nicholl's copy of the Brooklands Silencer declaration, dated 16th September, 1936. For this race 7.50 × 20 tyres were fitted to the rear wheels and a straight cut 3 to 1 rear axle was used. This gave a calculated speed of 120 at 3,600 r.p.m. The front brakes were removed and a special fairing was fitted over the dumb irons and the passenger's seat. In the event, many laps were completed at over 122 m.p.h., with both Brian Lewis and Lord Howe at the wheel. The Lagonda finished third at an average of 113.02 m.p.h. The Dixon 2-litre Riley was first at 116.86 and the Pacey Hassan special second at 115.96. Hall's Bentley was also running and it must have been some consolation to Arthur Fox and his drivers to have beaten it decisively this time.



LAGONDAS in the States

by Robert T. Crane

The fine L.G. 45 Rapide pictured above is the property of Fred H. Sills, Illinois.

PRIOR to the last war, automobiles on the American roads were, like Ivory Soap, 99.9 per cent. pure American made vehicles. At that time, most of the smaller manufacturers had been forced out of business, and the Big Three,—General Motors, Ford and Chrysler—enjoyed an almost 100 per cent. monopoly.

Immediately following the close of the war, with its attendant scarcity of new cars, a number of foreign makes were imported and promptly gobbled up by car-hungry buyers. Along with conventional passenger types, a number of makes of sports cars were also brought over and these, too, were bought promptly. These, however, were bought by a new type of buyer who found in them the lost thrill of driving and working on a car for fun.

This new group of converts, joined by their friends and augmented by others who were getting sick and tired of the increasing sameness of all American cars, were fertile material for the specialised car fraternity. This growing group soon swelled the ranks of the then small Sports Car Club of America and helped to form hundreds of other new sports car clubs all over the country.

Along with this enthusiasm for a car that was different, came keen renewed interest in the more exotic imports, both current and classic in age, and before long, most of the older foreign cars found over here had been snapped up by enthusiasts who discovered the reemendous satisfaction of restoring

and maintaining the many pre-war examples of superior design and workmanship dug up in dusty barns and used car lots.

I suppose I fall into this last category, for after much study of the overseas motor press, in 1951 I finally convinced my wife that we should buy the exciting 2½-litre Riley roadster seen at our local dealers. This was done and never regretted, and all was well at first. But—as with all hobbyists, the disease spread, and I found I just had to have the new XK-120 Jaguar roadster, which would be so much better at keeping up with the now more powerful American engines. It was, and still is, a very beautiful car which gives me terrific satisfaction to drive and work on, but—well, I started to think how much fun it would be to pick up one of those big and handsome pre-war classics and at my leisure bring it back to peak condition.

Now, to go back, I must confess that it was not until the spring of 1950 that I ever recall seeing a Lagonda “in the flesh”. It was during a hill climb up Mount Equinox in Vermont, that the quiet was rent by a roaring-snorting machine that seemed enormous compared with most of the other competitors. I won’t tell how it did, for its long wheel-base seemed unable to bend around the numerous switchbacks and much time was lost at each turn. At the summit I talked with the owner, Garret B. Fuller, of Lexington, Mass. He told me it was one

of the Lagonda V-12 team cars, but that he had blown-up the engine and was now running with a Chrysler V-8 power plant.

From that moment, I became afflicted with Lagonda-itis.

A year passed, and one day I saw a Lagonda advertised which I promptly went to see. It turned out to be a sedan, which disappointed me, for I really had my heart set on an open car. However, I took the car home for the week-end and went over it with a fine toothcomb. The more I studied its beautiful design and construction the more I knew I must have one, but after a struggle I took it back Monday, with the resolve to look further for an open-bodied model.

Eventually, I found my present V-12 drophead coupe and the die was cast. From then, in September of 1952, to now, would fill a large volume of frustration, problems and solutions. Suffice to say that I have had a tremendous amount of fun, the car runs well and I am more and more a Lagonda enthusiast.

I shortly learned of the Lagonda Club, was accepted for membership and received a roster of the members. At that time I only found a handful of V-12 owners in the club but found them most generous and helpful with advice.

At the same time, I renewed my efforts with the newspaper advertisements and wrote to everyone whom I could find who had a Lagonda. I also joined the Classic Car Club of America, which caters to owners of luxury cars built between 1928 and 1939. From their membership, I also learned of another handful of owners. This last was a more fruitful group for I have found that when a person is ready to sell his car, he is not, as a rule, too interested in other owners of the same make.

It has been estimated that there are only about 50 Lagonda's in this whole country. It will give my English friends some idea of their scarcity over here to learn that during the past five years I have only seen five Lagonda's besides mine. However, during that period I have learned of and written to owners of 35 different cars. They are scattered all over the country and unless one was to make a pilgrimage of thousands of miles it would be impossible to visit each and every one.

I believe that my list is quite representative of the situation over here. There is one 3-litre, 1 16/80 and 1 Rapier. I have learned of 6 V-12's and all the rest are 4½-litre sixes. To understand this, it should be appreciated that the average American is *not* an automobile enthusiast. He uses his car primarily for transportation and nothing else. While there are over a million members of our American Automobile Association, people join for the emergency services rendered and not at all for sport. Practically all of the Lagonda's over here are immediate pre-war models, no doubt purchased for prestige reasons and the fact that these cars

possessed superior performance to the American car of that time. Now, however, all of those remaining are in the hands of persons who are more interested in their fine design and workmanship and kept as a hobby.

The type of vehicle produced by the American automobile companies is a direct reflection of the automobile travel habits of the people of this country. Since the war, miles of turnpikes have been constructed and these permit continuous high speed, with no demand on the road holding characteristics of the car. Grades are slight, curves are of long radius and there is little camber to the surface. It is only natural then, that our new cars are high powered with large engines working at moderate load and—chassis design and braking has been neglected. The average American motorist cannot therefore see why anyone would want to ride in a sports car having a relatively cramped body, when even the cheap Chevrolet, with power kit, can take most of them in acceleration with 0—60 times of under 9 seconds. Neither can they see why anyone would want to fool around with old relics when they could get there faster and with less effort in any of our newer cars, regardless of price class.

But there is still a small core of people over here who look for the thrill of owning beautiful machinery and the fun of driving, for driving sake. These people make up the Antique Automobile Club of America, the Veteran Car Club of America, catering to the older cars, and the Classic Car Club of America. These groups care little for the public, but mainly restore and exhibit for each others enjoyment. The later group cater to luxury cars or those of advanced design. This, really, is where the Lagonda fits into the American scene.

My readers should also understand that in America, where all but a handful of cars produced during the past twenty years have been turned out in fabulous quantities by the Big Three, that cars are used up and discarded. It is true that prior to 1936 a few expensive cars were built in small numbers over here. However, even those were produced in considerable quantities when compared with the 200 Lagonda V-12's that made up the full model production. For this reason, when a car became five or so years old, it was junked and as a result, we have but few old, good cars existing in this country to-day.

