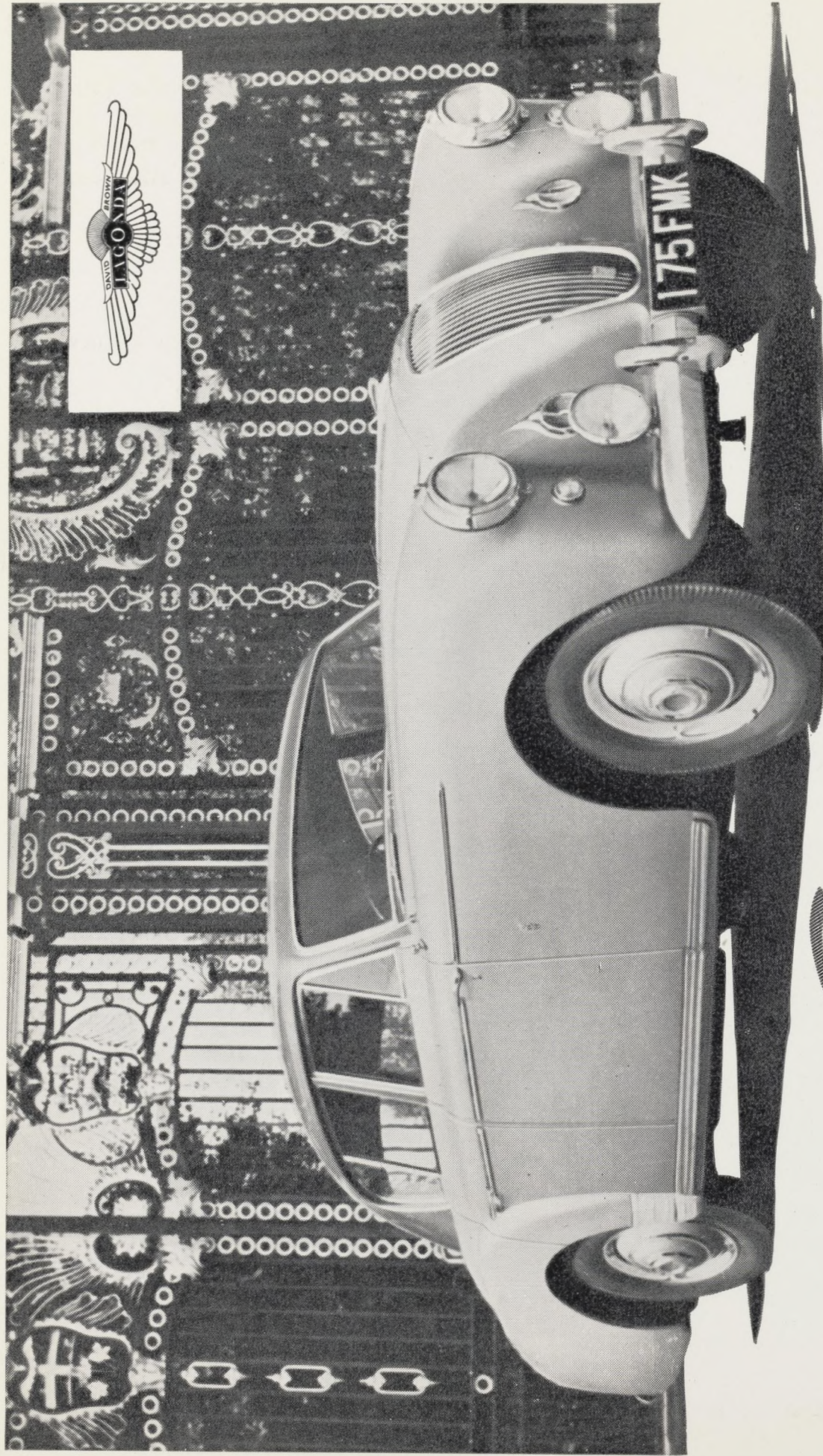


No. 27

Spring, 1958

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THE MAGAZINE OF THE LAGONDA CLUB

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EDITORIAL

Having foolishly disclosed our policy of regular quarterly publication at the last A.G.M., the Editor now feels himself to be in a somewhat exposed position with the magazine about a month late, but asks to be excused on grounds of ill-health, pressure of work, domestic difficulties, the weather, Christmas, blocked drains, homework, sudden collapse of exhaust system, cheap Burgundy, the cost of living, block loose on crankcase, summons for rates, nervous anxiety, bill for tyres, 13.42 m.p.g., and an unexpected visit from Auntie Rosie. Very sorry!

Publication of this issue is largely due to James Crocker who finished off three bottles in an evening. Thank you James!

In these circumstances, members will appreciate the necessity for withdrawing the present policy. It is, of course, unthinkable that the Club should be tied to an inflexible and unworkable system, and we have no hesitation in joining those who would set their faces against the practice of undemocratic regimentation and whose aim it is to strike a blow for the freedom of editors. So there—!

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THE COVER PICTURE

Two Two Litres at Huntington on the border of Wales and Hereford. *Photo: Jeremy Mason.*

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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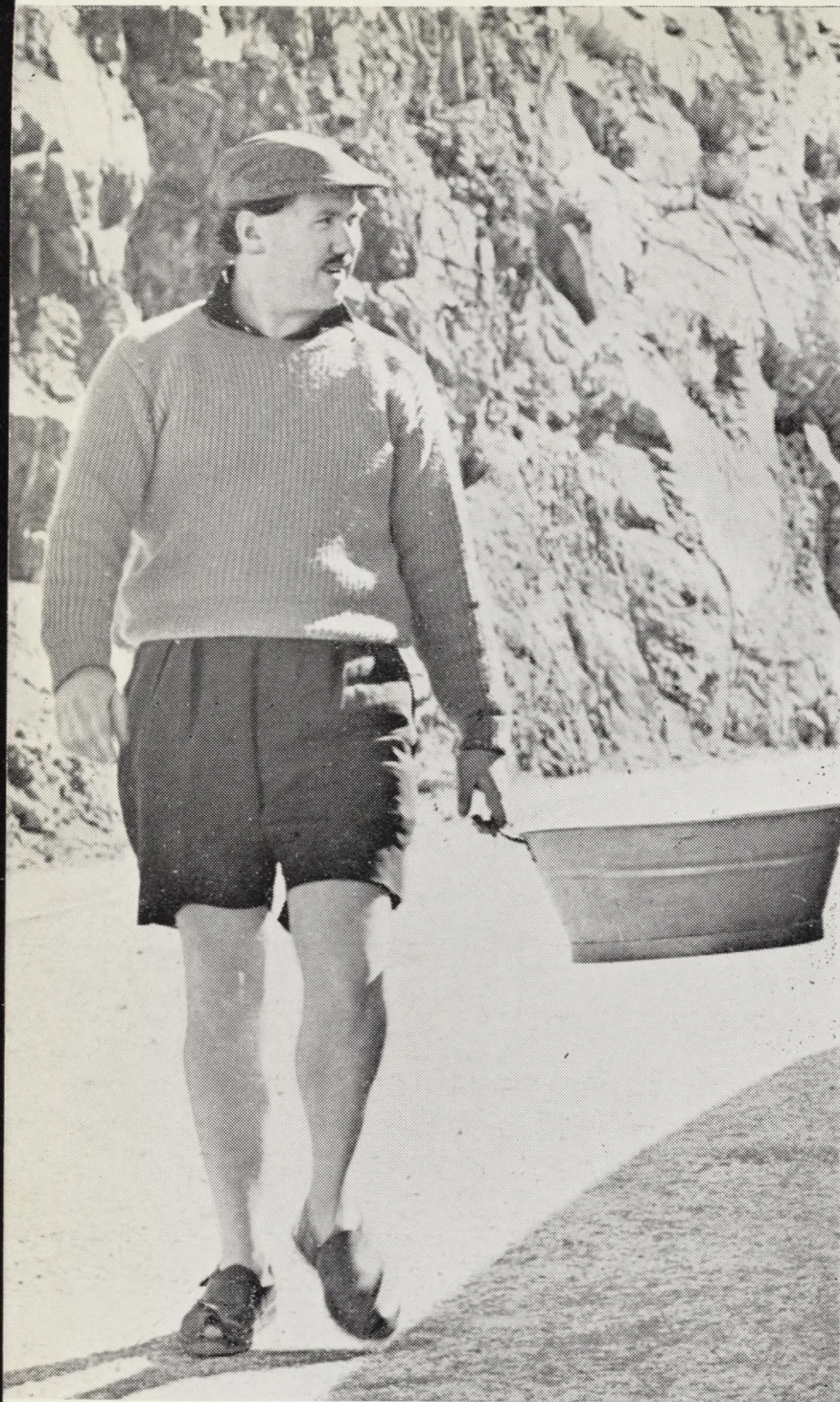
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CLUB FIGURES

James Crocker—
—front and rear

No. 4



ANNOUNCEMENTS

"TO RUSSIA AND BACK" is not where Tortoise told his staff to go but the title of a very good booklet published by the R.A.C., Pall Mall at 1s. (postage 4d.) It is a very interesting and informative account of a 4,000 odd mile tour of that country undertaken by two of the R.A.C. staff in a Vanguard shooting brake fitted with a T.R.3 engine.

It gives in great details all the procedure needed for getting in and out of that Country, and includes a lot of useful advice for anyone undertaking the tour. But even for the members who have no intention of going it is well worth reading as it gives an insight into living conditions there, tells of treatment to expect at hotels, the comparative cost of clothes, and many other interesting features. If you get tired of waiting for your lunch to-morrow you might like to know it takes about 2 hours to get a meal in Russia!

THE APRIL SOCIAL is almost upon us and as before this curtain raiser to the season is being run by Mike Wilby. It will be a gentle exercise in the use of the 1 in. O.S. map. Bring sheet 159 with you to the start at the Kings Head, Holts spur Nr. Beaconsfield, Bucks. on the 13th April at 2.15 p.m. In order to help with the tea arrangements, will all those who want this drop Mike a line? (4, Lancaster Garages, N.W.3). By the way you can enter any car and so can your friends, it only costs 5s.

JAMES CROCKER'S film star car has been on show at the David Brown showrooms at the time of the premiere of the film. One ardent admirer was heard to say that the Rapide looked a jolly sight better than the new Aston-Martin standing at the back of the showroom, and he wasn't a Club stooge told to stand there for the occasion!

GEOFFREY ALLEN whose cartoons and Christmas cards delight so many had the misfortune to be knocked down in the fog (not by a Lagonda of course!) but you will all be pleased to know that the damage wasn't serious and he is up and about again.

TALKING OF CHRISTMAS cards Mike Wilby would like to thank all those members who were good enough to send him greetings. Many of the overseas ones included wishes to all the Club, and although Doc Young appeared to be attacking his LG.45R with a sledge hammer we gather it will be running before long.

ALAN MACKIE is now home again from Rangoon and we may see "Hannibal" joining the ever increasing ranks of successful competition 2-litres this year.

IVAN FORSHAW hasn't been too well of late and apologises for any letters which may have been unanswered for a little while. He has however found time to help someone out of trouble who has a 14/60 in a very small island in the Pacific. How on earth it ever got out there we haven't discovered yet. (Full story from Bill Hartop in next issue. Ed.).

V.S.C.C. MEETINGS have been having good support from 2-litres and Rapiers. Recently at

NEWS AND REPORTS

Heston, Leo, Bugler and Wilby gained awards while Gostling and King were not far behind. In the Measham, Peter Bartleet navigated for James Woollard and the high chassis 2-litre, a job not made any easier when all the lights went out. Also on this event was our old friend Hamish Moffat whose single handed trip across Africa in a late type 11.9 never had the mention it deserved. This time he was in a 2-litre with the biggest pair of headlamps ever seen, they must have reduced the maximum speed by at least 10 m.p.h.

BOB CRANE our American representative is doing a grand job of work tracking down all the Lagondas in that vast Country. Of the 50 said to be there he has located 44, and most of these have or are joining the Club. I think when Bob has finished the job there he had better come to England, he is keen enough to get himself put on the Committee!

ELLIOT ELDER has recently acquired a very rapid Rapier special, which running on a compression ratio of about 10 : 1 with a weight of 14 cwt., rushes up to 90 while you are trying to find out which gear you are in. The Competitions Sub-Committee are sorry to learn that it will live in Scotland, but it has been promised the odd trip over the Border.

MAURICE LEO is fresh out of sacks.

REGISTER OF MEMBERS

The Committee were asked at the A.G.M. to prepare for distribution a list of members and their cars. While this has not been forgotten it was found after numerous enquiries that printing the detailed register which William Hartop has put together with immense care will be extremely costly.

A new short list is to be prepared from the cards sent with this issue. Will you please return them after filling in the details (continuation sheets from the lucky owners of more than one Lagonda) as soon as possible. The list will be closed on June 1st and we hope this will give overseas members time to reply. If your card does not arrive by June 1st **YOUR NAME AND DETAILS OF CAR WILL NOT BE INCLUDED** and what is more it will make the register incomplete!

THE SECRETARY of the Club has had enquiries for back numbers of the Magazine from members willing to pay for them. If anyone wishes to dispose of any Magazines would they please contact Mrs. May but do not in the first instance send the copies.

WITH REFERENCE to the article on Tyres on page 20, where special information is needed enquiries will be welcome at Fort Dunlop (addressed to M. W. Buller, Manager Conversion Equipment Dept.) or any Dunlop Depot.

