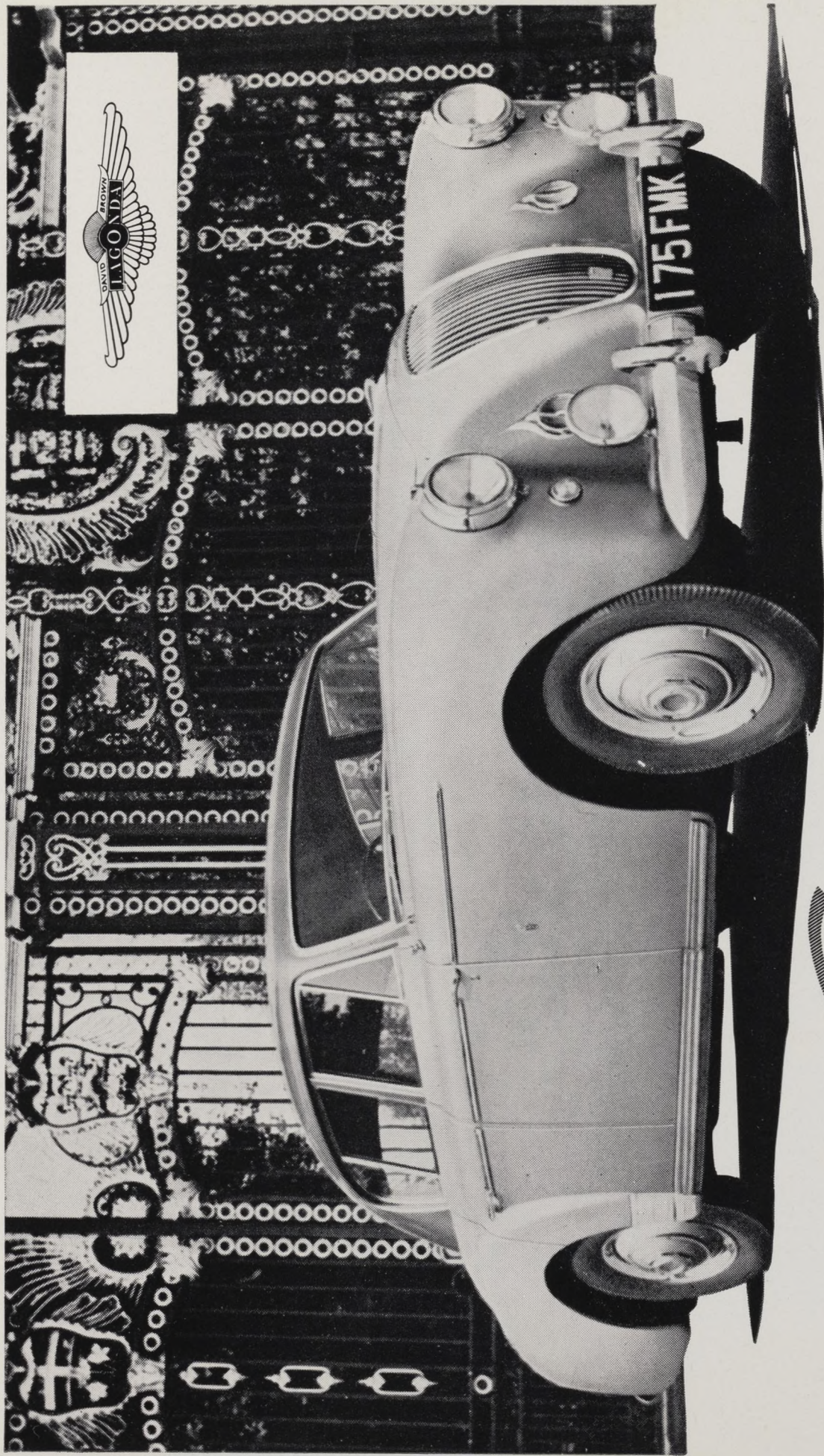


THE *Lagonda*

No. 33

Christmas 1959





THE ILLUSTRIOUS

Lagonda

3-LITRE FOUR-DOOR SALOON

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

THE DAVID BROWN CORPORATION (SALES) LTD., ASTON MARTIN LAGONDA LTD., 96/97 PICCADILLY, LONDON, W.1.