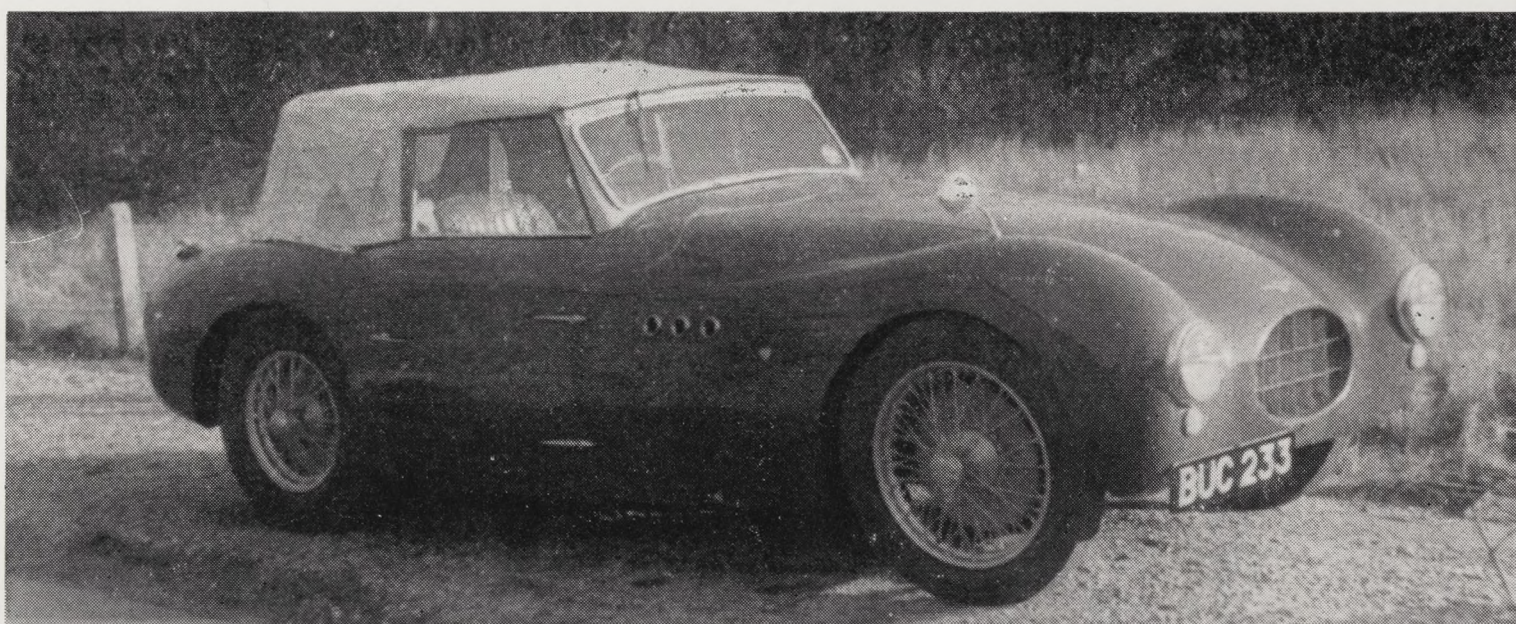
Perhaps for that very reason those of us who do love outstanding cars do get the biggest kick from those makes (and usually of foreign origin) which were made in small quantities, with much handwork and created with advanced design and body work. It is certainly not for economy, for to restore a classic costs plenty of money or time in this country. There are no great piles of older cars in the wrecking yards and the securing of new parts is a drawn out problem of locating replacements and having them shipped from overseas. In addition, the owner must almost be, or learn to be, an expert mechanic. With the exception of a very few specialist garages in the

large cities, who charge exorbitantly for labour, it is impossible to find repairs shops who will even entertain the suggestion of work on a foreign job. Most mechanics in this country, I am sorry to admit, know just enough to locate a problem and go to the parts bin, find a complete replacement assembly and install it. When they run into a situation that cannot be fixed by replacing a defective component, they throw up their hands.

As a comparison, my V-12 is nearly eighteen years old. Yet nearly every part I needed was available (after a five-weeks shipping delay) from the manufacturer in England. It might be interesting to consider that I paid about £325 for my car and have

since spent about £450 on top of the cost for parts including new hood, new interior leather and repainting. For that much money, I could have purchased a medium-priced American car about a year old and had greater reliability and power.

So the working of the mind of a car bug is hard to comprehend. Your more rational friends raise their eyebrows when you appear in an unconventional conveyance—and an old one at that. But to those of us so addicted, it is all worth while. I must admit that my Lagonda has given me more hours of enjoyment than could be bought in any other way. And so I truly believe that even the few Lagonda's in this country will be with us for a long, long while.



FIBREGLASS BODY ON A RAPIER

TED FULLER as the accompanying photographs will show has just finished putting a fibreglass body on a Rapier, and very nice it looks to.

When asked for a few notes on the subject he replied with eleven pages which seem to give the whole story of fitting and will be most usefull for anyone carrying out the same task, his correspondence is available from the Assistant Editor to all who are interested.

The body is known as the Rochdale Mark VI and comes complete with wheel arch flanges and bonnet panel for £55 from the Rochdale Motor Panels & Engineering Co. Any colour can be had to choice but as this particular body is cast in an old mould (owing to its size) the finish is not too good and Ted has painted his B.R.G.

The body has also been adapted as a four seater owing to family needs and the present rather large

hood will soon be replaced by a detachable hard top. The weight, ready for the road and with a full tank, is $17\frac{3}{4}$ cwt. which may not seem a great saving over the standard tourer (about 1 cwt. in fact) but the construction was carried out with strength and availability of cheap materials in mind rather than weight saving. In fact perhaps a hundred weight could have been saved if lighter flooring, seats, and angle brackets had been used. However with $8\frac{1}{2}$ cwt. on the back wheels the road-holding should be as good as ever. The dimensions remain much as a standard car being 12' 9" long and 4' $9\frac{3}{4}$ " wide.

The big advantage with this particular body is that being sectional it can be cut and adapted to the rather awkward proportions of the Rapier chassis, and scuttle height. Also by chopping bits off here and there the front and rear portions can be placed at any angle one likes. On Fuller's car this gives a particularly nice line from scuttle to nose.

The door panels are sheets of fibre glass with a rolled lap edge and they are just shaped by the constructor to fit the gap left between the front and back sections!

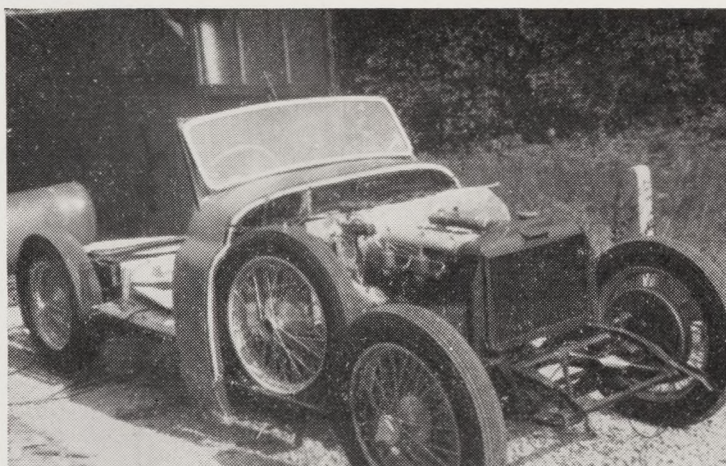
The radiator is modified Morris Oxford, the windscreen pre-war Austin 12, Ford Prefect door handles, and Morris Minor boot hinges are used as door hinges. How is it that these types know that all these odd bits will fit? The only modifications to the chassis were the fitting of out riggers by the gearbox and at the front shackle of rear spring to carry the scuttle and tail section (and door plates) respectively, and small extensions at front and rear to provide a pivot point for the front section and to hold the tail part up generally.

So now you know how easy it is and congratulations to Ted on a well finished car. Do you know he says he doesn't really want to sell his standard tourer Rapier because he likes the Vintage lines—there's a man after my own heart!

By the way in case you think you can do the job this weekend you might like to know that Ted, working single handed spent 622 hours on the job!

Single handed isn't quite true as often his wife was summoned "to hold that screwdriver whilst I turn the nut from the other side". Also if Mrs. Fuller hadn't been so decent about the whole thing he would never have been able to spend more time with his new toy than with her!

M.H.W.



The chassis with scuttle section in position.

