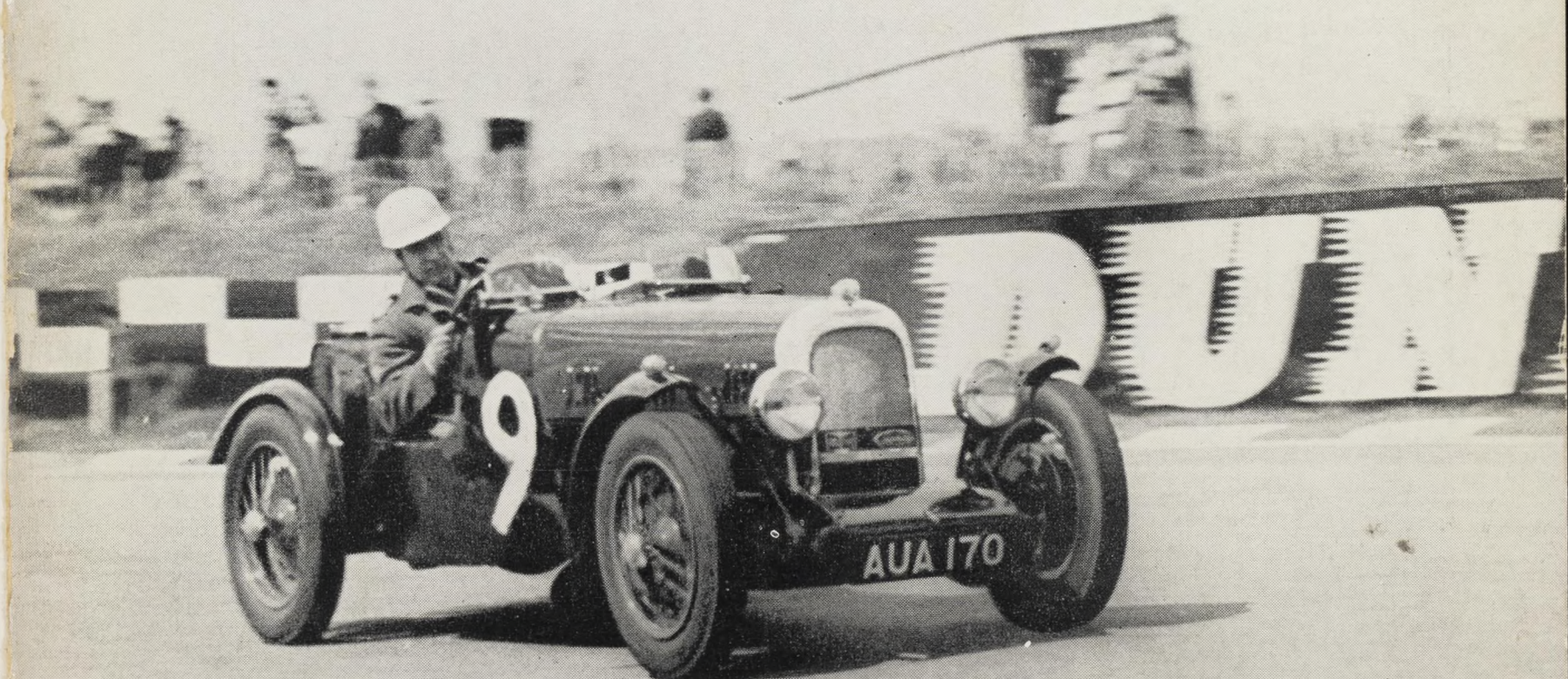
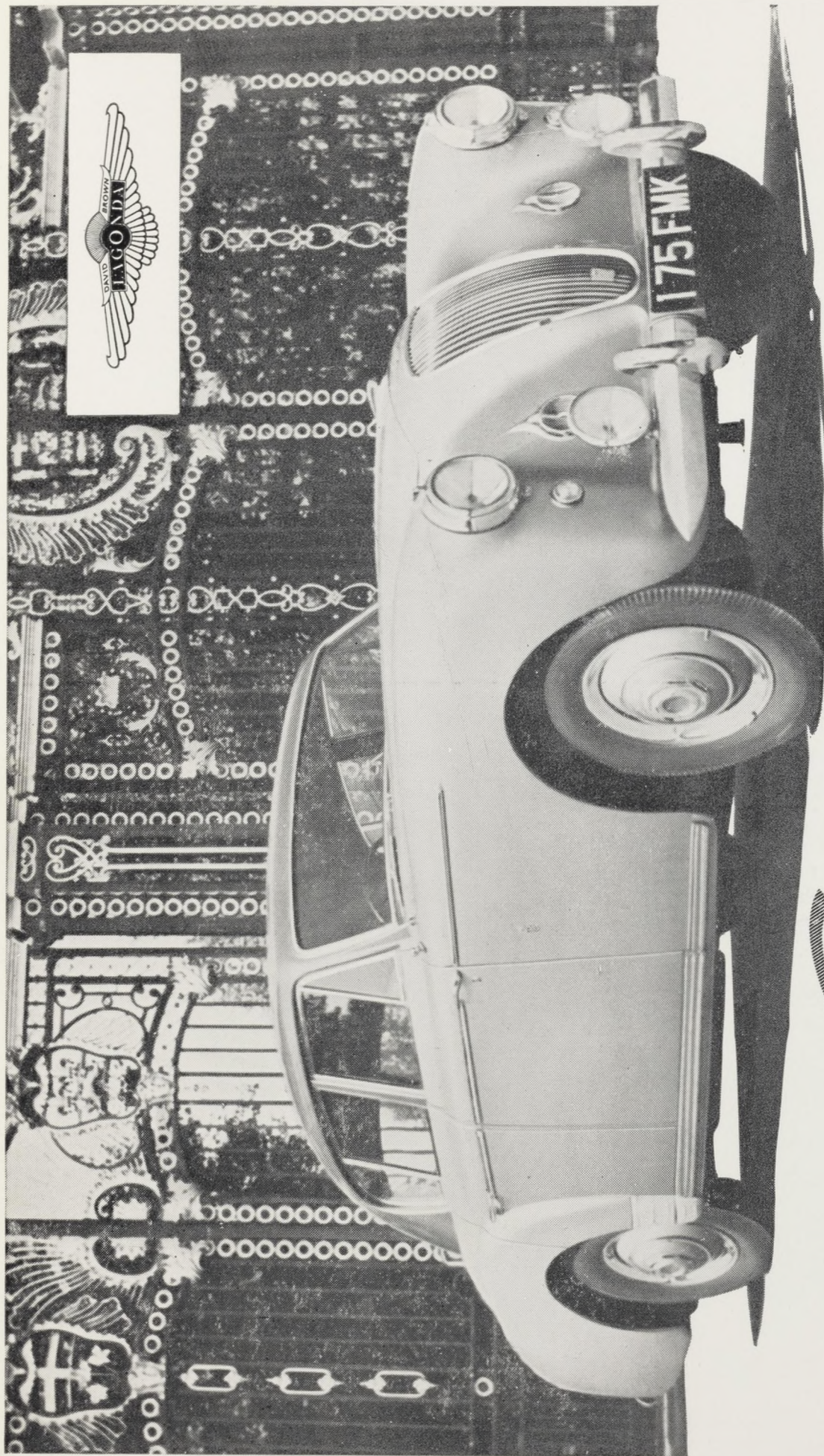


No. 28

Summer, 1958





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THE MAGAZINE OF THE LAGONDA CLUB

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EDITORIAL

THOSE MANY members who make a regular practice of reading these editorials and who are so encouraging with their well-meant advice, will be disappointed to learn that there is a possibility that this—the only truly regular feature in “The Lagonda”—may cease to be. This is not only because the present Editor is now out of the guarantee period as far as editors go and well into the resignation period, but because it is the last feature to be composed before the magazine goes to press and the Editor would like some sleep before breakfast. If, therefore, you wish this little quarterly essay to be continued, you should at once write to The Secretariate (S.A.E. and 17s. 6d. P.O. please) with your request. Should two or more such letters be received the editorial will be retained, *and* your letter will be published.

That great car, the L.G.45 D.H.C. has chalked up yet another victory, this time in the B.D.C. Eastbourne Rally, in the more than capable hands of Richard Hare. It is unfortunate that our correspondent for this event should have referred to the car as “such a handful” and “far from ideal for this kind of work” since the facts prove this untrue—although it may have the semblance of truth to the owner of a rather small and less successful model.

Mike Wilby also did very well in the Singer Club's Driving Tests driving an underpowered, intractable, and excessively heavy little special of some sort.

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THE COVER PICTURE

Branson at Brands Hatch.

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

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News Announcements and Reports

JOHN de SALIS and his Navigator are to be congratulated on ejecting themselves safely from a Canberra at the record height of over 57,000 feet. They survived with very few injuries and although John may not have the fastest Lagonda he must be the highest Lagonda owner if you see what we mean!

DOUG PRICE in far away West Africa will be pleased to know that his 3-litre made a welcome re-appearance at the April Social. In Dougs hands it was seen at every event run by the Club, and it looks as well now as it did then.

OUR CHAIRMAN Bob Freeman Wright has made a welcome return to the competition field with a "breathed on" 1.5 Riley and those who have seen him having a bash at Brands Hatch and elsewhere lately will know he has lost none of his "press on" style.

THE COMPETITION SECRETARY, Dr. Rexford Welch, being still in far away places on the call of duty it is now officially announced that Richard Hare is to fill this job on an acting basis, Rex the meanwhile holding his seat on the Committee.

DR. GORDON RYDER buys a M.45R which he will find rather easier to handle in competitions than his vast LG.45 saloon. We shall be pleased to see him having a go before long.

TWO NEW annual challenge trophies are announced. One through the kindness of W. L. Thompson the old Brooklands driver, who watches over our affairs in the North, and the other from our old friend the ex Northern Secretary, Henry Coates. For details see "Northern Notes". Marking for both these awards will this year start from the 1st May, and claims should be made to Mike Wilby in the usual way. We are indeed grateful to Mr. Thompson and Henry Coates for presenting these trophies and it is hoped they will do much to promote keenness in all competitions.

BERT HAMMOND who worked for the Lagonda Company for so many years and knows most of our cars from personal experience was recently admitted to hospital with a minor stroke. By the time this is in print he should be out and about again, and the Committee have already wished him a speedy recovery.