London Distributors: Brooklands of Bond Street

THE MAGAZINE OF THE LAGONDA CLUB

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

Advertisement Manager: J. W. T. Crocker
Editor: A. B. Whitelegge
Assistant Editor: M. H. Wilby

EDITORIAL

This is called the Christmas Number but it comes to you with the Compliments of whatever may be the Season when eventually it arrives through your letterbox.

At the A.G.M., much was said about the Technical and Spares side of the Club's activities. An article by Ivan Forshaw in this issue deals with the past, the present and the future and also in response to a number of requests there are more technical articles included in this issue with the promise of others to come. So as soon as the business of making Christmas puddings is over the kitchen can once again be put to more serious use. The light and warmth lacking in most Lagonda garages in the winter make it the ideal place for a gearbox overhaul. Those tin canisters marked "Tea", "Sugar", "Salt", and "Rice", are just the thing for holding the bits and pieces from each cylinder when taking down a 2 litre engine, but owners of six cylinder models will find that they have to use the ones marked "Sago" and "Tapioca" as well. However, it is important that an Editorial should not be too technical, so for further information—see inside.

THE COVER PICTURE

C. J. P. Dodson coming through Comber in the 1935 T.T.

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.

PATRONS

DAVID BROWN, ESQ.
AIR CHIEF MARSHAL SIR ALEC CORYTON,
K.B.E., C.B., M.V.O., D.F.C.
P. A. DENSHAM, ESQ. R. G. GOSLETT, ESQ.

EXECUTIVE COMMITTEE, 1958-59

Chairman:

J. W. T. CROCKER

P. G. BARTLEET	L. S. MICHAEL
A. H. GOSTLING	R. H. PAINES
E. J. A. KENNY	C. S. REXFORD-WELCH
H. C. LONG	H. J. M. STRATTON
A. B. WHITELEGGE	A. LOCH

Competition Secretary:

R. P. F. HARE

Hon. Midland Secretary:

T. H. WAREHAM

Hon. Northern Secretary:

B. DEARDEN-BRIGGS

Hon. Treasurer:

D. D. OVERY

Hon. Editor:

A. B. WHITELEGGE

Club Liaison Officer:

M. H. WILBY

Club Registrar:

W. C. HARTOP

U.S.A. Representative:

R. T. CRANE,

3200, Crestwood Trail, Lake Mohawk,
Sparta, New Jersey, U.S.A.

Spares Registrar and Technical Adviser:

IVAN FORSHAW,
415, Ringwood Road, Parkstone, Dorset.
Telephone: Parkstone 3149

All general correspondence to be addressed to:

MRS. V. E. MAY,
THE SECRETARIATE, THE LAGONDA CLUB
2, The Glade, Winchmore Hill, London, N.21

The **Hon. Northern Secretary**, Brian Dear-den-Briggs, has dashed over to Austria for a couple of years to supervise the building of some flats. We wish him well in his new venture and would include a most hearty vote of thanks for all he and his band of helpers have done for Club matters in the North these last few years. The attendances haven't always encouraged him but like those that went before him he refused to be too downhearted.

His place is taken by Richard Paines, a Committee member for some years now, and as he has helped quite a bit in Northern matters since he has been resident there, he knows what he is letting himself in for. The best of luck, Richard!

Another member, **Keith Gardiner**, pushes off to far-flung places, in fact, to the other side of the world in a 75 ft. motor fishing vessel. The journey, via CANARIES, PANAMA and TAHITI, will take about 5 months, and he hopes to find some Club members en route. His 2 litre has gone to Colin Bugler who drove a Rapier so well a couple of years back. It will be nice to see Colin out again, a useful man for the 2 litre team.