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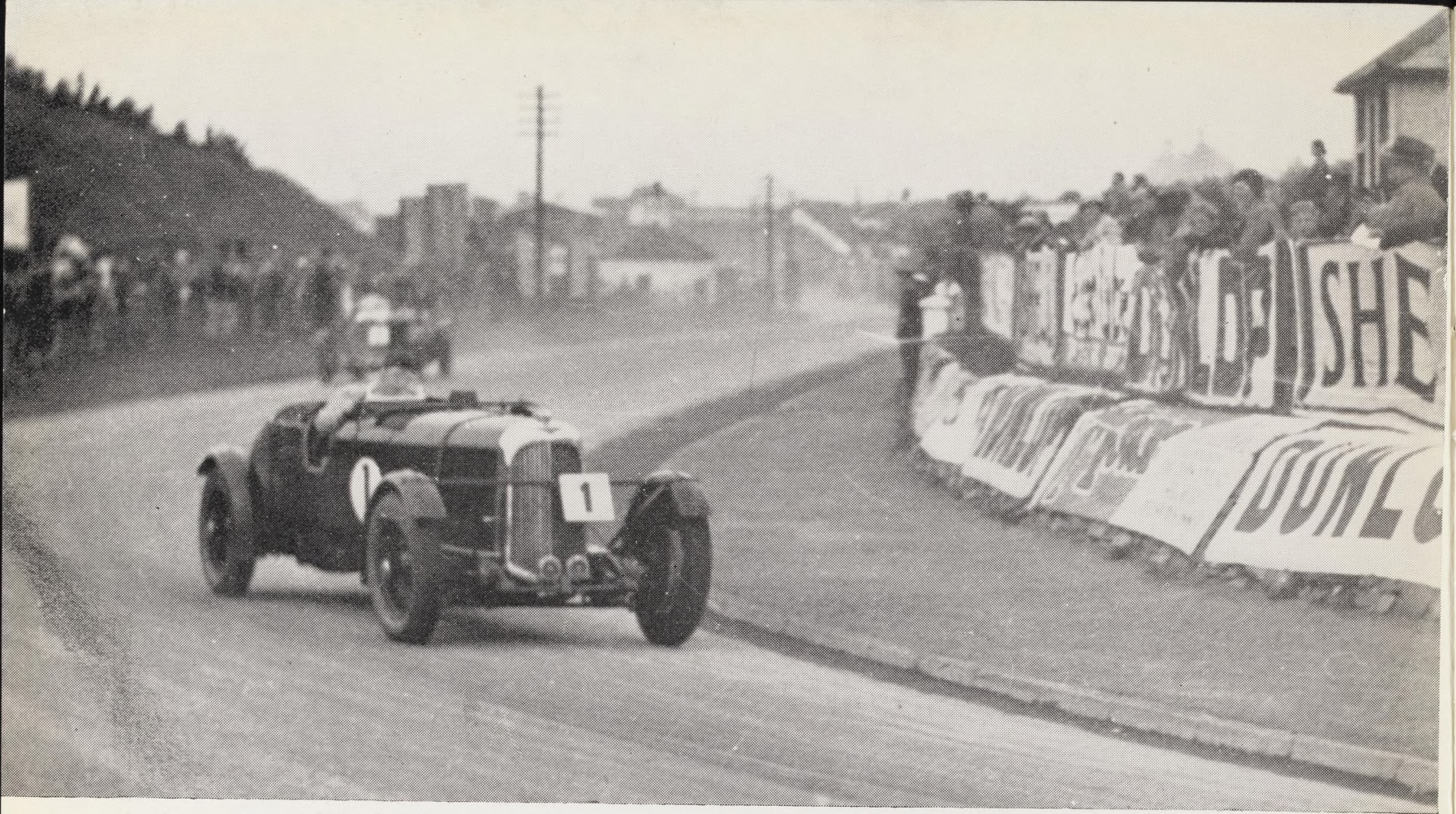
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Lewis leading Hindmarsh

LAGONDAS IN THE 1934 T.T.

by L. S. MICHAEL

The story of the 1934 T.T. is well-known. It was won on handicap by C. J. P. Dodson in a 1 287 c.c. M.G. Magnette with Hall's 3½-litre "Rolls" Bentley second, Fotheringham's 1½-litre Aston Martin third, and Lagondas 4th, 5th and 8th. Although the duel between Brian Lewis in No. 1 Lagonda and Hall in the Bentley figures dramatically in all accounts of the race, many matters of great interest to Lagonda enthusiasts are not available in the published reports. Through the kindness of Mr. Arthur Fox I have been able to extract from the Fox and Nicholl files some details of special interest.

At the request of Sir Edgar Holberton, then Chairman of Lagondas, Arthur Fox entered, and managed, the Lagonda team for the 1934 T.T. He was responsible for all aspects of this venture from preparing the cars, selecting the drivers controlling the team, down to such details as booking hotel and shipping accommodation.

Three standard M.45 4½-litre chassis were delivered to Fox and Nicholl's for special bodies to be built

on them to conform to the T.T. regulations and at the same time to be as light and of as small a frontal area as possible. They were designed by Fox and built at the Fox and Nicholl garage. Arthur Fox was frequently consulted by the works about modifications desirable both to the engines and chassis and as many of his suggestions as possible were incorporated in the team cars.

The power units were specially assembled by Lagondas but Henry Meadows Ltd., the actual makers of the engine, metallised, bedded in and bored the main bearings. Both Fox and Cranmer, the technical director of Lagondas, wished to stiffen the crankcase. The relative flexibility of this component was (and still is) the principal factor in limiting the maximum safe revs. It should be remembered that the original designed maximum continuous output of this motor was 103 b.h.p. at 3 000 r.p.m. In order to stiffen it the crankcases were specially cast in RR50 material, which eventually became standard for all the 4½-litre engines. Lagondas asked for the

crankcase to be strengthened around the main bearings but it is not clear whether Meadows were able to do this. They did however increase the size of the studs holding down the cylinder block.

Special connecting rods were obtained from Meadows; these were not split at the "small end" as in the production rods and the "small end" bolt merely located the gudgeon pin but did not pinch it. The rods were finished and machined all over at Staines. The size of the "big end" journal was increased to $2\frac{1}{8}$ in. This increase of $\frac{1}{8}$ in. became standard first on the production Rapides and eventually on all the $4\frac{1}{2}$ -litres. The rods were metallised direct, not fitted with separate thick shells as on the original M.45. This is yet another race inspired modification which eventually became standard. Special valves were used but no details of in what way they were special is available. Split cotters were substituted for the original slot and bar through the valve stem. This greatly strengthened the valve stem by eliminating the drilling of a hole through it.

Push rods, rockers and tappets were of a lightened type which Meadows supplied and which were also adopted on later production models. A Scintilla horizontal magneto replaced the B.T.H. one, and eventually became standard although subsequent tests of the engine showed no improvement in the power developed with this unit. The sump was fitted with an oil thermometer and an attempt was made to reduce oil surge by means of heavy wire gauze baffles. Martlett pistons designed to give 7-1 compression ratio with the standard gasket were fitted but eventually a Klingerite gasket .042 thinner than the then standard C. & A. gasket was used in its place. The inlet and exhaust ports were machined and polished, but the standard manifolds were retained. These modifications permitted the engine to run safely up to 3 800 r.p.m. and Fox considered that it could be held at 3 600 r.p.m. for the duration of the longest sports car races with perfect reliability. This incidentally, was the engine speed held almost continuously by the Lagonda for the whole of the 1936 500-mile race at Brooklands.

A Roper and Wrecks 11 in. clutch was used and a special final drive ratio of 3.14-1 was employed, third was 4.05-1; second 5.75-1 and bottom 8.94-1. These gave approximately the following speeds at 3 800 r.p.m. using 19×600 tyres, Top 110; 3rd 84; 2nd 59; and bottom 38.

The road springs were flattened as much as possible leaving approximately 3 in. room for full bump with solid spring eyes and "anti wrap" leaves.

The standard servo braking system was replaced by Girling rod operated brakes. This was yet another modification that eventually became standard on all the production models. The normal radiator shutters were hand operated instead of thermostat controlled, the fans removed and a 27 gallon petrol tank was fitted shaped to conform to the bodies. All chassis bolts were split pinned or tab washered. The completed cars *unladen* weighed 33 cwt. 1 qr. Weight distribution being front 16 cwt.; rear 17 cwt. 1 qr.

The information given above was obtained direct from Mr. A. W. Fox and from a long letter by the Works Manager (E. H. Bolton) of Lagondas Ltd. dated 6th July 1934.

From the Fox and Nicholl files it is extremely difficult to tie up engine bench test figures with specific cars as in most cases these reports are filed in separate folders of their own; the engines are not often identified by numbers, and sometimes the figures are merely in the form of pencilled notes with odd references to unidentifiable events or modifications.

However, a series of bench tests, clearly documented, were carried out on the 16th, 21st, 22nd and 23rd August 1934 on engine No. M45/571. The first three tests were with a .060 in. gasket and the best results were 120 b.h.p. at 3400 r.p.m. falling to 119.5 at 3600; and 112.5 at 3800 r.p.m.

This was slightly disappointing as it was hoped to sustain full power up to 3 800 r.p.m. Modifications (mainly to ignition timing and carburation) produced no improvement until a thinner gasket .018 in. was substituted which of course raised the compression ratio. The best results then were 120.75 b.h.p. at 3400 r.p.m.; rising to 122.0 b.h.p. at 3600 r.p.m.; falling very slightly to 121.75 b.h.p. at 3800. These results were obtained using K needles and ignition setting 46.5° before T.D.C. fully advanced. None of the bench test figures go above 3800 r.p.m.

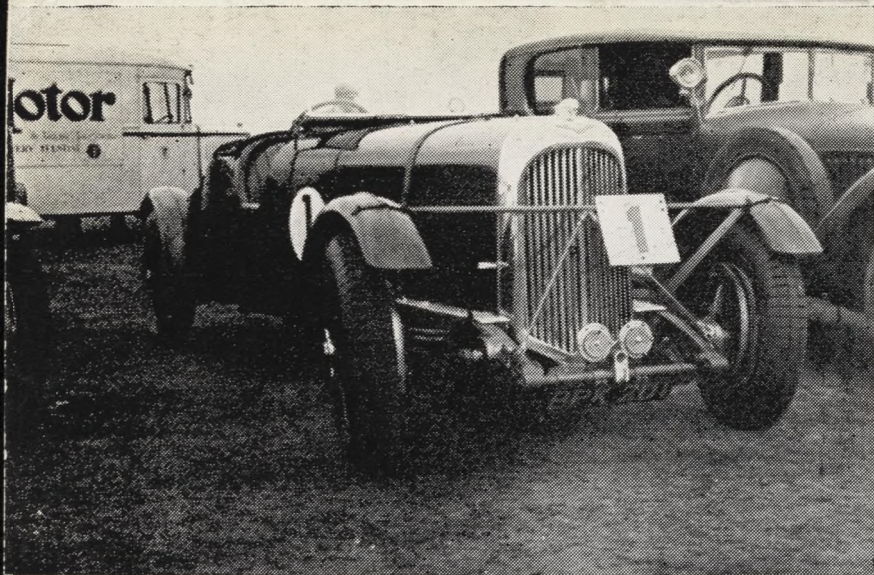
It is noticeable that peak power was produced at 200 r.p.m. below what was considered the safe maximum for these engines. Although it was intended to adhere to a rev limit of 3,600 except in emergencies, the fall of only a quarter of one brake horse power between peak power and maximum permitted revs was not of any consequence.

The cars prepared can be identified with certainty from Fox and Nicholl's letter of the 24th August 1934 addressed to the British Oak Insurance Ltd. (relating to policy No. MTC 780244) in which the three Lagondas are specified as BPK 201; BPK 202; and BPK 203.

The drivers were the Hon. Brian Lewis No. 1; John Hindmarsh No. 2; and John Cobb No. 3. It should be mentioned that Cobb's car was delivered to Fox and Nicholl last of the three and did not have quite as much work done on it as the other two.

Practice for the race took place on the 29th and 30th August. On the first day Brian Lewis did only three laps in No. 1, his best being 11 mins. 10 secs. Hindmarsh in No. 2 managed 11 mins. 18 secs. and Cobb's best was 11 mins. 26 secs. Brian Lewis then drove Cobb's car but could not make it go as fast as No. 1; his best efforts being 11 mins. 16 secs. Hall was very fast in his Bentley with a best lap of 10 mins. 33 secs. The Invictas were disappointing with a fastest lap of 11 mins. 23 secs. which was beaten by the three fastest Magnettes, Norman Black doing 11 mins. 6 secs; A. P. Hamilton 11 mins. 11 secs. and W. L. Handley 11 mins. 12 secs.

The second day's practice proved much faster for Lagondas, Brian Lewis getting down to 10 mins.



Brian Lewis' car which ultimately won at Le Mans in 1935—now owned by Kimble.

45 secs; Hindmarsh 10 mins. 47 secs. and Cobb 11 mins. 13 secs. Hall was 9 secs. faster than Lewis and the Invictas improved to 11 mins. 20 secs. not as fast as the best of the Ford V.8's. The Magnettes had not so much in hand, their best effort being 11 mins. 1 sec.

Arthur Fox was not in favour of "record breaking" during practice for a handicap event, where starting positions were already determined, and he did not press the drivers to practice more than the minimum they felt they needed, in order to know the course.

Although the race was a handicap and the big cars had to make up on the Magnettes one lap plus 7 mins. 45 secs., as far as the spectators were concerned it quickly developed into an exciting neck and neck struggle between E. R. Hall's Bentley and Brian Lewis's Lagonda. On the standing lap they did 10 mins. 41 secs. and 10 mins. 46 secs. respectively and for the first 11 laps Hall drew ahead at the rate of approximately 9-10 secs. per lap. By lap 12 Brian Lewis was holding him and Hindmarsh was less than a minute in the rear of No. 1. On lap 14 Hall came in for fuel and tyres and it is possible that he had carried somewhat less fuel than the Lagondas which may in part account for his faster early laps. Furthermore, in a long race (478 miles) it was not Fox's policy to encourage his drivers to go flat out from the fall of the flag, although he considered it necessary to keep at least one car within striking distance of the leader. Hall had very quickly got down to 10 mins. 15 secs. which was about his average all through the race, whereas Brian Lewis increased his speed steadily each lap until, on lap 15, he too did 10 mins. 15 secs.