FOLLOWING the notes in the last issue about the availability of Dunlop tyres the Company write to say that it has not been possible to reduce the price of these tyres in the same way as the covers in current production. In any case we are grateful to know that the sizes we use are still available and at least they have not gone up! Those that interest us most are:—

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6.00/6.50 x 18	£12 6 0	£1 6 6
5.00/5.25 x 21	£12 3 0	£1 1 6

Prices of other sizes can be had from the Secretariat.

"QUACK" of Malaya will be home any minute now and we look forward to seeing if the LG45R arrives complete with 10 lb. hammer which figured on his Christmas card! Anyway we look forward to seeing him take part on our events in the Summer.

DAGENHAM BOROUGH COUNCIL with the Bentley Drivers Club are holding a Concours at Dagenham on Sunday 13th July. There are classes for Vintage cars and cars registered before 1945 and all will be welcome. Regulations and details from J. W. Humphrys, 291/293 High Road, Chadwell Heath, Romford.

NORTHERN RALLY. Details will be found elsewhere and you will find it a pleasant week-end most people stay the night at the Crown Hotel

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Bawtry. Last year there was a thunderstorm and the lights failed for hours. All very romantic drinking by candle light.

INSTITUTE OF ADVANCED MOTORISTS

Members will recall James Crocker's article on this organisation which is one worthy of our support. Members will find enclosed with the magazine a folder from the Institute. It is hoped they will follow the matter up, take the Advanced Test and demonstrate not only to themselves but to the public that they know "whats what".

REGISTER OF CARS

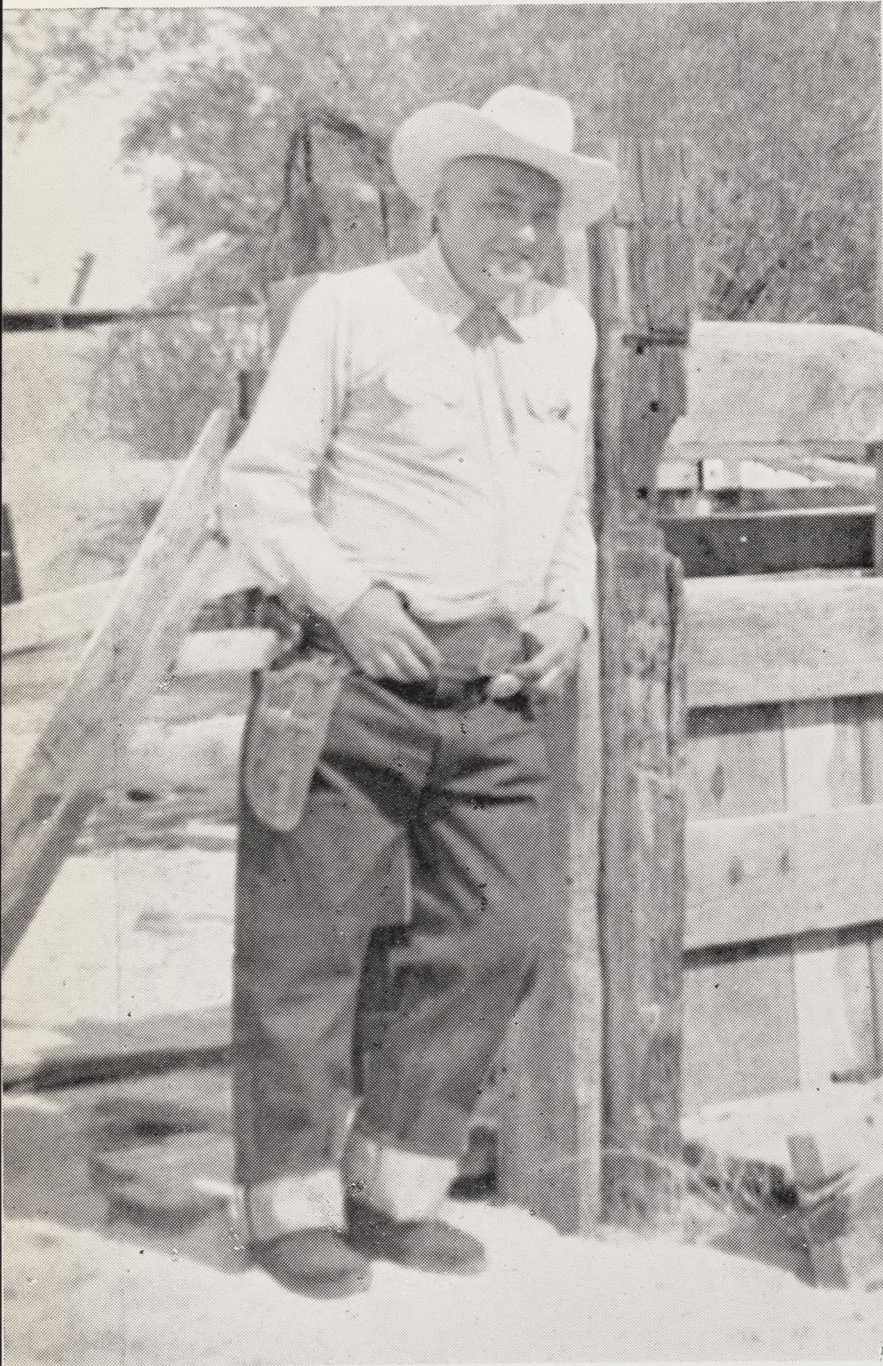
Richard Hare reports the receipt of 250 cards. Even allowing for overseas members, many of whom had not replied at the time of going to press there are a great many owners in the U.K. who must have blank cards lying around. Unless they get cracking at once their register will be far from complete as it is intended to produce it in the next few months. It should be remembered that it is being produced for the convenience of members and it will have little to commend it if it has to be published with half the names missing.

ADVERTISEMENT RATES

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AMERICAN



CLUB FIGURES

No. 6

CHARLES LONG

In April of last year it became my good fortune to make a fairly extended visit to the United States on business. I sailed on the "Queen Mary"—the first occasion on which I had been on this ship, and may I say that living on the "Queen Mary" for four and a half days is roughly the equivalent of being dropped into the middle of a block of flats twelve storeys high and then being left to find your way about! The trip across was just about as rough as I care to experience, but all was forgotten when on arrival at Pier 90, New York, I was met by our genial American representative Bob Crane and his wife Helen, who scooped me up, deposited my luggage in the Commodore Hotel and then took me for a whirlwind tour of New York.

The next morning I flew out some 2,800 miles to Las Vegas, Nevada, where my business was, and for the next eight weeks Las Vegas was my headquarters. Many people may raise their eyebrows and think what an extraordinary town to do business in, but the fact remains that what I say is perfectly true and that I did not go to Las Vegas to gamble or to get divorced. Vegas is situated smack in the middle of desert, and to get anywhere one has to do hundreds of miles across really tough arid country. For example, to get to Los Angeles, it is over a 300 mile trip, 200 miles of which are across the Mohave Desert, over which one is not advised to travel during the mid-day hours because of the intensity of the heat. In the other direction, one has some hundreds of miles to get to places like Williams and Flagstaff in Arizona or 800 miles to Salt Lake City, all of these journeys being confined to one straight unending road.

Driving across the desert demands an entirely different type of technique from what we are accustomed to in this country. The trans-continental roads are quite narrow, and virtually not fit for more than two cars at a time. The reason for this is that the shoulders of the roads are quite soft and will crumble very easily. The desert sand drives across the road and it is difficult to see where the shoulders are. Fortunately all American roads have white lines, and everyone sticks to these. There is also the hazard of desert hypnosis. Many times I could see thirteen miles ahead of me on a dead straight road, and unless one made a deliberate effort to break the steady gaze on the horizon, one fell into a sort of mesmeric condition, and many accidents are attributed to this. Mirage is another thing. One can be almost certain that the road is taking a dip where in fact no dip exists. On the other hand, the road may look perfectly flat and all of a sudden you find that you are on the brink of quite a steep drop.

Every car crossing these deserts carries, usually hung round the radiator, a couple of water bags, which are sold in all stores and garages, for use in emergency. Such precautions as these are highly

VISIT

by Charles Long

necessary where the distances between any form of help may be sixty or seventy miles.

I had business in Salt Lake City and it was possible for me to visit such places as Zion Canyon and Bryce Canyon on the trip out. These are all National Parks under the care of the United States Government, and are beautiful examples of Nature's work with rain and wind and the gradual erosion of soft rock. But it was not until my return from Salt Lake City that my friends took me through the Kiabab National Forest, where I spent a day on the north rim of the Grand Canyon. Everybody has read of the Grand Canyon, and there is little for me to add except to say that it is a very, very big hole, and a beautiful one at that. Then I was taken through the Painted Desert, a region of weird yet beautifully coloured hills and mountains, and across the Navaho Indian reservation, stopping at a trading post where I saw Navaho Indians exchanging their pelts for goods, the women with their papooses strapped to a flat board and slung over their backs. We were able to spend a day and night on the south rim of the Grand Canyon, and then make our way back to Las Vegas through the Black Mountains of Arizona and across the Colorado River again at Boulder Dam.

It was in crossing the desert in Arizona that I first noticed evidence of a playful habit which Western drivers have. It is standard practice on desert roads to place a signpost every ten miles, giving the nearest township and the mileage, elevation at that point and so forth. Well, it is quite a common thing for Westerners to carry guns, and in order to relieve the tedium of desert driving, many drivers take pot shots at the signs as they approach them. The consequence is that these signs soon become peppered with bullet holes. With typical American realism, the authorities, recognizing the complete futility of asking these enthusiasts to desist, have instead placed beneath the sign a round black disc at which these sporting gents may take aim, exhorted by the notice "Shoot at this!"

It was necessary for me to visit Boulder Dam several times for business reasons, and it is difficult to comment on what is one of the most outstanding engineering feats in the world. It has brought incalculable benefits to Nevada, California and Arizona in the shape of unlimited electric power and the creation of a very wonderful holiday resort which has gone up on the shores of Lake Mead. This is the largest man-made lake in the world, 108 miles long, caused by the erection of Boulder Dam. It is some 500 square miles in extent, and is a paradise for fisherman and yachtsmen.