The monthly **Social Meetings** have spread to other parts of the country and reports from local organisers are awaited. The drink and the chat are one of the best ways of getting to know Club members and to learn about Lagondas in general, and newcomers are always welcome.

The full list now is:—

LONDON

Coach & Horses, Avery Row, Grosvenor Street, W.1. Third Thursday of each month.

MANCHESTER AREA

Red Lion, High Lane, Nr. Stockport, Cheshire. Second Tuesday of each month.

HULL AREA

Half Moon, Skidby, Nr. Hull. Last Tuesday of each month.

ANNOUNCEMENTS

HORSHAM AREA

Crown Hotel, Carfax, Horsham, Sussex. Every Friday evening.

CANTERBURY AREA

Red Lion, Wingham, Nr. Canterbury, Kent. First Sunday of each month.

The plea for a **panel basher** in the last News Sheet was quickly answered by R. C. Montagu who recommends JOE DI SANTO, 9/13 CATFORD HILL, S.E.6. (FOREST HILL 8394), and if you mention Montie's name he will know you have the right sort of motor car.

Club **Christmas Cards** in the shape of a jolly good Allen cartoon are available from P. G. BARTLEET, 48 BURFIELD ROAD, OLD WINDSOR, BERKS., and in two colours they are excellent value at 7s. 6d. per dozen, post free.

The well known and much liked rally to **Eastbourne** is being put on again by our good friends the **Bentley Drivers Club** on the 8/9th April next year.

In an effort to attract more competitors the start will be at Aston Rowant about midnight. so the "dead mileage" will be cut out and it will finish on the front at Eastbourne with some jolly good driving tests before lunch time on the Saturday. There will also be classes for novices and experts, so there is no reason why you shouldn't all enter. Ask anyone who has taken part and they will tell you it is about the best long-distance rally available to our type of car. Just you look up the Chairman's letter in the Summer issue! As announced at the A.G.M., suitable items of cash are being offered by the Chairman and others to the first four "new" Lagonda entries placed highest in the results—so that should make you enter, if nothing else! All details about this and the event proper can be had from Mike Wilby or Richard Hare and regs. will be available in due course, as they say.

NEWS AND REPORTS

You have remembered about the **Dinner-Dance and Prizegiving** on 16th January, haven't you? Good, you will find full details and a tear-off slip for tickets elsewhere in the magazine—I hope.

“Quack” has now parted with his LG45R to **John Whitehead**, who is well known for coming along in nicely-turned-out cars. It seems clear, therefore, that it is in safe hands and we look forward to seeing it out again soon. The “Doc” in the meantime is counting the pennies and is dreaming up a lightweight 4½ for the future. Maybe one day he will be giving Bill Michael 5 secs. start!

Also in the “special” field is **Elliot Elder**, well known in Scottish and Northern circles for brisk motoring in standard and lightweight Rapiers.

Elliot, seeing a 3½ D.H.C. going cheap, bought it out of kindness, and after working it over was so impressed with comfortable 60 m.p.h. cruising at low revs. (we know how different that is from a Rapier!) decided to keep it as his everyday motoring. He then “happened” to find another 3½ with good chassis but awful body in a breaker's yard that already has produced two M.45 saloons and a LG45, so that was towed home by his “proper” 3½.

Deciding it was too good to break up, Elliot removed the engine and gearbox and is now busy fitting a 4½ litre engine from an M45, a pre-selector gearbox has been found in yet another M.45 and shortly this will all be together with a light body. This should be quite something and next year is going to see more than one contender for the Fox Trophy. Must be about time a “special builder's” corner of the Club was started as with these two and Donald Overy's

superb V.12, Henry Coates isn't going to be the only one with an exciting motor car.

Geoffrey Allen is very sorry there is no cartoon again in this issue, but life has been a bit hectic. However, it is nice to know things are fairly normal now and there will be something to make you laugh in the next one.