When the Bentley came into the pits Brian Lewis went into the lead followed at one minute's interval by Hindmarsh. For four laps the two Lagondas led and then No. 1 had to come in for petrol, tyres and brake adjustment. This was accomplished in 2 mins. 44 secs. (about 20 secs. quicker than Hall).

On lap 18 Lagonda No. 2 held a one minute advantage over the Bentley but when on the next lap Hindmarsh came in for tyres and petrol, Hall who had overtaken Brian Lewis while he was in the pits,

was leading the race by one minute and he stayed ahead until lap 26 when he had to have fuel and tyres again. It was on this lap that the leading Lagonda completed a lap in 10 mins. 8 secs., its fastest in the race. Hall had been going extremely rapidly up to then, between 5 and 10 seconds faster than the Lagondas. Whether this was due to his running with only a partly filled tank I do not know, but it is noticeable that Lewis' recorded times improved as his fuel level fell, and all the Lagondas were capable of completing the course with only one stop for fuel. With the exception of No. 1 they required only one tyre change.

On laps 26 and 27 the two leading cars ran absolutely neck and neck past the timing box, but two laps later the Lagonda established a slight lead which was increased by a second or two per lap until lap 31. Then Hall put in a tremendous effort to get round in 10 mins. 6 secs. (81.15 m.p.h.) the fastest lap of the day. This gave him a 5 secs. lead. By now Brian Lewis's tyres were down to the marker strip, and his brakes were losing efficiency due to excessive pedal travel, so Arthur Fox called him in for a wheel change. Meanwhile Hindmarsh had been lapping consistently at around 10 mins. 25 secs. with a fastest lap of 10 mins. 12 secs. and he finished the race less than one minute behind Lewis, 5th on handicap and 3rd in the class. John Cobb was about 25 secs. a lap slower than his team mates in a slightly slower car and finished 8th on handicap, 4th in the class.

The fate of the Invictas is of interest, as not only were they fitted with basically the same engine as the Lagondas but they were at least 7 cwt. lighter. However, they were both much slower, the best lap of the faster car being 10.56 and the slower one 11.4. Neither finished the race. They had, of course, a completely different chassis, brakes and running gear and the engine was much closer to the standard Meadows product than the Lagonda version. In the event it proved less reliable, as both Invictas retired with engine trouble, on lap 12 and lap 22 respectively out of a total of 35 for the full race distance.

The three Ford V.8's competing in the big car class, went very well considering their low cost and their 3½-litre capacity, the fastest of them achieving a lap at 10 mins. 56 secs., but although one was still running at the end it finished outside its time limit.

One must accept that the performance of the 3½-litre Bentley was really outstanding. So outstanding in fact that it was alleged to the R.A.C. that the car was fitted with a special non-standard aluminium alloy cylinder head instead of the production cast iron one. This was NOT found to be the case, and had it been so the car would have been disqualified as such a modification was not allowed by the regulations. It is certain that it had a very much higher compression ratio than standard. Some reports put it as high as 9-1, but R. Messervy, a director of Rolls Royce and Bentley Motors, cannot confirm that it was so high, although he agrees that special high compression pistons were fitted. The

Lagondas were running at a little over 7-1 compression, and there is no doubt that the engine would have stood a higher one comfortably, as the following year 7.75-1 was used in virtually the same engine, using the same fuel.

Giving away 798 c.c. to the Lagondas, the Bentley really proved to be slightly faster on this circuit, which put a very high premium on road holding, braking and handiness in addition to sheer maximum speed and acceleration. So much so that Fox had tried to get shorter chassis cars to prepare because he thought they would suit the circuit better. Unfortunately the 1935 M45R chassis, which were 6 in. shorter, were not available in time for him to work on for this race. Incidentally the shorter cars were never actually used in races. Fox himself considers that tyres and brakes really lost him the 1934 T.T. as his fastest car and driver had to make two pit stops instead of one. Hall's race time was 6 hours, 13 mins. 41 secs; Brian Lewis's 6 hours 17 mins. 31 secs.; a difference of 3 mins. 50 secs. If you allow 3 minutes for a pit stop involving a change of tyres, 46 seconds extra taken on a standing as opposed to a flying lap and 10 extra seconds for the lap on which you came in (figures borne out by the R.A.C. published lap chart of the race) the Lagonda would have led the Bentley by 6 seconds! Nevertheless it must be mentioned that Halls final three laps were decidedly slower than his average, perhaps he was deliberately easing up—perhaps he could not help it—he was only 17 seconds behind the Magnette on handicap



CLUB FIGURES

Peter Bartleet

No. 5

at the end of the race, so, if he had been able to maintain his lap times at that period of about 10 mins. 19 secs. or better, for the last three laps, he would have won by 18 seconds. However, it must be remembered that it rained (on the far side of the circuit only), for the last couple of laps. One can of course speculate indefinitely on these lines.

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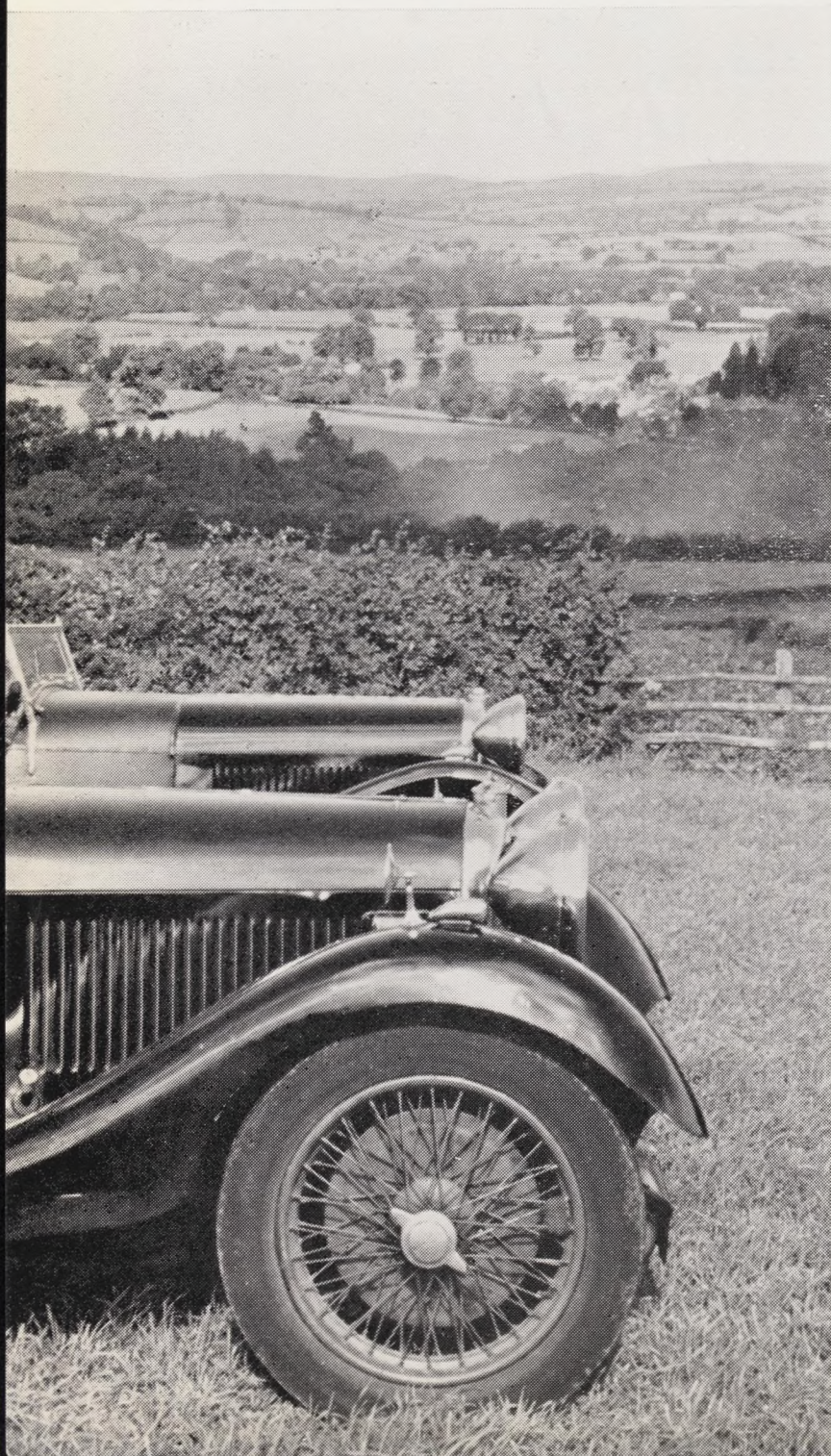
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TALE of TWO LITRES

by SUE MASON

Calotype pictures by Jeremy Mason

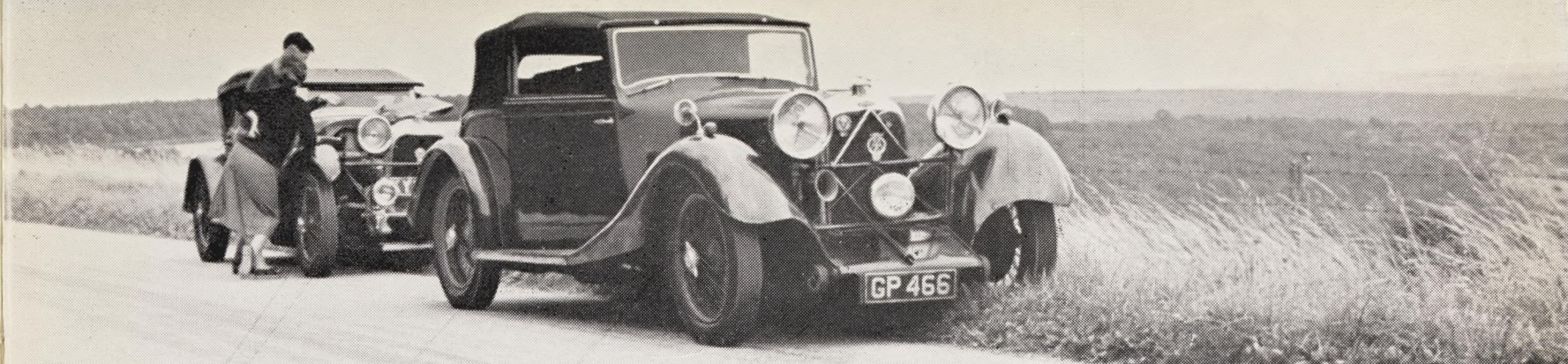


So I said, "Who wants to read about two wretched Lagonda's pottering around Wet Wales?" then he said, "Well, you did say you'd write about our holiday". "But there's nothing to write about". "Of course there is". "You write it then—" "Don't forget the bit about. . ." I wrote it.

Our holiday began on a wet September day. We—that is, Jeremy, self, Dog Fred, Hamster Jim, Ditto Igor, Gerry, Dawn and Amber Fisher-White (Amber left the party in Parkstone to stay with her grandmother) complete with Lagonda's, (Sheba, our D.H.C. and the nameless Fisher-White tourer, 2-litres both)—left London for Dorset. The journey was unusually sedate both cars being heavily loaded with camping gear though we found this extra load had a strange effect on our cornering . . . we went straight on. We stopped for breakfast at a favourite cafe near Arlesford where we stuffed ourselves with eggs, bacon, apricot jam and wasps. Jeremy is mad about wasps and is never without his attendant swarm! Then we drove north by Shaftsbury looking for a camping site. This is always a slow business as the best places seem to be farther on. It was eight o'clock before we passed through Stourton N.T. and found a spot near some woods. Gerry in the vanguard managed to perch his sump on a tree stump and it wasn't until he'd demolished the whole root that the car could be driven clear. Sheba picked her way more delicately. While the boys erected our new tents, we girls cooked supper by hurricane light. Having eaten we retired to bed—I couldn't pretend that I was comfortable, for my Lilo cast a bung in the night and the sleeping bag had been made for a dwarf. I also had the hardest bit of earth in all Merrie England!

Next day I crawled out of the tent feeling at least two hundred years old. Jeremy had slept disgustingly well but the others looked a bit creaky. We breakfasted, after which we went for a walk up one of the local mole-hills. On top of this one was a red Victorian tower, dedicated to the memory of Alfred the Great . . . he gathered his armies on this spot in A.D. 879 in order to defeat the Danish invaders, (the tower was surrounded by National Trust DON'T Notices.) Returning to our camp we packed our bags stopping to look at Stourhead on our way back to the main road—Stourhead was the masterpiece of an eighteenth century landscape gardener, he obviously ran riot with Grotto's, Temples, Rustic Bridges, Artificial Lakes . . . it reminds me of the Whispering Glades in Waugh's "The Loved One"! Two shillings to go in so we left. Next stop, Frome, where I drank the most deliciously intoxicating cider and the locals found us quaint. On to Bath where we lost Gerry who was following us, so we took up a strategic position on the Bath-Stroud road junction. Jeremy saw another Lagonda, hailed it, and learnt that a 2-litre had just passed heading towards Stroud. We made very good time (I wore quite a hole in the floorboards, Jeremy was driving), and steamed into Stroud to see Gerry disappearing round a corner. We caught him up and after the usual recriminations proceeded along the Gloucester road to Edge where we turned off on

high on the Brecon Beacons—



—*but it always has made that noise, dear!*

to N.T. land. As usual, we couldn't decide on a camping site so we asked a farmer if we could use one of his fields. He was very pleasant and supplied us with real creamy milk. We slept better.