Another journey which I took from Las Vegas was into Death Valley, which is, apart from the Dead Sea, the lowest point on the Earth's surface. We went through during a season when it is not con-

sidered safe to do so because of the fierce temperatures, but we reported our presence in the Valley to the Government Rangers, who gave us exact instructions what to do in the case of any emergency. I should imagine that the Moon's surface must be exactly like Death Valley: harsh, arid, tortured, and yet with a queer fascination and beauty. There is very little vegetation there, and then only for a very brief time each year, and the floor of the desert is so hot that even snakes cannot live there. One of the more extraordinary things about Death Valley is Scottie's Castle. This is an architectural "melange," built on the edge of the Valley by an eccentric millionaire who filled it with most priceless furniture and tapestries. Why he did it no one really knows, but it is now in the hands of a religious body connected with the Latter Day Saints.

On the subject of roads, one of the trips that Bob Crane gave me was out on the turnpike roads leading from New York. To say that I was dumbfounded by the width of these roads and the futuristic design of the flyovers and cloverleaf intersections is an understatement. The only objection that I found to them was that one was stopping every few miles to pay a toll; but, there, Americans do not pay such heavy road and petrol taxes as us, and they do get some roads built, which is more than we can say. In Los Angeles they have what they call "free-ways". These roads are cut just below the surface of the town, like an open canal with the surface roads passing over on bridges, and are some 20 to 25 miles long, with six car lines in either direction and a minimum speed of 45 miles an hour. The longest free-way on which I travelled was from Santa Monica on the Pacific Ocean inland to San Bernadino through Los Angeles, which must be all of eighty to ninety miles. This is how they move traffic quickly in large American towns. These roads are a little unnerving to start with, but once one has got into the tempo of the traffic, it is perfectly simple. Most of the time I was driving a Straight 8 Buick with an ordinary gear shift and across the deserts, without intending to do so, I put up what were to me some fairly fantastic averages. On one occasion, and this included going across the tail end of the Rocky Mountains, from zero feet to 4,000 elevation and down again, I covered precisely 65 miles in under one hour! This is of course a tribute to the power of the car as well as to the grading of the roads through the mountains, and here let me say that I began to get a wholesome respect for the American motor car. I found that the soft suspension and sloppy steering were absolutely ideal for the country they are used in. I have driven 400 miles with virtually no sense of fatigue, but only perhaps that of boredom.

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Bus Service which operates all over America and runs completely across the continent. These buses really move when they are on the open road, and are generally rolling at round about 75 to 80, or, at least, so I found in my experience. On one occasion my speedometer touched 105 m.p.h. whilst I was passing one, and this speed was really necessary to get past. Several times I overtook heavy lorries drawing perhaps two trailers behind them, and I would perhaps have to do 90 to get clear of them.

I was in Los Angeles on business for over a week, and friends arranged a trip for me through the Metro Goldwyn Mayer film studios at Culver City. The only other film studio I have visited was at Pinewood in England, and in contrast the vastness of the M.G.M. layout was staggering. In Los Angeles I saw an example of what can be done in the way of underground car parks. I was staying at the Biltmore Hotel in Pershing Square. This square is slightly smaller than Trafalgar Square, and is a small park with lawns and shrubs etc. Underneath this park there are three floors of underground car park served by escalators and ramps, each floor so vast that one looks to the other end of the car park through a haze. I do not know how many cars it is capable of holding, but I was told that the whole thing was constructed without the disturbance of one blade of grass in the park overhead. Perhaps one of these days we might see something similar here—perhaps.

As everyone knows, Las Vegas is the playground city of the United States. Any attempt at description of the gambling clubs, the casinos and the fantastically luxurious hotels along the Strip is just hopeless. Nothing is too extraordinary or outrageous for Las Vegas. It is a town which runs on a 24-hour schedule. There is nothing that mortal mind can desire that cannot be done or obtained in Las Vegas at any hour of the day or night. My friends had me settled in a small apartment down town and so I was able to live quite a normal existence and see the whole fantastic set-up from the inside. Las Vegas itself is a big enough shock for an ordinary Londoner like myself, but it was even a little worse in my case. Two days after I arrived, Las Vegas held the annual five-day Helldorado. This started about thirty years ago as a tourist attraction and to raise funds for the Community Chest, having as its main theme the retention of the old Western traditions. Everybody goes "Wild West". People are all in Western-style dress, and carry six guns, and those men who can, wear beards. A "kangaroo court" is set up in the main streets Down-town and an iron gaol erected on the sidewalk. Anybody found not wearing the Helldorado badge or not sufficiently Western in his dress is hailed before the court and fined anything from one to ten dollars, and if this payment is not forthcoming he is put into the gaol for an hour or two, or until he changes his mind. My friends hurriedly had me in Western dress: blue jeans,

Western shirt, bow tie, Stetson hat; and I must confess that I felt rather like something out of the second row of "Annie Get Your Gun". However, as everybody was dressed the same, the strangeness soon wore off. On the second day I complained that everybody else was wearing guns and why should I not have the same. The matter was mentioned to one of the deputy sheriffs of Las Vegas, who loaned me two very beautiful Colt revolvers and a gun belt of tooled cowhide to wear, plus a Deputy Sheriff's badge. I was sorry afterwards that I had stuck my neck out, because I have never worn anything so heavy and uncomfortable in my life as these two guns. How anybody could ever have wanted to be a two-gun man I'll never know!

The testing ground for atomic bombs is only 70 miles away from Las Vegas, and whilst I was there various types of bomb were being exploded. I saw the largest one that had ever been exploded in the Western Hemisphere. We stood about 68 miles from the explosion. It took place just before dawn, at precisely 4.40 a.m. For some reason atomic bombs are always exploded at 4.40 a.m. We turned our backs to the direction of the explosion, closed our eyes and put on dark glasses, and despite all this the flash of the explosion was as brilliant in front of my eyes as though I had looked into a photographer's flash bulb. We waited a few seconds and then turned round and opened our eyes, and through our dark glasses we saw the fire ball rise. At that distance it looked about six times larger than the sun, then gradually faded and the mushroom cloud ascended to a height of about 18,000 feet. It was a very sobering experience and as near as I ever want to get to an atomic bomb.

On Highway 66 approaching Los Angeles I visited the "Kings of the Road Museum". This is a collection of motor cars, some quite old specimens and others very fantastic and luxurious cars which have been made and owned by celebrated people. I am glad to report that there was a Lagonda Rapide in the collection in quite good condition, but I could get no details of it. Amongst other things in the museum was the largest Packard Saloon I have ever seen. Contained under the bonnet a complete Wurlitzer organ, with the keyboard in the passenger compartment of the car.

The service one gets in petrol stations is amazing. As soon as you pull up, your windows are cleaned whilst petrol is being put in. Oil, water, tyres, battery etc. are checked, and the whole thing done quickly and expeditiously with no attempt at forcing a sale. On the way to Salt Lake City, at a small crossroads called Mount Carmel Junction, we had

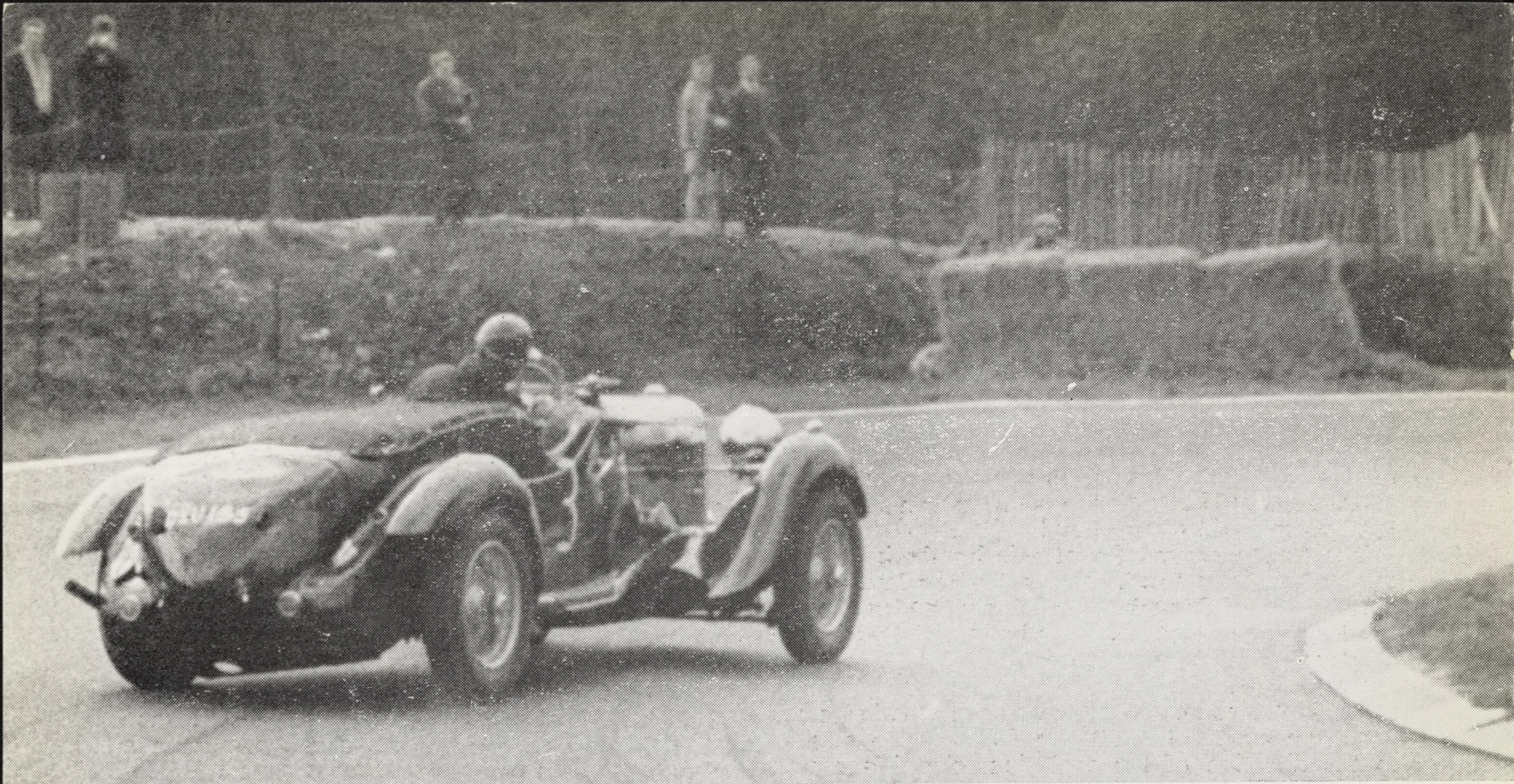
a tyre go flat, fortunately outside a gas station. The chap who owned the station had been to England during the war and he was on his own and in trouble. One of his petrol pumps had gone wrong, and his assistant had not turned up for work. We therefore made a joint effort of repairing the petrol pump and my flat tyre. When we asked him how much we owed him—and I should mention that he had put in another inner tube—he said: "Well, first of all let's have a cold beer." So we went into his office and he stood us a can of beer apiece and then charged us two dollars only. They are a friendly nation.