Another reminder—that subscriptions were due on 1st October and the Treasurer will be pleased to have your money if you haven't yet paid. 31s. 6d., and 35s. for family membership, 15s. if you are abroad.

Michelin said at the Motor Show that they still make 6.50 x 19 tyres at £12 6s. 6d. with a 8-12 week order delay.

Harry Gostling reports two items of interest:—

“There is a 3-litre saloon lying in a breaker's yard at Byfleet and the folks are complaining of lack of customers. It is complete apart from clutch and gearbox. Details from: Auto Spares, Oyster Lane, Byfleet. Tel.: BY4 2994.

“Many pre-war Lagondas were fitted with Auto-Klean oil filters and members may be interested to learn that the maker is still in business. What is more, he can still service all his early filters. Details from: Auto-Klean Strainers, Ltd., Hounslow, Middlesex. Tel.: Hounslow 7722.”

“But somehow we can always tell a Lagonda buyer. He'll be between forty and fifty-five, have a bowler hat and umbrella and probably be an ex-Army major.”—*From a Sunday paper.*

R. S. CRUMP

Chief Designer of Henry Meadows Ltd.

by L. S. Michael O.B.E.

In the summer Harry Wareham, Midland Secretary, and I had the great pleasure of meeting Mr. R. S. Crump in Birmingham, and a most fascinating few hours were spent listening to his reminiscences of over 35 years as Chief Designer to one of the leading independent engine makers of the period. Both of us, and the Club, are indeed grateful to him for sparing so much of his time.

Mr. Crump was born in Bath in 1894; his father was a Yorkshireman and his mother a Lancashire woman. Most of his schooldays were spent in Yorkshire, whence his father returned to take up a Headmastership, but he completed his education at Bristol University. After leaving the University he took an appointment with Mills, the makers of the famous hand grenade (the Mills bomb), and subsequently moved to Dormans of Stafford as Section Head of a design team engaged in petrol engine design.

John Dorman, one of the Directors, left that firm as a result of a disagreement and joined forces with Henry Meadows who was running a small gear making concern. Mr. Crump accepted the appointment of Chief Designer of Meadows in 1921 and was to produce a line of petrol engines to be sold, with or without Meadows gearboxes, to motor car constructors. Output initially was extremely small and indeed the works as a whole consisted only of a small two-bay factory and an ex-Army hut as administrative and drawing office. Henry Meadows himself was an expert machine operator and John Dorman, well known throughout the motor trade, concentrated on sales.

The first engine designed for Meadows was a 63 x 120 mm. four-cylinder engine

offered for sale in 1922. At that time the output of the factory was less than ten engines a week, and among the early customers were Bean and Vulcan, cars which are now but a memory. The forerunner of the famous 4½ litre six-cylinder engine which powered Invicta and Lagonda cars was produced in about 1925. This was originally 63 x 120 mm., but the bore was soon enlarged to 72.5 mm., then to 75 mm., and finally by about 1928 to 88.5 mm. with a new cylinder block. In this form it at first produced 100 b.h.p. at 2,800 r.p.m., which, at the request of Invicta and later Lagonda, was increased gradually by various modifications until the specially prepared Raymond Mays engine used in his low chassis Invicta gave first 145 b.h.p. and finally 158 b.h.p. on alcohol fuel at 3,900 r.p.m. At this distance of time the designer would not commit himself on the subject of rev. limits but he did remember a vibration period on the unit at 1,800 r.p.m.

Mr. Crump had some interesting observations to make on certain aspects of the design which have puzzled Lagonda owners. For instance, the use of a separate crank case and cylinder block enabled a lighter engine to be produced as a cast iron crank case was thus avoided. At that time such construction was considered good practice from a maintenance point of view. Alloy blocks and cylinder heads in those days were extremely troublesome and so in the interests of long life and reliability a cast iron block and head was chosen. As the engine had been much enlarged from its original conception, certain undesirable features were unavoidable, such as the small space between pairs of cylinders and the location of



Mr. Crump and Harry Wareham after the discussion on Meadows' engines.

some studs. Also the use of symmetrical small ends to the con rods to offset the rod somewhat to one side of the piston. This latter necessity arose because enlarging the bore to 88.5 mm. made it necessary to machine these bores displaced laterally from their original centres.