It was drizzling next day as we set off through Gloucester, where a bystander asked us if we were a Lagonda Rally! By four o'clock we were in Hays, Wales. In Talgarth we bought Jeremy a much needed pair of hairy socks and displayed the Lagonda's to an interested population. Jeremy, who was navigating at the time, then directed us into a lake which he thought would be suitable for camping. We found it to be an embryo Butlins where a hook-nosed hag charged us sixpence Entrance Fee. We left immediately, through a small village called Llanfrynach, made a circular tour, cursed the navigator and turned up a small but very steep hill. Sheba just made it in first. There was a farm on top of this hill and we were given permission to camp in one of its fields. The farmer escorted us through several meadows and up a steep grassy slope to the camping site, Sheba having lost speed at the beginning of the slope failed to make it, but with much revving and judicial application of the horse-whip, she did it. The view should have been wonderful but the misty rain hid all but the barest details. We were among the Brecon Beacons with Llanfrynach village in the valley below. We spent two nights here, visited the local where the boys played darts against the villagers, who, of course, hadn't touched a dart for years, (fortunately beer was cheap!). Walked over the mountains where Fred went quite mad on this sheep-chasing game and Jeremy did such an amusing trick sliding in the mud and bouncing along on his head.

As we left we called on the farmer to thank him. He had two small children who were fascinated by the Hamster boys, (Igor and Jim had been fighting madly since we left London, and Igor had also bitten me). So . . . I gave him to the children, they were delighted, I was delighted, Jim was delighted and the farmers wife gave us an enormous jar of home-made pickle. (*Hope it choked you! Ed.*)

We drove straight on past the Black Mountains, through the mining area to the Gower Peninsula, stopping at Rhossili lying right on the coast. We were very disappointed, it was too English—elderly lads in long shorts, car parks, Tea Shoppes, just terribly jolly. We turned and fled up the Swansea valley, through Brynamman and back to the mountains,

coming to roost at Pont Aber which is really only a pub and a river. The landlord said we could camp in the field below the pub, so as it was late we pitched our tents any-old-how and went to bed. It was raining next day but we decided to move across the field nearer the river, which at this time was practically non-existent, but as the day passed and it continued to rain, the water rose to alarming heights. We watched it from farther up the hill, pouring over an old mill race in a muddy, noisy torrent. By tea-time we were really worried. Would we be flooded out? The landlady reassured us saying the river had never been known to overflow its banks. Hoping this wasn't going to be the great occasion, we sat in the pub drying our clothes and playing cards until bed-time when we retired gingerly to our tents. I woke several times in the night to peer out at the river but it seemed to have dropped and by next day the rain had ceased and the water sunk practically to its original level. (*Shame! Ed.*) We decided to spend another night at Pont Aber, dried our clothes, shopped in the nearby village and had a drink in the pub. We were sitting in Gerry's tent eating tea when we noticed an elderly native in galoshes tripping among our guy-ropes. He waved, so we waved back and forgot about him. A little later there he was again. He tripped into our tent without so much as 'by your leave' and asked us how we were. On hearing that we were as well as might be expected, he breathed beerily once or twice and vanished. Still later, Dawn and I were putting on our faces in the larger tent, when in came old Galoshes and offered us an old dog-eared sandwich. We politely refused. Nothing daunted he settled himself down beside us for a jolly evenings' leer. We evacuated, leaving the boys to warn him off.

We were all in bed, Jeremy and I sleeping, Gerry still with his light on, reading, when he heard something fall over a saucepan. Grasping his nobby stick he waited. Two enormous hands appeared through the tent flap trying to undo the tapes. Failing to do so, they pushed the flap apart and an eye peered into the tent. Gerry let fly with his stick and the eye disappeared, Gerry, struggling frantically with the tapes, leapt after the villain who was hiding behind the cars. The awesome sight of Gerry, clad in gumboots, a nobby stick and little else, bounding toward him soon sent the old man running down the road. Jeremy was dug out of his bed, where he was



Fill her up!

sleeping the sleep of the well-stuffed, and carted off on a search party. I stood guard over Dawn and the tents armed with my air-pistol and a tent mallet! Fred, who should have heard all the noise, slept with his paws in his ears and had retired to the bottom of my sleeping bag, (not a brave dog). Nothing could be seen of the Peeping Tom so we returned to bed. For my part I slept with the mallet nice and handy!

Feeling rather elderly next morning we decamped, pausing only to say 'goodbye' to the Publican and to introduce Jim to the locals. We drove to Llangadock where we met a doctor who had once owned a Lagonda. Over a moor where Fred did a good twenty-five m.p.h. beside the car, *and* he didn't have his foot hard down! In Wales one doesn't expect traffic to be coming the other way and we had many near misses. One little man on a Corgi nearly died of fright as chugging in the middle of the road he was suddenly passed by two noisy great motor cars.

Through Builth Wells and back into England at Kington, Herefordshire, (method in our madness, it was Sunday, and the pubs don't open in Wales). We found another friendly farmer and parked ourselves in his field, and had a drink in a rather superior pub by the river Wye. Next day, the 'old' farmer came to visit us and to show the boys where water was available. He was a great conversationist and on the way back to the farm paused every few yards for discussion and soliloquy. Dawn, Fred and I walked fourteen miles to do the shopping, (quite by mistake). It rained of course and a very soggy trio arrived at the camp after five hours walking. The boys had obviously been sitting on their bottoms, drinking tea and pretending to work on the cars.

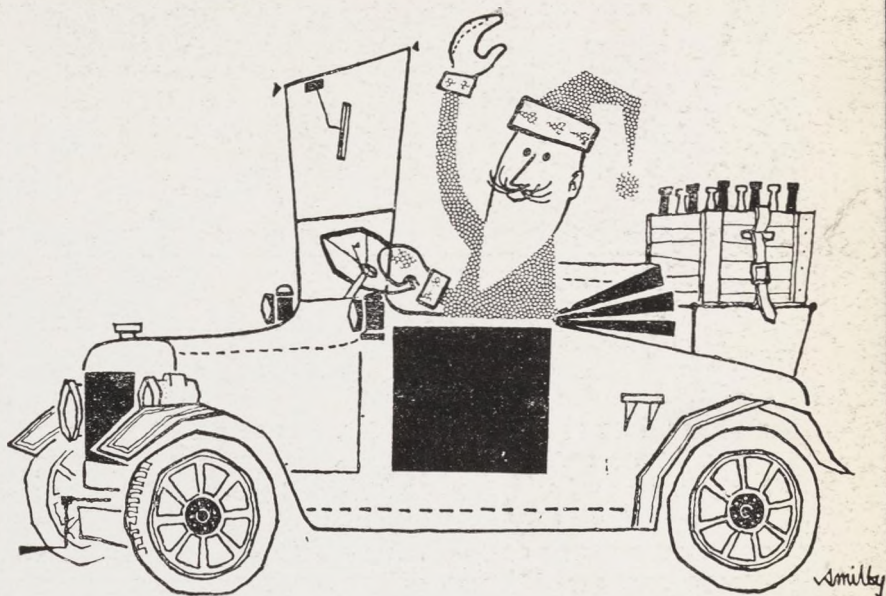
We found a wonderful pub that evening, the Swan at Huntington, very ancient, and a free house, only a quarter of a mile from the Welsh Border. Beer and cider very cheap, the local 'scrumpy' only ninepence

a pint and 'werry wicious'. The landlady an Australian, played with great versatility on the piano accompanying the locals who sang anything from beautiful Welsh airs to 'Pop' music. One of the more outstanding patrons came over the border from Wales every two weeks and really lived it up. We met him during one of these living up periods! Another notable specialised in recitations, clean ones, rather in the Victorian tradition—moral, pathetic, accompanied by suitable gestures and pauses . . . I'm afraid the lad from over the border had heard it all before and was the tiniest bit scathing!

Accepting the landlady's offer of a field behind the pub, we moved in, assisted by the son of the house and friend, who told us wild tales of Black Vaughan and his dog who haunted the locality . . . We were introduced to twenty-three white mice, (Jim, on meeting the chief mouse bit its tail, Hamsters *don't* have tails!) two pigeons, a rabbit and a long-suffering terrier named Rastus. This animal was forever being shot in the stern with air pellets and suffered from 'Red mite'! I don't know about the mite but I found two fleas in my sleeping bag that night. Next day we started on the journey home, stopping for the night at Suckley where Jeremy sucked as a small boy. Sheba threw a puncture just as we arrived, very kind of her! We camped in an orchard with a large lady cart-horse, (*Ah, breeding always tells! Ed.*) and Jeremy and I went across to the oast houses to watch hops being dried. We sampled lots of very nice home made cider. I woke several times in the night and had to go out to see if the horse was kicking the cars.

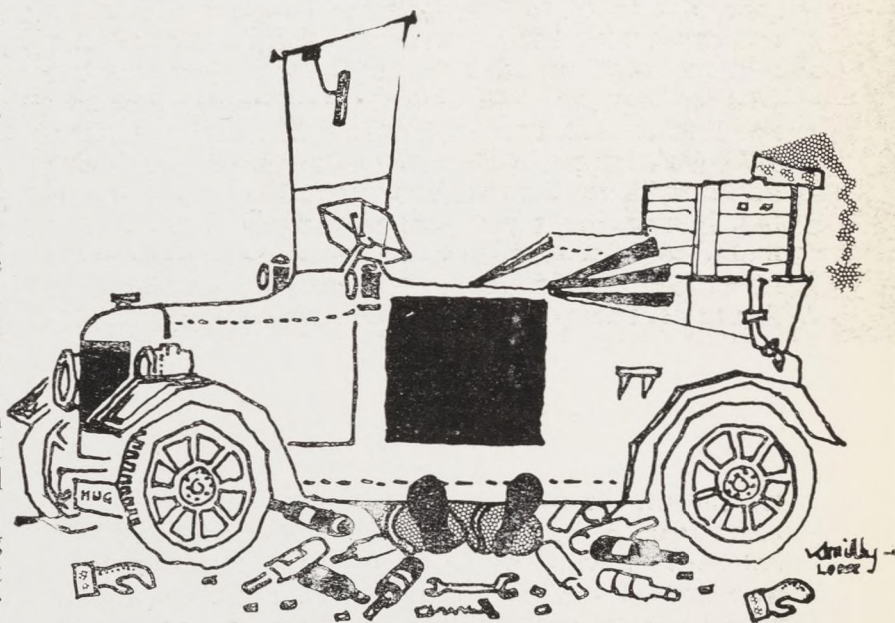
We ended our holiday at Vintage Goodwood, found Entrance and Parking fee's rather excessive . . . so left Sheba down the road. There was the usual display of gleaming machinery mostly of the expensive type, though some of the little cars looked very trim. The parade was headed by a quartet of gaily coloured Austin Chummy's with a fifth trying hard to join in, I gather he wasn't standard! Only three Lagonda's. My personal day was made when a very kind man drove me round the circuit in his Austin Ulster, I used to own one myself so it was quite a sentimental journey.

Back to dreary London, the Lagonda ladies having done us proud and behaved very well throughout the holiday. Must get some really quiet socks for Jeremy.



*The Editor sent this to
F. Graham Lodge—*

—and got this back!



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Mainly about **BLOWN TWO LITRES**

by R. S. Page

My first 2-litre (KF 8846) arrived in 1946 with a thunderclap and blue smoke, much to the detriment of a gratuity plus and well sold, faithful old Rover 12.

It was duly flogged over long distances for several months to find out what was likely to go. Strangely enough, nothing did, although the engine emitted startling noises from time to time and the smoke cloud always ensured protection from the rear. In due course the engine was taken down and given a rebore and general overhaul. Nothing permanent was seriously worn but some moron had assembled the whole engine without using split pins or a spanner more than 1 in. long. It had all just held together—such is the breed. As it was a blown model 1932 without a blower as usual, twin S.U.'s were fitted and the compression raised to 6.5:1 with domed pistons. Petrol consumption immediately improved from 18 m.p.g. to about 26 m.p.g., best recorded being 30. Speed rose from a laboured 70 to a fairly

easy 80 and acceleration was adequate to at least match that of the majority of the horrors then despoiling the scenery. Valve timing etc. was all as standard (speed model) and the S.U.'s were tuned so that she just started backfiring on the overrun. Brakes were lined and the chassis painted and the car served well until petrol disappeared altogether. One broken half-shaft at home, after a fast, heavily laden trip round the Lake District and all the passes was the only trouble during this time. Looking back I am sure that this was only due to towing a small lorry, belonging to a farmer, uphill.

I have never seen this car since and often wonder if it is still in the club (Mr. Registrar forward). It had one of the rare 4 seater bodies with rear boot which most people seem to saw off. Why?!

For some inexplicable reason, I took a fancy to a rather shaggy 3-litre (N.U 5820) and accepted this and some cash in exchange for the 2-litre. It was a

1929, ex-saloon, with a stoutly made but rather odd light aluminium body affixed. A large updraught Stromberg assured rapid acceleration at the lower end and a huge thirst. Driving back from London two big ends went.