HUGH DUCKETT joins the fibre glass brigade and is busy reshaping his Rapier in time for the Southern Rally. He is so busy at it that he had to miss the pub meets! This is catching amongst the Rapier clan as Ted Fuller has just completed a rather nice rebuild on these lines and Richard Paines has been working on and (mostly) off for about three years on the same idea.

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CHRISTMAS PARTY

TAKE SOME very smart girls, a well laid out buffet, plenty of good drink and mix together with a happy atmosphere and what do you get? The Lagonda Club Christmas Party, 1956.

In spite of the difficulties with petrol some 150 members, friends, and guests made their way to the Bonnington Hotel on Friday 14th December, and by very early in the evening new and old members were chatting away with practised ease. It was more than pleasing to see so many members who have joined the Club in the last year or so and now that they know a few faces it is hoped they will be out and about in the coming season. A very warm welcome was extended to all the many who had come long distances including Colin Bugler from Southampton, Harry Wareham from his hide out in the Midlands, Dick Page more than pleased with himself as his firm had found him a job in Town that made his journey from Manchester easy on his pocket, and in the absence of the Northern Secretary exile Richard Paines from his outpost in York.

While all this was going on the more crafty, including your Chairman were given support to the bar and all the loverlies that came in sight. This latter task kept him fully occupied until he felt it

time to get the prize giving underway. This part of the evening had been advanced so that those who had to catch trains and things could get away. This year perhaps glamour had been exchanged for interest and the awards were presented by no less a person than Arthur Fox, who as you all know organised and raced Lagondas for so many years before the war.

Rex very smoothly dealt with the announcements and in no time at all the lucky, and dare we say, hard earned winners had collected their trophies. Perhaps the biggest "hand" of all was reserved for Charles Elphinstone who was presented an award for all the sterling work he has done for the Club over the last few years in bringing the financial position up to its present comfortable state. He will of course now say we have no money in the kitty! As he himself remarked when looking at the inscription on the tankard which said "for services rendered to the Club" it should really read "for accounts rendered".

At the end of presentations Arthur Fox made a charming little speech and then said that he was so interested in the Club that he had decided to present a trophy for annual competition to be used as the Committee saw fit. (how they saw fit is I hoped explained elsewhere in this issue). Mr. Fox said he had looked at the many trophies in his possession won in days gone by by Lagondas and he thought the most appropriate was one awarded as a team prize to his 2-litres in 1929. He then, amidst thunderous applause, handed to the Chairman a most handsome silver cup, a cup with a history that every member will be anxious to have standing on their sideboard. Bob Wright formally, but in his own style, acknowledged this most generous gift and everyone present assisted in this as they say "in the usual manner".

Hardly had all the nice new tankards been filled when plates of cold meat and salad were produced, a move that ensured utter silence on the part of such men as Harry Gostling until all was finished.

"Back to bar" cried Rex but before he could move very far the film show had started and he with Mike Wilby were pressed into giving a commentary on films of the Clubs past years activities. They succeeded in passing rude remarks about all the male members, and giving loud whistles at all the pretty girls, which by the way the Club seems to produce in vast numbers.

The organised part now over, the social chatter and drinking section got under way, perhaps the best part of all as old acquaintances are renewed, and many fresh ones made. The laughter and chatter could be heard at the other end of the building but all too quickly "Time" was called and with dismay it was realised that 11 'clock was with us. Goodbyes and goodnights were called as one by one the happy warriors drifted away. The lights were dimmed and in the shadows Mike collected up the awards not retrieved in person, the Party and Prize Giving was over for another year.

Thank you Bob, and Rex, and Bill Michael for the good organisation and thanks all you types for coming and making it a success.





THE LE MANS WINNING CAR

As Douglas Hull's time is very limited his brother, a serving officer in the R.A.F. who drives a vintage Alfa Romeo, undertook to write this article.

It is indeed hoped that this very fine car will be seen in Lagonda events in the coming years. ED.

MY BROTHER, Douglas Hull, bought BPK 202, the 1935 Le Mans winning Lagonda, from a dealer in London shortly before the war. The car, which was in good condition, was painted black with red wheels, although it had been raced at Le Mans with its body painted a bright red.

It seemed too good to be true that we had an actual Le Mans winning car in the Family, and I personally had my first experience of exceeding the ton on the road as passenger in the car when we reached an indicated 105 m.p.h. near Daventry, on the way back from a V.S.C.C. Donington meeting. Presumably the car must have appeared quite a fearsome sight at this speed, because a man who had been standing by the side of the road holding his bicycle suddenly leaped into the ditch, dragging his machine after him as we went by. Nowadays, when we are told that every other family saloon is capable of 100 m.p.h., one must assume that men who hold bicycles by the side of the road under similar circumstances just go on holding their bicycles.

In those days my brother was flying in the R.A.F., and when the war came he continued running the Lagonda, but removed the P.100 headlamps and masked the lighting to conform with war-time regulations.

It was due to this that he had the misfortune to run into the back of a lorry which was parked with no rear lights on the Oxford-Bicester road one dark night towards the end of 1939.

Although the two passengers in the Lagonda virtually escaped injury, my brother was badly cut by the aero screen and damaged an eye. The car withstood the impact remarkably well, and although the radiator and bonnet suffered, no damage was done to the engine. The car was taken to a garage at Melbourne, near Royston, where my brother knew the proprietor, and the front of the chassis was straightened out almost immediately. As soon as my brother came out of hospital he got hold of practically all the spares he needed for the car from another Lagonda whose engine number was within eight of that of the Le Mans car.

However, there was a war on, and at the time nothing could be done about getting the car really properly rebuilt, and so it languished at Melbourne. My brother did utilise its 6.00 x 19 Dunlop racing rear wheels which he fitted to an International Aston Martin he was running because he was unable to get tyres for it.

After the war he left the R.A.F. and started up a garage of his own, near Buckingham. Meanwhile the garage at Melbourne had been doing war work on various Army and Government vehicles and in the course of time, due to building alterations, the Lagonda contrived to be partially bricked up due to a wall being built between it and the Government vehicles. What with this wall and the ironmongery the Lagonda simply couldn't be got at for some considerable time, and it was not until 1952 that my brother at last got her down to his premises. In the intervening post-war years he had gained considerable experience in tuning cars for competitions, as well as in racing them, and had become a member of the B.R.D.C.

From then onwards began a slow re-build of the Lagonda, all of which had to be done as spare time

work, and it is here that a tribute must be paid to Mr. Wedd, the proprietor of the garage at Melbourne, for the excellent condition of the car in general, and the completeness of all the bits.

First of all the car was completely stripped down to the bare chassis, and the front axle, steering arms, and all stressed parts of the steering were polished and examined for cracks. A crack was discovered in the drop-arm, so it was discarded and replaced. The brake back-plates were polished to enhance their appearance, and a number of unsuspected cracks were discovered in the offside front one, so this was repaired. The back axle was stripped and examined and replaced in good condition, and visual examination of the gearbox disclosed that this was also in good order.

The brake-drums were all re-chromed, and the brakes re-lined with MR 41 Ferodo linings. The wheels were rebuilt and stove enamelled cream. It had been decided to paint the car maroon, so as to resemble its original racing colours without appearing too conspicuous. The windscreen, and odds and ends such as the steering column were replated.

Turning to the engine, the cylinder block was found to be considerably worn with 20 thou. bore wear, so the bores were resleeved and the original Martlet pistons used again. The weight of each piston was reduced by 1 oz. and the rods and pistons were carefully matched for balance. The crankshaft was reground, and all mains and big-ends were re-metalled with Hoyt 11Z3 racing bearing metal. The complete crankshaft-flywheel-clutch assembly was balanced dynamically and statically by Laystalls.