Mr. Crump freely admitted none of these points would ever have featured in a design from scratch for a $4\frac{1}{2}$ litre. He even criticised the long stroke which was inherited from the original 63 x 120 engine whose bore was dictated by the horse power tax of the early 20's and whose long stroke was then necessary to obtain a capacity and consequent torque comparable to rival units in the popular 15 horse power class. Nevertheless he considered the engine to be extraordinarily reliable and pointed to the

very long life of the design from 1925 to 1939 in a period when knowledge mechanical, metallurgical, and chemical was increasing rapidly. It must be admitted that even by 1939 the $4\frac{1}{2}$ was still near the top of its class as a motor car engine and had competed successfully with products of Rolls-Royce in securing War Department orders.

The six-cylinder engine was originally developed for marine use at the instigation of Mr. Scott Paine, the famous speed-boat record breaker. Indeed, he actually joined the Board of Henry Meadows at one time and was instrumental in securing large Admiralty orders for these engines and of course in the 1939-45 War they were used in armoured vehicles.

I have dwelt rather at length on the 6 E.S.C. engine because it is of such interest to Lagonda owners. However, Mr. Crump was responsible for the design of every engine made by Henry Meadows from 1921 until very recently. Among his other successful motor car engines was the Brooklands Meadows unit, the famous 4 ED, which powered so many Frazer Nash, Lea Francis and other cars, the blown version of the engine winning the 1928 T.T. for Lea Francis.

A curiosity was a 12-cylinder engine produced for the War Department consisting basically of two $4\frac{1}{2}$'s on a common crankcase with rather narrow rods working side by side on common big end journals. This gave 180 b.h.p. in its earliest form.

A host of other engine designs came from Mr. Crump's drawing office, including a large range of diesels, some of which are still being manufactured today.

This is indeed but the sketchy gleanings from some three hours spent in Mr. Crump's company. As he had no idea what questions we would be asking, it was difficult to have more than a general chat but he has kindly agreed to search his files in response to certain specific questions and I hope to write further in another issue about his career and the development of the engines he built.

L.S.M.

AUTOCAR ROAD TESTS

The 2½-Litre Lagonda

(Reprinted from "The Autocar" of November 11, 1949, by kind permission.)

DATA FOR THE DRIVER

PRICE, with four-door saloon body, £1,998, plus £1,111 10s. British purchase tax. Total (in Great Britain), £3,109 10s.

RATING: 22.6 h.p., 6 cylinders, overhead valves, 78 × 90 mm, 2,580 cc.

BRAKE HORSE-POWER: 105 at 5,000 r.p.m. COMPRESSION RATIO: 6.5 to 1.

MAX. TORQUE: 125 lb/ft at 3,000 r.p.m. 17.5 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 29 cwt. 3 qr 14 lb (3,346 lb). LB. per C.C.: 1.30. B.H.P. per TON: 70.29.

TYRE SIZE: 6.00 × 16in on bolt-on steel disc wheels. LIGHTING SET: 12-volt.

TANK CAPACITY: 19 Imp. gallons: approx. fuel consumption range, 18-20 m.p.g.

TURNING CIRCLE: 38ft 0in. (L. and R). MINIMUM GROUND CLEARANCE: 7in.

MAIN DIMENSIONS: Wheelbase, 9ft 5½in. Track, 4ft 8¾in (front); 4ft 8¾in (rear).

Overall length, 15ft 8in; width, 5ft 8in; height, 5ft 2in.