Subsequent examination showed that the "recent overhaul" had in fact been done—wrongly. White metal had been cast too cold and had flaked out and the crank journal oilways had not been cleared after grinding! A new set of bearings did the trick and all was well. A pair of S.U.'s, standard on the later 3-litres, was fitted with 81 needles, timing as per book and a compression ratio of about 6.5:1 gave 20 m.p.g. touring. The bottom end take off was never so good as with the Stromberg but performance became reasonable above 50 with a top speed of 85. This engine never seemed as happy above 50 as a 2-litre's and I never managed any really good average speeds on long trips with it. I had a bit of trouble with sticking valves and found that the phosphor bronze guides had been fitted too tightly. Reaming out to give a reasonable clearance of about 2 to 3 thou. cold cured the trouble. A fair amount of rebuilding was done on the body and about two hundredweight of odd planks, joists, iron brackets and other oddments was removed from all over the body. I fitted a twin silencing system connected to 1-2-3, and 4-5-6 and this made adjustment of the carburettors quite simple to do by tuning until both pipes gave the same note and temperature. A lot of fun was had with the 3-litre and she acquired a number of local nicknames both for appearance and sound! She also survived the horrible mixtures inserted into the tank while petrol was so short.

The car was a high chassis model, almost identical to a 2-litre chassis only slightly longer and with the 4.1 heavy axle. For steering and braking I do not think the high chassis can compare with the low chassis. For some reason it was never a very comfortable or attractive car to drive and eventually when petrol returned I sold it and got another 2-litre.

This was (GY 9500) a standard speed model with a blown engine inserted. It had the standard 4.2 axle, ZE box and an old h.c. radiator mounted on a jerry rigged cross member. The engine had been efficiently put together and after a bit of attention to plugs, timing and exhaust system she went very well. An average of 20 m.p.g., occasionally 22 or 23, with a genuine and easily attained 80 m.p.h. was her usual performance. She once did about 88 in later recent years on a test prior to a Silverstone meeting.

I ran this car for about 3 years before racing her and in this time covered about 40,000 miles including 2,000 on the continent. Troubles were few and mainly man made. I foolishly soft soldered a union in the oil circuit and this came adrift during a treasure hunt and two big ends went. I also had quite a bit of bother with the clutch tail shaft coupling and spline. These wore out at a great rate and after the second new spline I modified the arrangement to a solid cone joint. The forward motion required for the tail shaft on opening the clutch was provided

by arranging for the fabric couplings to be slightly in compression. This system worked very well and stood up to 3 seasons racing and is still going strong in Bill Briggs possession.

The pistons fitted when I got the car were of the split skirt variety. These lasted about two years and then started cracking round the crown beyond the cross-slit. The first inkling of trouble was a nasty rattle near Kidderminster during a trip to Bristol. I stayed the night at an hotel, removed a complete crown from one piston, left the skirt attached, took off the appropriate valve rockers and continued my trip for 600 miles on 3 cylinders. New domed Pearson pistons were fitted with 6.5:1 compression ratio. The higher compression improved the bottom end performance and did not prove too high with the 4 lb. boost from the old Cozette blower.

The blower was never in very good health although it did not give any trouble for a good 40,000 miles except for one or two vane separator springs breaking. Eventually the outer rotating sleeve wore through where the vanes rub on it and bits of the sleeve started disappearing through the engine, with no apparent ill effects. I think that these blowers are quite reasonably reliable provided plenty of oil passes through them. I pint per 5 or 6 gallons of petrol in the tank plus about 1 pint per 100 miles through the pilgrim pump feeding the rotor seems to be about right. I eventually made another sleeve from a piece of high pressure steam piping and put the blower back into commission. It was wrecked shortly afterwards through my own fault of trying to drive fast with unsuitable plugs. A blowback split the casing! Note for blower model owners—always carry the few odd parts to convert to single carburettor on the near side, i.e. petrol pipes and throttle leakages.

When the Cozette first packed up I acquired a Zoller 5 in reasonable condition but needing new guide rings. These were attended to and installed. The improvement over the Cozette was very marked. The Zoller is lighter, of lower inertia, and gives a few more lb./sq. inch. It blew at about 7 lb. and used to require new guide rings fairly frequently. Replacement of these is fairly simple as the blower comes to bits much more easily than a Cozette and anyone with a lathe can make the simple bronze rings. Only two ball races are used, one at each end of the rotor, compared with two small and two huge in the Cozette. When the rings wear, clattering noises emanate from within, the vanes touch the outer casing and start machining it away. Mine is quite well worn in this respect and is awaiting attention. I can see no reason why the inside of the casing should not be built up by the metal spraying technique using aluminium and I intend to try this when time permits.

Another blower tried was a No. 10 Powerplus. This was not very successful as it had been built for a high K3 M.G. with appropriately larger vane clearances. Consequently it did not start blowing

much until 3,000 r.p.m. came up. This, coupled with the weight and vibration from the crossbar sleeve drive, caused its relegation to the dark corner of the garage where it now resides. (Anybody want it?) I think it would be quite an expensive job to put this blower into suitable shape for a 2 litre.

Every 2-litre has plug troubles. With soft or medium plugs all is well until one tries to hold 3,000 r.p.m. or so. Then the plugs start overheating and pre-ignition sets in and gives, sometimes just loss of power, often a series of blowbacks. This seems to apply to well tuned normal engines as well as the S/C models. It is less apparent, but still present with the 14 mm. head. I have never found a plug to better the KLG M100 (18 mm.) or F100 (14 mm.) and these give no trouble. Some plugs are useless even at town speeds!

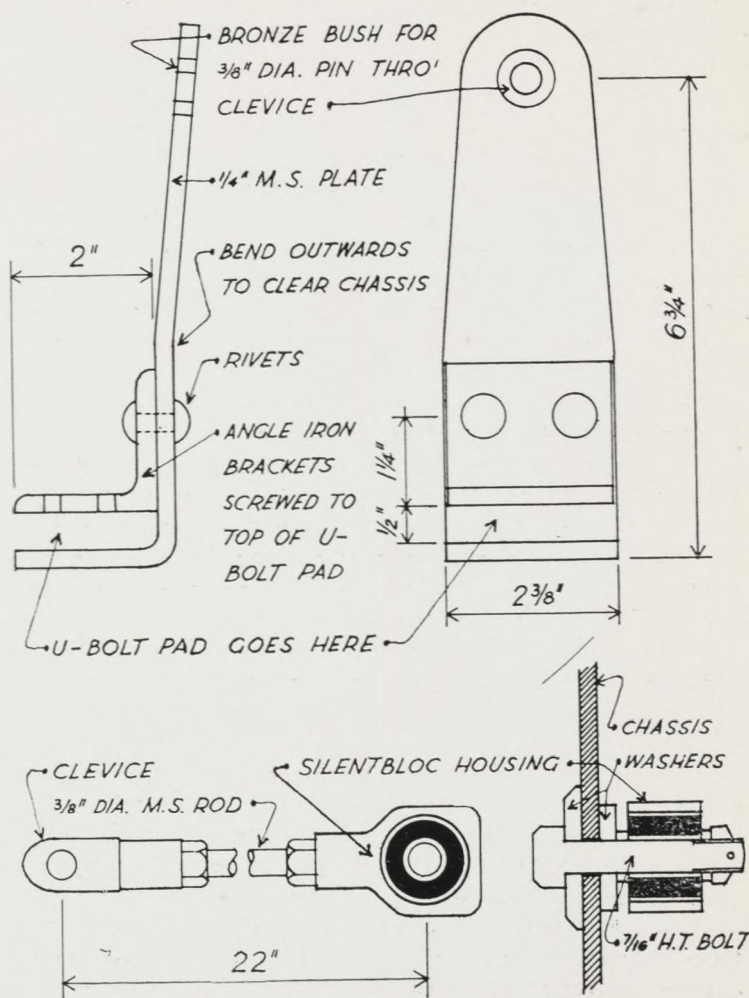
A few modifications were made to GY9500 which might prove of interest. The oil feed from the pump through the edge of the timing case to the distribution chest always leaked having been prised off with sharp edged weapons at some time. This delivery hole through the timing case was blanked off and a $\frac{1}{2}$ in. union put into the nearside of the oil pump. The feed then went direct to the oil gallery via filter, with a small branch to feed the distribution chest.

In the steering box, even if the drop arm shaft is a perfect fit in its bush, some oil always seems to leak out and make a mess down the chassis. A simple oil seal was made for this consisting of a ring cut from flat neoprene clamped to the bearing face with an angular brass plate held with 4 B.A. bolts. The neoprene ring wants to be about $\frac{1}{2}$ in. wide and the internal diameter about $\frac{1}{32}$ in. smaller than that of the shaft. The seal is then effective between neoprene inner edge and shaft and neoprene to bearing face.

Another engine modification was the addition of a second uptake water pipe from the rear of the head. It had always seemed to me that No. 4 cylinder used to get hotter than the others and I believe in fact that this modification does some good. It is easy enough to do as all heads have a hole at the rear, some even having two tapped stud holes for fitting a flange. I can recommend the use of a "Yorkshire Copper" elbow and T pieces for this and other jobs of car plumbing!

Lagonda brakes are good when correctly adjusted! How often one hears this stated. Who knows how to do it? I am sure the "Works" did not otherwise why did they make so many combinations of leverage adjustment available? It is certainly interesting, if not instructive, to change these and try the effect. Having tried a number of combinations I do not feel able to venture any really useful opinions. Being a long wheel base car, Lagondas like plenty of rear braking—(hence the efficaciousness of the handbrake!)—and it is difficult to arrange for this without using the handbrake shoes. In general one seems to require more leverage (reduction) on the rear system than is provided, together with a

FRONT TORQUE RODS AND RADIUS ARMS



stiffer operating system e.g. rods instead of cables. More of this later.

Closely allied with braking is the setting of springs and the dreaded "tramp"! The conditions required to start, or prevent, tramp on a 2-litre are not very apparent and I can only retail my own experiences:—No. 1 (2-litre) low chassis never experienced serious tramp. The springs were fairly flat and the shockers in average mediocre condition. No. 2 (3-litre high chassis) never experienced any tramp or braking troubles. No. 3 (2-litre low chassis) initially experienced mild tramp at speed on bad surfaces. Tramp initiated by braking was also mild. I set up the front springs about 1 inch above normal, balanced the wheels, cleaned the chockers and tramp was completely cured. I did not even experience it during racing. However intent on improvement, I removed the cycle type wings from the stub axles and replaced them with a fixed cycle type. I also replaced the 21 in. wheels with 18 in. ones considerably lightening the unsprung weight. Result—TRAMP! In fact violent tramp of the brake initiated type, so much so that once on Woodcote the chassis twisted until the bonnet flew open. (Fitted a strap after that!) The only conclusion I can draw from this is that the

resonant frequency of the axle assembly must be kept as low as possible; either by increasing weight or by weakening the springs!

GY9500 was a reasonably standard car as far as performance went. An acceleration test gave nearly the same results as published in the motor test report dated 29/7/30 for S/C car except that my maximum speed was about 5 m.p.h. lower. I found that my best lap times were always obtained when using a low gear ratio. I had a 9×42 diff. unit as a spare and this was usually used for racing although it limited maximum speed to about 75 m.p.h. with 18 in. wheels. I rarely used to let it go more than 4,000 r.p.m. in the gears but on one occasion took it up to 4,500 in 3rd and passed quite a well known Alfa going up the hill out of Cascades at Oulton Park! The car never forgot this!

About 1953 I began to think about either rebuilding GY9500 or getting another 2-litre to turn into a racing special. An opportunity occurred to obtain a standard 1931 blown car in pieces partially overhauled, so that the latter course was adopted. As things turned out the racing special was never constructed! The car (GT7975) had been in the Richmonds' possession sometime before the war and had served throughout until a minor prang initiated a rebuild which could not be completed. I took it over and towed a sorry looking chassis and body, engine etc. in the back, from Salisbury to Manchester with GY9500. Mike Harris steering the tow has never had a colder journey even in his Austin!

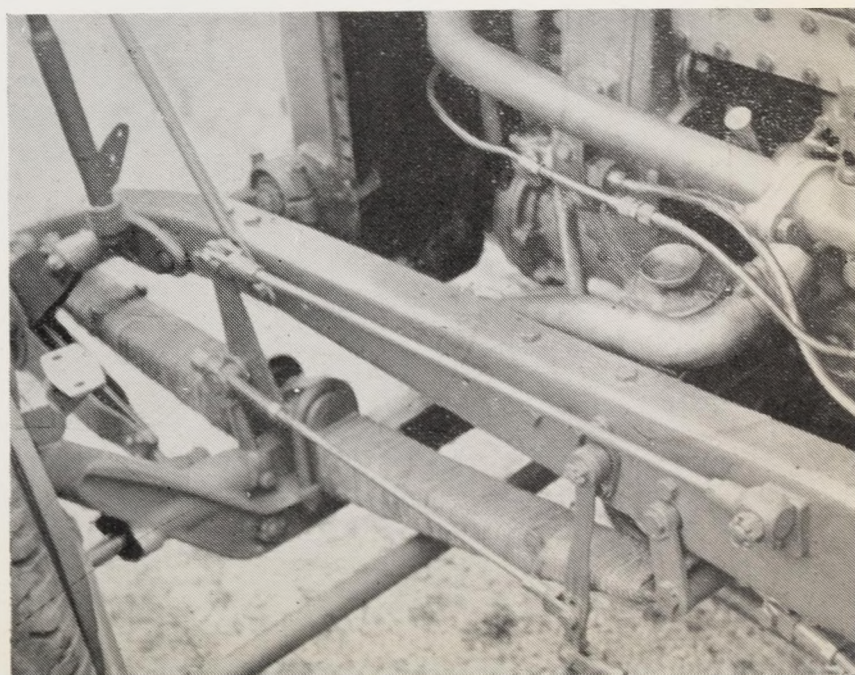
The car was a standard S/C Model of 1931 with the long rear booted body, the back of which appeared to be rotten. The whole car was taken completely to bits, the body propped up against one wall, chassis against another and all the running gear stripped, cleaned and repainted. By this time I had found that the car was in quite good order despite some 200,000 miles with the last owner. The rotten part of the body was very localised as if it had been parked near an overflowing drainpipe for several years and the remainder of the woodwork was sound. I decided at this juncture to rebuild to original specification as far as appearance went anyway. One or two modifications, dictated by past experience, crept in and some others were made which I will describe.