Two magnetos are fitted to the engine instead of magneto and coil, the coil unit on the port side being substituted by a Scintilla-Vertex magneto. Both this and the platform type magneto were overhauled by Scintilla-Bosch. The flywheel was modified to take starter ring gear, the old teeth being worn, and this proved a more complex operation than it sounds.

During the overhaul it was found that the car was extremely difficult to improve on, due to the meticulous preparation by Fox and Nicholl's, which was

very evident throughout the car. The rockers, for instance, were all polished, as were the clutch fingers. The ports had received careful attention, and had been opened up. There was locking wire on everything that could possibly shift, even including the bolts on the aluminium plates on the chassis to which the bonnet is attached.

Other points about the car are the fuel feed, with two double-type end-to-end S.U. dual pumps, with a separate feed to each pump from the rear 27½ gallon tank. During the overhaul all the petrol piping was replaced by armoured flexible hose, as used on aircraft.

There are four shock-absorbers per axle, two vane and two friction type. On the nearside top of the bonnet there is an air intake with a large pipe connecting to the top of the bell-housing by the starter motor to act as a clutch cooler, with an outlet at the base of the bell-housing. The car now has a new bonnet, and this intake has yet to be made for it.

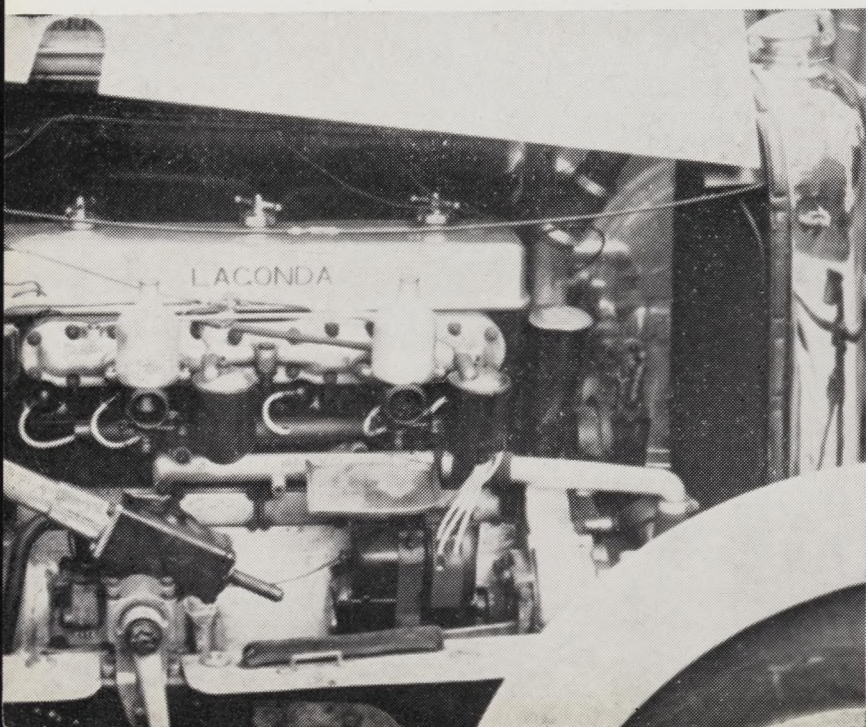
The normally thermostatically-operated radiator shutters are worked by a hand Bowden control. However, ideas on a cold air intake to the carburettors appear never to have been carried to their conclusion. There is a box connecting the two carburettors with a gauze at each end and in the centre, and whilst a bulge to accomodate this was provided in the off-side of the bonnet, there was no corresponding hole in the bulge.

The car has a straight-bevel differential and the sound of this, plus the exhaust note, gives the occupants all the traditional high performance noises, which, after all, one expects from a Le Mans winner. The rear axle ratio is 3.14 and this, combined with 600×19 rear tyres gives about 29 m.p.h. per 1,000 r.p.m., giving a theoretical maximum speed of 110 m.p.h. This is ideal for Le Mans and for touring purposes, but is much too high for short circuits such as the Club Silverstone where a quick 95-100 m.p.h. maximum down the straight would be of far more use.

My brother had the car running again for the first time towards the end of last summer, and was persuaded, possibly against his better judgement, to run it in the Lagonda race at the B.D.C. Silverstone meeting. The car was in a very unfinished state as the body was completely unpainted, and the engine only just run in.

It was only on the evening before the meeting that the engine was taken up to its maximum revs. for the first time since the overhaul during some carburettor tests, and it was then that a fault came to light. It had been found on dismantling the engine that the original valve timing specification was not to the maker's settings, and after much cogitation this was left as a try-out. The test on the eve of the meeting showed a blow-back of fuel into the air box at, or near, maximum revs., indicating that the valve timing was too far advanced. This is now being rectified, but we feel that it was this, combined with

The re-built engine.



the over-gearing mentioned above, and an engine still possibly on the stiff side, which made the car's performance at Silverstone somewhat disappointing compared with that of the other two team cars.

The car's cornering, however, proved outstandingly good for such a long, heavy chassis—far better than was anticipated. Before the meeting two 5.50 × 19 Dunlop Racing Tyres were ordered for the front wheels, but Dunlops were unable to supply them as no moulds were available. This left a choice of either 6.00 × 19 or 5.25 × 19 tyres, and, bearing in mind that the car rather severely under-steered pre-war on 5.50s, my brother was reluctant to go to a larger section tyre. Dunlops were satisfied that 5.25s would be suitable, so these were fitted, with highly satisfactory results.

The braking, too, proved to be first class.

It does seem, however, that to develop the car for racing would mean considerable modifications which would destroy the character of a very historic machine. The present weight of the car is 27½ cwt., and to cut this down the chassis would need shortening and lightening. To give improved breathing at the top end the engine would need to be fitted with an LG 6 head, and after extensive and expensive modifications the resulting hybrid would rather fall between two stools, being too young to be vintage, and too old to be able to compete with any success against modern cars. It would seem a better plan to preserve it as an exceedingly pleasant and historic high speed touring car, with, perhaps, just an occasional essay into Lagonda Club competitive events.

During the running in period, when the car was being cruised at 2,500–2,600 r.p.m., about 75 m.p.h., an all through petrol consumption of 20 m.p.g. was achieved, including London traffic. Lodge C3s were used for initial running in, and when the revs were pushed up to 2,500 for any length of time it was found that pre-ignition developed. However, Lodge H3 plugs proved quite satisfactory, and for Silverstone some old pre-war Champion R3 plugs were used, which are fairly hard plugs, roughly equivalent to Lodge R51s. These were left in after Silverstone and a plug was never lost, so the engine is therefore not very sensitive to plugs.

The body is also very practical for touring purposes, being an occasional four seater. There is quite a deep well in front of the rear seat, which compensates in some measure for the restricted leg room.

It is hoped that the car will be completely finished and really immaculate before June, as one of its big assets as a touring car in 1957 is that its owner apparently automatically qualifies for a subsidised holiday at Le Mans during the race week!

PETER HULL.

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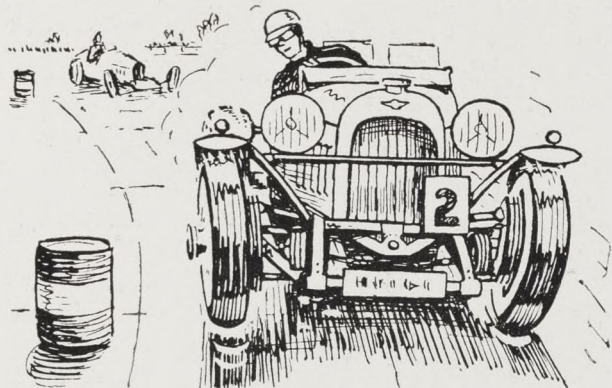
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COMPETITION NOTES



BY DR. S. C. REXFORD-WELCH

MANY MEMBERS will wonder with what material the Comp. Sec. intends to fill his portion of the magazine as it would appear that a fez wearing wog has placed something of a spoke in the wheel of competition; nevertheless it is hoped that we, as a Club, can manage something though obviously less ambitious than former years.