I was very much struck by the number of English cars everywhere I went in the States. In California particularly, Los Angeles seemed to be crawling with MG's, TR3's, Aston Martins, Austin Healeys, Jaguars. In Las Vegas itself they had one big motor showrooms which dealt in nothing but English motor cars. I was introduced to one of the partners, and indeed tuned the twin S.U. carburettors on his personal MG. He asked me to compete in a small rally they were holding, and offered to lend me a car, but I was unable to do so. I did, however, take advantage of an invitation to appear on television. It was on a programme televised in Las Vegas and connected up with the National Network, and called "BE MY GUEST". It was a programme sponsored by a firm manufacturing various types of Pet Food, and every week they brought what they hoped was some interesting personality to the camera. I was asked if I would give a talk on vintage motor cars, and thinking it would be rather fun and that it would probably be the only opportunity I should ever likely get of appearing on television, I accepted. I found that it was their custom to bring a different pet to the camera every week and demonstrate the correct foods—one week a dog, another week a cat, and so on. I thought it singularly inappropriate that on the week of my appearance the pet chosen to open the show was none other than a small skunk! However, I gave about a twenty-minute talk about Lagondas and Wilbur Gunn, and the programme, I am told, went over very well. I know that at the Las Vegas Press Club, of which I was an honorary member, I received several pleasant comments.

Bob and his very charming wife, Helen, met me at Idlewild Airport, and from that moment on surrounded me with the friendliest hospitality that one could experience. At this point I really must pay a sincere tribute to this outstanding characteristic of the American people. Everywhere I went or lived I was met with generous friendliness, and I sincerely hope that one of these days I shall again return to that really amazing country.

STOP PRESS

LAGONDAS DO IT AGAIN ! Singer Owners' Club Driving Tests at Heston. Results : 1st Team, Bugler/Wilby/Barret (Rapiers).
2nd Team, Gostling/O'Bierne/Woolard (2 litres).
3rd Team, Crocker/Leo/Loch (4½ litres).
Pre-War Sports Cars : 1st, Bugler ; 2nd, Wilby ; 4th, Barrett.



James Crocker at Druids (Jeremy Mason)

BRANDS HATCH with A.C.O.C.

The Lagonda Club combined with the AC Owners Club to run, in perfect weather, a very enjoyable Sprint Meeting at Brands on Sunday, the 27th April.

Owing to the late arrival of the scrutineer, practice was limited to three laps each, which severely handicapped those unfamiliar with the course. Most competitors found the circuit very interesting, but difficult to learn, because with one exception every corner is approached completely blind, either starting over the brow of a hill or behind trees which makes it impossible to see it from any distance away. Thus braking and gear change points can only be learned by braking later and later in practice, until the latest possible point is established. To do this, even reasonably adequately, would require at least fifty or sixty laps, and more for the faster cars. It is a circuit on which times can be considerably improved by a good driver who knows it well. For example Harold Day driving his AC tourer was over six seconds faster than his daughter in the same car, on their best flying laps. Miss Day is, of course, not a very experienced competitor, while her father has not only driven here before, but has been an active competition driver for many years. The comparison is no reflection on the lady but does illustrate that a skilled and experienced driver can be worth many seconds on this circuit.

The 4½-litres opened the proceedings, and as a class succeeded in lapping faster than most other cars except the AC ACES and ACECA's. This was very gratifying from the Lagonda point of view for all the LG 45's managed to defeat even a 3.4 Jaguar by a comfortable margin. As was to be expected Bill Michael's modified Team Car was the fastest Lagonda (and made third fastest time of the day), though he spoilt his third run by experimenting with the use of second gear round Druid's Corner; while James Crocker did very well to get within 5.4 secs of the class winner in a perfectly standard Rapide beating Overy's "Scarlet Woman" in the process; Lock having the advantage of previous experience of the circuit put up a polished performance to reach 2 46.6 in his 1933 M45 Tourer, an excellent figure for a standard touring car, twenty-five years old.

The most outstanding effort was undoubtedly that of Branson in his Rapier, who not only won the handicap by a handsome margin and easily defeated all competitors in his class, but beat such modern machinery of larger capacity as the 1½-litre Riley, the DS 19 Citreon, the Hillman Minx, sundry M.G.'s and all the pre-war AC's except one. The car was going beautifully, very steady and was driven really fast through the corners, with the engine screaming away in third gear all the way round. This ratio

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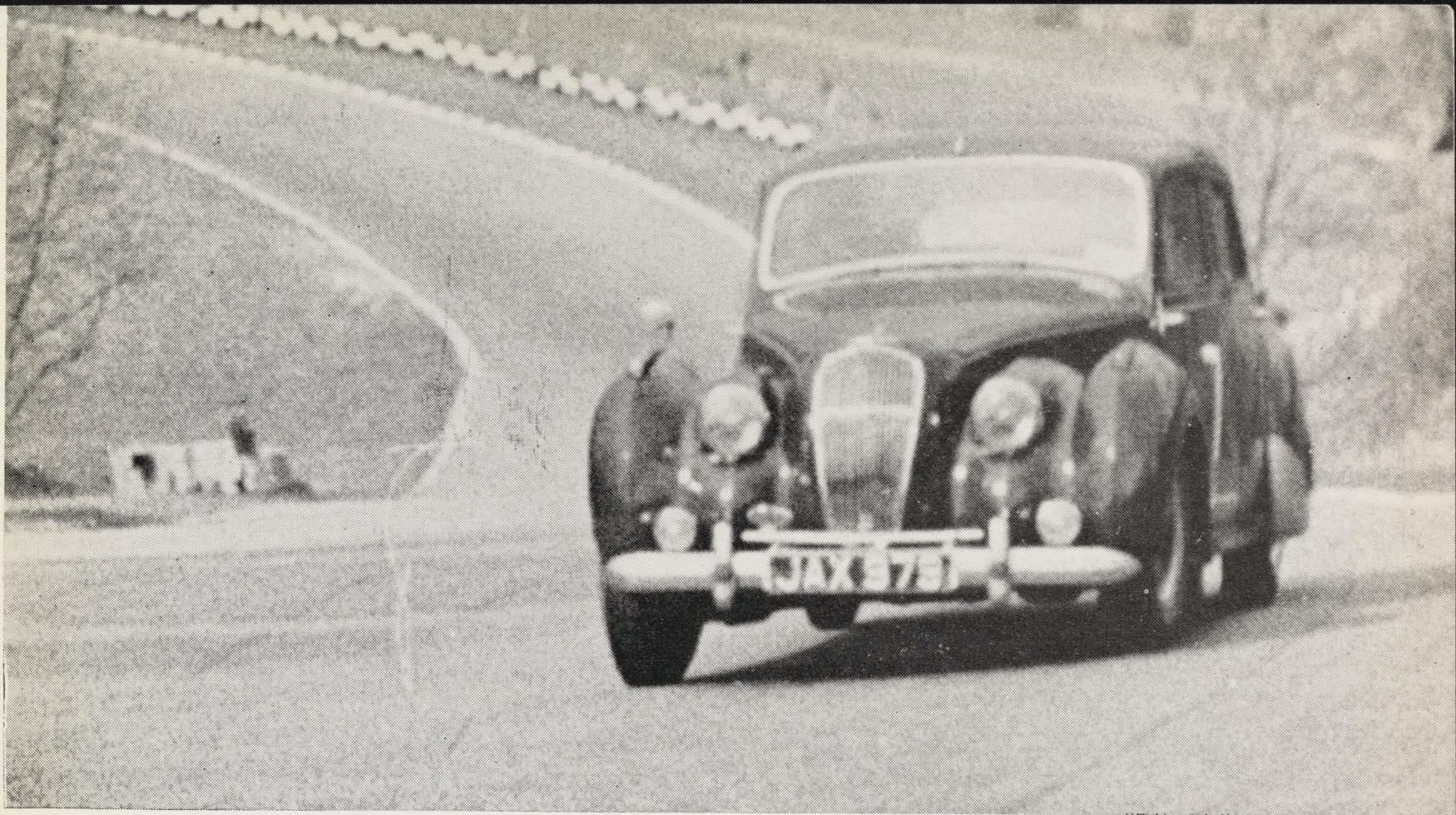
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No.	Name	Car	Best Standing Lap	Best Flying Lap	Best Complete Run	Club Handicap Time	Remarks
CLASS "A" LAGONDA 4½-LITRE							
1	L. S. Michael	LG45 R (Team car)	1 17.6	1 14.4	2 32	2 32	1st Lagonda Winner Class A
2	D. D. Overy	LG45 R (modified)	1 25.2	1 17.6	2 42.8	2 34.8	
3	J. W. T. Crocker	LG45 R	1 21.6	1 15.8	2 37.4	2 24.4	
4	A. J. Lock	M 45	1 28.4	1 18.4	2 46.6	2 22.6	
CLASS "B" RAPIERS, DB LAGONDAS, 3-LITRES							
6	J. S. Whitmee	3 L	1 48	1 37.8	3 25.8	2 39.8	1st Lagonda Handicap & 1st Class B
7	T. H. Dolman (driver P. A. Hunt)	2.6L, DB	1 33	1 26.4	2 59.8	2 28.8	
8	M. H. Wilby	Rapier	1 35.8	1 27	3 02.8	2 23.8	
9	J. H. Branson	Rapier	1 28.4	1 21	2 49.8	2 12.8	
10	I. Howat	Rapier	1 39.6	1 29.6	3 09.2	2 19.2	
CLASS LAGONDA 2-LITRES							
12	A. H. Gostling	2 L	1 42	1 31.2	3 14.6	2 20.6	1st Class C
14	I. D. Sincock	2 L	1 50.6	1 34.8	3 25.4	2 19.4	
15	P. G. Bartleet	14/60	1 49.6	1 42.8	3 32.4	2 30.4	
CLASS "D" OTHER MAKES							
16	R. F. Wright	1.5 Riley	1 30.2	1 24	2 54.8	2 41.8	1st other make driven by Lag member
17	P. G. Bartleet	DS19 Citroen	1 30.6	1 23.4	2 54	2 23	
19	G. R. Richards	M.G. (T.A.)	1 36.8	1 25	3 01.4	2 35.4	
20	L. D. Inwood	Hillman Minx	1 42.2	1 31.6	3 13.8		
21	H. J. Warner	M.G. (T.A.)	1 33.4	1 23.4	2 57.2		
22	E. W. Palmer	3.4 Jaguar	1 25.4	1 19.8	2 46		
23	I. N. F. Martin	Zephyr	1 25.4	1 19.6	2 45.4		
CLASS "E" PRE-WAR AC							
24	P. A. Blunt	16/80 ACE	1 32.8	1 23.6	2 56.4	2 22.4	1st Class E
25	D. T. S. Jones	L.S.Comp	1 25.4	1 20.4	2 45.8	2 24.8	
26	J. F. Ilsley	D.H.C.	1 33.4	1 26.4	2 59.4	2 26.4	
CLASS "F" POST-WAR AC							
27	Miss E. Day	Tourer	1 41	1 31	3 12.4	2 26.4	1st Class F
28	C. P. B. Reed	Saloon	1 35.2	1 26.4	3 01.8	2 28.8	
29	E. W. Palmer	Saloon	1 38	1 29.6	3 07.6	2 30.6	
30	H. F. Day	Tourer	1 33.4	1 24.8	2 58.2	2 28.2	
CLASS ACES & ACECAS							
32	F. L. Rourke	ACECA	1 24.2	1 17.6	2 41.8	2 26.8	1st AC and BTD
33	R. A. Brightman	ACECA (Bristol)	1 14.8	1 11.2	2 26.6	2 26.6	
34	A. F. Warnell	ACE (Bristol)	1 18	1 12.4	2 30.4	2 26.4	
35	G. D. Dempsey	ACE	1 26.6	1 21.6	2 48.8	2 40.8	