The chassis was in good order and needed only a few rivets replacing with bolts so rebuilding started forthwith. The rear springs were stiffened with an extra leaf as I have always found these to be too weak to sustain full load without severe bottoming. They were flattened slightly to improve the axle location. Springs were greased, bound with polythene strip followed by insulating tape and finally with cord. Rear shackle pins, originally $\frac{1}{2}$ in. diameter and too thin, were replaced with $\frac{9}{16}$ in. diameter pins. Bedford truck pins are just right for this job and require no modification except boring out the bushes and shackles to size. Front springs were treated likewise, except that the original shackle pins were used and the springs were set to go nearly flat under full load.

Having got the axles on, the braking dept. was then tackled. I wanted to modify the brakes for rod operation with front and rear compensation and to fit torque rods to the axles to banish tramp for ever (I hope). This involved quite a lot of manufacturing of parts and took a fair time. The rods and front-rear compensation were based on the design circulated by Ivan Forshaw some years ago with some minor modifications. $\frac{5}{16}$ in. diameter metal steel rod was used and the range of bits and pieces such as clevises and pins etc. came in very handy and saved a lot of manufacturing. $\frac{3}{4}$ in. chain was used for the front-rear compensator mounted on the footbrake pedal much as described by Forshaw. The transfer pulleys at the side of the chassis were replaced with bell cranks and here I have since found the original dimensions given needed modification. The chain compensator assembly reduced the leverage to the rear brakes compared with the normal cable assembly, and the bell crank further reduced it by about 1.5:1. A bell crank with a 1:1 ratio would be better and I hope to fit this shortly.

The next job was the torque rods to stop the axles twisting under braking loads. It was decided to fit radius brackets and tension rods rather than cables as these tend to stretch and eventually become useless. A few rough calculations about maximum braking loads and friction showed that $\frac{3}{8}$ ths diameter, bright steel bar should stand the tension load with a 6 inch radius bracket. The front assemblies are shown in the sketch with approximate dimensions. The brackets clamped under the springs were made from $\frac{1}{4}$ in. strip material, hot bent and reinforced with a small angle iron bracket which clamps in above the spring. The hole at the end just comes level with the chassis centre line under full load. As the springs are practically flat, the lengthwise displacements are low and the torque rods can be fitted near the shackle end of the spring which is more convenient than the other end. The rod was pinned to the bracket, which was bronze bushed, with a $\frac{3}{8}$ th pin and a housing screwed to the other end to take a silent bloc bush. A $\frac{1}{2}$ in. H.T. steel bolt through the chassis, reinforced either side with 2 in. diameter $\frac{1}{4}$ in. thick steel washers, anchored

Front torque rod



the bush down. The bolt was placed about 4 in. behind the spring shackle to give a total rod length of 22 in. This arrangement has proved very satisfactory and has so far given no trouble.

It is more difficult to provide torque rods for the rear axle and probably not really necessary. However I decided to do it in order to remove any traces of sponginess in the brakes with the rear axle blocked up the way it is on the low chassis cars. A similar arrangement for the rods was fitted except that $\frac{1}{2}$ in. diameter stock was used. This was because the rods would have to be in compression, facing forwards. For the radius brackets a pair of rear brake spindle bearing brackets were used. These were bolted to the axle flange pointing upwards and forwards at 45° . I originally had these pointing vertically but suffered several rod breakages owing to insufficient clearance between the rods and the lower edge of the body. Again these rods have proved strong enough and certainly make the braking smooth and progressive. Another virtue is that the car can be started from rest in top gear without any judder, if you want to play games like that!

The brakes were finished off with Ferodo non-metallic linings which have proved quite satisfactory. A greasing nipple was also put in the rear brake cam spindle. In use, the torque rods have had the desired

effect and the only trouble found was due to the loss of self-servo action due to axle twist. This meant that tremendous force was required on the brake pedal for really hard applications. It was overcome by increasing the leverage ratio to the front cams by alteration of the intermediate lever near the front spring shackles. The rears also require more leverage and this is to be done by altering the bell cranks already mentioned.

The original scuttle bulkhead casting was badly cracked and as I had a good high chassis one at hand I shortened it and fastened it to the chassis with angle iron feet. Apart from a slightly different curve over the scuttle this is very successful as the narrower shelf on the h.c. casting gives much more space behind the engine.

The engine was rebuilt to standard specification using a set of 5.5:1 Martletts which came with the car. These have since been replaced with 6.5:1 Pearson pistons. Big ends were all renewed but mains proved to be perfect and the crankshaft journals were only about $\frac{1}{2}$ thou. out of round. This after some 170,000 miles with the previous owner! Camshafts were built up and new bearings fitted, also new chains and timing gear bearings and so on.

The block was found to be about 5 thou. warped on the head surface so this was planed and the head

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lightly ground. This head had the thick stemmed exhaust valves fitted so I sleeved the guides and fitted standard thin stem valves. Never having had any sign of valve overheating I cannot see any reason for these huge stems.

The only modification to the engine was the rear water off take as fitted to GY9500. Pretty well all the plumbing was missing and I replaced this with copper pipes joined up with "Yorkshire Copper" fittings following best closet practice!

When replacing the engine, I dispensed with the fibre packing washers in the engine bearers. This lowers the engine by about one inch and probably stiffens up the chassis. The lower engine mounting also means lowering the brake cross shaft, gearbox and starter mounting, which modifications are quite straight forward.

In the transmission dept I had a new clutch tail shaft made from 80 ton steel and also a new 3rd gear pair from the same material. The rest just went together with no trouble. When the chassis was complete a trial run was made up and down the drive accompanied by a team of local kids clinging to all parts of the chassis—none were lost! Some of these kids had assisted it some stage or other in the rebuild as had several people including the local members of the Talbonda or Lagbotti club.

Next came the body!—A shapeless mass of dirty woodwork and torn fabric towering up in the corner. The wood was all in good condition except for the rear boot framework which was rotten. This was all stripped out and renewed. The frame was painted and covered with heavy black Vynide, 5 yards of 54 inch material just doing the job nicely. I made one modification to the body by removing the lower 5 inches which overlaps the chassis. This serves no purpose except to block access to the chassis, rear spring pins and so on. High chassis accessibility was thereby obtained. I trimmed the body inside with red vynide and used plastic beading throughout. The seating was left for professional attention and has not been done yet!

The rear seat well and under seat sheet metal work were both screwed in position with relatively few screws since they are self supporting on the cross members and this makes for easy accessibility to the chassis when required.

The dashboard made up from a discarded mahogany mantelpiece, was laid out to personal taste, the missing instruments being provided from Government surplus suitably modified.

In wiring the car I made one innovation which may prove of interest. The normal layout with fuses mounted on the bulkhead introduces a large number of to and fro' wiring from dash to fusebox. I made a perspex fuse panel, using terminals and ordinary fuse wire, and hinged this beneath the dash cubby hole so that it could flap down for attention. The dash could then be wired up complete with one ingoing battery lead and all other leads coming straight out to their destinations. The cut-out and voltage control unit remained on the bulkhead as

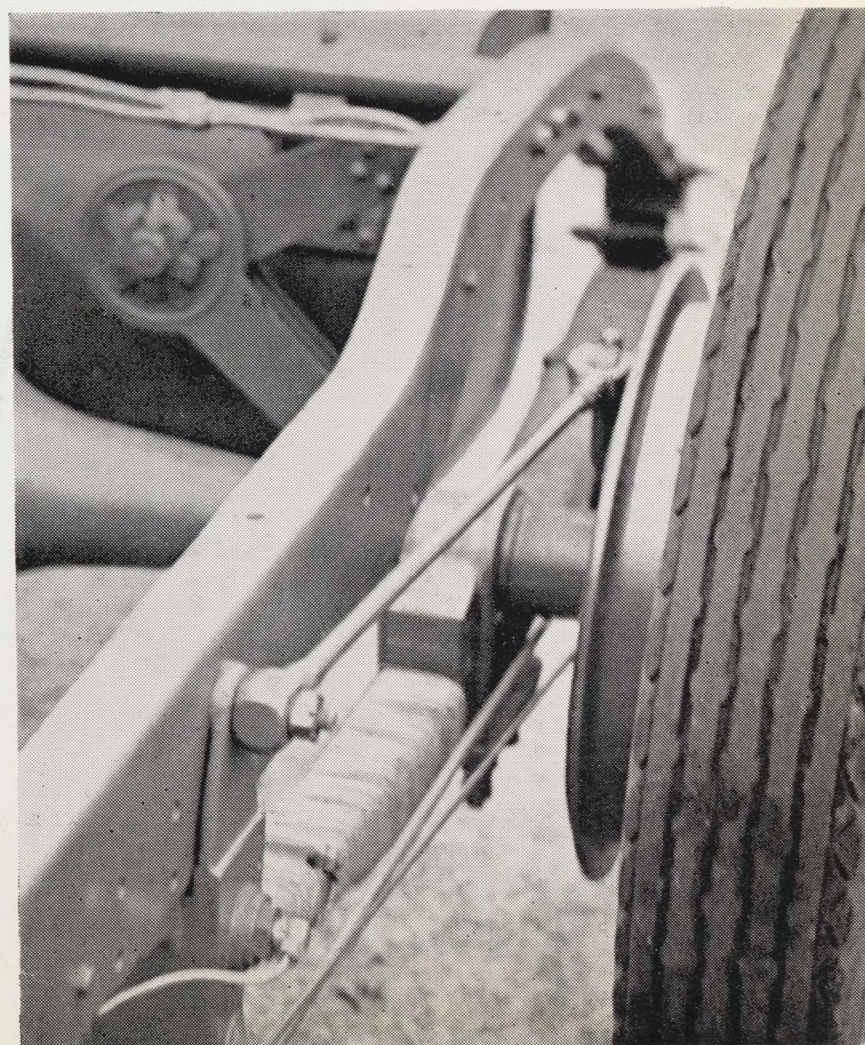
Rear Torque rod

usual and connections were made between dash and bulkhead via multiple connector blocks. This makes wiring easy and provides useful test points in case of trouble. P.V.C. covered wire was used throughout and I commend this to anyone re-wiring as it is completely unaffected by oil, petrol or water and is mechanically stronger than ordinary insulation.

The car has now been back on the road for nearly three years and seems to enjoy it! The performance, judged by the Motor road test is about standard, 0 to 50 m.p.h. taking about 13 secs. and top speed being about 90. This is with a good Cozette blower which came with the car, blowing at about 5 lb. max. It does, however, give 4 lb. at under 2,000 r.p.m. which gives quite lively acceleration in 3rd gear above 30 m.p.h.

I fitted a separate oil tank for the blower and find this a big improvement over direct feed from the main oil system as one knows how much goes through blower and how much is used by the engine.

It took some time to get the car going well partly due to using the low compression Martlett pistons initially and also to rebuilt cams proving soft. High compression pistons and some good cams made a world of difference and with a bit of timing adjustment the above mentioned results appeared. The timing now is slightly different from the usual figures given. Inlet opens about 5° before T.D.C. and the exhaust overlap is about 20° or 25°. I started with I.O. at 0° and 15° overlap. Carburation is standard with 0.1 inch jet and K1 needle in an H.V.5 S.U. Various needles have been tried with very little variation in performance. The main thing is a healthy spark and a following wind!



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RACING

*with particular reference to
Rapier, 2 litres, 3 litres*

by Mike Wilby

I am sure that most owners of this type of car are very modest as they always say "I don't think my car is suitable for Silverstone", and I am sure that most of us who have tried it will say how wrong they are.

Having sent the entry off, fixed up a competition licence and a medical certificate, and borrowed a crash helmet one is all set for the day. Now before one can practice the car must be passed by the scrutineer. This is a sensible precaution to see that the car will hold together for a few miles and not be a danger to the other competitors. It should cause no alarm to the Lagonda owner but there are one or two points that are worth bearing in mind. To begin with, a clean car, both outside and inside the bonnet, creates a good impression, so having done that what is he going to look for? In the main to see that nothing will fall off, so see that the wings do not flap about and that the seats and battery are firmly in place. Such items as hood, spare wheel and screen can be removed but it is worth remembering that if the screen is to be left in place in the raised position it must be of the type of glass that will not go opaque if hit. The scrutineer will also want to see an external spring on the throttle so that if the main spring comes adrift you are not left flat out. This can be quite amusing as I know when a throttle jammed once, so it is as well to see that the ignition earth wire does its job properly! He will also make sure that your tyres are in reasonable condition bearing in mind the speed of the car, and here you can use remoulds, and that the brakes do in fact stop the car. That is about all, in fact no more than you or I do for our own safety on the road anyway.

Before you start practice you will take all the odd junk out of the car to stop it rolling about on corners, and it helps the road holding to pump the tyres up and tighten the shock absorbers. How much must of course vary with individual cars and the drivers. On the Rapier I put the tyres up 6 pounds to 36, and do the Hartfords up as tight as they will go without using too much "pull" on the spanner.

If practice has started by the time you are ready—and it pays not to rush the preparation—a marshal will hold you at the gate until it is clear to come out. When he says "O.K." come out smartly and keep well over to the right hand side of the road until you have cruised round for a couple of laps to get the hang of things. You will find the road looks awfully wide and that even 60 m.p.h. seems slow.