Southern Rally

It has been decided that we should make a very big effort to run the Southern Rally (as if Egypt did not exist) and every effort will be made to organise the event to use the minimum of petrol to the best advantage. We have booked Heston Airport for the 25th of May, 1957 (Saturday)—we consider Heston to be the best venue for the maximum number of members and as this warning of the event is in very good time, arrangements to share cars, etc., can be made at pub meetings and the like. Alan Audsley has kindly offered to lay on the event and as he is a very old hand at the game we can expect some first class organisation.

April Social

The Committee have decided to run this event in abbreviated form if THE ENTRIES JUSTIFY IT.

The idea is to keep the whole route down to about 30 miles and with this in mind three starting points, or rather "feed in" lanes will be chosen which lead on to a short circuit in pleasant Chiltern country. These points will be near, Sarratt, Hanger Lane station, and Windsor. The finishing point will be near Gerrards Cross, with tea for those who order it.

For those who cannot make up their mind to come until the day there will be a fixed starting point near Hanger Lane. For those who enter early, the route card will be sent to them the day before so any plotting can be done at home.

Clearly the organisers are not going to waste petrol on mapping out an event if no one is going to be there so it has been decided that intended entrants must signify their intention on a post card to Mike Wilby by the 18th March. Any type of car can be

used. IF THERE ARE NOT 12 ENTRIES BY THAT DATE THE EVENT WILL NOT BE RUN. You will then have to wait until May for the Southern Rally.

The entry fee for the April Social will be 5s. and the date is the 14th April. Starting time 2.30 p.m. and the fixed start point will be The Abbey Hotel, Stonebridge Park. (This is on the North Circular Road). Maps: O.S.159 will be needed and O.S.160 for those starting at Sarratt or Hanger Lane.

New Position

This is not an excerpt from a Paris magazine but to announce that Richard Hare has accepted the post of Assistant Competition Secretary. Richard and his very clean 4½ are well known in both competition and social fields, and it is felt that we are indeed lucky to have the services of such an excellent all rounder.

Ideas

Any ideas by which we can have any form of competition either with the minimum use of petrol or at "static" meets would be welcomed by the Comp. Sec. and the ideas most seriously investigated. Also the whereabouts of any petrol wells in the London area would be welcomed.

It is obviously impossible to end this short survey of NW competition with any great optimism; however, it is hoped that the members of the Club will accept the challenge and as Brother Marx said "close the ranks".

R.A.C. Veteran Run to Brighton

This year it was decided to try and revive the Club meeting at Handcross, The Red Lion, to watch the veterans in flight. Why this meeting had been discontinued for the last two years is not clearly known but judging by the turn out on the 4th it is still a very popular function in the Club. Your Comp. Sec. who is usually most punctual at meetings held on licenced premises was unfortunately a trifle delayed in arrival due to official duties connected with the Run. The following persons were noted all keenly discussing the veterans in the bar—Peter Bartleet, Freeman Wright, Peter Hunt, John Ayre, Billie Michael, Richard Scates, Bill Hartop, Peter Whitman, Don Roberts, Richard Hare plus assorted wives, children and dogs. Hartop was found in the internals of "Sitting Bull" his old/new 14/60 which was threatening to live up to the first part of its name. A count of 14/60's disclosed the presence of three, an uncommon event.

Cleanliness at the A.G.M.

Members, who entered the concour, may have wondered from where the tins of "JIZER" degreasant perched on bonnets arrived. These were kindly donated by Messrs Deb Chemicals. Though the majority of cars were very "clean" no doubt the odd spots well out of sight could benefit from a spot of "JIZER" and we thank the manufacturers for their generous gift.

The Body Beautiful

Many members may not know that in John Whitnee we possess a member who is a master wheelwright—indeed a veteran trade. However, this paragon can offer members other very valuable facilities in the way of body repairs, wing bashing. To date he has succeeded in fitting a tow bar on to a 4½-litre a task which many firms would not even undertake. Members in difficulty can contact him at 279 York Road, Battersea, (Bat: 0155).

C. R-W.

FIXTURE LIST FOR 1957 (perhaps)

THE EVENTS for this year have been planned much as previously but the question of how many can actually be run in their normal form depends a great deal on the petrol situation.

Your Committee are most anxious to keep the Club together in these difficult times and so have decided to try and put on the Southern April Social and the Northern Social to "test the market".

The Southern Driving Test meeting is also being planned and will be held at Heston provided the supply of petrol doesn't deteriorate and that there are sufficient entries to justify it—so it is up to you! The same remarks also apply to the Northern counterpart and Henry Coates will have more to say about this in due course.

Regulations for these events will be sent to those within a reasonable distance from the venues nearer the time, others, who we hope will come, should send a post card to the Competitions Secretary or Mike Wilby.

Sunday, 31st March	Northern Social
Sunday, 14th April	Southern Social
Saturday, 25th May	Southern Rally (Driving Tests only)
Saturday, 1st June	Lagonda only Race (8 Clubs Silverstone)
Saturday, 6th July	Northern Rally (Driving Tests)
Saturday, 3rd August	Lagonda only Race (B.D.C. Silverstone)
Sunday, 1st September	Point-to-Point
Sunday, 29th September	A.G.M.
Saturday, 9th November	November Handicap
Friday, 6th December	Prize Giving and Party



Awful warning section! Bill Michael's wheel does a slap-stick umbrella stunt at Silverstone last year.

(Autocar photo)

ANOTHER LINK with the past is restored by C. F. Dietrichsen joining the Club. He purchased the 1935 Le Mans winner and one other of the 1934 T.T. cars just after the French triumph and ran them for many years. He will be pleased to see the fine job Douglas Hall has made of restoring the Le Mans car to its former glory.

ADVERTISEMENT RATES

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"FLARE PATH" Delves into Figures

SINCE WRITING in the last issue about lap times at Silverstone, the Bentley Drivers Club have in their recent Review published some very interesting information giving maximum speeds reached at Silverstone and at Firle.

At Silverstone a 100 yards of the straight was selected at a point where most people would think about slowing for Woodcote, and so represents something like the maximum speed reached for most cars. It is possible of course that some start breaking a little early and so the speeds recorded will be a little down.

Unfortunately as the Lagonda race was early in the day no times were recorded during that race but later some speeds for our members were taken and are quite interesting. Fastest of all was Bill Michael, who also was remarkably consistent over the six laps that he was watched, and his 94.3 with the "cooking" engine makes one wonder if it is worth while tuning a 4½-litre! Henry Mulholland's similar car was rather slower at 91.0 and as this engine knocks out rather more power it would seem that the smaller frontal area of the lowered car is really useful. Also in spite of Bill always groaning about bad gear ratios the 3.14 axle and 5.50 × 18 tyres seem to be the right combination for that circuit. Henry pulls a slightly higher top gear but wears 6.00 × 19 tyres, which while making it a very good touring car does mean it is still picking up speed at the time of braking.

Douglas Hull's speed of 80.3 seems a bit puzzling until one remembers that the car was still being run in and in any case has a fairly large compression plate under the block. It is interesting to note that a 4½-litre Bentley recording a speed of 80 m.p.h. lapped at 1.32.4 around times recorded by Hull, and Lord Ebury and his 3½-litre Bentley were lapping at about the same speed as Henry and going a shade faster down the straight. Some bright boy should now be able to work out a formula to prove that maximum speed is related to lap times irrespective of driving skill. Of course the answer could be that all these people know their cars very well and are going as hard as possible anyway!

