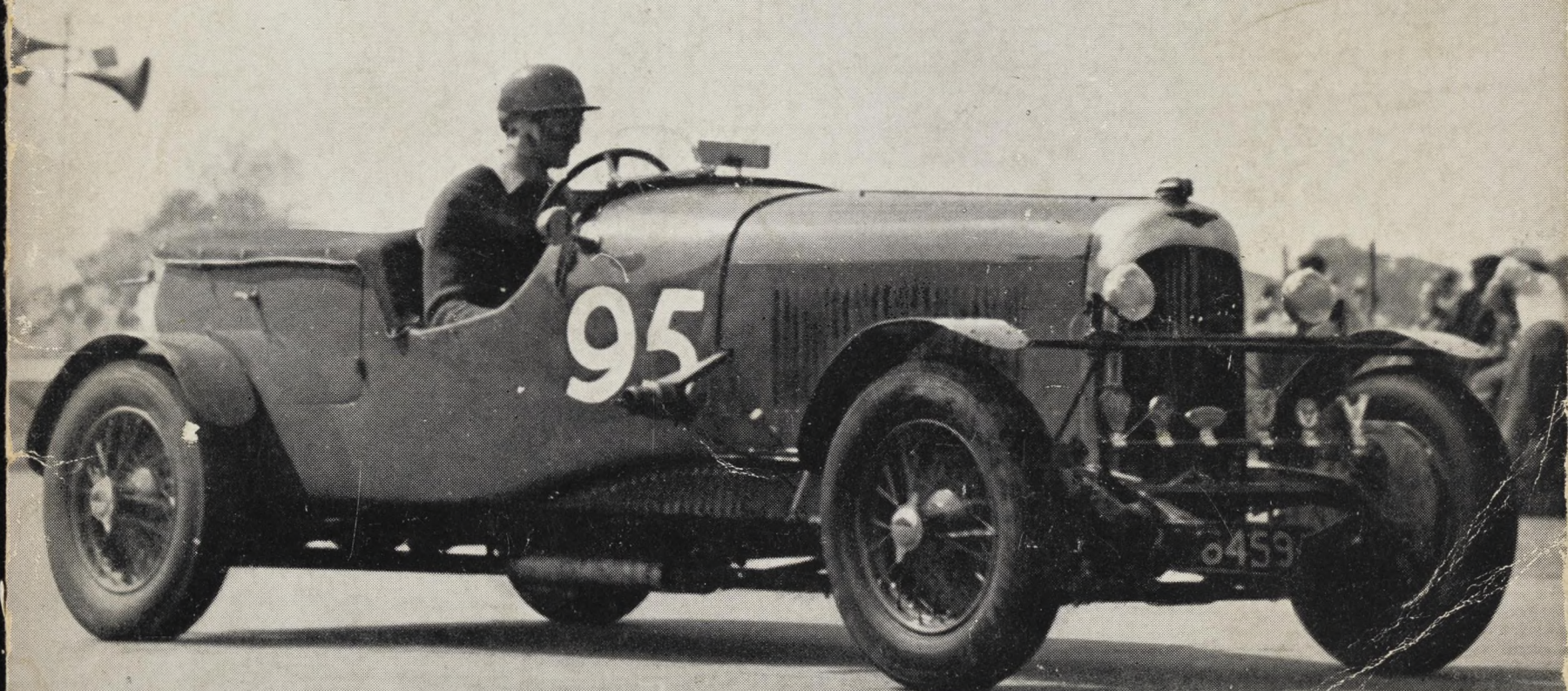
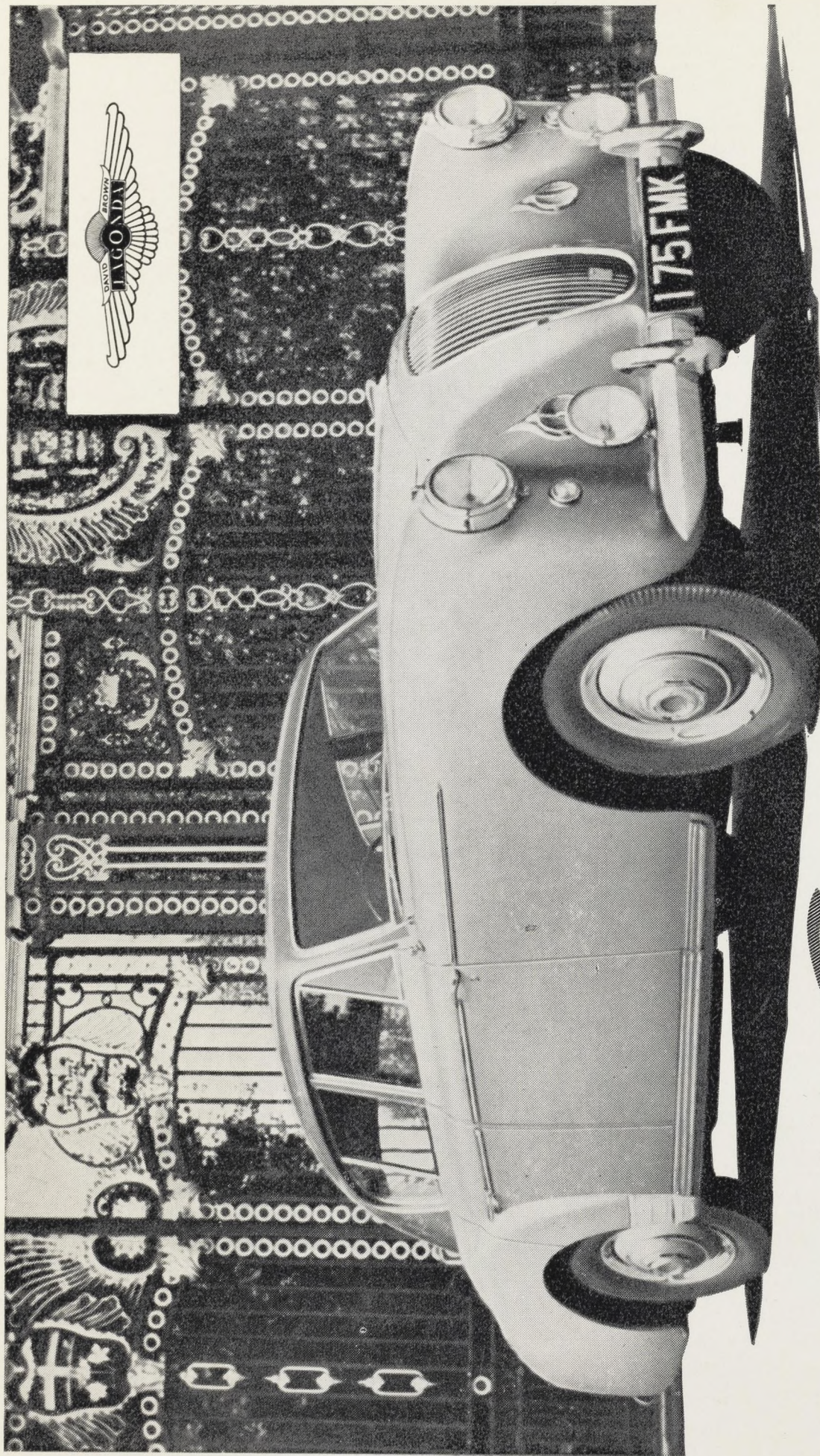


No. 25

Autumn, 1957







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the craftsman's art... all, in due and just proportion find  
their true expression in this beautiful car.

THE ILLUSTRIOUS

*Lagonda*

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# THE 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*

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## EDITORIAL

THIS MAGAZINE is unfortunately a week or two late as The Editor has been mountaineering in North Wales and has had to leave a trail of forwarding addresses behind him. Needless to say, it was not until his return that all the material could be assembled in one place and a start made on putting the magazine together. Mountaineering enthusiasts may be interested in some of the climbs and routes tackled on this expedition, and the Editor (the real one with all the power—not the other three ginks) will be delighted to advise keen members. It may safely be said that probably the most essential piece of equipment is the L.G.45 D.H.C. as this comfortably tops two tons lightly laden and is thereby not liable to wheelspin on rock. It has the additional advantage of a central silencer on which it is possible to slew the car on tight turns. A successful passage was made from Cefnfilltir above Harlech through Fonlief Hir to Eisingrug near Talsarnau without setting Editorial foot to ground. The route is not particularly difficult for the tyro and is occasionally marked with dots on the O.S. map though it was generally found advisable to keep to the grid lines. What a pity they didn't make a better job of 2nd gear in the G9 gearbox. 212 words. Please set direct and if it doesn't fit add some more waffle.

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## THE COVER PICTURE

Ron Newman and his 3-litre.

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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## NEWS

**MOST IMPORTANT**, to remind you of the two biggest functions in the Clubs calendar.

First, the A.G.M. and Concour d'Elegance. This will follow much the lines of last year which means it is the best social day we have. The children can roll about on the grass while Father rolls about under his Lagonda, I suppose Mother this while keeps her eye on both, after all she does want to get home again. This is the one day that the members can moan in public at the Committee and if you haven't liked the way things have been run this year come and say so. In the last few years we have always had about 100 different sorts and shapes of Lagonda on view and there isn't any reason why this number should not be exceeded this year. Brief details as follows:

**Date.** From 12 Noon, 29th September.

**Place.** Brimpton Grange Hotel, Nr. Wheatley. This Hotel is on A.40 about 10 miles the London side of Oxford.

**Arrangements.** Lunch will be available for those booking it in advance otherwise eat your own picnic on the lawns or drink in the bar.

A.G.M. will take place in mid afternoon to enable those coming long distances to get away, at the same time the concours will be judged. There will be an award for the winner presented at the annual prize giving. Small award will be given after the A.G.M. for various things like the member coming longest distance, oldest car, etc.

Tea will be available either before or after the Meeting, it hasn't been decided which yet. Later still there will be an informal gathering for all those who wish to come at a jolly nice country pub at the foot of the Chilterns.

Full details and lunch bookings to be obtained from L. S. Michael, 26, Bryanston Square, London, W.1.

**Second**, the November Handicap. This is the biggest and best competition fixture of the calendar, and the time we repay hospitality to all our friends like the Bentley Drivers Club by inviting them to our event. The make up of this event has proved so popular that it will remain unaltered this year, that is:—driving tests in the afternoon followed by tea and an evening road section of about 100 miles. There will be no chassis breaking stuff about this and will suit all types of vintage cars, at the finish about 9 p.m. there will be supper.

The general area will be Bucks/Oxon, the finish perhaps 40 miles from London, on the West side to give Midland and Northern people a good start to their run home.

Full details will be sent to the "usual competitors" in due course but we also want to see some new faces amongst both the competitors and the marshals so all interested please drop the Clerk of



## ANNOUNCEMENTS AND REPORTS

the Course a post card. He is none other than Harry Wareham, Haywood Cottage, Five Ways, Hatton, Nr. Warwick.

**IF THERE** is any room left for general news you might like to know that William Hartop, the keeper of the Album etc., is now to be found at Fontmill Cottage, Emberton, Nr. Olney Bucks.

**IVAN FORSHAW** finds something for himself for a change in the shape of a contemporary body for his Napier. This, the body, has been stored in a barn for 55 years and so in a fine state of preservation all things considered.

**THE REBUILD** on Lord O'Neill's 1939 Le Mans V.12 is now finished and a very fine car it looks too and quite like the original. Some notes of his on this task will be found elsewhere in this issue, together with some excellent photographs.

**DAN HAGEN** and his 1929 Le Mans 2-litre (this is the car that actually ran that year) represented the Club at the opening of the Brooklands memorial in July. How pleased Arthur Fox was to see this fine car out again.

**MAURICE LEO** has run out of sacks of bits but still has sacks of old editors left.

### SCOTTISH MEMBERS—

On the occasion of the recent Northern Rally there was discussed by the Scottish Members attending the desirability of again attempting to institute some measure of activity in Scotland—having regard to the inaccessability for most of us of even the Northern meets of the Club.

In order to explore the possibility of some sort of Scottish Activity and the form it should take, it is suggested that a joint meeting be convened (with the blessing of the Northern Secretary and of the Club Liaison Officer with whom the issue was discussed) when Members could at least get to know one another and could discuss the practicability of reasonably regular functions of one kind or another.

It would be of help if you would send a post card with the answers to the following questions—with any additional comments of a helpful nature that may occur to you.