*Peter Hunt in Dolman's 2.6 litre entering Druids
(Jeremy Mason)*

for the comparatively light weight 2-seater Rapier, suited the whole circuit perfectly and although it ran up to 6,000 r.p.m. on the down hill portions many Rapier exponents consider 6,500 r.p.m. usable for racing.

Peter Hunt driving Dolman's 2.6 litre post-war Lagonda was second in the class. He said that for a large and luxurious saloon it handled very well but was some 10 seconds slower than the class winning Rapier.

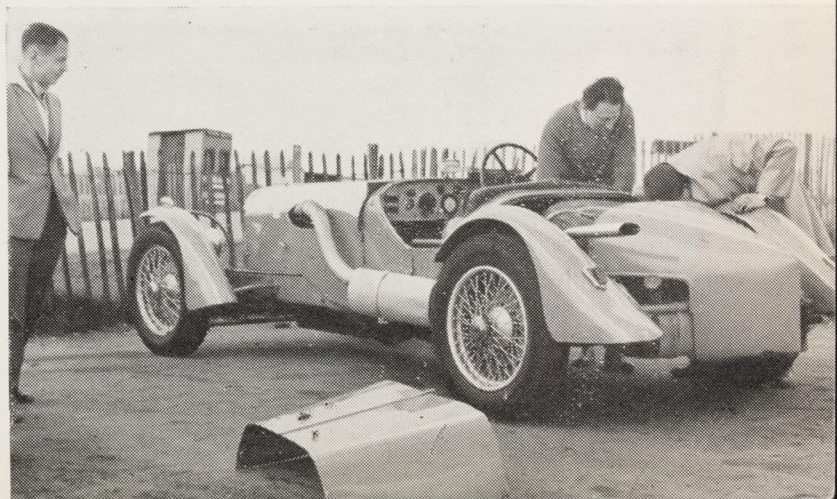
The 2-litre brigade only brought three cars to the line and all the drivers thoroughly enjoyed the experience. Although somewhat outclassed by more modern machinery, Brands is quite a suitable circuit for the 2-litre as the gear ratios, and handling, can be enjoyed to the full on this course. Gostling put up the best time in the class, while Sincock who started slowly improved enormously as he got used to the circuit, finally getting down to a time which gave him 3rd place in the handicap.

Class D "other makes" saw our Chairman giving his Speedwell converted 1.5 Riley its first competition outing, but it could not quite cope with the extra half litre of the disc braked DS19 of Peter Bartleet though a bare point eight of a second separated them. The Citroen was most impressive running with its self levelling suspension in the

highest position which noticeably improved the road holding though of course stiffening up the suspension and giving a considerably harder ride than normal

This was an event which we all look forward to repeating. It provided an excellent opportunity to get some fast driving on an interesting circuit and as the cars ran separately there was none of the risks which may be attendant in an ordinary race. It can be as thoroughly recommended to the beginner, as to the most experienced competitor. Our thanks are due to the AC Owners Club who did the bulk of the preliminary organisation and to Richard Hare and Dennis Stratton as Assistant Secretary of the meeting and Deputy Clerk of the course and all the other Lagonda and AC members who turned out to marshal and time-keep.

Donald Overy oversees Bill Michael advising Maurice Leo how to adjust dampers. (Jeremy Mason)



PLUS RATIO QUAM VIS CAECA

Readers unfamiliar with the dead languages might accept this freely translated as, "A little technical know-how is better than a fourteen pound sledge".

The Editor said "we need more technical material. You must know something about 4½-litres by now. Send me an article on maintenance early next week". The Editor is a large man and influential with two fierce dogs so he got his article and one of the dogs devoured it within a few hours—paper clips as well. What follows has been re-written even more hastily. Reluctantly admitting he was right in his first point I tried to describe some troubles encountered on a standard L.G.45 car.

Water cooling system

Apart from cars which behave quite normally, we talk to owners whose header tank temperatures never rise above 50°C., and those plagued by boiling. I suspect that some of the middle group might find they were using a kind of water which boiled at about 80°C. If the radiator shutters are open at 50°C. the thermometer is almost certainly incorrect in its indications. The usual cause is loss of ether through bending the capillary near a soldered joint and whilst anyone with a lot of patience can, by repeated heating and cooling, refill the bulb and its tubing, it is a job best left to the instrument manufacturer's service department.

We frequently meet people who control their radiator shutters by some form of bowden cable when the standard "Smithermet" capsule could save them the trouble. If this component is faulty, serviced replacements are readily obtainable and take only minutes to fit. They really are effective. On recent cold mornings on my car the coolant temperature has risen to 70°C. within the first two miles and remained around that level to the end of a long run. I have found it advantageous to adjust the linkage about the time engine oil is changed from winter to summer grade and back again so that the shutters are fully closed in winter with a cold engine and fully open in summer with a hot one. The automatic control has a range of about three quarters of the possible movement.

Overheating is the bigger problem. These cars have no ventilators or louvres in the bonnet sides. The Rapides are better off with outside exhausts but touring models get very hot in the engine compartment, particularly in thick traffic. This is bad for magnetos, ignition cables, hydraulic reservoirs and volumetric efficiency. For some time I have been intending to cut holes and fit ventilator flaps.

The chief cause of boiling, of course, is a furred up radiator. A badly furred example cannot be cleared easily on the car by using one of the well known flushing compounds. As often as not this treatment will only loosen scale to clog the small coolant passages. Then, quite suddenly, the temperature

goes "off the clock" and the powerful pump has delivered 3 gallons of boiling water through the overflow down on the tarmac, much to the surprise of passers by.

If the radiator is sound, Ivan has a special formula for clearing chalky deposits (forgive me Ivan). One club member applied the process in the bathroom at home and now has a fine wrought iron bath. Old weak radiators can be put right only by specialist repairers.

Once the coolant is circulating properly it is advisable to prevent formation of fur by using only soft (rain) water to replace what is lost by evaporation or to employ either one of the chemical inhibitors now sold by a well known radiator manufacturer or a "Scale Buoy".

A lot of topping up can be needed if the water pump leaks. Most of these are of the packed gland type which is prone to leak at the spindle after a fast run. The pump can be modified by machining away the housing to accommodate a carbon thrust block. Leakage is thus entirely eliminated.

Screw down greasers on the water pump should be used with discretion or grease will be forced into the coolant. Nothing of the resultant oil-water emulsion can cause local overheating.

A certain amount of gurgling and bubbling sometimes referred to as "brake surge" may occur during a spell of ten tenths driving. It is almost certain that cavitation takes place in the water pump at peak revs. (6,000 pump r.p.m.) Jaguars had the trouble seriously at Le Mans two or three years ago but most of us get few opportunities to observe the phenomenon on British roads.

Steering Wobble

Whatever car I buy second-hand develops severe low speed wobble within a matter of weeks. Previously the cure has been easy. In this case I do not know the answer yet, but since a correspondent in the last issue suggested members should pool their technical experiences, it may be of interest to know what has been done and, so far, proved only partially effective.

First the vehicle was taken to an old-established Lagonda repairer who balanced the front wheels statically and dynamically, reduced backlash in the steering gearbox, renewed a track rod end fitting and, by removing wedges from the front axle set the castor to the correct one degree fifteen minutes.

The steering was now tight so I stripped it out, renewed the rocker shaft peg, took a few thou. from the thrust plate face on a surface grinder without affecting the hardness (checked on a Vickers machine) and put a new ball pin on the drop arm. The worm was not badly worn after 100,000 miles, free movement at the steering wheel rim being less than half an inch.

VALERE SOLET

Next Woodheads rebuilt the front springs to Lagonda drawings (thanks to club member Mr. Lothar). They made up a new telescopic shock absorber installation after road tests with different valve settings. The original Luvax system with side control was notoriously short-lived. This firm was most helpful and gave excellent service at a reasonable price.

Another expert decided that wobble occurred when the driver braked on suddenly hitting a pot holed section of road. He renewed worn parts of the brake linkage.

We have put right the worn parts, changed tyres, checked alignment and balance. What else can be done? Each step has brought some improvement but bad wobble still occurs infrequently after going over a level crossing say at 20 m.p.h. We have not really found the nigger in the woodpile.

LEPUS.

APRIL SOCIAL

As has become the custom in recent years Mike Wilby organised this event, the first on this years Club calendar.

Again as has become the custom the sun shone with a warmth unknown in an up to then bitter April, and made the wastes of Silverstone visited by many the day before seem far away.

On arriving at the start near Beaconsfield it was noticed that the 27 entries included Gordon Rider who had come down specially from Doncaster, (he was really trying out his new M.45R!) a very fine



Harry Gostling and Navigator. (Jeremy Mason)

effort, and every known model from the David Brown cars of Bertie Jones and Tom Dolman through to the early high chassis 2-litres of James Woollard and Ian Sincock. It was also nice to see our Secretary, Valerie May and her husband Tony taking part. Nothing like gaining first hand knowledge of the Club you help to run!