By comparison with these times McDonald on his Bentley managed 99.5 which I reckon is near enough to 100 m.p.h. to feel like it, and Burton not to be out done recorded 99.0 but even more amazing is Harris and his Austin which on one lap did 76.3, but having seen him tucked right in behind an Aston Martin for several laps think he must have borrowed a few of these extra miles per hour!

The figures themselves at Firle of course do not look so impressive but were taken at the fastest part of the hill and were over 1/20th of a mile. Anyway, I reckon approaching the top corner at Firle around 50 m.p.h. is as exciting as twice the speed at Silverstone! It is of interest here that Henry Mulholland was much faster than Bill who in fact made the fastest time. Of course Henry's speed may have been recorded on his second run when he went all over the banks, so who knows next year he may be fastest of all. At Firle of course knowing the car means a lot and the fact that James Crocker has still to get used to his 4½ is illustrated by the fact that although his speed was some 6 m.p.h. faster than Monro on a similar engined Invicta his time was but 0.3 of a second quicker. At the other end of the scale Charles Long found the 3-litre axle ratio all wrong for his 2-litre, and this was reflected accordingly in his time. Again by comparison with Henry Mulholland's 53.6 m.p.h. Walker and the 4½-litre Bentley did 64.5 and George Burton 59.0 and to show there was no ill feeling a C type Jaguar replied with 67.2.

Silverstone Times

Michael	Dunleath	Hull
92.5 m.p.h.	86.3 m.p.h.	78.0 m.p.h.
92.5 "	89.0 "	80.3 "
93.5 "	91.0 "	79.3 "
94.3 "	89.7 "	80.0 "
93.5 "		79.7 "
92.5 "		

Firle Times

Dunleath	53.6 m.p.h.
Michael	51.9 "
Crocker	49.2 "
Leo	46.5 "
Long	27.2 "

Don't quite know what all this proves except that we have one or two quite fast cars and several more who are not afraid to bash on even if they are not fast enough to keep up with the "big boys". Still we have our own Lagonda handicaps and they are great fun!

Prototype 3-litre snapped at Le Mans by Dr. Rexford-Welch.



NORTHERN QUOTES

of HENRY COATES

WHEN DIFFICULTIES are put in the way of honest individuals using their Lagonda motor cars for their primary purpose of providing comfortable and refined locational readjustment, it is an opportunity to cogitate on how to make best use of the time when those difficulties are removed or reduced. It is also an opportunity to consider the mistakes and omissions of the past, and this department has a distressing list of those to keep it awake at night, though it is too modest to draw attention to them all now.

One beautiful scheme, still only talked about, is for another night rally. The route is roughed out, even the commissariat side is in train (not puffer or diesel). Some of our associates seem to prefer to spend their nights in bed and want it to be held in broad daylight. They say they have families (they won't admit any connection with the preference expressed in the previous sentence) who cannot be left at night. Some of our members have families too, we refuse to give other makes credit for more than their share of the entries at Somerset House. There are several advantages in a night venture—the locals (folks not pubs) are less likely to be mown down, and generally it is easier for the organisers to confuse the navigators, and if it is held on a Saturday night competitors have all Saturday afternoon to get there and all Sunday to get home again. Hands up those who want a night rally.

Manchester is developing a social conscience, and is proposing a party. There will probably be something to eat, something to drink, something to look at, and with ordinary average luck someone to talk to. A monthly meeting happens at due intervals—once a month in fact—and promises well.

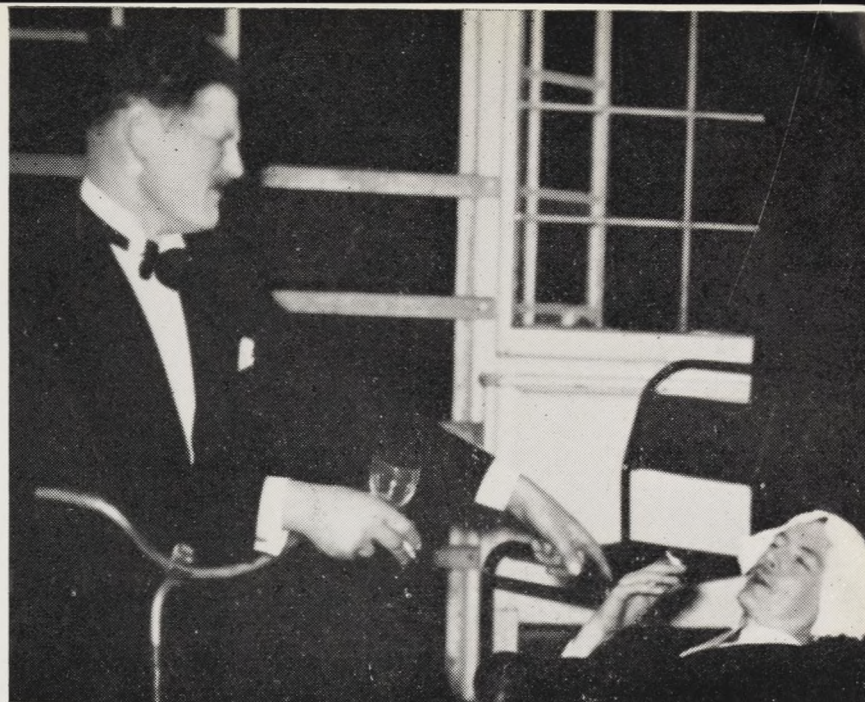
At present the Red Lion has had to be abandoned, because it is rather wide for everyone, though nicely central for a fair number in normal times. A new venture is each Last Tuesday at the Half Moon, Skidby, near Hull. It is hoped to arrange another in the Leeds-York area.

A Northern Rally is in the fixture list for July 6th.

As a little motoring exercise without motor cars, to give rein to nostalgia, and to stimulate a tidying up of the back numbers, here is a small proposition: Two tickets for the Party, or an entry and two meals for the Northern Rally, will be given free to the member who sends to the Nth. Hon. Sec. before 24th March the longest list of makes of motor car, current and obsolete.

Local meets. LAST TUESDAYS, Half Moon, Skidby, Near Hull, and (Manchester)

NORTHERN FROLIC (dinner, film and social) will be held on Thursday, March 28th at the Nag's Head, off Deansgate, Manchester. Tickets, price 12/6d. from Northern Hon. Sec., Hill Farm, Swine, Nr. Hull. The requisite haste brooks no delay!



"Call me early, Mother dear, for I'm to be Queen of the May!"

Henry Coates and George Sanders in a thrilling moment from the Northern Section's dramatic production "Walking Backwards Across the Irish Sea"—to be produced at the NORTHERN FROLIC. See foot of next column for details.

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Spares and Technical Topics

By IVAN FORSHAW

Spares Registrar and Technical Adviser



As Ivan Forshaw's removal to a new address (see p. 2) has precluded the production of his customary article, the opportunity is taken of publishing those parts of the previous notes which had to be axed due to a shortage of space.—Ed.)

Looking back over the years since the war it will be a great re-assurance to many owners that their money was invested in vintage machinery rather than the more common popular car. Quite apart from the greatly enhanced joy of driving and owning an individually built car the rate of depreciation of value has by comparison been very low. Indeed, the lower powered vintage cars seem to have arrived at a stable and recognised value, governed entirely by the precise condition of the particular car; the market is not a wide one, but it is definitely there. It would be a great mistake to think that a vintage car by reason of its age is unsuitable for serious use—as a pertinent example George Dean has driven his 2-litre more than 100,000 miles in the last five years, with immense pleasure to himself and with overall running costs which compare very favourably with modern cars. Beyond all this the owner of the thoroughbred sporting car is a king of the road, with a passport to a comrade-

ship and circle of acquaintance denied to all but the true motoring enthusiast.