There are not many features to sight on, so make use of this time to get used to the approaches to the

corners, and the positioning of the car on the track generally. Also one can use a few features which you think might do as cut off points when you begin to start trying. In case you do not know the "Club Circuit" have a look at the plan and you will see that it is the 1.608 mile section heavily lined. Passed the pits, and having gone under the bridge the speed of the cars we have in mind will be say, 65/70 miles per hour if you are lucky, and the first corner to come up is Copse. This is a long right hander, and the fastest on the course, so that with a slow car it isn't necessary to brake but a gentle lift of the foot will bring the speed back to the 60 or just under mark and the car should be placed in the middle of the road and aimed at the apex of the corner which seems to me to appear to be just out of sight when I start turning in. Having got the speed down the foot can be pressed steadily down until it is flat on the boards as you leave the corner. At this speed there will only be a slight drift to the outside of the corner and you are away urging up the straight towards Maggots curve.

In our cars this is not anything to worry about and can be taken flat out because at this point you won't have picked up much speed anyway. It should be approached from the right hand side of the road (Passing is always on the left anyway) so that having cut across the corner on the shortest line you are nicely placed on the left hand side of the track to get ready for Becketts.

This is the slowest corner of all and keeps on going on and on. It also has the problem that it is right out in the open being marked only by painted oil drums, although recently a large red "turn right" arrow has been put up which helps a bit.

One comes into this corner I suppose doing 70 plus and it is important to go in slowly and come out fast, I will explain this in a minute, so it pays to fix a braking point as the speed must be brought back to about 35 as one swings across the corner. By this time you will be in third gear, when you change is a matter of preference but I change after the braking so that the power can be left on all the time from then on. On a slow car third gear is really too high and second too low and for that reason the faster you are going when you leave the corner the better, as it seems ages along the straight before peak revs are gained and you can engage top.

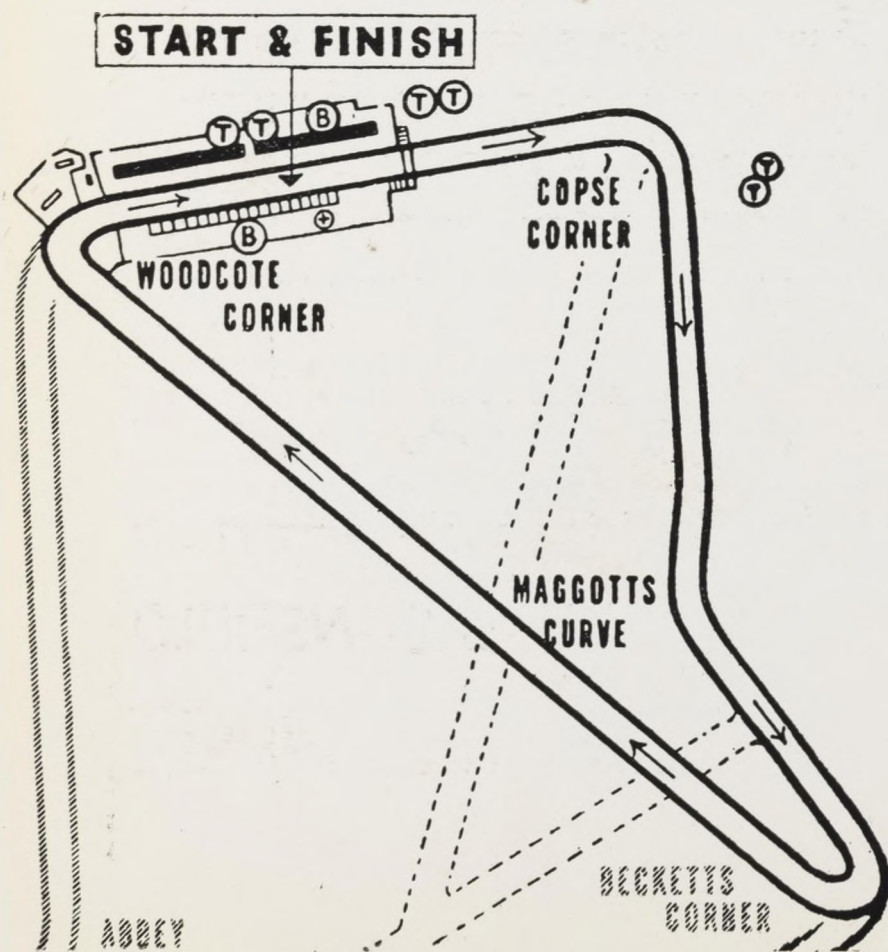
Keep well to the left of the road and sweep across the corner taking a line that will flatten the radius out as much as possible, if this is done the speed through the corner is such that a gentle tail slide will help the exit and you will still leave doing about 30 m.p.h. and well over on the right hand side of the road, remember the fast boys who will want to pass on acceleration as they come away. If you go in too fast you will only find that the car slides all over the place and you will emerge slowly sideways frantically looking for a lower gear to help you along. You are now on the long run down to Woodcote, flat out in third, a quick change up and foot hard down again. Owing to the slow corner at Becketts the maximum you can expect to reach is about 70/75

m.p.h. (Bill Michael does about 95 on this stretch) and then the problem arises of slowing the car enough to get round.

To this end there are boards marked 300, 200, and 100 yards, these telling off the distance to the corner. One can enter this corner at about 50 so by the time the 200 yard board appears one can think about slowing the car up, then as the '100' appears you should do something because sometime you have got to find third gear before getting lined up! Again I change down after braking but this is done to save the engine running at too high revs in the lower gear and some people like to get the lower cog and then slow some more. If of course the pedals are so placed that you can change down when braking (that is "heel and toe") that solves the problem.

Woodcote is perhaps the most difficult corner as you cannot see where it goes to and the camber isn't all it might be. It is in fact quite a sharp and long corner and as one is about to turn the wheel there is a change of road surface which makes the car hop so do not be braking at this point! I take up a position about two thirds towards the left hand side of the road and having changed down at 50, accelerate and turn the car in not aiming too close to the grass bank on the inside of the corner. This I find gives me a chance to come out of the corner in the middle of the road, perhaps not the fastest line but as you never know what is going to be round the corner it gives plenty of "dodge" room! So you press on up the straight, in the right line for Copse again and the lap is completed.

It is interesting to know that our type of car is never long enough in top to get maximum revs, but the joy of racing against an identical model and seeing who has the best brakes and acceleration is immense—come and try it and see!



DUNLOP TYRE CONFERENCE

Harry Wareham gives the following detail information:—

It is, of course, with the tyre sizes used on Lagondas that we are mainly concerned and so I will report in detail on the discussion relating to these sizes:—

- 525/21. Only 372 tyres of this size were sold by the whole of the Dunlop Organisation last year, but stocks are fairly good and after much pleading from your representative it was agreed that this size should stay in the list and be available as and when the company could conveniently make a few hundred. The longest wait for a new tyre was not likely to be more than 3 months.
- 450/19. The Rapier Owners who use this size are lucky for Russell Lowry of the M.G. Car Club stated that their requirements were some 10,000 per annum—many of these going to the States—so manufacture of this size continues.
- 550/19. This size, which is used on some M.45 Rapides, is likely to be difficult and manufacture restricted to batch lots, perhaps at six monthly intervals.
- 600/19. 3-Litre, 3½-Litre and 4½-Litre owners using this size will be in the same predicament as above.
- 550/18. Tyres will still be manufactured but once again supplies are not likely to be too easy as manufacture will not be continuous.
- 600/18. General manufacture will continue and owners can expect possible slight delay before obtaining new covers, *but* 650/18 Fort will continue in full production at about 2,000 tyres a year, and should be easily obtainable.

That is the general outlook and, although it is not too good, at least we are assured that cars need not be laid up because of the lack of tyres. It is obvious that to make 372-21×525 tyres a year is very uneconomical, for it takes 12 hours to change the plant over to make these odd sizes, and the workmen are not too keen to make our tyres as they do not earn so much on piece-work so all round, we are lucky still to get them. The smallest number of tyres it is still economical to manufacture is in the region of 7,000, and that means enough 21×525 tyres to last the next twenty years at the present rate of demand.

There is no fear that manufacture will stop altogether of the sizes mentioned for, to quote a spokesman of the company, "We realise that if a mechanical part breaks it is always possible to get a new part made somewhere as long as you have the money, but if tyres are unobtainable, only we, the manufacturers, can supply new ones. They can't be made by small back-yard firms, and so we realise the responsibility we have towards you odd people who like to ride about in old cars." No change in method of distribution of these tyres is intended and supply will be through the trade in the normal way.

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Including pistons, valves, gaskets, clutch and brake linings. 2-litre timing wheels and timing chains for all models. Hardy Spicer fabric couplings. G9 and G10 gearbox spares. V.12 and L.G.6 spares. Also a large quantity of electrical equipment, e.g., starter motors, dynamos, Bendix drives and springs etc., etc.

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R. T. Crane

Whilst in the States I had the pleasure of meeting Bob Crane, our Club representative over there. I thought a few further details about him might be of interest.

By profession Bob Crane is an architect and builder, and has very largely contributed to the development of the area in which he lives. He is tremendously enthusiastic on the subject of motoring and vintage cars. His stable at the moment consists of a Chrysler, a Lagonda Rapide, an XK120 Jaguar, and a Plymouth Saloon. I was very impressed by the vast amount of work which he has done on behalf of the Lagonda Club, in tracing any known Lagondas in the United States and their owners, and carrying on a voluminous correspondence. At the moment he is engaged upon rebuilding his Rapide, using parts from another engine which he located some 300 miles away.

He hopes to make a trip to England during the next year or so, and I am sure that he will be extremely interested in all that the Lagonda Club members have to show him.

CHARLES LONG.

An 11.9
Is fine,
A 2-litre
Is nitre,
An M.45
Is alive,
But with a Rapide
You'll always be in need.

AWARD of TROPHIES

As most members know there are certain trophies that are competed for each year, and it is nice to see some fresh names amongst the winners for the season which finished with our November Rally.

The MICHAEL TROPHY. This is given to the member driving a Lagonda who scores the most points during the year in every form of competition. This does not mean all one has to do is to enter for events week after week and hope for the best because the marking system takes care of that! It was rather interesting to see that this year two out of the top three had scored most of their marks in racing events, rather unusual but shows that Lagondas are still a force to be reckoned with in Club events.

The winner and very popular too, was Henry Dunleath who scored all but ten of his marks in race meetings. Throughout the year he has had one win, three 2nd places, one 3rd and two 4th's in meetings up and down the Country. A very fine effort.

11 people scored 50 marks or more and they included three 2-litres and two Rapiers, so the slower cars were well represented.

The list is as follows:—

Dunleath	203 marks	Overy	91 marks
Wilby	192 „	Green	90 „
Michael	131 „	Page	83 „
Gostling	128 „	Crocker	71 „
Newman	118 „	Hare	56 „
Bugler	101 „		

The FOX TROPHY. This was recently presented by Arthur Fox and goes to the members and his Lagonda of any type who does best in the events listed in the Club calendar, the idea being to encourage the people who cannot for financial or other reasons embark on a long sporting programme. From this a new star emerged in the shape of Charles Green and his low chassis 2-litre. He lives in the Midlands and so finds it difficult to attend many meetings but by winning those he does attend he accumulates a nice little score! To win both the Northern Rally and the November Handicap in the same year is pretty good, and in a 2-litre, b——y marvellous! For a long time Harry Gostling who started the year very well had a long lead but he could not cope with this sort of thing and despite places in both the Southern and Northern Rallies finished second.

The first five were as follows:—

Green	85 marks	Overy	49 marks
Gostling	67 „	Branson	48 „
Wilby	52 „		

The DENSHAM TROPHY. This fine painting is awarded on the same principle as the Michael Trophy but is confined to 2-litres and 16/80's. In the days when Mr. Densham presented it, perhaps 2-litres needed some pushing to make them enter and do well, but that does not apply now! This award without much doubt went to Harry Gostling for the second time running, and well deserved too! Apart from being a consistent competitor in Club events

Harry has a bash at most other things and this year not only formed part of the winning team at the Singer Owners Club Inter Club driving test meeting but made best performance outright!

Charles Green came second not very far away and right behind him Dick Page and his blown 2-litre who does so much to keep the Club in the forefront at Oulton Park and Silverstone.

Their marks were:—

Gostling	128 marks
Green	90 „
Page	83 „

The CAR CLUB TROPHY. This is awarded, not necessarily annually, at the discretion of the Committee for efforts with a Lagonda.

This year it was presented to Mike Wilby for following, with considerable success, a varied programme in a standard Rapier. He competed in races, rallies, driving tests, sprints and hill climbs, 11 events in all and gained 6 awards. A high standard of extraordinary consistency, achieved through concentration and very neat driving.

The MARSHALS AWARD. All the Clubs many helpers were too bashful to claim points for the work they had done, so the Committee decided this award should go to Harry Wareham. A very sound choice because poor Harry spends all his time trying to organise events in the Midlands which none of the Midlands support and in addition he has had a big hand in the planning and running of the last two November Handicaps. Don't lose heart Harry!

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DINNER and JIGS

by Dearden-Briggs

The Northern Dinner Dance is on March 28th at the St. Ann's Hotel, Buxton at 7.30 for 8.00 p.m. Lounge suits and the feminine equivalent are the accepted garb and tin overcoats may be parked at the back—there is room for a display of Lagondas at the front of the place. Tickets, at 17s. 6d. each are now available, and admit to the Dinner-Dance and Film-Show. The guest speaker will be Mr. W. L. Thompson the well-known Brooklands driver.

The next frolic will be the Northern Rally, July 5th, whereat members will avoid driving their motor cars through, under, around and into an assortment of old oil tins, white lines, garden canes and string: manoeuvres which will only differ from those carried out when entering their own garages by the presence of marshals taking time and deducting points. A fiendishly devised course, will be laid out by Henry Coates, almost certainly on the Sandtoft air-field which by now you can find blindfolded. Mild intoxicants and dinner will follow at the Crown Hotel, Bawtry, as in previous years.