As soon as closing time arrived Mike handed out the route. The object of the exercise seemed to be to visit a number of places listed and record the information requested about the various Churches or Chapels. When one had sorted it all out and got under way it was obvious that a nice circular route of about 50 miles had been planned, and very pretty it was too in spite of having to get out every now and then to find out who laid the foundation stone here or how many weather vanes there were there. To stop anyone getting too pleased with themselves when they had all the answers, bonus marks could be added by finding on the way various articles including a 1921 sixpence and a Fletton brick. Judging by the look of the car park at The Spade Oak at the finish a good many building sites must have been a bit short of bricks, although some of them looked more as if they came from Stonehenge!

As there was no provision for ties it looked as if Mike was up to something and sure enough while we walked by the river or looked at the fine line up of Lagondas he worked out the results and it was seen that only one person had obtained maximum marks! The reason was that at two of the spots there were two Churches etc., so it looked as if 26 people did not read the map properly. Some said swindle and some said a lot worse but it was only a Social and no one was really upset. Later as most of us gathered for a typical Lagonda evening in the Crown at Penn it was the general opinion that it had been a very good day out in lovely Chiltern country and an excellent start to the Club programme.

Results	Winner	Maurice Leo	158 marks
	Runners up	Bill Michael	} 148 marks
		Richard Hare	

Woollard "stealing" a brick. (Jeremy Mason)



COMPETITION NOTES

by Lepus

The competition season is already partly over and it is satisfactory to report that several new competitors have appeared. In particular, Tom Dolman drives a smart D.B. 2.6 most effectively, as the results of the Bentley Drivers Club Eastbourne Rally show. A. E. Jones is an enthusiastic D.B. 3-litre owner with his son as navigator and Mrs. Jones takes a keen interest in the proceedings. We were sorry he was unable to drive at Brands Hatch. Ian Howat has a very pretty Rapier which goes extremely well. New member O'Beirne, a convert to Lagondas wants to run an exceptionally good 2-litre in club races as soon as he has modified the original cycle type wings fixing to satisfy scrutineers. Ian Sincok with a 2-litre high chassis drove at Brands Hatch nearly beating the handicappers and clearly is anxious to do better still. Joe Branson seized his opportunity and pulled a very fast one (in both senses) on the handicappers, his Rapier seems due for a lot of success. Charles Long is threatening a come back to club races with all the old élan and even if he does not win he will have some good stories to tell!

At this juncture we would draw your attention to the various Challenge Trophies as it must be your turn to win one by now.

MICHAEL TROPHY

To the member gaining the greatest number of marks in all types of competition driving a Lagonda.

FOX TROPHY

To the member gaining the greatest number of marks driving a Lagonda in events on the Fixture list for 1958 apart from Eastbourne Rally, Alvis Rally and Firle Hill Climb.

CAR CLUB TROPHY

Awarded at the committee's discretion for the most noteworthy performance by a Lagonda. It will not necessarily be awarded every year.

DENSHAM TROPHY

To the member gaining the greatest number of marks whilst driving a 2-litre or 16-80.

MARSHALS PRIZE

To the member earning the greatest number of marks for organising or marshalling.

The method of marking is set out on the back of your fixture list.

No member will be awarded more than one trophy during the year.

You are asked to send your total claim of marks to the Competition Secretary by 1st November. Any marks gained in the November Rally will be added.

VINTAGE SPORTS CAR CLUB

For some reason neither the Heston Driving Tests nor the Silverstone Race Meeting drew the usual number of Lagonda entries and we cannot record our conspicuous successes.

POMEROY TROPHY

This is a two day outing which combines driving and acceleration tests with an hours "blind" round Silverstone and a short rally. Fuel consumption is measured for the whole event and the marks for each section are adjusted by using several formulae to give cars of different age and varying power an equal chance. For instance the minimum "blinding" speed in m.p.h. equals 24 times the sixth root of 70 CY

$$L^{\frac{1}{6}} \times C$$
 where C is the capacity in litres, Y the year of manufacture minus 1900 and L the distance in inches from the rearmost pedal to the centre of the back axle for a 2-litre this means go flat out anyway. The Trophy Class is for cars of more than 2-litres engine capacity in which there were no Lagonda entries. In Class 2 (up to 2-litres) we had Don Roberts, Charles Green and James Woollard all experienced competitors who made no mistakes and achieved remarkably similar results albeit handicapped as to fuel consumption in a contest with much lighter and more streamlined modern machinery.

Bill Michael entered his Bristol 403 and since he was so successful with yours truly privileged to go along as navigator a brief account may be of interest.

A few hours work with slide rule and five figure log tables made it clear that, while a good performance in the driving tests and sprints was necessary, fuel economy for the remainder would be the deciding factor. Accordingly Bill prepared by changing engine and transmission oils to the lightest safe grade, a check of free running and adjustments to carburettors. Stop watches and a Halda Speed Pilot were used.

The driving tests went off well—equal best for acceleration-braking, best but two for the flying quarter mile and not too far down the list elsewhere. Then tyres were pumped up and lean jets fitted to the carburettors. Our only difficulty was keeping down his lap speed so that he wouldn't complete more laps and burn more fuel than necessary during the hour. We had the slow down signal permanently displayed. By contrast Peter Hampton was determined to have fun in his Alfa Romeo Guilietta Sprint Veloce and used twice as much petrol as the Bristol.

Next day the rally section went according to plan. The Bristol had consumed petrol at the extraordinarily low rate of 45 miles to a gallon (including speed tests) and put up best performance by a sub-

stantial margin. It was a pity that, of the larger cars, Symondson in the beautiful 57S Bugatti made a mistake on the rally section which cost him the Pomeroy Trophy despite a whole string of best performances.

BENTLEY DRIVERS CLUB EASTBOURNE RALLY

We had eight Lagondas and crews in this event and as recorded elsewhere were by no means disgraced in the results. Everyone enjoyed themselves immensely, even poor Donald Overy who lost much time through a puncture in the middle of a wet night.

BRANDS HATCH SPRINT WITH A.C. OWNERS CLUB

This, I believe, was the first time we have run a speed meeting even in conjunction with another club and I admit we were rather groping, but in spite of last minute panics and lack of publicity seventeen cars were entered. More details elsewhere.

We think it proved popular enough to run next year and with more time at our disposal the organisation and the entry should be better.

Track fees and the other amenities cost a lot of money so it is difficult for a club to provide the elaborate organisation which might appear desirable without plenty of entry fees coming in.

CEMIAN MOTOR CLUB KNOWLAND TROPHY

Six Lagondas were entered for this driving test meeting, and although the competition was very hot indeed consisting of moderns and specials the Lagondas of Dr. Stratton (LG6), Tony Loch (M45), Colin Bugler and Mike Wilby (both on Rapiers) drew kind remarks for looking like real motor cars. Peter Bartleet and Arthur Burnett did not start otherwise the display would have been better than ever.

The handicap section gave our chaps some help but Tony Loch was on rear wheel brakes only and Mike Wilby made a mess of the same test twice which only left "Mac" Stratton and Bugler to carry the flag. The 2 tons of LG6 wasn't much help but Colin as smooth as ever was 3rd on handicap and so won an award. A very good effort.

NORTHERN RALLY DRIVING TESTS

At Sandtoft near Doncaster on 5th July. Northern contests and hospitality arranged by Brian Dearden Briggs in collaboration with a well known farming personality in the area. Details from B. Dearden Briggs, Coldsprings, Manchester Road, Buxton, Derbyshire.

FUEL ECONOMY RALLY

A navigational event with fuel economy measured in terms of ton miles per gallon as a decider on *Saturday afternoon 6th September* in Surrey/Sussex and not as previously listed on 31st August which was a Sunday, with all that implies.

1958 B.D.C. SILVERSTONE

Owing to the poor response to the Lagonda Race at the 8 Clubs meeting the Committee have been thinking of not asking for its usual Lagonda race at this meeting.

After much pleading by the Competitions Sub-Committee it was decided to make one more effort but if it is not successful next year may see some changes. We have always given more support to the B.D.C. meeting than any other invited club and if we cannot preserve this record it is better not to take part at all.

As most of you know this is by far the most enjoyable of the Silverstone Meetings and anyone who has thought of having a go should certainly do so on this occasion.

The regulations will shortly be available from Mike Wilby and the Race Sub-Committee have confidentially told the Chairman that we will get at least 18 entries—if we don't you will need a new Sub-Committee so it is up to you!

SCOTTISH MEETING

At Falkirk on Sunday 27th April, despite difficulties of distance, sick cars and grand-motherly licencing laws, a modest Meet took place, organised, by arrangement, under the Rapier Register, but intended for the participation of Lagonda Club members in Scotland. Eleven competitors of all shapes in a collection of cars of all sorts—a Rapier Special, three 'pure' Rapiers, one LG45 and a gallimaufry of miscellaneous ferblanterie—took part in a modest series of driving tests in the Ice Rink Car Park, generously surfaced with macadam, cinders and broken bottles. These (the tests, I mean) had been arranged by Elliot Elder who acted as marshall, time-keeper, broken-bottle remover *et al.* taking occasional time off to run as a competitor. The Rapier Special was unfortunately a little off colour with magneto malaise and so could not show its true form but we are looking forward to seeing some lively preformances from this interesting car.

It was a little disappointing that only three of the competitors were Lagonda Club members, as those who stayed away missed a pleasantly informal afternoon in bright sunshine and a little subdued revelry in Stirling later, where, as bona fide travellers, we were able to claim a pint or two. The winner of the event, which drew its competitors from distant corners of the Kingdom, was Gillies (a Register member from Dundee) in his Rapier. We would dare to hope that when (or if) another event can be arranged, more Scottish members may find a means of removing whatever obstruction it was that prevented them from joining us on this occasion.

A.J.W.R.C.

NORTHERN THINGS

by

Dearden-Bringgs

NORTHERN RALLY

Saturday, July 5th

2.30 p.m.