1. Do you favour the suggestion of a meeting ?
  2. What week-ends in September and November are quite impossible?
  3. Any suggestion as to a place of meeting?
- Name and Address.

Please return to: A. J. W. Robertson Coupar,  
14 Montague Street, Barnhill, Dundee.

**THE 750 CLUB'S 6 HOUR RELAY** was not a conspicuous success for the Club. A joint team of Michael in the LG 45R team car, Overy and Hunt in The Scarlet Woman, Newman in the 3 litre and two Alvises was entered. Apparently everybody in the team retired at one stage or the other! There is some solace in the thought that the Alvises went first.

**THE SINGER OWNERS CLUB** again ran their Inter One-make Driving Tests this year at Langley Aerodrome, Slough on a handicap basis as last year. Well, last year we took first place, but this year the provisional results are:—First 2-litre, Gostling; Second 2 litre (S/c), Page; Third Rapier, Bugler; Fourth Rapier, Wilby.

There is no truth in the rumour that Harry Gostling scared the opposition by drawing himself up to his full height—after all, seven foot men aren't all that scarce—only the ones as wide as Harry anyhow!

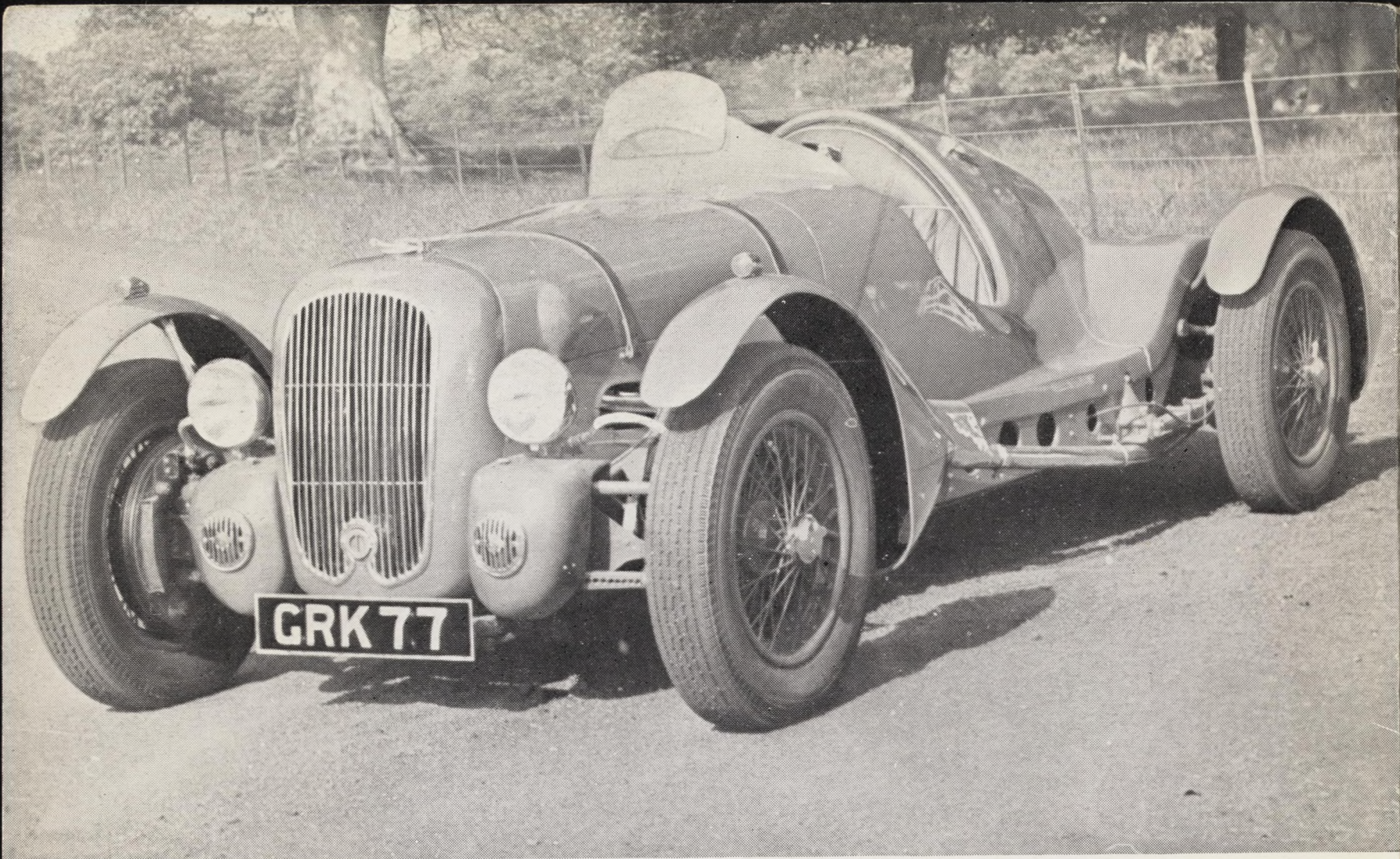
**THE CEMIAN MOTOR CLUB** are putting on their CORONATION RALLY this year in place of the 8 Clubs Rally. It will take place on October 12/13th starting about 8 p.m. near Guildford with a night stop in the Southampton area and finishing in Eastbourne at about 7 a.m. The distance is around 300 miles and the event is suitable for vintage cars. Regulations from Wilby, 4 Lancaster Garages, N.W.3.

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# 1939 V12 Le Mans Car

*by Lord O'Neill*

Ever since I first saw a photograph of the '39 Team car in Gregor Grant's "British Sports Cars", I had always thought that it was one of the cars I would most like to own.

When I first encountered it, I must confess, it went unrecognised. It was heavily disguised in its post war body. Henry Dunreath and I were posted at Carlisle at the time and had passed it on the road. We didn't really take it in and thought it was a concoction of Allard parentage.

Subsequently I met Ivan Carr through a friend at the camp and was shown his interesting stable of cars. This was extremely fortunate as he was just thinking of selling the team car now raced by Henry. Before Henry took over I ran it on the road for two years.

It was not until sometime after I left Carlisle, that Ivan Carr wrote and asked me if I was interested in the V.12. This of course seemed too good to be true and I had the whole deal completed in a relatively short time.

When I took the car over, Ivan Carr admitted that the carburettors were tuned weak and the shock absorbers set soft. He explained that considerable difference in the performance would result if the mixture was enriched and of course there was a danger of valve burning through over-enthusiastic driving on the existing setting.

However I was not contemplating any really fast motoring as this was undoubtedly the most potent car I had ever driven and some caution would be needed.



Even in detuned form the performance was decidedly exhilarating and I had a most exciting drive on my way from Carlisle to Stranraer to catch the boat to Northern Ireland.

On arriving home, I got to work to richen the mixture and regain the full performance. I went over the whole car in detail and noticed how everything was in wonderful condition except the rather jerry-built body.

This had been put on after the war by Bob (now Roberta) Cowel when he raced the car on various occasions. At the time I made a mental note that sometime I must restore the car to original condition and regain the fine "Lagonda" look.

Unfortunately in a way, this was to come about sooner than expected. While motoring rather too fast down a bumpy Irish road, the whole car took off and came down with a sickening scraping sound. Initial inspection revealed no damage but I noticed that the steering felt rather unusual when I got going again.

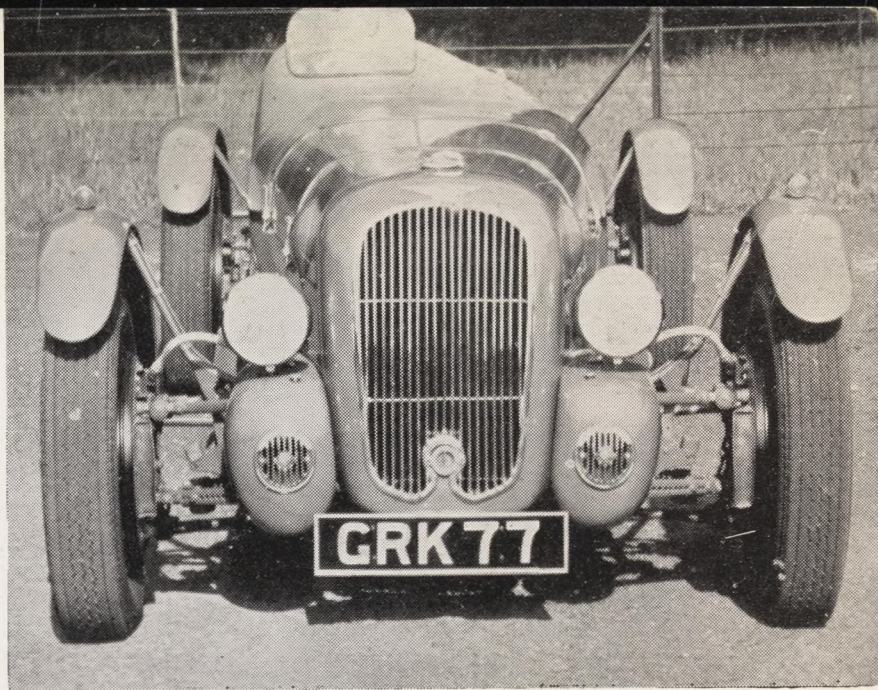
There was nothing for it but to look into it further. We found that the cruciform had cracked where the left hand torsion bar was attached to it. To repair it, entailed removing the body and it was then that I decided to go ahead and rebuild the body at the same time.

After the body had been stripped off and the cruciform strengthened and welded, we set to work to find photographs and drawings of the original car to copy the new body from.

I obtained quite a number and we were able to make some working drawings.

A carpenter in Belfast undertook to make an ash-frame and he did a beautiful job. Unfortunately he did not quite get the slope of the back but I don't think it is too serious.

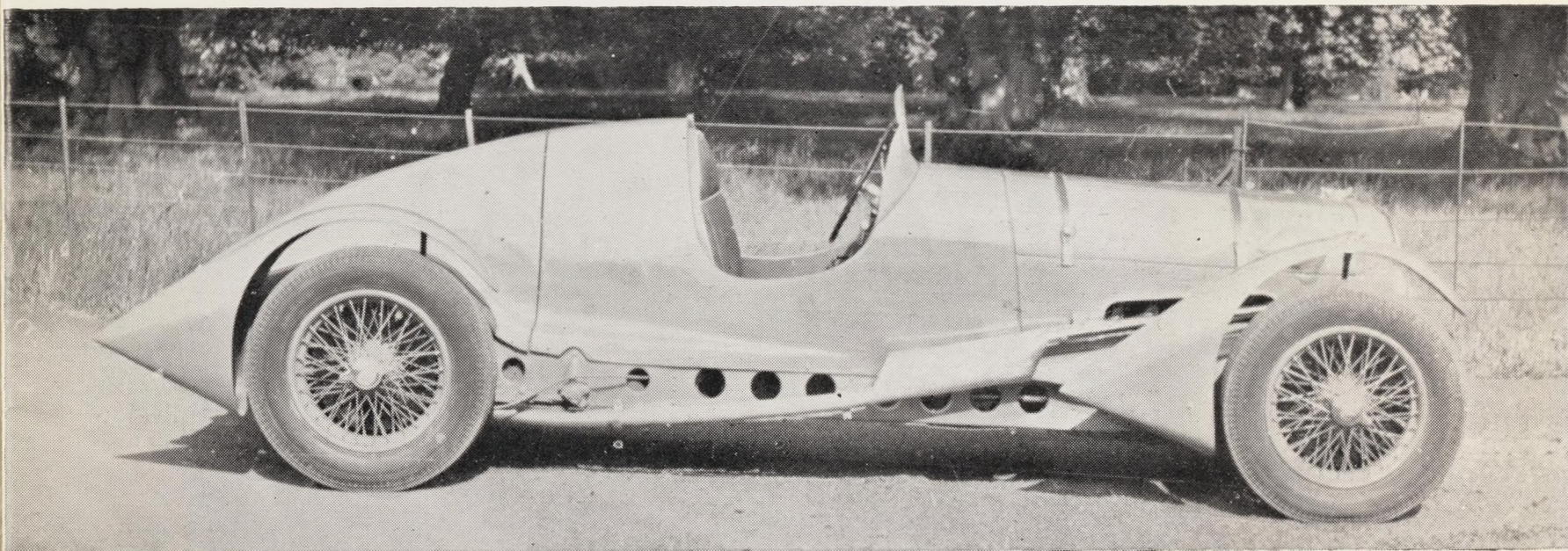
When this was completed, I bought the car home and we rewired it throughout. All leads being enclosed in flexible metal conduits. The body was then made and fitted by the local panel-beater who is undoubtedly remarkably skilful. The wings are particularly well-done.