Acceleration	From steady m.p.h. of			Car	Electric	Car	Electric
Overall gear ratios	10 to 30 sec.	20 to 40 sec.	30 to 50 sec.	Speed-ometer	Speed-ometer	Speed-ometer	Speed-ometer
4.56 to 1	12.5	10.8	11.6	10 =	12	50 =	46
6.20 to 1	8.4	8.1	8.7	20 =	20	60 =	55.5
9.15 to 1	5.3	5.8	7.0	30 =	28.5	70 =	66
13.60 to 1	4.2	—	—	40 =	37	80 =	76.25
						90 =	85
From rest through gears to:—							
	sec.		sec.	Speeds attainable on gears (by Electric Speedometer)			
30 m.p.h. ...	5.6	60 m.p.h. ...	18.2				
50 m.p.h. ...	12.3	70 m.p.h. ...	25.5				
		80 m.p.h. ...	42.2				
Steering wheel movement from lock to lock: 2 $\frac{2}{3}$ turns.				1st	...	...	20—30
Speedometer correction by Electric Speedometer:—				2nd	...	...	38—50
				3rd	...	...	64—76
				Top	...	...	91
							M.p.h. (normal and max.)

Four years ago a British design really meriting the label "entirely new" was first mooted. This was the post-war 2½-litre Lagonda, designed in the first instance by Mr. W. O. Bentley, but developed to the production stage in other hands by the new company under the control of Mr. David Brown. The bare bones of its specification are more than usually interesting—a six-cylinder engine with twin overhead camshafts, true cruciform frame and four-wheel independent suspension, wherein it is unique among present British production cars. It is being built in small numbers as a specialized car of the highly individual British type, and suffers, for the home market, an iniquitous burden of double purchase tax.

Such a machine is approached with high expectations as regards both performance and handling, and comfort of riding. To anticipate, it can most definitely be said that expectations have been realized, indeed exceeded, especially with regard to the handling. It is an outstanding car in the front rank for its road behaviour.

It makes the driver yearn for unlimited fuel and the opportunity to head it up the fastest stretch of road in these islands, in the consecutive sense, from London to Scotland, or, better still, across a continent; such a stamp of car is the new Lagonda quickly found to be for high-speed driving. But with its smooth and flexible engine, running on a not particularly high top gear ratio, for the short-stroke engine revels in revs, it is also equally suitable for leisurely "potter" driving and for weaving in and out of the traffic in a city.

One particular interest is to observe the theory of independent rear springing translated into practice, but even stronger among first impressions is the excellence of the engine, for its almost entire absence of even a trace of vibration throughout an extensive range of crankshaft speed, and for its silky smoothness and flexibility on top gear. Conversely this can be driven very much as a "gearbox car," in view of the high maxima readily available on third and second gears, and on first, figures which can with due dis-

cretion be a good deal higher than suggested by the cautionary red lines on the speedometer face.

It cannot be pinned down to a particular cruising speed; up to a full 90 m.p.h.—the highest reading seen was 96-97 on a speedometer that proved 5.6 per cent fast at an indicated 90—the only limitations are the road and the traffic. A gradient in the main-road sense is hardly noticed, or after a baulk on a slope third gear quickly brings the speed back to the sixties, second likewise doing its share on a more considerable gradient. A hill of the 1 in 6 order becomes a minor hill-climb affair if second gear is used, the car rocketing up towards 50 on that ratio; yet on top under 8 m.p.h. is possible. The pick-up from a top gear crawl is smooth, accompanied by some pinking on Pool petrol, although not to an excessive extent and confined to the lower end of the range.

Low-speed acceleration on top and third is somewhat deceptive, and proves to be better when measured by the stop-watch than might be supposed from ordinary driving experience of the car, that remark being a tribute not only to the power of the engine at low r.p.m., but also to its silky smoothness and quietness. A slight whine is heard as an undercurrent, presumably from the drive to the camshafts, and not unpleasing. It is characteristic of a highly efficient engine developing its full power at high revs that top gear acceleration is better in the 30-50 m.p.h. range than from 10 to 30 m.p.h. and on third about the same, a performance in contrast with what is usually found. There are times when a quick drop to second suits the mood of the moment and is useful for extracting the full benefit of the performance potential.