Insurance.—Enquiries concerning insurance are still often received. It is now firmly established that vintage or pre-war thoroughbred cars are a less serious risk than modern vehicles, and there should be no discrimination against them because of age or type. It should be possible to obtain any sort of cover required, and without difficulty. Owners suspecting extortion are strongly advised to approach the brokers advertising in the Magazine, when they will be assured of sympathetic treatment and a proper quotation.

Water Pump.—Ernest Griffin reports a serious ingrace of water into his 2-litre engine. On investigation it seems possible that this may be due to an unusual but by no means unknown cause. Water leakage from the pump will normally drain away

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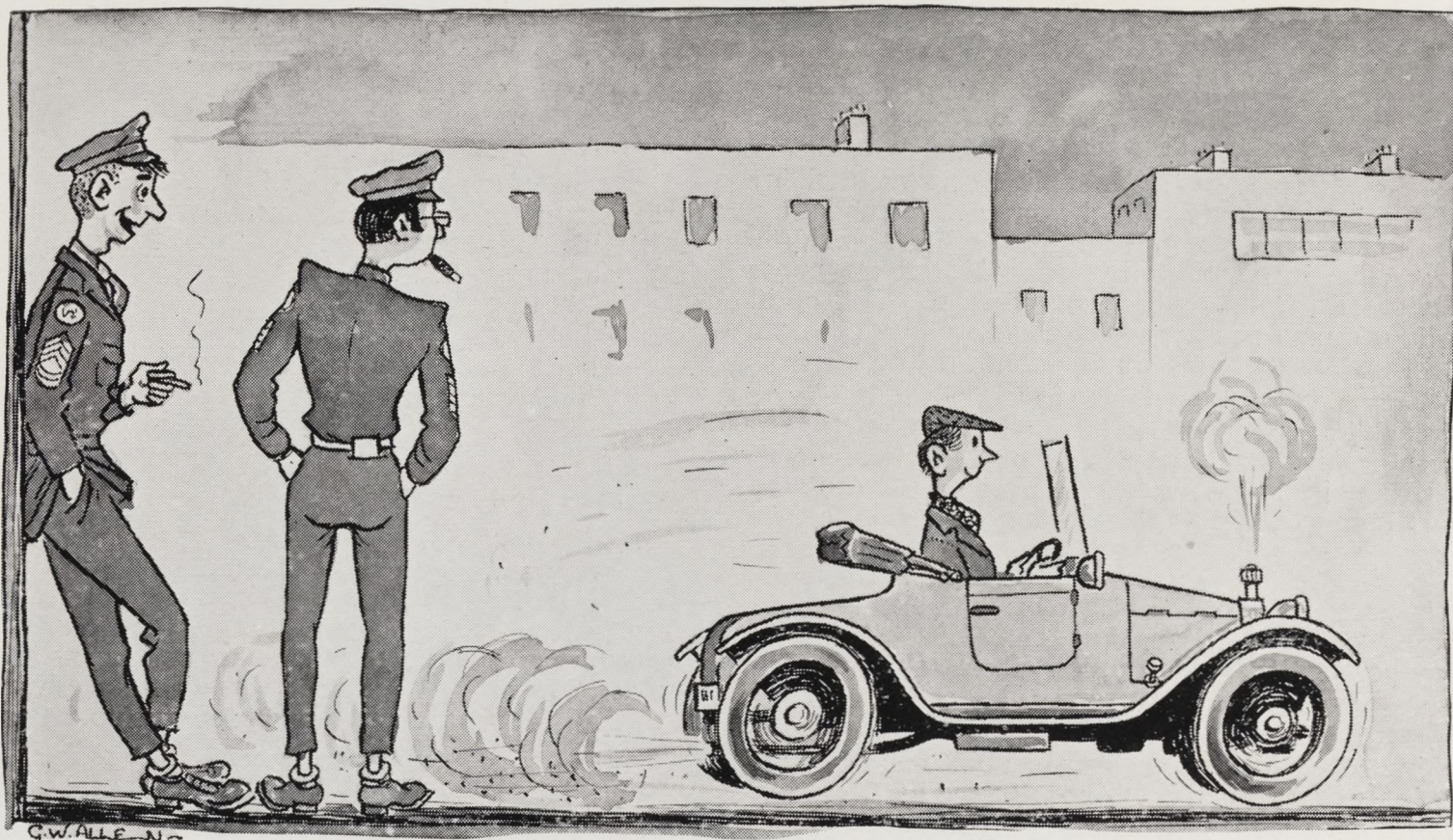
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"Dig the jalopy, Tex . . . guess that's the Limey answer to the challenge of the Nuclear Age !"

through a hole at the bottom of the aluminium pump cradle; should this hole be blocked with grease or other matter, and the leakage from the pump is severe, the cradle will fill with water which will then be fed into the engine by the Acme oil return thread behind the female driving dog protruding from the back of the timing chest. The hole in the cradle must be kept clear, but in any event a leaking water pump should not be tolerated. The leakage could be due to neglected lubrication or to a badly packed or adjusted gland, but in the majority of cases the cause is a worn pump spindle and bush. A few random observations on the reconditioning of the water pump will not be amiss. After detaching the water connections the pump is readily removed from the engine by slackening the steel castellated wing nut which holds it in its cradle—this has a normal right-hand thread; a peg spanner for this purpose was originally provided in the tool kit but a brass drift and hammer will serve equally well. The bronze gland and pump spindle housing is held into the pump body by six cheese-headed screws, which unfortunately pass through into the water and may shear on removal; in this event they must be carefully drilled out and the holes re-tapped. Two diametrically opposed tapped holes are provided for the insertion of bolts to jack the spindle housing out of the pump body. The rotor is secured to the pump spindle by six $\frac{1}{8}$ " rivets and its bush is simply pressed into the gland housing. Both are therefore readily replaced. The spindle

must be of stainless steel and the bush of phosphor bronze; new replacements of first class quality, and any further information on fitting, are readily obtainable from this section of the Club. It will be seen that end float on the pump spindle is controlled by a brass thrust pad which forms part of the union screwed into the back of the water pump body. It is important that this pad should be built up or replaced, being made of such a length that whilst the rotor is centrally disposed and able to turn freely it may not drift backwards and cut its way through the body of the pump. A drain tap should be fitted at the base of the pump body, not a brass plug; the tap must be kept clear and the pump drained when the system is emptied as a safeguard against frost; the use of anti-freeze solutions in aged radiators and in contact with light alloy parts is not recommended. In re-assembling the pump the relation of the gland housing to the pump body should be such that the Stauffer grease cap is in a horizontal position—this will allow sufficient clearance for either single or twin carburettor arrangements. The gland should not be tightened any more than is necessary to stop the leakage of water, or the soft packing will seriously score the pump spindle. It may be found that the female driving dog behind the timing chest has suffered damage or opened up, the wedge form now presented exerting a slight thrust on the pump spindle. Advice on the treatment and suggested modification of such a dog is available from me on request.

CORRESPONDENCE

Dear Sir,

The Production Editor makes me sick.

Why? because he is a beast and drives his willing staff too far. Now I will tell you the truth about the Staff meetings where this Production Editor man sits there like a Sultan giving orders—I don't suppose Sultans drink Bass when you come to think of it. All the same I am going to give him a pile of cushions next time to make the illusion complete.

Now this man starts by saying "Get me more draught Bass", glares at his staff and says "As we have nothing for the next issue, get me lots of copy" Small Voice at the back points out that it could be the Production Editor's job to get copy, but all Small Voice gets is a scowl and the remark that as Beast is in charge he will decide who does the work, all he wants is the Glory. Legal Voice to keep the peace, asks the Sickmaking Man if he has broken any good gearboxes lately, but all the thanks he gets is a call for more Bass and the opinion that the advertisements are the one weak point in the Magazine.