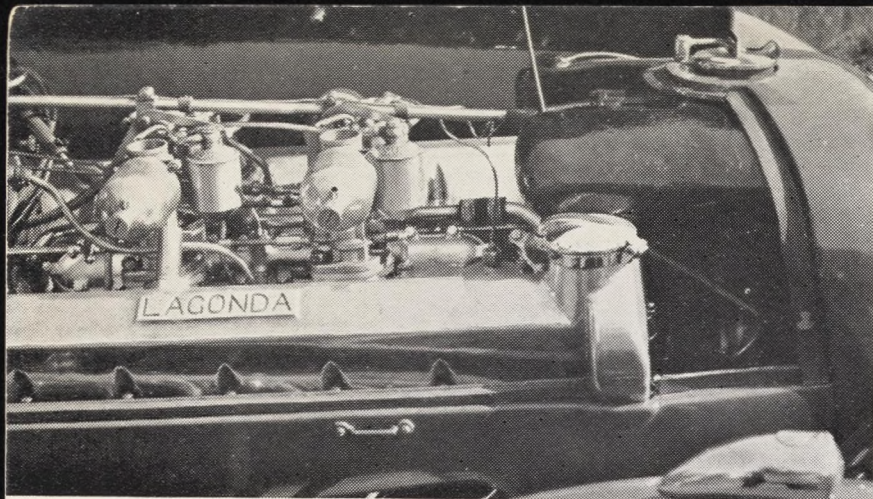
The day was now drawing nigh when the car would be ready for the road and after nearly a year in which it had been constantly in bits it was a great pleasure to watch the finishing touches.

She took the road again in the Autumn of '56 and apart from the slope of the back I think she is nearly as original. I did not attempt to cut down a Lagonda radiator shell as we seem to have a reasonable likeness as it is. Of course there are no thermostatically-operated slats. The dash has a full complement of instruments, including a speedometer which is not original. The Engine seems to be going really well and when you are motoring very quickly, the oil-pressure sits at a reassuring 90 lb. The exhaust note is really strident from the two two-inch tail pipes and there is a wonderful sound on the over-run which is hard to describe.

I'm afraid I have no accurate performance figures but will endeavour to get some out for a future issue. The giant shock absorbers are not quite 100% at the moment so I am refraining from really rapid motoring. These will need to be converted as the originals are rather short-lived.







*The engine of the V.12 team car.*

It is, as ever, impossible to convey the exhilaration of driving this car. The power is really impressive and I should think it is very close on the estimated 220 b.h.p. When getting off the mark it is possible to spin the wheels for 30-40 yards. This would vary with the amount of fuel carried, no doubt. I have never had her flat out and so I cannot quote maximum speed but I have seen 110 m.p.h. come up on a number of occasions and this is completely effortless.

As the car necessarily lives in Northern Ireland and I can only rarely bring it to England I hope any Lagonda member, who comes over to Ireland, will let me know and come and see the car.

## ROAD TEST 14/60 Saloon

*Courtesy Autocar*

### DATA FOR THE DRIVER

14-60 h.p., four cylinders, 72 × 120 mm. (1,954 c.c.).

Two overhead camshafts. Tax, £13.

Tested weight of complete car, less passengers, 28 cwt. 3 qr. 6 lb.

Weight per c.c., 1.6 lb.

Gear ratios: 18.6, 11.6, 7.4 and 4.6 to 1.

Half-elliptic springs.

Spiral bevel final drive.

30 × 4.75in. tyres on detachable steel wheels.

Brakes on four wheels.

Wheelbase, 10ft. Track, 4ft. 6in.

Fuel consumption, 30 m.p.g. Tank capacity, 12 gallons.

Price, £720, with saloon body.

*Snowden's Magnificent 14/60*



FEW new designs have created more interest than the 2-litre Lagonda, which made its first appearance at the Olympia Show. Few people had expected the manufacturers to depart so radically from what had been their accepted design for many years, but it was generally agreed that every detail of the engine and chassis had some interesting point.

A run on the new car is most interesting, for it proves that not only is the latest Lagonda good to look at, but its performance is far ahead of any car which the firm has ever produced in the past. The most noticeable feature is comfort, not only comfort in the matter of seats, leg room, and the saloon body generally, but also in respect to the engine, which does its work without fuss or bother and becomes smoother the higher its speed. A saloon body is notably trying if an engine is harsh or has a bad vibration period, for it exaggerates even the smallest sounds, but with the saloon body the new Lagonda engine proves its worth in perfect quietude.

### Delicacy in Handling

A most important point is that the car is beautifully delicate to handle, not in the



sense which implies weakness, but because it needs no effort at all to steer, to hold the clutch pedal out for a long time in traffic, to apply the brakes, or to change gear. Be it noted, by the way, that the gear change of the new model has the quadrant slots in the conventional positions, the lever being back on top instead of forward as with the 12 h.p. models. This arrangement is better for the average driver, but, quite apart from any question of the position of the lever, there is no stiffness in the mechanism, and the veriest novice has no excuse for making a noisy change.

A car as light to handle as this would excel on long-distance runs. The softness of the running of the engine has not been obtained at the expense of power, since the saloon, on a very bad day with a high wind blowing, averaged 59.92 m.p.h. over the mile at Brooklands, and during that run attained a maximum speed of 64.8 m.p.h. in perfect comfort. On the indirect gears the maxima were 17, 26, and 43 m.p.h., the overrun when the throttle was released at maximum speed being in each case notably smooth.

The car can be handled over the greater part of the ordinary main roads on top gear, and in traffic also, and, as regards acceleration, takes 17 seconds to reach 30 m.p.h. from a steady 10 m.p.h. On third, the time taken for the same performance is  $9\frac{4}{5}$  seconds. The extremely wet state of the track and road made it impossible to find out the stopping distance of the brakes, but one would judge this to be very good, as the car is arrested almost instantly with very little pedal pressure, and does not slide or skid to any marked extent even when stopped on wet asphalt.

The excellent suspension is another feature, for even over roads with deep pot-holes and at more than normal speed the rear passengers do not leave their seats at all, while cornering is free from side sway. It has been possible to give the car a remark-

ably small turning circle, the steering wheel making 2.4 revolutions from lock to lock.

In the matter of detail, the pneumatic upholstery is exceptionally comfortable and quite free from roll, the doors are wide and the control levers do not get in the way if the driver wants to reach his seat through the right-hand front door, there is plenty of room, a large window at the back, and an efficient and noiseless windscreen wiper. Ventilation is provided by a panel in the roof, illumination by a domed roof light, and there is six inches of adjustment for the front seat.

On the mechanical side, the thermostat keeps the temperature between 70 and 80 degrees Centigrade steadily, the dip stick is part of the oil filler, and the latter is large enough to take a small tinful of lubricant straight away without waiting for it to pass slowly through the filter. It is possible to remove the filter in a few seconds without losing oil, all the brakes are adjusted by one hand wheel accessible when the bonnet side is lifted, and the nozzles for the grease gun lubrication are placed at the side of the frame in the valance.

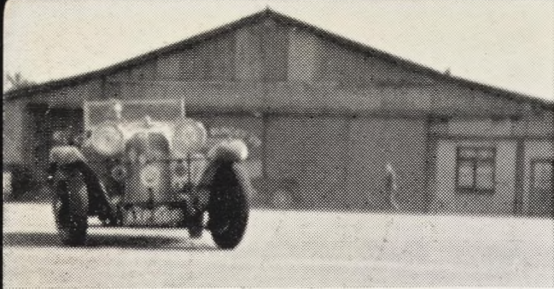
At the back are a large carrier, a petrol tank contents indicator, and a filler which can be used when the luggage is in place. The tank, incidentally, contains a reserve of about two gallons.

## CLUB FIGURES No. 1

*Harry Gostling at the 8 Clubs meeting demonstrates how he has achieved his commanding position in pursuit of the Fox Trophy.*

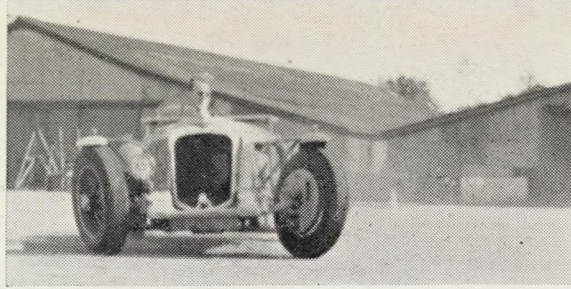






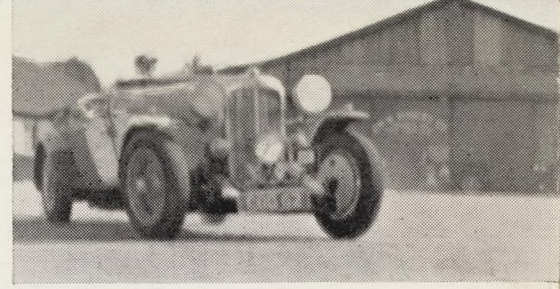
Henry Coates

M45R



Maurice Leo

L.G. 45R



Rexford-Welch

M45R

## SOUTHERN RALLY, 1957

THIS EVENT was again held at Heston on the 25th May and as usual was blessed with fine weather, though any possible danger of overheating was banished by a decidedly cool breeze. Richard Hare and Alan Audsley deserve congratulation for keeping well up to the standard of previous years and for contriving to fit eight searching tests of driving ability into a remarkably small area. They provided a most enjoyable afternoon's competitive motoring.

Whilst Heston Airport can hardly be called a beauty spot, it is an extremely satisfactory place for a meeting such as this. Members were able to quench their thirst on arrival, obtain a cold lunch at reasonable cost and on completing the tests, they could foregather for tea in the restaurant.

The number of entries was 34—a fairly average turn-up for the Southern Rally—and was made up of 25 assorted Lagondas and 9 other makes all entered by club members. Several members had come from considerable distances and it was a pleasure to see Ken Pape and Henry Coates from Yorkshire both in 4½-litre tourers, Colin Bugler from Southampton in his Rapier and John Hobley in a TR2 from Leicester, as well as some others whose home territory your scribe was unable to identify. George Standley was in evidence again after his sojourn in Cyprus, and though he is no longer the proud owner of a Lagonda he performed very creditably in his Morris Minor. Doug. Price on leave from Nigeria might perhaps have claimed the record for the longest distance to Heston, but perhaps not everybody would believe that his journey home had as its sole object attendance at the Southern Rally. He performed well in Harry Gostling's 2-litre.

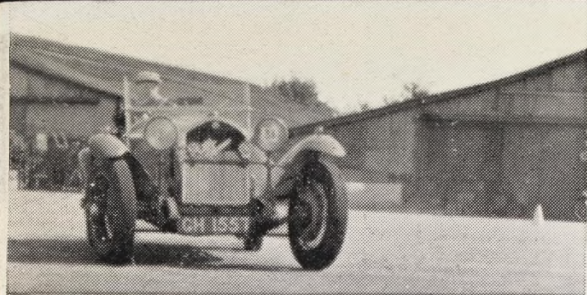
The eight tests were reasonably straightforward and the instructions were happily free from any tricks to catch the unwary. Penalty marks were awarded according to the time taken and for hitting marker drums, the winner of each class thus being the entrant with the fewest penalty marks against him. Briefly the tests were (1) accelerate, reverse between drums, accelerate, take an S bend between drums to the finishing line; (2) between the start and finish three garages either adjoining or backing on to one another had to be visited; (3) forward and round a drum, through an avenue of drums and into a garage; (4) it was necessary to start on the left of a kerb, drive forward and reverse on to the other side of the kerb, so that the distance from the kerb was the same before and after the manoeuvre; (5) a complicated set of forward and reverse movements amongst four drums placed in the form of a square; (6) accelerate forwards, stop, accelerate backwards, stop accelerate forwards to the line; (7) a bending operation forwards along a row of drums followed by a similar bending operation in reverse; (8) A Le Mans start followed by a mad rush from line A to line B.