This will again be held on the Sandtoft Airfield near Bawtry, Yorkshire with afterwards for dinner at the Crown Hotel, Bawtry. In back-numbers of the magazine may be found illustrations of the sort of entertainment that competitors provide for viewing non-members (just as all competitors must be members, so it is assumed that all members present will be competitors). The driving tests laid out will be such as need daunt neither car nor driver; stopping and-starting, going-and-coming, wiggling-and-woggling are all that will be required, performed against a stopwatch. However, if you are not competitively inclined do not let this prevent you from coming to enjoy the general social atmosphere that obtains both at the Airfield and subsequently at the Crown, where dinner will be served from about 7.00 p.m.

Sandtoft Airfield is east of the Thorne-Bawtry Road (A614) and south of the Thorne-Scunthorpe Road (A18)—the entrance is from a cross roads in Sandtoft—map reference 743080 (O.S. Sheet 103).

In past years a number of people have stayed until Sunday at the Crown, thus putting themselves in a position to keep up the revelry to an unseemly Sabbath hour. A provisional block-booking has been made and anyone wishing to make reservations from this should write direct to the Manager, The Crown Hotel, Bawtry, Yorkshire, or telephone Bawtry 341 as soon as they can.

Marshals are respectfully solicited and this is as good a way as any of watching the proceedings. Will they please make themselves known to D. H. Coates, Hill Farm, Swine, near Hull.

Regulations and entry forms will be sent out by the middle of June to those people in the Northern Bailiwick and anyone who has not received them should make personal application to the Comp. Sec. or the Hon. Nth. Sec.

Intelligences

The Northern Annual Party which was held at the St. Ann's Hotel, Buxton, where members and guests were fed and filmed-at, seems to have been enjoyed. Guest Speaker was Mr. W. L. Thomson and during the evening Henry Coates, the Ex Hon. Nth. Sec. was presented with a pair of long-distance

looking-glasses on behalf of the Northern Members of the Club.

Mr. Thomson very generously offered to present to the club a Ladies' Trophy to be competed for by the wives or bona-fide mistresses of members. Although details of how the Trophy will be awarded are not yet decided, it has been suggested that it be annually awarded to the lady who performs the most meritorious service with, in, or to, a Lagonda. This is a field of endeavour which might well include allowing a husband to re-fabric the car in the lounge and need not necessarily involve driving ability.

Henry Coates too, has generously offered a Northern Trophy which will presumably be awarded to the Northern Member placed highest in the Clubs Annual Points List. One continues to boggle at the section's mounting indebtedness to Henry, and one would prefer, in some sort of tribute, to have the thing called the Henry Coates Northern Trophy. This will be pressed for!

Elsewhere will be found a report on the meeting arranged, under cover of the Rapier Register, by the embryonic Scottish Section. The lack of presence here and the lack of response to the request for support for a Border Rally might well give one to feel that most Scottish and Very Northern Members regard their Lagonda motorcars as only suitable for grandmotherly excursions with the mimsers and lesser wights and might give up the idea of entertaining these people. Not so! But the project will be left in abeyance until some enthusiast arranges a pub-meet in the far North at which support can be gauged.

Patter

There continues to be a cheering increase in the number of Northern Members (which is credited to no personal magnetism) and to whom a warm welcome is extended; especially to those who now own a Lagonda-type motor for the first time. From all reports the first few months are the worst, after which the car seems to settle down to its new owner—or does one merely become hardened to the noises and ills?

Two Northern owners take the road again in their rebuilds from which noises and ills should have been chased. Johnny Brierley's handsome 16/80 saloon, which shows the fruits of three years hard work, now bears its owner to pub-meets in place of the miscellaneous transport he has previously scrounged. Mike Scott's 2-litre is now said to go, but as he has not paid his subscription we do not talk about him. Minor rebuilds have been occasioned by arguments with modern tin-ware. Bill Briggs scores one Hillman and Dick Page one Volkswagen. Both patients are doing as well as can be expected. Henry Coates has invested in a Dignified Daimler for porcine hack work—any similarity between this and similarly named cars from the continent is non-existent.

There is said to be a demand for an LG45 or LG6 D.H. coupe in Derbyshire: this is a blatant piece of free advertising which should not be tolerated!

B.D.C. EASTBOURNE RALLY

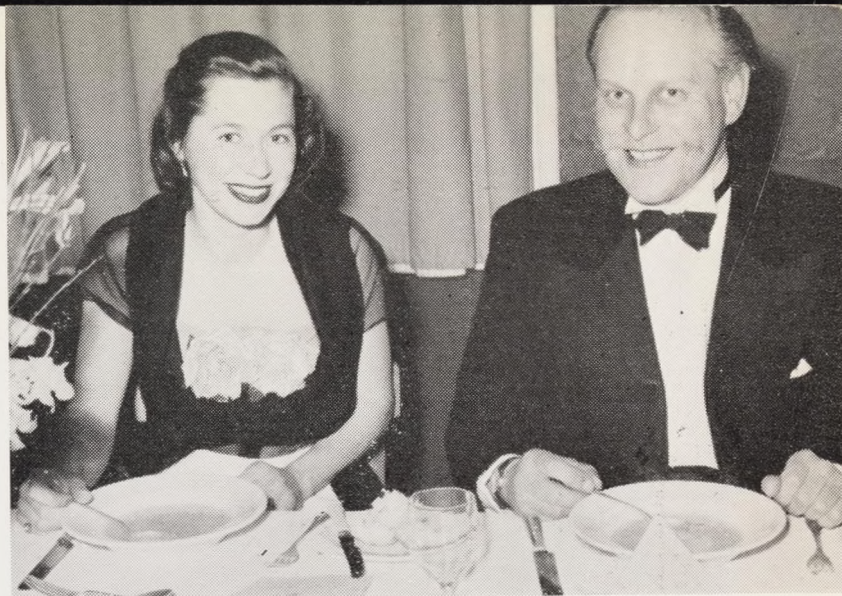
After a lapse of two years this very popular rally was back on the calendar. The mixture seemed much as before except that in an attempt to cut the expenses of competitors the Sunday hill climb was omitted so it was not necessary to stay the night. A lot of people thought it a bit odd that Jaguars were among the invited Clubs. It looked as if there was a move away from the "classic automobile" entry of years gone by when every one had cars built on the same principle.

As always Stanley Sedgwick and his men had worked very hard to make the event interesting and it was a pity that they were rewarded by such a small entry of only 47. Of these 25 were Bentley and 8 Lagonda, the best of the invited Clubs.

The initial mixture was as before being a straight forward run from the various starting points to Aston Rowant. This served to warm things up and from there everyone followed a common route.

The first section was our old friend of finding spots by means of photographs and very crafty some of them were too! You try and find railway tunnels, electric pylons and the like in the middle of the night and in a hurry at that! One had to strike a nice balance between not being too late at the control at London Airport and not missing too many out. How difficult this was is shown that this section eliminated 9 by being too late and one by retiring. Bertie Jones on his first rally in DB 3-litre was outside the time limit here but he pressed on all the way round just for the fun of it. The next section took one right through to daylight and entailed following a hypothetical helicopter route. Only very narrow deviations from course were allowed. Mike Wilby went off the route at the very point where two controls were, decided to take a chance and was 200 marks worse off! Donald Overy had to give up on this section, and as Maurice Leo was too busy working on other peoples cars to start that left five Lagondas in the 'game'.

All the while Richard Hare and James Crocker with two navigators each were pressing on with quiet confidence and started the last section to Eastbourne in good heart. This was to find as many inns as were marked in a fairly narrow strip on the map. Fancy any Lagonda member not being able to spot Inns! but that is so and in fact no one got them all. Harry Gostling was noticed stopped, not at an Inn but at a filling station attending to the thirst of his 2-litre.



The Hartops at the Singer Club's Party where they received on behalf of the Club the Trophy we won last year. Editor's turn next year.

At the end of the road section we were all delighted to see that Richard Hare was well in the lead having lost only 360 marks. How good this was can be seen from the fact that the next man, Jackson from the Police, was 60 marks away. The road section had been tough in all its parts because by now a further 7 had been excluded and 8 retired so there were only 19 finishers happily including the 5 Lagondas. Still going strong was Tom Dolman also in his first event with a 2.6-litre Saloon. How nice to see some post war cars in events at long last. After breakfast a section of the front was closed and the usual long and interesting driving tests took place. Donald Overy and Bertie Jones, determined to get their monies worth, had a go as well and the big 3-litre Saloon made a brave show and gave Richard Hare some encouragement as by this time he thought the LG.45 Coupe would be such a handful that he would drop to the bottom of the list.

All the Lagondas were driven in good style and Harry Gostling made fastest time of the day in one test. Which one? It was called the Drunkards Dilemma!

When all was worked out we were proud to see that Richard had finished second being overtaken by the police Wolsley 6/90 as was expected in the tests. Nothing we can say will stress what a fine effort this was by Richard and his team of navigators with a car far from ideal for this sort of work. James Crocker also deserves a big hand for getting the Rapide home in 5th place, and Tom Dolman at 10th must feel very pleased at being in such an elevated position first time out.

Harry Gostling and Mike Wilby both lacked the speed to make up for time spent in plotting and so on but came home 16th and 17th in a rally to which to finish at all was something!

Many thanks you Bentley men and we hope that in spite of the poor entry the Eastbourne will be with us in future years in some shape or form.

CORRESPONDENCE

Dear Mr. Editor,

I was interested to read the article on Lagondas in the 1934 T.T. by L. S. Michael in the last issue.

Many new facts were brought to light but the caption under one of the photographs causes a bit of a puzzle.

The photograph shows No. 1 car, driven by Brian Lewis and it says that this car won the Le-Mans 24 Hour Race the following year and is now the property of member Jack Kibble. But, the car photographed is BPK201 whereas BPK202 is the car owned by Kibble so it looks as if the caption writer may be at fault.

I think there is little doubt that BPK202 is the Le-Mans winner. There is much authority for this, and an interesting side issue is that following the 1935 T.T. Hindmarsh's car was offered for sale for £600 and it was stated that this was the actual winner of the 24 Hour Race and also holder of the fastest lap by a British car on the Ards circuit.

It seems more than likely that Hindmarsh drove the same car all the time and so in the 1934 T.T. being on No. 2 it was possibly BPK202.

As we know BPK202 ran at Le-Mans, was it 201 or 203 which was driven in the same race by Benjafield and Gunter? I remember seeing a very good photograph of this car (No 14) showing the rear number plate so perhaps Bill Michael can clear up this point at least.

Yours Sincerely,

R. SUPPARDS.

London, N.W.
1st May, 1958.

Dear Mister Editor,

I feel so shy writing to a strange gentleman but a girl must have a little bit of fun some times.

My 30th birthday is on the 27th July and I would like to invite other 2-litres to come to my party.