Big Bluff Voice then says we don't seem to have got very far yet, and is at once silenced by Beast who tells him he is there to take orders not pass opinions and he wants three articles, twenty-five pictures, and two cartoons from him by first thing next morning. Staff now thoroughly humiliated and full of draught Bass have nothing more to say except polite rumbles from Legal Voice.

Tyrant then beams and says his work is done, now up to wretched staff to produce magazine on time as always. Small Voice starts to say—Sickmaker cuts him short with details of the next round, and reminds him who is in charge.

As he stalks off into the night Big Bluff Voice says, waiting until Beastly Production Editor is out of earshot, that in his view B.P.E. is a waste of time as any fool can scribble all over copy with red pencil, spend all Club funds, and pass nasty remarks about people in print so they cannot answer back. Two heads nod in drunken approval and all proceed to tear up spare copies of so called masterpieces.

Legal Voice then reminds staff that they have also a share of glory in production and all agree that we have a very fine magazine, and it couldn't be done without the Beast, called Charlie.

Excuse me I must go to a Magazine Meeting.

Sincerely,

THE ASSISTANT EDITOR.

4 Lancaster Garages,
Hampstead, N.W.3.

Contributions do not necessarily represent the views of the Committee nor of the Editor and expressed opinions are personal to contributors—even veiled references to The Hon. Treasurer—however personal.

To the Secretary, Lagonda Club.

Dear Sir,

Please note I am now married to Mr. C. Hopkinson and we would like the family membership. I had to marry him to be allowed to drive the splendid Lagonda he owns!!!!

Yours sincerely,

MICHAELA HORNBY.

1 Farndon Road,
Oxford.

Dear Miss Hornby,

We note that you are now Mrs. Hopkinson and have accordingly removed your name from the Chairman's diary. What a pity you didn't let us know in time for we could have put you on to a lonely farmer in the Hull area who has dozens and dozens of Lagondas! We hope you will take advantage of all the benefits of Family Membership.

Yours sincerely,

ED.

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Dear Sir,

That Katinka's a damn liar but specially that bit about her bra stringk is just wishful thinkingk (*Borgia moi*) I spit. And another thingk that Wilby's goingk to get more than his rust removed *spokoini noche* if he tries the Far Eastern drink Katinka started on when I discovered it was cheaper to run the Austin 7 on vodka.

Hello Mum: they're a rum lot aren't they? Hope you are well like me.

Yours faithfully,

Shell House, Singapore.

BILL JUPE

Dear Sir,

Having seen my name brandished about in your excellent magazine, I feel it is now high time I opened my gearbox and stuck my neck out—I shall be for ever grateful to the Doc who joined me to your celebrated ranks, not so much because I hope to be offered, by him, a good Lag cheap (perhaps?) but because yuor columns give us Jupes such a splendid opportunity to correspond with each other less expensively than by Air Mail. Oh, well, I must climb back into my A50 and perhaps when flying round the countryside at 40 m.p.gallon of my generous allowance, I shall have the last laugh.

Yours etc.

South Warnborough, Hants.

MARGARET JUPE

P.S. Hello Bill: yes, they are aren't they. If you have taken Aunty's ocarina please send it back immediately. She's very cross.

9th November, 1956.

Dear Taylor,

I had heard rumours of Pete Whitman's "mod". His car is, of course, my old car—but no doubt more respectable these days as for me it was definitely a "hack". Although ingenious I am not sure that I consider his modification worth the trouble.

The 2-litre has always seemed to me so heavy and underpowered that it is better to regard it as a comfortable "gentleman's touring carriage" rather than as a fast car. If I really wanted to get a better performance I would throw away that absurd engine and fit a biggish modern side-valve—one of those nice reliable agricultural units complete with unit gearbox and so kill two birds with one stone. "Vintagent" Norman Ledson did more-or-less this before the war by fitting a Humber "Snipe" engine into a 2-litre chassis. I never rode in it but have always thought it must have been quite a pleasant machine. Sorry to reveal such sacrilegious ideas—don't tell Forshaw, he's a purist. I just believe in motor-cars that go well.

Best wishes, sincerely,

GEOFFREY ALLEN.

57 Harrow Drive,
Hornchurch, Essex.

Readers are assured that their replies to this extraordinary heresy will be given every sympathetic consideration for the next issue.

ED.

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1938/9 L.G.6 Drophead Coupe in really beautiful condition. Green with fawn plastic hood. i.f.s. Potential Concours winner. Full history. All coupons. Photograph. Offers invited for sale before June 1957. Furlonger, 11 Bramham Gardens, South Kensington, S.W.5. Fremantle 8884.

3½-litre 4 Seater Tourer, as featured in Xmas Issue of Lagonda Magazine. Excellent condition throughout. Well shod. Two brand new rear tyres. Over £150 spent on overhaul. Photographs available—£225. Apply Larsen, "Treetops", Barracks Hill, Totnes, Devon.

1933 3-litre D/H. Exceptionally handsome body by Martin Walker. Oil pressure 33 hot. Genuine 19 m.p.g. + at high average speeds. Cruises sweetly at 70. What offers? Would consider exchange for 2-litre or Riley 1½. Degenhardt, 28 Hampstead Grove, N.W.3. HAM 2036.

£50. 1930 3-litre Tourer, black, new red upholstery. Snags: minor crack in water-jacket—timing right off. Advantages: Basic unused, plus some in tank. Apply Stubbington, School of Navigation, Warsash, Hants.

Suez Special. Dakota fuselage on V 12 chassis 27 seats (6 on roof rack). Fitted 1913 (late) 11.1 h.p. engine painted Valspar, fully reconditioned 1923 and only used at week-ends since. 7 m.p.h. in bottom gear on flat and 7 m.p.g. driven carefully (2 m.p.g. making full use of the available performance. Ideal for family man. £7 19s. 6d. or exchange several 14/60 saloons. Hartop, Sundon, Beds.

1929 2-litre High Chassis with 1932 Rover Saloon Body. Good mechanically, body fair, paint scruffy, tyres poor. £40 or instalments or would consider breaking for spares. Vigers, The Old Post Office, North Moreton, Nr., Didcot, Berks. (Didcot 3339).

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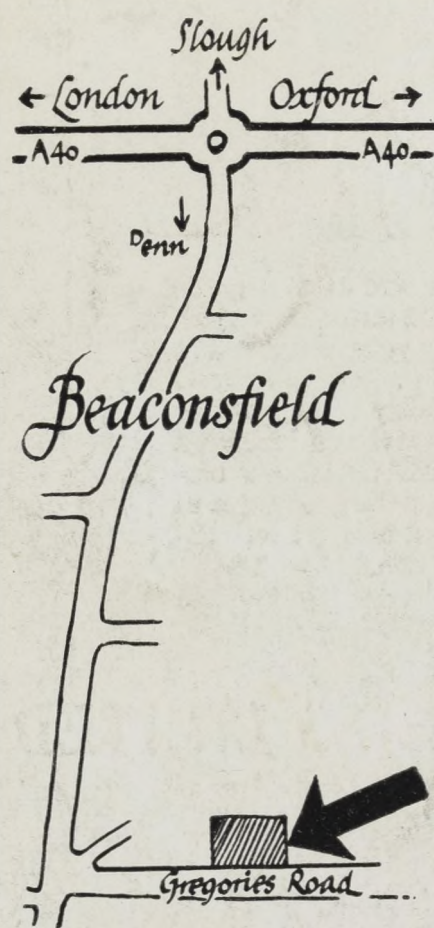
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