The competition occupied most of the afternoon and appeared to be much enjoyed by the entrants. Nobody succeeded in turning themselves over, though such a fate seemed imminent for several as they took their corners with the greatest gusto on two wheels and left a cloud of dust behind them. Brakes and tyres were given exemplary punishment. The headgear appropriate to the occasion caused some amusement. Dr. Stratton's look of serious concentration was greatly enhanced by the fishing hat that he planted firmly on his head, whilst Bill Michael and Maurice Leo shared a cap that must have taken them back to their schooldays: this elegant tile was unfortunately prone to part company with its wearer if he indulged in too great a turn of speed.

The results showed wide variation between entrants on each of the tests, the smallest penalty mark usually being only about half as large as that of the driver incurring the greatest penalty. The speed of the car generally had far less influence than the length of the wheel base, for manoeuvrability and a small turning circle were capable of reducing the distance travelled very considerably. Nevertheless

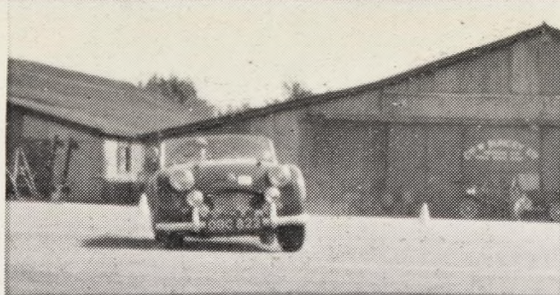






*George Sanders*

*Special*



*John Hobley*

*Bond*



*Bill Michael*

*D.K.W.*

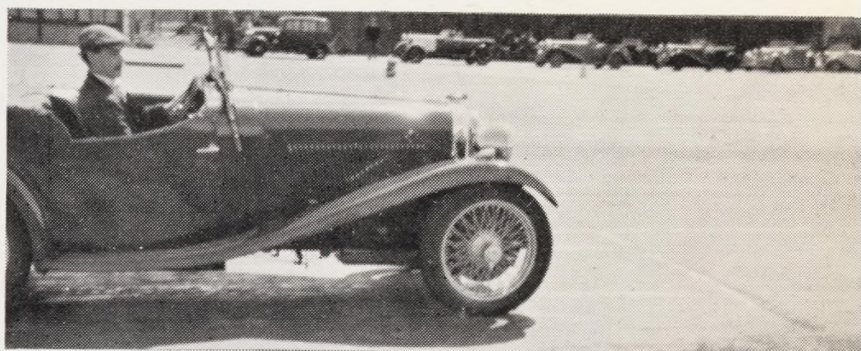
*Report by DONALD OVERY  
Photographs by JEREMY MASON*

the averages of the three classes of cars showed only small differences and were equivalent to an average 2 or 3-litre taking 2 seconds more per test than a 4½-litre or Rapier, which, in turn, took a second longer than the other makes of car.

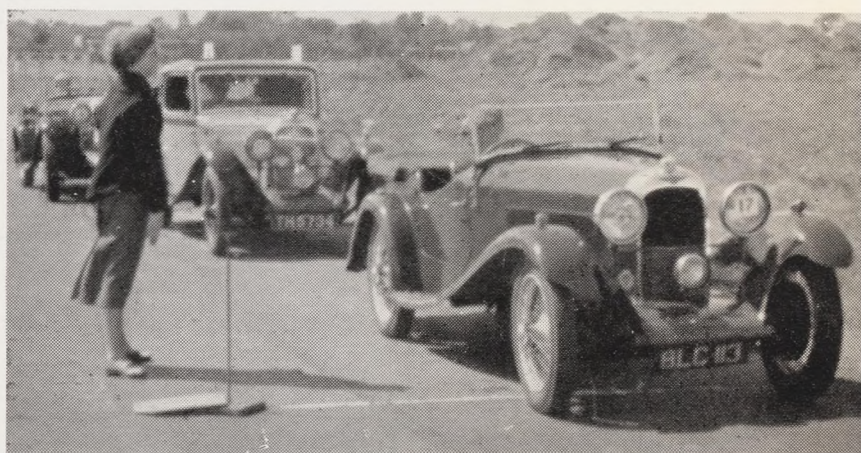
The Premier Award for the best performance by a Lagonda was won by Henry Coates in his 4½-litre. This Award was for the entrant whose penalty marks represented the smallest proportion of his class average. Henry with 493.8 marks against him had 88.63% of the average of Class 2 (Rapier, 3½-litre, 4½-litre, post 1939 models and supercharged Lagondas) Colin Bugler was second in this class and J. H. Branson third with 505.0 and 514.2 respectively, both in Rapiers. Class 1 (11.9 h.p. 2-litre, 16/80 and 3-litre Lagondas) was won by Ron Newman in his 3-litre with a score of 557.5 representing 89.78% of the class average. Harry Gostling was second and S. de Salis third, both driving 2-litres, with scores of 571.4 and 585.7 respectively. The winner of Class 3 (other makes) was Peter Hunt in his own handiwork, a Huntman special, incurring only 442.6 penalty marks, the smallest number of any competitor, second was George Standley in a Morris Minor (453.3 marks) and third John Hobley in a TR2 (464.4 marks).

These results were announced at the Swan Hotel at Iver whither the greater part of the entrants repaired for a well-earned meal and a generally convivial gathering. The Southern Rally of 1957 was certainly an extremely successful event.

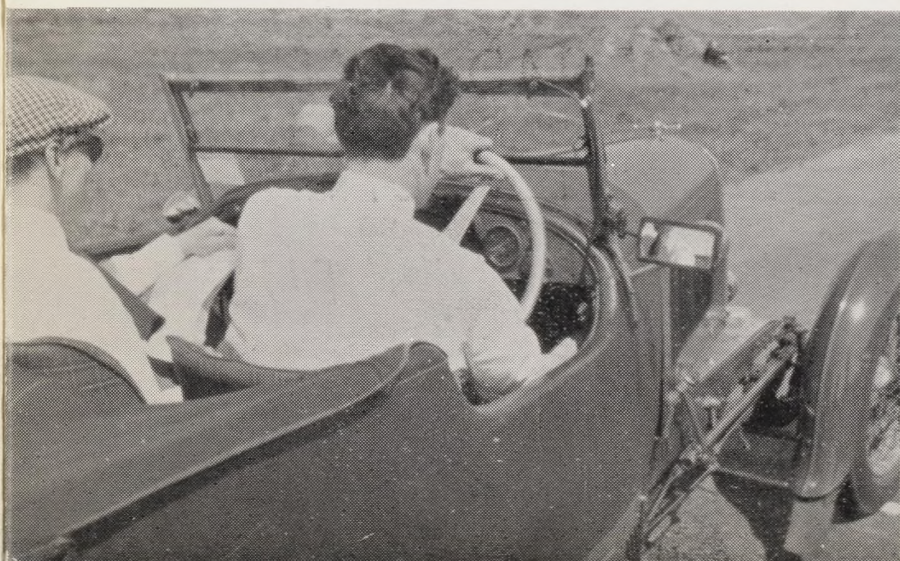
*Mike Wilby and Rapier*



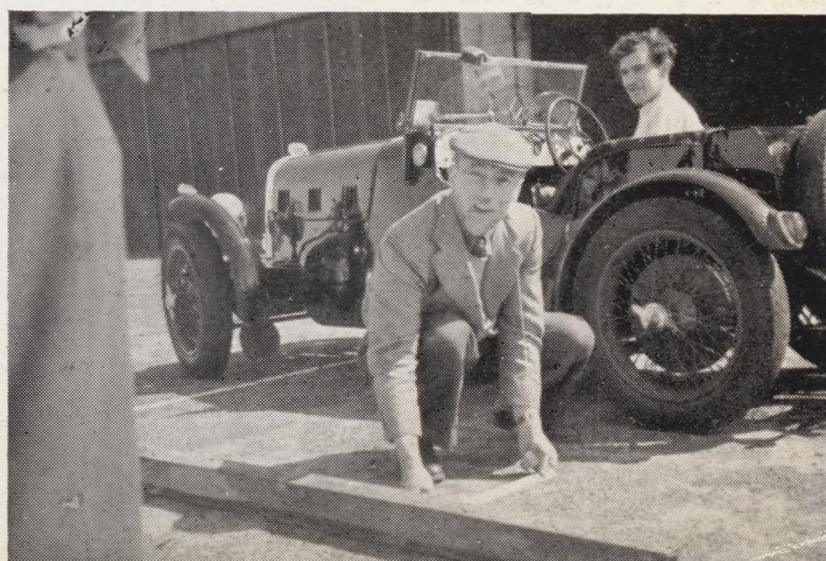
*Susan Mason and Rapier*



*John Whitmee and 3-litre*



*Branson (Rapier), C. Elphinstone, an official.*

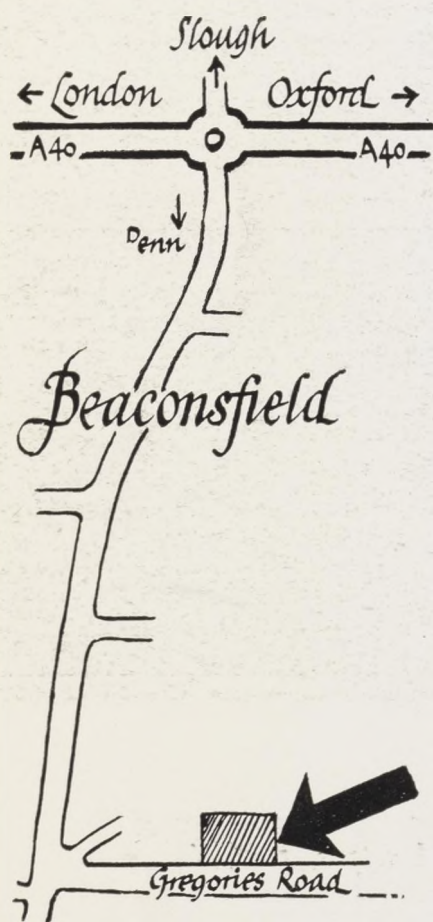




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# NORTHERN NOTES

from Henry Coates

OTHER PENS than this—type-writer actually—report on the Northern Rally. Here though is the place to say thank you to the numerous marshals, without whose assistance the event would have been impossible. Several were from other clubs—V.S.C.C. Alvis O.C. and Humber register each manned a test, the Alvis people being innocent friends of Hare who had come along for a run, and found that they were kept very much on the run. A particularly valiant effort was that of Robertson Couper who came from Dundee and was on the airfield before the organisers. Dr. Rawlings found rallying rather more energetic than he had anticipated, his test requiring the moving of props in addition to pressing a stop watch, though his co-marshal was fortunately of muscular build. Costigan being a bit late, missed his usual key job, but was very welcome none the less. Passfield and Mudd discovered that there is more to Lagonda club membership than riding gracefully in Lagondas, though Passfield is mobile with his lovely and rare 7-seater 3-litre. Mudd's 16-80 is still lacking vital parts. The Copleys were both assisting, Eleanor's job requiring perhaps the greater energy and fortitude.

May we too say thank you to those who came large distances to compete. We hope they enjoyed the weekend—we certainly enjoyed their company.

In a recent issue it was suggested that Overstall has the longest unbroken record of Lagonda ownership—he bought his first in 1929. There is now a new claimant, Dr. Rawlings of Manchester, who caught the infection in 1927 and despite the marvels of medical science, is still infected. The Doctor came to Sandtoft in a very tidy 2-litre Weymann saloon.

Perusal of the old Register, and the newly acquired scrap book, brings to light the fact that perhaps the most frequent registration letter, seen on Lagondas other than the usual Surrey and London ones, is KY. This is the Bradford registration and implies that Central Garages of that city must have been energetic partisans of the marque. Of famous cars carrying that registration, Cathcart-Jones' Monte Carlo car of 1935 merits particular mention. CPC 743 which first belonged to Leslie Charteris is being rebuilt in Yorkshire by Dr. Cree.

The V12 Coupe which was portrayed on the front cover recently, carried the number AT 1. This is the first Hull number, and it has always been in the possession of the Harrison-Broadleys of Yorkshire. The car is remembered in the neighbourhood pre-war. The actual owner is dead, but it is hoped to find someone in the family who has some reminiscences.