Meeting place is Blackboys, Goldrings Road, Oxshott, Surrey, Grid 142608 at 11.45 a.m. for a destination not so very far away. My owner, Martin Hutchinson will be there to dispense beer.

Please could you publish this invitation in your magazine?

Yours, LUCIA.

P.S. She is write about the beer. Cats, wives, mistresses, children, budgerigars are welcome but for god's sake bring your own sandwiches! M.H.

Blackboys,
Goldrings Road, Oxshott.
23rd April, 1958.

Dear Mr. Editor,

I fooled my parents—the mugs—by arriving so quickly that they didn't quite make the Nursing Home and had to get me delivered in their Lagonda in the grounds. Now don't you think that I deserve to become an Honorary Life Member of the Lagonda Club? Daddy tells me that Honorary means that I

won't have to pay a horrid sub ever. I could also then have my own copy of your magazine which tears with such a nice crunchy sound, so Daddy would have one all to himself to look at and hide away which would improve his language no end, and I want a badge too.

With love,

(dictated but not signed)

DIANA ELIZABETH ROTH.

37 Circus Road Mansions,
Circus Road, London, N.W.8.
13th May, 1958.

Sir,

Your Spring 1958 issue carries an advertisement for Mr. D. McKinnon's L.G.45, from which I quote:

"... I have had 2 years trouble free motoring and still as good as ever. I have just bought a M.45..."

While appreciative of the example shown by the compositors to all others concerned in the production of THE LAGONDA, I cannot help wondering whether, for once, they have slipped. Ought the passage in question, perhaps, to have read:

"... I have had 2 years trouble, free motoring and still. As good as ever, I have just bought a M.45..."?

Yours etc., BARCLAY INGLIS.

4 Holly Bank,
Bramley Lane,
Lightcliffe, Halifax, Yorks.
1st April, 1958.

Dear Sir,

I regret that it is not possible to divulge the nature of the trouble in which Mr. McKinnon has been implicated. It must suffice to say that he is now a free man.

Yours notwithstanding,

G. P. W. TAYLOR,
Editor, 'The Lagonda'

9th April, 1958.

(Mike Wilby has sent in the following letter from Bert Hammond which we are very happy to publish).

Dear Mike,

Very many thanks for your letter and good wishes for my speedy recovery.

I am glad to say that I am now home again, and so far making a good recovery.

I have been warned by my Doctors that I shall have to take things very easy for about six months, but I hope they are not going to restrict my energies too much.

Please thank the Club members for their good wishes, perhaps you could find just enough space in the next magazine for those very few words, the kindness of all concerned helped me to help myself to get better.

All the best to yourself and the Club.

I remain,

Yours Sincerely,

G. H. (BERT) HAMMOND.

21 Goring Road, Staines, Middx.
June 12th, 1958.

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A Few Simms Magnetos, brand new, impulse starters, left or right-hand drive, Four cylinder only. £5 10s. 0d. each. Smith, 8 Howard Road, Woodside, London, S.E.25.

Lagonda—Long Saloon, V.12, 1939, Grey, Excellent Condition, small mileage since complete overhaul. Pearson & Co. (Chesterfield) Ltd., The Potteries, Whittington Moor, Chesterfield. Tel. 2913.

Wanted set of valve guides for 1932 2-litre speed model. Briggs, 51 Mersey Road, Sale, Cheshire.

16/80 Saloon, 1933, black, silver wheels. In good all round trim. Would not disgrace herself in any Concours. Crocker, 15 Graham Terrace, S.W.1. Man 8733 (office) Slo 9420 (home).

4½-litre 1934 Pillarless Saloon. Goes well, decent tyres, body would like more new wood. Sorry to part, going abroad. £120 for quick sale. D. F. Gibbs, 44 Lawrence Grove, Henleaze, Bristol.

Good Home wanted for 1934 M.45 Blue Pillarless Saloon. Good condition throughout though body feeling its age a little, reluctant sale forced by move abroad. Offers around £165. Stansfield, 63 Shrewsbury Rd., Birkenhead, Cheshire.

1934 M.45 Saloon. In good working order mechanically and well shod, bodywork requires attention. £65 o.n.o. Cruttwell, 84 High street, Broadway, Worcs. Broadway 2131.

Wanted—LG.45 or LG.6. D.H. Coupe, Good condition essential. Photo, description, price or complete car to B. Dearden-Briggs, Coldsprings, Manchester Road, Buxton.

1929 2-litre Tourer about to be broken. Enquiries re parts welcomed. Dr. Cherington, 38 Hough Green, Chester.

Set of 18-in. wheel discs. Fit and forget those filthy spokes and enjoy startling change in handling qualities through increased unsprung weight. Snip to highest bidder. Taylor, Little Heath Cottage, Felden, Herts.

Wanted—LG.45 Drophead Coupe in good condition. Good price paid for right car. Apply Airmail Armstrong, Seaport Estate, Sungei Way, Malaya.

1933 3-litre Saloon. Mechanically excellent, bodywork sound, but needs some attention. Brakes, steering and lights good. New Batteries, Trafficators. £100 o.n.o. Apply Heathlands Hotel, Foxhall Road, Ipswich. Ipswich 77479.

Breaking for Spares 1934 M.45. Good Tyres and in excellent order apart from body. Collings, 24 Palace Road, Llandaff, Cardiff. Telephone 71849.

Wanted—L.G.45 Rapide in open form of any 4½-litre open type. Alternatively will consider purchase of open body to replace my existing L.G.45 saloon type. Any member having first class body on poor chassis may find me interested in the whole car. Quick decision, shippers will attend to all finance and shipping worries. Frank Thompson, 77 Church Street, Cape Town.

BIRTHS

On 4th April, 1958 to Ellen and Gabriel Roth of 37 Circus Road Mansions, London N.W.8, in their Lagonda 3½-litre pillarless saloon, a daughter: Diana Elizabeth.

The Green Dragon

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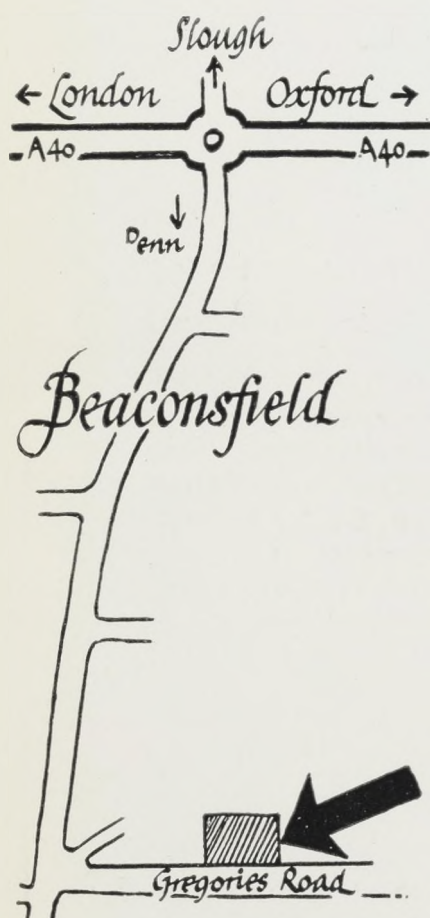
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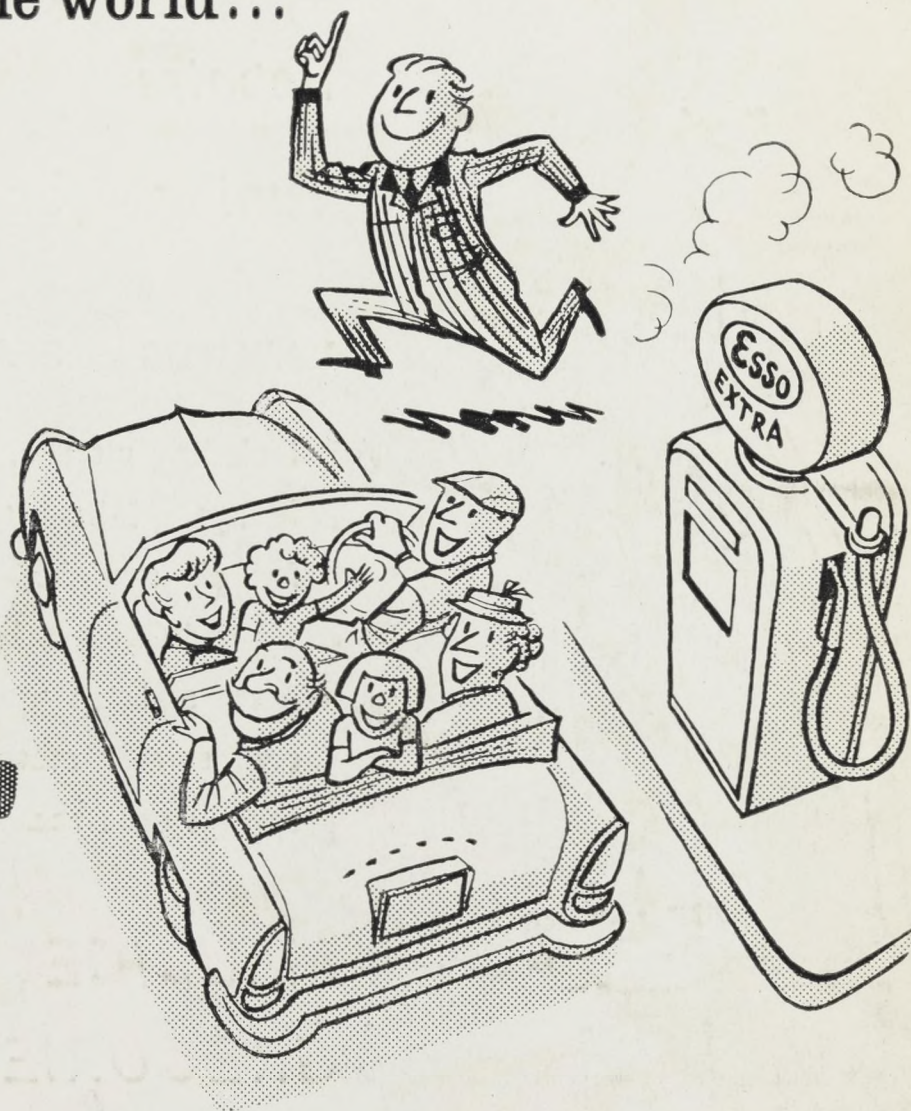
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