An attempt has been made to find a suitable site further North, but without success. Perhaps those members who live in these remote regions, and who would like to have future rallies on their doorsteps, would look out for a hospitable air-field or park, and invite us to look at it.

There are plans afoot for a road-rally on the Scottish Border. (This does not mean keeping to a dotted-line as shown on the O.S. Sheet). It is doubtful whether there would be sufficient support from our own members alone, and it would be necessary to run the event jointly with other one-make clubs. Being of an adventurous turn of mind, one would prefer to have this at night. Would prospective entrants please write and tell me what they think about this idea especially those who say "Rapide" with multiple 'Rs' and those who will address me as "Dear Hinnie." Much will be required of them.

In the course of breaking and disposing of a 2-litre for spares, one is amazed at the odd things which people appear to mislay or break. These motor cars are either weak in the most unusual places or their owners are very careless. Why, please, did someone want an accelerator arm—too much "pressing-on", perhaps! One sees why Ivan Forshaw does not run a Lagonda: so many things seem to break and wear out. I wonder if my own accelerator arm is all right?—and the running-board brackets—and the spring-pads—and are both fingers still on the clock?

Monthly meetings are still held:—

Second Thursday: Red Lion, High Lane, Stockport.
Last Tuesday: Half Moon, Skidby, Nr. Hull.



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HAVOLINE SPECIAL 10W-30 – the motor oil in the hermetically sealed tin – combines all the advantages of SAE 10W, 20W and 30 grades in one product. It is specially formulated to give top performance in engines which are in peak condition; where engines are worn it is advisable to use the appropriate grade of regular Havoline.

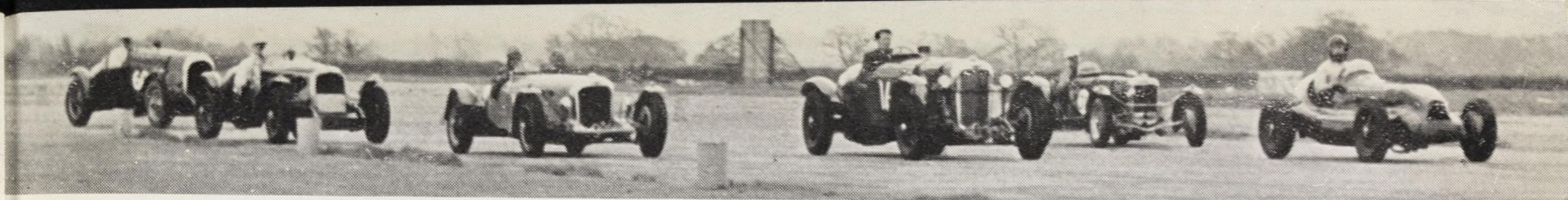
If you demand the best for your car insist on Havoline Motor Oil.



WHERE YOU BUY



PETROLS



COMPETITION NOTES

by Lepus

At this time of year with new growth appearing in our gardens and all that implies, some Lagonda owners are beginning to realise they will not complete half the repairs or modifications they had planned for the winter.

Our current film star at least has the Rapide restored bodily and mechanically to Concours-winning and maybe race winning condition.

Donald Overy is having the enormous V.12, which he acquired for a song and many pints of best bitter, reduced to more manageable proportions as an exciting competition model. We hope to see it enlivening the proceedings later this year and of course Ron Newman will do his best in this direction as he now has new valve springs—at least the 3-litre has.

Since the November Rally there have been few motoring activities to report. Torrential rain made life difficult for competitors in the Veterans' Run to Brighton and reduced the number of Lagonda arrivals at Handcross after the big gathering last year.

Two 4½-litres were out for the Per Ardua Club Night Rally over a narrow sinuous course along the North Downs from Guildford to Maidstone. Big cars were at a disadvantage in lanes with shrubbery close on both sides. Ascending the bridle road to a control on Holmbury Hill one could only wonder what Dr. Vaughan Williams and the inhabitants of Holmbury St. Mary thought as the stream of cars passed shortly after midnight.

COMING EVENTS

B.D.C. Eastbourne Rally 28-29 March

The Bentley Drivers Club Eastbourne Rally is being revived on March 28-29. Because the event is organised by people who run similar cars to our own, we can recommend members to consider entering quite seriously. After the night section of about 200 miles there will be opportunities for "Nogging and Nattering" at Eastbourne as the driving tests may continue into the Saturday afternoon. Entries open about 1st March and close on 15th March.

April Social 13th April

Mike Wilby has prepared once more the April Social on Sunday 13th April. Quoting Mike it involves:—

50 miles run in the pleasant Chiltern countryside, a simple exercise using Ordnance Survey 1 in. Map Sheet 159.

Start

The King's Head Hotel Holtspur ref. 992898

(1½ miles west of Beaconsfield on A.40) at 2.15 p.m.

Entry fee 5s. Award for Winner and Runner up.

Finish

The run ends in the Marlow area for tea and if you want any let Mike know before the day so as to help with the arrangements.

A.C./Lagonda Sprint Meeting 27 April

We hope to put on a Sprint Meeting at Brands Hatch with the A.C. Owners Club on Sunday 27th April. Entrants will run (not on foot) round two laps of the 1¼ mile circuit. This is a new venture which we hope will interest members but we shall need a lot of marshals. Brands Hatch is on a hillside so everyone, even the marshals, should get a good view of the proceedings. If you cannot compete please come and help. Richard Hare would like to hear from keen marshalling types. Regulations will be sent to the known "Dicers" in due course.

Cemian Motor Club—Knowland Trophy Meeting—4th May

This is a driving test event run, of course, by one of the Eight Clubs. It will be in the Aldershot area. Your support requested. Details from Richard Hare or Mike Wilby.

Other Events from the Diary

Southern Rally (Driving Tests)—17th May.

8 Clubs Silverstone (Lagonda Race)—7th June.

Northern Rally (Driving Tests)—5th July.

These are all events which are ideal for your machine and good entries will help cheer the Competitions Sub-Committee. They are always pleased to chat to people having a go for the first time and if they can help they will.

TIM ASHCROFT

Members will be sorry to hear of the death of Tim Ashcroft on Monday morning, January 20th. Although better known to the "Rapier" owners amongst us, he was undoubtedly an unforgettable character, his career having taken him through locomotive engineering, steam turbines, foundry work, naval architecture and automobile engineering.

He was responsible for designing and manufacturing the "Rapier" in its entirety, and surely the car will remain as his monument. Although latterly ill-health dogged him, Tim was always to be found at any meeting of Rapier owners, loudly proclaiming his beliefs and theories. He was President of the Rapier Register where his enthusiasm and personality will greatly be missed.

G.D.S.

Firestone

Town & Country

**First
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ALL-SEASON
Safety**

The rear-wheel tyre with wider and deeper tread for extra safety on wet and greasy roads and more traction in mud.

Long mileage and smooth, quiet riding.

Weatherised tread gives even higher anti-skid performance.

For front wheels fit Firestone New De Luxe.



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44 Factories throughout the world.
Firestone total sales exceed £1,000,000 per day.



with
weatherised
tread

CORRESPONDENCE

Dear Mr. Editor,

It is possible there are some members who will be wondering about the origin of the very beautiful solid silver cup which was recently presented to the Club by Mr. Arthur W. Fox of Cobham, Surrey, and which is henceforth to be known as the Fox Trophy.

One can sense that behind the brief citation on the Cup lies an adventure well worth reading about, and efforts are being made to uncover details of this story. Mr. Fox has kindly agreed to help.

Until the details are available, and the story can be put together, the inscription on the cup may be of interest:

B.A.R.C. SIX HOURS RACE

June 29th 1929

THE MOBILOIL CUP

presented by

VACUUM OIL CO. LTD.

TEAM AWARD

LAGONDA—ENTRANT—A. W. FOX

It is hoped that Mr. Fox will be able to provide the story of his own team, but if any member has knowledge of the other makes which took part in this race, the details would be greatly appreciated, and would help to produce a full and accurate account. Has anyone, for instance, copies of contemporary motoring journals containing reports of the race.

Yours sincerely,
CHARLES S. GREEN.

"Brampton House"
Bakewell Street, Penkhull,
Stoke-on-Trent.
Friday 7th February, 1958.

Dear Sir,

As an overseas member I would like to express my appreciation for the trouble taken by our technical adviser, Ivan Forshaw, to answer promptly and fully all queries which I have addressed to him pertaining to my Lagonda.

When I first bought this car, I must say I did so with many misgivings, never having heard of the Lagonda Car Club, and not being sure whether at this distance I would be able to obtain the spares, technical advice and so on that I would need to rebuild this car and put it into tip-top shape.

However, never once have I been let down due to lack of spares or, more important, technical advice, and it has not taken more than 10 days at the most for me to receive a reply to any of my letters.

After I read in the Christmas issue of "The Lagonda" that our technical adviser writes over 2,700 letters a year I must say that I was shocked not to read in "The Lagonda" any letters of appreciation to Ivan for this gigantic effort. One finds it difficult enough to write the average of eight letters a day in business,

with all the facilities that one has available, never mind someone having to do this in one's spare time and in long hand.

Lest anyone think that Ivan and I have gone into collusion over the writing of this letter, may I state that up to now I have never had the pleasure of meeting any officers of the Lagonda Car Club, but hope to be able to do so on my next visit to Britain maybe in 1960.

However my very grateful thanks to them all for the invaluable help given—especially Ivan Forshaw.

Yours etc.

J. L. RUBEN.

P.O. Box 458,
Nairobi, Kenya.
11th February, 1958.

NELLIE JANE

Vauxhall Twelve-Six NJ 2460

Suddenly at Mill Hill Circus

29th January, 1958

This is the story of Nellie Jane
Who'll never tread the road again.
She cracked her block one frosty night,
But Holt's Radweld soon put that right.
Then came a night of patchy fog,
Which one wouldn't wish on the foulest dog.
Nell couldn't see the roundabout
Until she hit it with a clout
That drew a crowd of gormless ghouls
Who all expected gore in pools
All over driver, Nell and ground
But not a drop of blood was found.
For Nellie she looked after Pete,
A'sitting in the driver's seat.
Pete climbed out in pieces one,
And looked to see what had been done.
A large KEEP LEFT sign (weight, one ton)
Was clean uprooted. (Thinks: "What fun!")
He then inspected Nellie Jane
To see if she would run again.
But now the sad part of my tale.
Poor Nellie, though by no means frail,
Had chassis bent and windscreen bust,
Front axle twisted in the dust,
Water oozing from the rad,
Spotlight shattered really bad.
"Alas, too late" poor Nellie cried,
And waved three buckled wheels—and died.

Peter Walshe

FOR SALE—1926 High Chassis 2-litre. Successfully treated for Death-Watch Beetle in 1938, since when has completed many miles in stripped form. Ideal for elderly gentleman wishing to take up racing. SLOane 9420 (evenings only).

FOR SALE

1931 Three litre Saloon. Sound and reasonably clean. Hall, Hammer Mill Farm, Biddenden, Kent.

2-litre Lagonda Saloon 4 cyl. O.H. speed model. Absolutely exceptional car. Excellent performance and acceleration. Paint and Chromium perfect. Only needs a little effort to make a Concours winner. In fact this car took 2nd place in 1955 Concours. Offers around £200. Dowsett, 3 Manor House, Popes Avenue, Twickenham.

2-litre Tourer 1930. Rebuilt, re-registered 1947. Aluminium body in good condition. New radiator block and hood last year. In running order, needs slight attention to engine, £125 o.n.o. D. Elms, 50 Natal Road, Streatham, S.W.16.

Rapier. 1935 F.H. Coupe. Now the winter is over Mike Wilby offers this for sale. A sound car with Good performance. All duff body members replaced, new petrol pump, good brake linings, and everything works. Low pressure tyres help the ride. £115. M. Wilby, 3 Lancaster Garages, N.W.3.

Sub-Lieutenant Whiteside would like a temporary home (and some speed model mudguards) for his 2-litre UA 4444 if he is sent to sea in May. Address 2, The Crest, Berrylands, Surbiton, Surrey.

1936 L.G.45 in very clean condition, new battery, brake linings and rods. I have had 2 years trouble free motoring and still as good as ever. I have just bought a M.45 that needs a lot of work doing, mostly to the body. The nearest to £220 secures the L.G.45. Oh? the L.G. is a saloon with an all ally body. Sorry for jumble, I am dreaming of the new love. D. McKinnon, 37 Lanark Road, London, W.9.

V12 Engine required. Will purchase complete car for spares if cheap. Pratt, 32 Gledhow Valley Road, Leeds 8.

LAGONDA Nov. 1933 4½-litre, M.45. Engine re-bored and sleeved. Partly reconditioned, S.U. Carbs., By Burgesses. Pressure Plate re-lined and re-set. Bills total £110. Mileage since approx. 350. Body and chassis sound. Paint, Chrome and Canvas reasonable. Tyres 50%. Bad Spare. £225. Reason for sale. Addition expected to the family in March. Bogarde, 79 Langland Court, N.W.8.

LAGONDA—4½-litre Pillarless Saloon. 1935. In exceptionally good condition. £132. Engine overhaul less than 5,000 miles ago. First to view will buy at sacrifice price of £195. Mores, 345 Reddish Road, Stockport. Tel.: STO 6046.

3-litre Saloon. 1934, pre-selector, recent engine overhaul, new radiator, magneto just checked, good tyres, body sound and thoroughly respectable. J. N. Sibson, 18 Clifton Gardens, Goole, Yorkshire.

M.45 Rapide Tourer in nice original condition: good body, hood and screens; engine, instruments and electrics recently overhauled; six good tyres. £225. Chassis No. Z 11223. Registered Oct. 1934. André Kenny, Alpheton Mill, Bridge Street, Nr. Sudbury, Suffolk.

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