## Monthly Meetings

SECOND THURSDAYS—Red Lion, High Lane, Stockport: SECOND FRIDAYS—De Lacy M.C., H.Q., Ferrybridge: LAST TUESDAYS—Half Moon, Skidby Nr. Hull.



## CLUB FIGURES

### Nos. 2 & 3d

*Lord Dunleath (wearing cap) puts a searching question to Harry Wareham who has just bought a set of 6.00 × 18's (Sack by Leo).*



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Overall length 14ft. 3in., width 5ft. 7in., height 5ft. 6in.

Tyres: 31in. × 5.25in. on detachable wire wheels.

Engine—rear axle Acceleration from Timed speed  
gear ratios steady 10 to 30 m.p.h. over  $\frac{1}{4}$  mile

13.2 to 1  $4\frac{2}{5}$  sec.

8.25 to 1 6 sec.

5.28 to 1  $10\frac{4}{5}$  sec.

4.2 to 1  $11\frac{3}{5}$  sec.

88.23 m.p.h.

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Tank capacity 20 gallons; fuel consumption 18 m.p.g.

12-volt lighting set cuts in at 20 m.p.h., 14 amps.  
at 40 m.p.h.

Weight: 29 cwt.

Price, with four-seater tourer body, £775.

THERE are a certain limited number of exceptional cars, of which the Lagonda is one, that are best regarded as a whole—almost as a living entity—in the sense that it is what they do and the way they do it which stand out above all else; and tiny details of specification such as might be considered in thinking of another type of machine are relatively unimportant.

The addition of the supercharger to the two-litre was a logical development, especially since to-day rapid acceleration is more important, really, than an abnormally high maximum. The acceleration figures in the table tell their own story, while, in addition, there is not the slightest doubt that the actual maximum on top is increased by as much as ten miles an hour. Moreover, this type has as high a maximum on third gear as the unblown car on top; in fact, running up to 4,500 r.p.m. on the indirects—well within the limit of engine speed—the speedometer readings on first, second and third are 32, 52 and 82 m.p.h.

While as to the maximum itself the car will certainly reach 90, the reading during the timed test varying from 92 to 89 m.p.h., the day in question being one of those occasions when there is a summer gale,

yet the wind seems to help the machine nowhere. That is sufficiently fast for most people, but figures alone are not always illuminating, and the greatest value of the performance is the way in which a cruising speed of anything up to seventy can be reached on even a short stretch of suitable road, and the ability of the machine to maintain that cruising speed effortlessly and tirelessly for mile upon mile with plenty of reserve—the car steady, absolutely under the control of one hand, if the driver chooses, and cornering exactly as a speed model should. With the shock absorbers set to make the car steady and comfortable at speed the suspension is not unduly harsh running slowly.

Withal, there is not too much noise, and the engine is very smooth, the effect of the supercharger being particularly noticeable at low speeds in the matter of mixture distribution; moreover, the car will pull without snatch at 6 m.p.h. on top and then accelerate away, just as the driver pleases, he can have what is called a touring car type of performance far above the average, for the most part on top gear alone, or, bringing the indirects into use, the performance becomes terrific, the difference between the two things being in method alone; either way the tractability of the car is most marked. It is interesting, too, that from inside the car the supercharger gears are hardly audible at all, and that the engine is not over-sensitive to the ignition retard control in the way that the type sometimes is.

The controls handle as would be expected, everything being properly to hand, with the racing type brake lever inside the body. The clutch was set so as to require fairly heavy pressure on the pedal, and the clutch stop so close as to need knowing in changing up, though that is a question of taste. The brakes are light, even, and excellent, and the steering has just the right caster action,



with the thin-rim spring-spoked wheel exactly where it is best. It is interesting that the steering lock is not appreciably lessened by reason of the cycle-type mudguards. The steering column, incidentally, is adjustable for angle, and both the separate bucket front seats are easily adjusted while occupied, so that driving position can be a matter of taste too.

The instruments are grouped in a panel and indirectly lighted, among them being a good engine thermometer, a clock, and an electrical fuel tank gauge which gives a reading when a button alongside is pressed, while to the right of the panel, immediately before the driver, are the revolution counter and supercharger pressure gauge. The double-panel screen has an electric wiper, with twin arms, and still has, by the way, a rubber strip extending right across to keep rain from blowing in between the panes, though actually the strip can be removed in reasonable weather.

The seats are comfortable, with pneumatic upholstery, and wells are provided so that the back passengers sit definitely in the car. There is no reason why the sports car owner should not appreciate details of convenience, and the two doors now fitted to the back compartment, the cubby hole in the instrument board, the pockets in two of the doors, and the spot lamp, which can be used also as a fog lamp, are worth having. Most of the tools are carried in a locker concealed in the left-hand scuttle side.

The engine is remarkably clean, and the supercharger has next to nothing of the appearance of being an addition. There is a separate tank, which is filled with oil for the requirements of the blower, fuel feed is by a mechanical pump with a glass-bowl filter, and a two-way tap traps a reserve supply of fuel, while the sparking plugs and the magneto are exceptionally accessible. It has been found perfectly feasible, by the way, to run the car on less expensive grades

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of petrol without pinking, and, curiously enough, any tendency to oil up the plugs appears to have been eliminated since the supercharger was put on.

On the chassis there are the two extremely convenient groups of grease nipples, reached from the side of the car, which have been a Lagonda feature for a long while, and the main brake adjustment, accessible when the bonnet is lifted, is excellent, the bonnet clips, by the way, being a particularly good type. The radiator has, in addition to the stone guard, a clip filler and the fuel tank will probably have one as well. The big headlamps, mounted high, give a most powerful beam, and help the front appearance of the car a lot, too, while the dimming switch is very convenient. With all lights on, including the instrument illumination, at 40 m.p.h. the current output balances the consumption.

A delightful car to handle, which shows most definitely what a supercharger, properly applied, can do.

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# LAGONDICITIS

A primarily nervous disorder, but with certain physical manifestations.

## SYMPTOMS

1. Severe disinclination, amounting almost to disability, to converse at any length on general subjects in any company.
2. Strong propensity, verging on insistence, to discuss one subject, to the exclusion of all others, in every company.
3. Early rheumatic tendencies in right arm and shoulder.
4. Discoloration of finger nails and clothing.
5. An anxious expression.

## SUGGESTED CAUSES

1. Pre-natal; mother influenced at a critical period by operatic performance of trans-Atlantic singer.
2. Early fascination of twinkling hub caps as family four-seater is overtaken by dangerous monster.
3. Accident phobia; resulting in desire for greatest possible distance between point of probable impact and self.
4. Inability to afford a B——y. (Well-known French car.—Ed.)
5. Derangement of the contents of the major cranial cavity.



## TREATMENT

A complete cure is rare, and apart from exceptional cases, is painful, both for the subject and his or her intimates. It is wiser, therefore, to attempt only alleviation of the more distressing symptoms:

1 & 2.—Where possible the subject should avoid company. Sufficient material for a lifetime's intellectual and emotional exercise is available in back and current numbers of the motoring Press, and in certain other volumes and publications. At intervals it may prove beneficial to consort with other sufferers.

Some have attempted a complete cure by marriage. The results appear satisfactory for a period, but the symptoms return, usually with more painful intensity. Marriage to a fellow-sufferer offers, paradoxically, a better chance of cure, but unfortunately usually only to one party to the arrangement.

Almost as drastic is to take up residence in Sark or some such island where motor transport of any sort is unknown. To reside among our more backward cousins in a distant continent brings no relief, as can be verified by perusal of the chronicles of a Far Easter Province.

3.—Some relief can be attained by the purchase and use of a heavy and waterproof coat and gauntlets, or still more effective, change to a vehicle with a fixed roof and glazed windows. An additional cause of this symptom can be removed by buying new batteries, installing a charger, or living at the top of a hill.

4.—The cause of these discolorations can be removed by training the family to perform the necessary maintenance operations. This course has the added advantage that it will inhibit the development of the disease in the family. Failing a family, it is advised that the disease be held in check as best can be for a period of three years, when enough money will have been saved to pay a professional to render the necessary services for the ensuing year.

5.—Wear ear plugs, and cover all the instruments but the obligatory speedometer. Fit large, soft, resilient buffer to front of car.

As effective as anything: Sell or give away all pieces of and matter relating to motor cars, buy a bicycle and a set of aeroplane parts.

# American Visit

by Charles Long

THERE IS just time in this issue of the Magazine to note the return of our wandering Charles from the Great Open Spaces.

He got back late in July after having visited and stayed in seven states. His business took him to Las Vegas, where he stayed for eight weeks (funny business we call it. ED).

From this centre he travelled to Los Angeles, Salt Lake City, Flagstaff and so on. All places widely separated by very long stretches of not very pleasant desert travel.

Whilst in New York City he was twice the guest of Bob Crane, our American representative, at his house in New Jersey, who went out of his way to show him every sort of hospitality.

The Winter Edition will contain a full account of Charles' travels, of the interesting places and things that he saw. Comments on American road laws, and their roads, parking laws, the difference in road behaviour, (not all to our advantage we gather).

About  $\frac{1}{4}$  Midget car racing, something not yet heard of in this country, and of the unbelievable, fabulous Las Vegas. Also some more about Bob Crane, his enthusiasm and his photograph.

Another item of interest is the twenty-minute talk which Charles gave on the National Television hook-up, on the subject of Vintage Cars, with special reference to Lagondas and their American originator.

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# COMPETITION NOTES

AS THE Hon. Comp. Sec. is a bit tied up watching things go off bang your old friend "Flarepath" has been pressed into service to tell you all about the Competition side.

Am very pleased to say that so far this year we have seen many new faces at all the events, social competitive and race-wise and perhaps a pointer, the 2-litre having possibly its best year. At the time of writing the Lagonda race at the B.D.C. meeting is a few days away but there are 6 2-litres entered and who knows one could well be the winner. As a 2-litre also won the Northern Rally outright there is rumour that Bill Michael is making a special with two such cars stuck together to give an engine at either end.

The R.A.C. have now issued their new standing regulations that will govern all competitions in the future and copies are available for all who like to drop the Assistant Comp. Sec., Richard Hare, 137, Broxholme Road, S.E.27, a line.

Markings for the FOX TROPHY (best performance in Club events) after the Northern Rally are as follows:

A. H. Gostling	51 marks
R. Newman	36 „
M. Wilby	36 „
D. H. Coates	35 „
C. Green	35 „
R. Hare	33 „

This looks if it might be quite interesting and I know a lot of people are trying very hard to stop a 2-litre making best performance in Club events two years running. Marking for the MICHAEL TROPHY and the MARSHALS AWARD can only be worked out if members will submit a list of events in which they have taken part (and successes if any) to Mike Wilby before the 1st of November. Marks gained at the November Handicap, the last event for this purpose will be added automatically. Full details of markings and what the awards are all about will be found in the Summer issue.

The following invitations have been received and as both of these are old favourites it is worth while having a go.

B.D.C. Firle Hill Climb: 8th September. This is a good day out in a lovely setting, and to give the slower cars a fair chance the Club will give an award for the fastest Lagonda on Handicap. Details from Mike Wilby.

Alvis Owners Club Rally: 15th September. Start Hindhead at 11 a.m., finish about 6 p.m. There will be a non chassis breaking road section of about 100 miles plus driving tests. All the invited clubs are "vintage type" and this should be good practice for our own November Handicap. Details and regulations from Richard Hare.

The problem of finding those members who want to take part in competitions is always tricky, and as one cannot send out 750 copies of our own or other clubs invitation regulations it does seem to me that the chaps who look after the competition side may not be getting at all the ones who would like to take part. I know a lot of you are nervous of entering for the first time, but believe me no one minds if you muck things up and think you look a fool. I know, I do it too often myself and have long since given up worrying about it. All our events are now run by people who are regular competitors themselves so you will never find anything that will cause harm to the oldest machine. Next time you are at one of the meetings have a chat to anyone taking part; they will be only too pleased to tell you how to go about it. If you feel you would like to see the regulations for the various invitation events, or our own small meetings and you think you are not on the "short list" of those that get them automatically drop a post card to Mike Wilby and he will put things right.

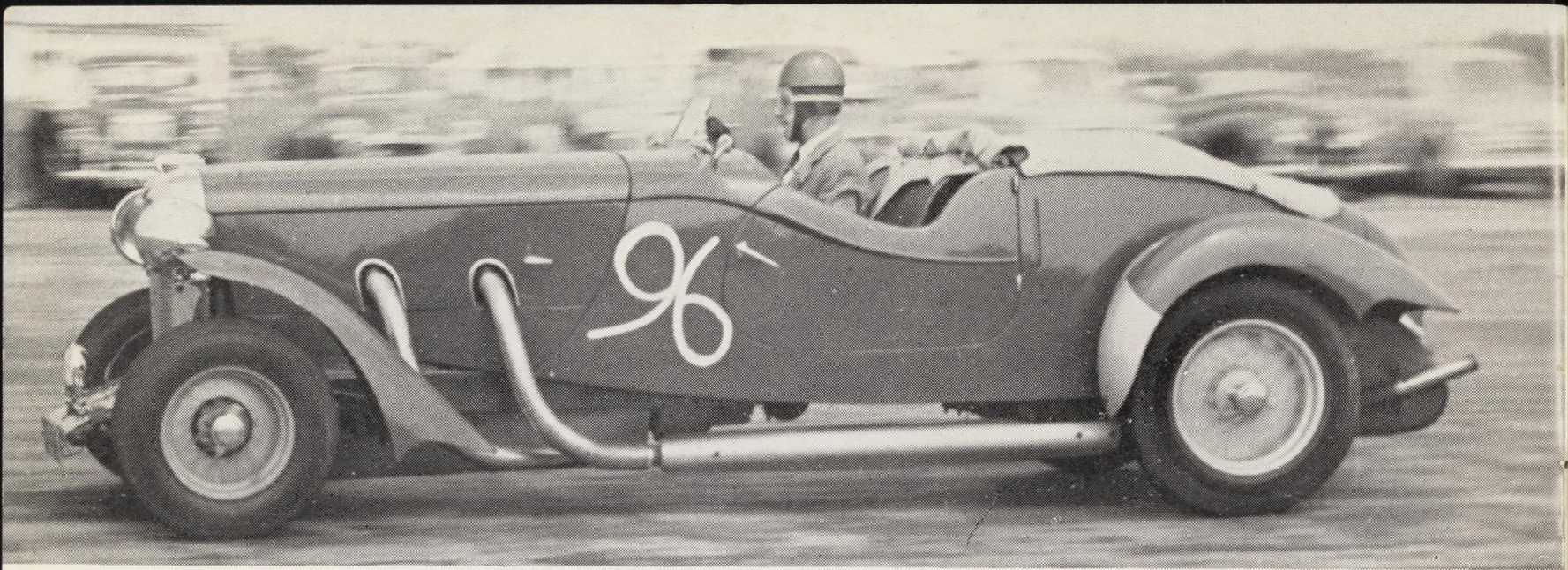
## 8 CLUBS MEETING 1957

IN SPITE of all the hard work put in by Bill Michael and Mike Wilby the entry for the Lagonda only race was so small that it looked at one time if it could not be run.

*Richard Hare and his beautiful L.G.45 at the Eight Clubs Meeting.—(Dick Page)*







*Donald Overy and the Scarlet Woman at the Eight Clubs Meeting.  
Note the effect of the cost of living at the front end. (Dick Page).*

However after Mike had bought gallons of beer at the pub meet enough finally came to the starting line to make it worth while. After some coming and going on the handicapping, which had rather slipped out of our hands for this event the programme read as follows:

A. H. Gostling	2-litre	2m. 30s.
M. C. Arthy	Rapier	2m. 0s.
A. E. Barnett	Rapier	2m. 0s.
M. H. Wilby	Rapier	1m. 55s.
R. P. F. Hare	L.G.45 Coupe	1m. 50s.
J. H. Branson	Rapier	1m. 30s.
Mrs. B. Naylor	Rapier	1m. 30s.
R. S. Page	2-litre(S)	1m. 20s.
Capt. A. J. Loch	M.45	1m. 10s.
R. A. Newman	3-litre	50s.
D. D. Overy	L.G.45R	35s.
L. S. Michael	L.G.45R	Scratch
Lord Dunleath	L.G.45R	Scratch

Everyone was pleased to welcome the new names into the racing section of the Club, both Barnett and Branson being well known competitors in other events in their 4-seater tourer and pretty lightweight 2-seater respectively. Tony Loch of course used to take part years ago in a 14/60 tourer before going abroad and it is hoped we shall see him about often now he is home again. Mrs. Naylor and her odd looking but very fast Rapier are not in fact in the Club but were put into the race to make the numbers up.

Of the entrants the non-starters were, Henry Dunleath because his brake gear had gone queer the week before at Oulton Park, Joe Branson owing to a last minute administrative hitch and Arthur Barnett just because he didn't turn up, perhaps he forgot the day!

Harry Gostling eased himself away from the start and the race was on. Almost at once Richard Hare moved up a couple of places and hard on his heels came Mrs. Naylor the Rapier sounding and looking very fast indeed. At half distance, Hare lead but Mrs. Naylor was close behind and Mike was pressing Arthy's 2-seater and looking for a chance to get by. The back markers were still strung out, the Scarlet Woman coming down the straight at a most remarkable pace, and now closing on the slower cars. On lap 4 Wilby got past both Arthy and Gostling but was at once overtaken by Page and then Overy, the order as they came down to Woodcote for the last time was Mrs. Naylor comfortably out in front, then Hare still pushing the vast Coupe around at indecent speed with Dick Page right behind him beating his head in anguish as he hadn't enough speed to pass as they came up to the line. Overy a comfortable 4th and at last the scratch man slipping by Mike Wilby on the inside as they came out of Woodcote, Mike waved him on with a sign that didn't quite look like the official "you may pass" sign. Then came the rest of the heavy metal mixed up with the limit cars, some 20 seconds covered the cars from 3rd place to last.

Perhaps not the closest finish we have seen and rather a pity the winner should be a non Club member, but who knows perhaps from our 750 members we shall get enough next time to find our own winner!

That some of the boys were trying really hard is shown by the lap times, and proves that Ron Newman's 3-litre is the better for having small wings and wheels, and that Dick Page's 2-litre is back to its old form now that the blower really "blows". The serious minded student will be interested to see the tie up between fastest lap and total race time, but more of that at the end of the season in "Flarepath's" annual review of the racing programme.

Later in the day Ron Newman came out in a scratch race and upheld the Club in no mean manner



by pressing a 2-litre A.C. very hard for most of the race and in the end he kept in front to be a very good second to a fleet Jowett Jupiter. Ron carries the Club colours in many events and it is nice to see his determined driving reap some reward. Having seen this fine effort Donald Overy carried it a stage further in his scratch race, and although he wasn't up among the leaders he had a truly fantastic dice with Mason and his 4½-litre Bentley. From a bad start Mason gradually caught Donald and on the third lap they came down to Woodcote side by side, Donald leaving the braking very late came first into the corner and what is more was first out. For the rest of the race the Scarlet Woman hung on to this slight lead, the Bentley closed a little coming out of the corners only to fall back slightly as maximum speed was reached and as there was not much he could do about it under braking that was that.

Bill Michael reserved his strength for the "Motor Sport" handicap and Dick Page also represented us here. Bill, although he was faster than he had been earlier in the day could not do much with his handicap and it was left to Dick to press the old 2-litre round faster and faster and only just missed being in the first three. Who said you couldn't make a 2-litre go quickly!

#### V.S.C.C. OULTON PARK.

"Romping" savours somewhat of the nursery, and forms of exercise which entail as much vertical movement as horizontal. Certain of the smaller cars were on occasions prone to vertical disturbances, but generally forward motion, with very creditable velocity, was the thing. Four Lagondas were racing. Those of Lord Dunleath, Page and Newman need no introduction to members. The fourth was a 1934 T.T. car recently brought from Ireland by Tom Goodman of Leeds. All motored well. The first three sounded crisp and healthy and appeared steady. The T.T. car, on its first exercise for several years, was losing oil, though this did not appear to affect its speed. An overhaul is promised this winter.

Dunleath went through the field twice to collect two seconds, and Page was third in a handicap.

The Vintage Sports Car Club are to be congratulated on a very good meeting. The organisation was first rate. It was a public meeting, and an enormous crowd had paid for admittance. To see Vintage and P.V.T. cars racing was a new experience for most, and it appeared that the speed and reliability of the elderly machinery caused a very favourable impression.

A message of thanks has come from the organisers to those who responded to the hurried note sent out just before the meeting. At the time, it appeared that

marshals would be in short supply, but the response was finally so good that several offers had to be declined. We are particularly asked by the organisers to pass on their thanks to all who volunteered.

Several members were among the marshals, and Dr. Rawlings and Dr. Kershaw were among the medical officers.

Leo was observed exercising his profession on a Frazer Nash—it is hoped he won't get into bad habits.

#### V.S.C.C. JUNE MEETING

Guess who represented the Club at this meeting—that is right, Ron Newman, Donald Overy and of course Bill Michael.

Not that the Club enjoyed much success but it was such a wonderful day that I do not think anyone really cared. Doug Price home from Nigeria helped Mike Wilby and Denis Stratton marshal the area from the start line to Copse corner, a position that gave them the chance to shoot rude remarks back to all the idle members hanging over the pit balcony. A slight modification of the course had resulted in the markers being removed from the inside of Woodcote thus making a bit more road available, but if this is to be a permanent alteration or not is not known but it doesn't seem to make any difference to the lap times.

Bill Michael came out in the first handicap race of the day and from about half way down the field had a very steady drive to finish 4th. I hope this was some consolation to him because the opposition in his scratch race consisted of 8 racing cars! Not surprisingly Bill had to be contented to follow along at the rear but he was by no means outclassed, and it was flattering to think that the organisers should think the ex-team car suitable for this type of race.

Ron then appeared well back on the line in his handicap event. The handicapper had heard a thing or two about this car before and was taking no chances. Not a very good start being somewhat balked but a good struggle with Noble's very fast Alvis went on until the Lagonda became somewhat tired and fell back. This effort still left the car a bit short of breath for his next race where he had 8 seconds start from Donald and the Scarlet Woman. Neither of them could do much with the handicap but Ron kept very close company with a 4½-litre Invicta which although faster on the straight wasn't as fast round the corners. This caused a moment of panic at Woodcote when Ron, going very smartly found the Invicta going not so smartly. I know what Ron said but shall not repeat it here!

"FLAREPATH"





*Passfield's 3-ltr., 7-str.*

# NORTHERN RALLY, 1957

There was a heartening selection of well turned out Lagondas belonging to both competitors and spectators at Sandtoft this year, and the weather though storm-pregnant, remained warm and dry. The Southern contingent arrived in full force, perhaps hoping to emulate the Northern Secretary's recent success in the Southern Rally.

Some twenty-four contestants, nineteen of whom were driving Lagondas competed. There were many old faces though Bartleet Hartop and Page were notable absentees. Newcomers included the first arrival—Hore from Northumberland, Richardson—Leeds, Cooper—Dundee, and Passfield—Worksop, the last two acting efficiently as marshals. Price, on leave from policing Darkest Africa, shared Gostling's 2-litre; Hare's L.G.45, D.H.C. was truly regal; Newman, doing the round trip in the day looked most business-like in his 3-litre. A trio of Rapiers was composed of Elder from Edinburgh, and Wilby and Barnett from London. Hibbert's Monte Carlo S/c 2-litre sounded its usual healthy self. The Pape Brothers shared Ken's newly acquired Rapide, Davenport managed to keep his wings intact on his 4½-litre tourer, and Green. Oldroyd and Allison drove their well-known 2-litres. Longbottom's Hipbath, Stratton's 3-3½-litre, and Verity's 16/80 completed the Lagonda entry. Hobley's T.R.2, Brooks' Peugeot 203, Wood's Ford Anglia, Hill's Austin van, and Wareham, the Midland Secretary, in his M.G. 1½ Saloon, made up the moderns.

Coates and Paines produced eight most cunning tests designed to upset the most immaculate of drivers.

Wiggling-woggling through Test 1, the long initial reverse over-revved all but the 3-litres; Wilby was particularly clean and rapid.

To Hurry and Stop as in Test 2 is not one of Lagonda's strong points. Although eclipsed by modern acceleration and brakes, Barnett, Pape and Green all did commendably well.

The Potato Race (Test 3), rechristened Tin Pan Alley, simply asked the driver to place tins on stakes whilst moving forward up one line, then the passenger to do likewise whilst the car was driven accurately in reverse down the other line. Hibbert was brilliant, the rest mediocre.

The Garages of Test 4 were somewhat misnamed, for really it was a curvacious belt on gravel, complicated by two minor feats of parking half way round. Hobley, although going sideways most of the time, was fastest, closely followed by Wilby, Wareham and Green.

Discretion before Valour (Test 5), was a short dash between stakes, set to the width of the car, which had to be judged by the driver from the starting line. Estimates of car width varied from a few inches under to 52 inches over. Hobley again was best and Pape the best Lagonda.

The loose surface for Test 6 made the veering forwards and backwards round pylons and finally forwards into a garage, most interesting. Wilby, Green and Hobley were again the best of the bunch.

Test 7, officially named Horatio and commonly dubbed Captain Hornblower, involved motoring forwards, the two near side wheels passing over a six inch square pad, round a pylon and passing over the pad again with the two off side wheels. The pad, an electric contact devised by Paines, was connected up to the horn circuit in Coates' Rapide, and worked extraordinarily well until Pape drifted his Rapide across it and severed the wires. Although Green and Barnett were rapid, Hobley was much quicker.



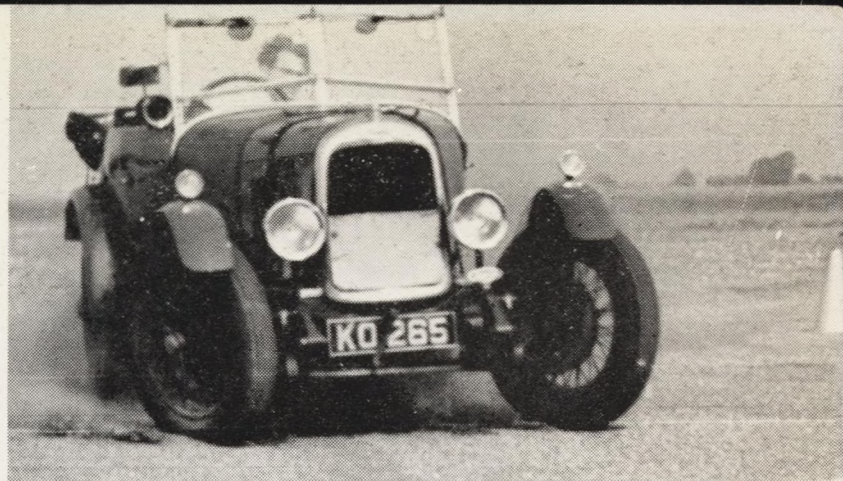


The star of Test 8 was Mrs. Copley, who courageously faced ladder, luggage and open umbrella as she eloped with each driver in turn.

After going twice round the course, tea and eats were most professionally served by Mesdames Pape and Batte. There was time for a natter and a peer into the other chap's works until the magical hour approached, when there was a general exodus to Bawtry to sample the refreshment in the Crown and to goggle at mathematicians Jill Bowers, Paines and Wareham, frantically working out the results.

On the way in to dinner, the temptation to put a penny into Coates' recumbent cap was too great for some. During the meal, the heavens delivered themselves of a gigantic storm, which called forth the fire-engine and knocked the electricity for six. The evening finished in candlelight—a fitting tranquiliser for a hectic day.

We are indeed grateful to Mr. Eminson of Doncaster, who was the Steward of the Meeting and to Mr. Hurst of Sandtoft Grange, who allowed us to use the land and provided the trailer for Test 8.



*Longbottom's Hip-bath.*

#### Results

Premier Award		C. Green	2-litre
Class Award	Class 1	A. H. Gostling	2-litre
	Class 2	M. Wilby	Rapier
	Class 3	J. M. B. Hobley	T.R.2.
Award of Merit	Class 1	D. W. Price	2-litre
	Class 2	C. R. Pape	Rapide

J. G. RIDER

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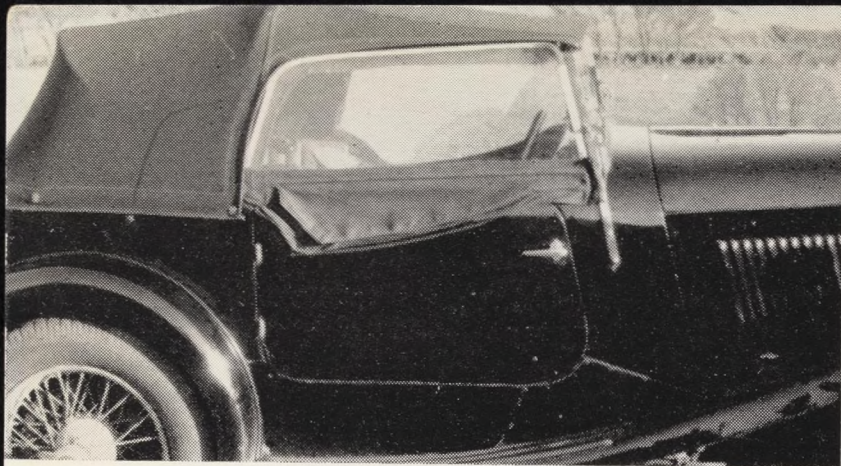
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## RAPIER HOOD MODIFICATION

THE HOOD and screens fitted as standard to the 1934-5 Rapier tourers have proved rather unsatisfactory in the writer's experience, and so, when the hood was due for renewal, it was decided to construct a modified version, which would avoid the faults in the original, namely its antiquated appearance, spoiling the lines of the car, its draughtiness in windy weather, and the unnecessary weight and tendency to rattle in the frame.

It must be acknowledged that the idea was not original, an improved hood had already been designed by G. D. Speight, but this retained the overhang at the windscreen, and when folded occupied the rear seat.

The modifications were carried out as follows:— the side-screens were reconstructed with  $\frac{1}{8}$  in. perspex sheet, using the original frame and pegs at the bottom, and chrome window channel on the other three edges. The rear screens were not used, and the new front ones were made rather longer and higher than the original to provide an overlap with the hood. A strip of sheet aluminium was inserted between the windscreen frame and the windscreen supports at each side, projecting backwards and faced with sponge rubber strip, to form a seal between windscreen and sidescreens.

The hood frame next received attention; the original wooden beam and expanding mechanism were dis-

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carded, and a new beam made the same length as the windscreen, and projecting only  $\frac{3}{16}$  in. over the front of it. Each clamp was rivetted to an angle plate, and fitted into a recess on the underside of the beam. A sponge rubber strip was attached to the underside of the beam to press against the windscreen.

The hood pivots and stops were removed from the body of the car; the stops discarded and the pivots shortened and refitted on the inside of the body, projecting through the upholstery above the rear seat arms, seven inches behind the door hinge, and two inches below the top of the body work. There is no wooden member in this position, so the pivot was rivetted to a plate, which was screwed to adjoining members.

Only the two rear hood frame members were used, these were cut so that they fitted inside the body close to the upholstery at the sides, and between the rear seat squats and the bodywork at the back. Two webbing strips were then attached to the front beam, to the frame members, and to the bodywork, locating the frame in the raised position.

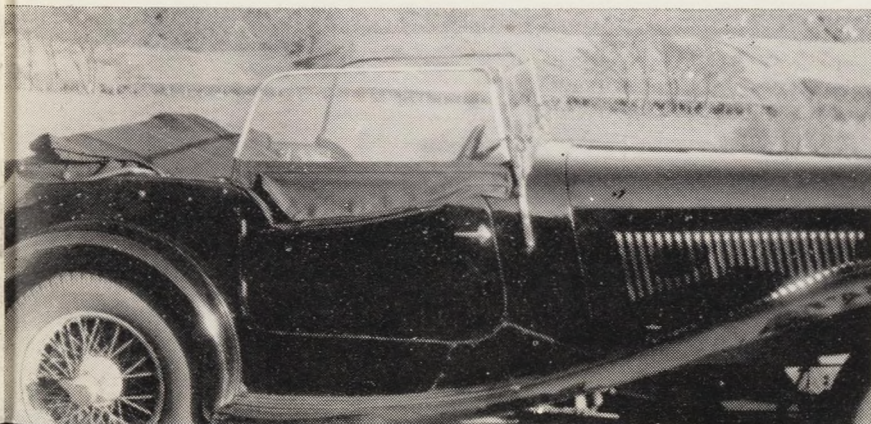
The hood was made professionally in double duck at a cost of £10. No additional clips were required, but the three double studs at the rear for the tonneau cover were removed, as they would puncture the hood in its folded position. Short strips were attached to the tonneau cover to reach the lower hood clips.

The hood may now be folded either completely into the boot, or into a position covering the rear seats. It can be raised or lowered very easily from the driving seat, and is light and completely rattle-free.

This weather equipment has been in use during the past year and has proved entirely draught and rain proof, the only disadvantage being a slight reduction in head room in the rear seats with hood erect. The appearance is, I feel a great improvement on the original, and the results obtained have certainly justified the work involved.

J. ELLIOT ELDER.

*The Rapier with hood down and sidescreens up*



# RACING SAFETY

by Dr. S. C. REXFORD-WELCH

*(This article has unavoidably been held over and therefore refers to last season, but is as valid now as then).*

Providing a member can read it must be apparent from the Press that this season has been one in which safety has been continually in the mind of the organisers of all competitive car racing events, not only in England but in all countries in which racing is carried out under any form of organisation (i.e., F.I.A.). That this is a correct policy cannot be gainsaid and is applauded by all. Nevertheless, we live in an age when it is customary for many to rely on the nebulous "they" and demand all to be done without taking even the smallest personal effort.

It is of some interest to trace the efforts that the organisers and such wise bodies as the R.A.C. have taken to assist the average competitor, for never let it be forgotten, their rules are for all and do not apply only to the well-known racing drivers with I's or O's at the end of their name.

We have all accepted the use of the protective helmet in a surprisingly short time but few recall that it was only *post*-War World II that they were made obligatory; in fact, a famous pre-war French driver was internationally recognisable by his reversed cap which, incidentally, he is still reputed to wear below the crash helmet which he is now compelled to wear. Hence we have seen the protective helmet become obligatory, and though it must be allowed that they are below the standard that modern design and new materials could create, they have unquestionably done a useful job.

Let us, having briefly discussed a compulsory protective measure, consider some of the dangerous practices that competitors wittingly or unwittingly perpetrate at ANY race meeting be it big or small, and on



which officialdom has not, as yet, eliminated by regulations.

1. *Gloves.* At the last Grand Prix at Silverstone it was noticed that nearly half the drivers in one race were not wearing driving gloves. These were, without exception, experienced men who could not pretend that crashes do not occur, yet they hazarded their hands in this amazing manner. In cases of fire the protection given by a simple pair of leather gloves is immense and can well make the difference between hospital and home, or a hand that has its full use and the best that a plastic unit can salvage from torn and burnt fingers. Again, if a driver is thrown out, much in the way of track abrasions can often be guarded against by gloves. One competitor, to certain knowledge, has spent 2 years with a plastic unit working on his hands through not wearing gloves.

2. *Racing Overalls.* Pictures of our top flight drivers competing in races wearing short sleeves shirts are all too common and they, of all people, should know better. As in the instance of gloves, a well designed, preferable fireproofed, overall can give considerable protection against both fire and abrasion. Again, many persons use heavy leather fur-lined jerkins, which, though offering protection against abrasion can easily become soaked in petrol presenting a hazard which needs no elaboration: also the jerkins often incorporate a belt the buckle of which can very easily catch in the steering wheel in moments of stress.

### Goggles and Visors

It has, for some time, been compulsory under F.I.A. ruling that goggles or visors must be worn during races, speed events, etc.—on reflection it is, indeed, amazing that it was necessary to make this obvious and elementary precaution compulsory; however, the need is demonstrated by the fact that it is *not* a rare occurrence for a competitor to be flagged off the track because he has omitted to put on his goggles. How anyone could drive on a track often behind another car, without some kind of protection

to his eyes is beyond comprehension, particularly when one realises that “spare” eyes are hard to come by.

A further interesting feature is the inferior types of goggles that many competitors, and even internationally known drivers, wear and pay folding money for the poorly designed articles. The object of any goggle is firstly, to protect the eye and secondly, to give as good a field of vision as is possible. However, many goggles are so constructed that they cut down the lateral field of vision to nearly half the normal. The obvious danger in this piece of crass design is that if a car approaching from behind is missed in the rear mirror it can then lie alongside completely unbeknown with obviously most dangerous possibilities.

### Footwear

Pedals, like politicians, wear smooth (they can easily be re-roughed with a file or hacksaw—the pedals and this combined with a wet or oily smooth shoe can increase the danger of foot slip to really dangerous levels. Strangely enough most drivers are careful about their footwear and boxing boots or rope soled shoes are fashionable wear; nevertheless, a number of drivers give this problem little consideration and will hop into a car and race it without previously looking at the underside of their shoes to see if they have picked up some oil—a commodity that usually abounds in pit areas. Again on a rainy day a preliminary wipe of the sole is a good insurance which takes little time and costs nothing.

### Dangerous Protuberances

Small bumps due to shunts or spins are common occurrences, and in these the driver may well be thrown around the cockpit—and particularly may he be thrown forward in sudden deceleration; the nearly universal use of the sprung wheel bears silent witness to the truth and commonness of this type of incident.

If it is accepted that drivers and passengers are often thrown forward; it is, indeed, beyond comprehension that cockpits and fascia boards should, as they do, abound



with spikey instruments—wipers, control buttons, mirrors—all designed to take the greatest possible toll from the driver's face or in extreme instances penetrate skull and brain, when he is flung forcibly on to them. The cure is simple—recess all protuberances and add good absorbing padding to the danger points (one English car at least does this) such substances as Balsa wood are excellent and cheap and give very considerable protection. It is worth remembering that rubber pads are *next to useless* as they absorb little energy and only promote bouncing. One of the most dangerous practices, unfortunately countenanced by most racing authorities is the metal tonneau cover; this simply amounts to sitting in close company with an "open" razor; an instrument used extensively by the higher earning groups in this country but hardly one to go motoring with.

### Fire Apparatus

Fire precautions are good on nearly all our tracks as we have learnt our lesson in this direction. However, it is a wise precaution to carry an extinguisher on the car and in a position where *it is visible to any helper* who may, if first on the scene of a crash, be able to quell a fire before it has got a firm hold. If the extinguisher is kept in the tool box only the driver knows its whereabouts and outside aid may stand by helpless with an extinguisher available within a matter of feet.

### Conclusion

Motor racing is dangerous but, unfortunately, many of the dangers stem from the foolish attitude of the competitor who commits errors which no man in possession of his full or even half senses should perpetrate. Most of the precautions are, surprisingly enough, elementary and in the hands of the competitor himself who, if he is wise, will tidy up his own house without waiting for "they" to issue further orders, rules and regulations to officially insist on the obvious. C. S. REXFORD-WELCH.

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## Brooklands Golden Jubilee

THIS OCCASION must have been almost unique in the variety of cars on show. Forty-seven examples dating from 1908–1939 ranging in type from the Napier Railton, the 1925 Land Speed Record Sunbeam, Chitty Chitty Bang Bang 2 and the magnificent little camshaft Austin Seven to all that is best in Veteran and Vintage Sports Cars. All of them looked truly wonderful but what was perhaps more remarkable all were started and in good running order although the conditions made it impossible for some to complete the rather tortuous course.

Having spent so many happy hours at "The Track" between the wars it was for me a truly nostalgic occasion and well worth the Spit, Polish, Valspar, Chassis Black and Bostik which we lavished on the 2-litre to make her presentable. It was a little disappointing that other examples of the marque were not represented as I can remember few meetings at which Lagondas did not take apart, culminating in a most impressive demonstration run by the two V12's subsequent to the 1939 Le Mans race.

Immediately prior to the Parade I was pleased to meet Mr. Arthur Fox who was responsible for the preparation of my car for Le Mans and other events in 1929. He has promised to let me have performance figures and technical details of the modifications he made. These should make interesting reading.

The Printer's errors in the Programme describing the Lagonda were amusing:

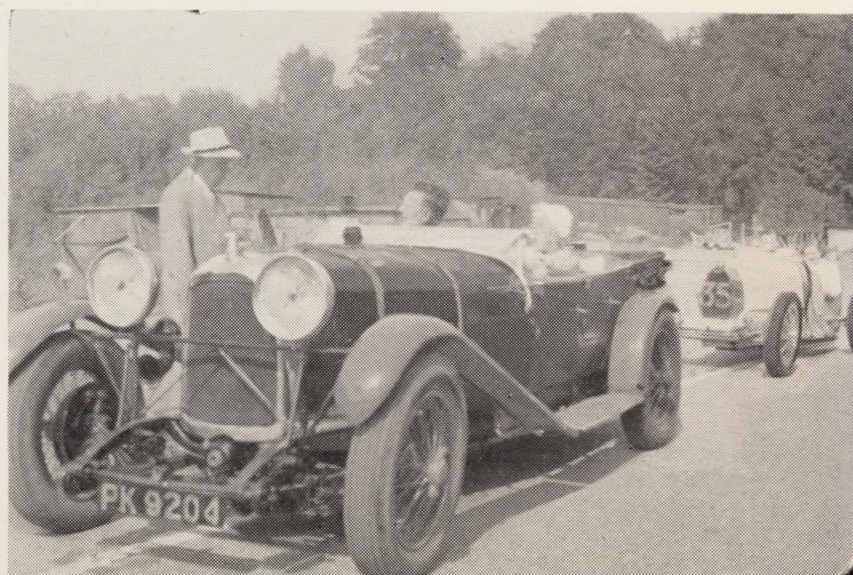
**"No. 34 D. R. Hagen's 1929 1997 c.c. Lagonda.** This car was driven by Rose Richards and Randell at Brooklands in 1921 and later by R. R. Jackson and Mrs. Waddy. It was 1st in its class in the 6-hour race in 1939 at an average of 63.98 m.p.h. and won the High Speed Trial in 1931. It also ran at Le Mans in 1939. and has since been modified in detail only."

Of interest to other 2-litre owners may be the fact that I made the return trip from Norfolk to the Track on the hottest day of the year using Castrolite 20/30 and at no time did the pressure rise above 30 lb. or drop below 28 lb. Not bad for a crank that has been ground once in 300 000 miles!

Altogether a very memorable day that can never be repeated and I am sure all those present will be eternally grateful to Vickers Armstrong for putting it on and entertaining us so royally.

D. R. HAGEN

Arthur Fox chats to Hagen.





# CORRESPONDENCE

Dear Sir,

I would not wish to quarrel with my very good friend William Hartop but I cannot let go unanswered some of his remarks in his contribution "Harping" in the Summer issue.

He says "one might wonder at the fixed and drop-head coupe bodies built by various firms on the Rapier chassis, how unsatisfactory they seem and how out of place." Now it is an interesting point but when the Rapier appeared in prototype form the wheelbase was 7 ft. 7 in. but the bodybuilding gentlemen said that they could not design a decent looking body on anything so short, so when the car went into production the wheelbase became 8 ft. 4 in. Abbott of course built most of the bodies on the Lagonda made Rapiers and I think all agree that the 4-seater tourer is of remarkably good proportions. The fixed head coupe has almost the same lines apart from the roof and I think William must admit that it is just as graceful. He might of course be right about the D.H.C.

I think the trouble is that there isn't a decent photograph of an Abbott fixed head in the album and if some member with one of these cars will supply a photograph our Registrar can have a chance of absorbing the graceful lines of this car at his leisure!

Sincerely yours,

MIKE WILBY.

4, Lancaster Garages,  
Hampstead, N.W.3.  
8th July, 1957

*(Bill Hartop has passed the following letter to us in view of its historical interest).*

Dear Mr. Hartop,

With reference to your "Harpings" in the Summer 1957 issue of the magazine, and to your remarks on the 2-litre oil pumps.

I cannot tell you the why and the wherefore in respect of the double markings with 5-figure serial numbers, but I can perhaps throw some light on your query—"perhaps they were sub-contracted by a specialist firm?"

"Rotoplunge" pumps were made by the Rotoplunge Pump Co. of 58, Victoria Street, Westminster; and this was my late father's business. My father was a consulting engineer with offices at that address, and he was the designer, patentee, developer (or whatever it may be) of these pumps which were manufactured (I believe—and am almost certain) by Villiers of Stroud. When he retired, about 1947 or '48, the Rotoplunge Pump Co. was disposed of to Parkinson & Cowan; and, as far as I know, the company has since ceased to exist and probably the pumps are

now no longer made. Of course it was long before then that Lagondas ceased to fit them to their cars. I remember my father telling me before the war that Lagondas told him they were far too expensive pumps for cars (even Lagonda cars!) in comparison with the cheap gear-wheel pumps then in general use at a few shillings a time.

I hope this bit of information may be of interest to you, though doubtless of not much value. With kind regards.

Yours sincerely,

WILLIAM F. LAKIN-SMITH.

Mullock Bridge,  
Haverfordwest, Pembs.  
1st July, 1957

*(The following letter is from a friend of Martin Hutchinson who has kindly sent it on to us.)*

*Letter from Latin America*

Senor Editor,

I am write to you in appreciations of your excelent magazin. This here is eagerly read from front to backside before to other uses being put.

Here activities automovolist are much lively in spite of mule tracks execrable, and my 16-80 is admired by all. Replacement parts are as you understand difficile, but the car is of the original excepting for V-8 engine, Buick gearbox, Morris miner radiatoro and front suspenders with epeliptic springs, cadillac coachwork, also chromium plated cow catcher. My great uncle Don Miguel borrow her for to take Senoritas visit long pampas.



Of other interest is a monowheel Messerschmidt Dornier who to my auntie belong, and local built Cascara with chamber capaciousness of 4½-litre. It, what you say, go like the wind.

Also here made is the STINCA, but so far not successful as wooden pistons blaze merrily after two KM.

Our Club annually enter two motors for the Promenado de Calle—one is Alfa-Romeo, the other is the other 'alf.



In honor of your so much admired famous English drivers they are named Michael Shorthorn and Stinking Moss.

Our rally in summer season great success and friendly although hear remarks as:

—"I show you, I take your 'ead off"

—"what a strong clutch you have, senior"

—"who has pulled my plugs?"

—"my overdrive is misbehaving—you're telling me, Senor!"

—"Por Baco, 'ow your body shines—"

—"I spit on your windshield, Senor—"

—"Carramba, you sit at the back, the bull wishes the scenaria to admire—"

—"Pepe, go ask the Senora if she will us her spare tyre lend—"

—"6:1, 4.25:1, 3:1, 54-48-54—"

—"You have a high power to weight factor, Senorita—"

—"Pardon Senora, but both your shock-absorbers are unstable—"

I kiss you on both cheeks (ugh) caro amigo and subscribe myself with the humblest misgivings.

(Signed)

Alonso Hispana Suiza y McPherson del  
Conte Improperia y Tortilla del Castrol R.

El Vino,  
Puerto Olvidado.

## The November Handicap

THE CLUB'S main competition of the year, an event to which we invite entries from other "One Make" clubs, will be held on Saturday, 9th November. This event will follow the lines of previous November Handicaps and will consist of a series of driving tests held in the Abingdon area, followed by a road section of a little over 100 miles.

The event will finish with supper at the Brimpton Grange Hotel for those with reasonable navigators at about 9.30 p.m. For those with poor navigators the hotel will, no doubt, be willing to provide breakfast in place of supper!

This is **not** a difficult event and it is most important that at least 50% of the entries should be from our own club and be driving Lagondas. So don't forget to send in your entry early. Supplementary Regulations will be circulated in mid October. Further details and offers for duty as Marshals to:

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**1933 16/80 Lagonda Tourer.** The ex Richard Paines car in above average condition, well shod, full weather equipment, poor hood. Fully described in issue of Lagonda. For sale due to lack of garage in new house. £125. Bosworth, The Folly, Blendley Heath, Surrey.

**1934/35 M45** 4½-litre Lagonda Tourer. Good condition. £75 spent on recent engine and electrical overhaul. New hood, new tyres. £125 o.n.o. Enquiries to A. O. Richards, 38, Lichfield Avenue, Tupsley, Hereford.

**No. 1 on Lagonda Register.** DP 9797, 2-litre. 23,000 miles since regrind. New crown wheel pinion, kingpins 1956. 1957 Tonneau, sidescreens. New Hood, front seats and wings desirable, otherwise good. Completely rewired 1957. Just decoked, re-ringed. New valve gear. Offers to Dr. Dickson, Beech Lawn, Woodlands Ride, Ascot. Telephone 504, evenings. On view Annual General Meeting.

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