Average Speed Possibilities

Opportunity was taken to time the car by stop-watch for one hour over an admittedly selected and favourable route, but one that carried heavy vehicle traffic in the first ten miles and involved the passage of a cathedral city; speed limits were observed. The hour's

mileage in these circumstances was 57.7; the best $\frac{1}{4}$ -hour was at 61.2 m.p.h. average, and 65 miles were covered in $67\frac{1}{2}$ min. an average of 57.8 m.p.h. Care was taken to inconvenience no other road user and there were three people in the Lagonda.

Since the prototypes appeared the independent rear suspension, which uses torsion bars, has undergone considerable development and detail improvement. Among various things the use of a harder rubber in the pivots of the suspension has helped in obtaining really good handling. The suspension is unusual in that each rear wheel is located by a single large wishbone formed of tubes with widely spaced pivots, one near the centre line of the car behind the final drive housing and the other carried on the frame ahead of the wheel. The drive half-shaft itself is universally jointed. Thus, although this is not a true swing axle design, it has a similar pattern of wheel movement. As the wheels rise and fall they assume an inward or outward camber, and tend to toe-in slightly.

On a bend the outer wheel, which governs car behaviour, tends to steer the car slightly towards the inside of the curve and counteract the over-steer tendency usually produced by this type of suspension geometry. In fact, the car still does tend to over-steer on fast corners, but its behaviour is safe and consistent and it can be held accurately to the required line at all speeds by simply easing the grip on the wheel and allowing it to turn back a "notch or two" as required to maintain the exact course. Precision of control is greatly helped by the excellent steering, which has a springy feel about it derived from the high ratio of the rack and pinion type of mechanism.

A driver unversed in suspension practice would probably not realize that there was anything unconventional about the rear-end design. What he does appreciate, whether or not interested in technicalities, is the quite exceptional riding comfort and the fact that the car can be taken round bends fast with a complete feeling of security.

It was an impressive feature that under the

conditions of recording full-throttle acceleration figures on a wet surface no wheelspin occurred, nor did it arise on a sharp gradient taken at full power on second gear. A large part of this test was conducted in conditions of torrential rain, which at least gave an exceptional opportunity of appreciating the remarkable grip this car has of the road at speeds into the eighties and over on wet surfaces. These are among the advantages derived from a not uncomplicated and a necessarily expensive rear-end construction, which has among its other points a reduction of unsprung weight. Weight as a whole has been kept down and an exceptional b.h.p. per ton figure of over 70 is seen.

Layout of the braking system, which is Lockheed hydraulic as regards operation, is unusual in that the rear drums are carried inboard, being part of the final drive assembly instead of in the usual position on the wheel hubs. Smooth, powerful braking is obtained, fully equal to the needs of as fast a car as this.

Driving Position and Controls

For varying heights of driver the position at the wheel was found comfortable. The wheel itself is a plain three spring-spoked type on a column non-adjustable telescopically, but raked at an angle which brings the wheel in an excellent position for a full sense of command over it. The steering column gear change works well, the synchromesh on second, third and top being of the best clash-proof type, not overridden even when the most rapid changing is employed for test purposes. Pressure required by the clutch pedal is fairly heavy when keeping it depressed in traffic blocks, and some drivers find that full depression of the pedal is slightly interfered with by the base of the gear change rod. The push-and-pull hand-brake control is under the fascia board, convenient enough to reach and efficient for holding the car on a quite steep hill.

In the driving seat the support given by both cushion and back rest is very adequate, and as the front seats practically meet at the centre, three people could be carried on

occasion, though each section is individually adjustable for angle as well as fore and aft. In the front the floor is virtually flat, and at the rear is entirely flat. There the seat back rests are carried high and it was possible to apply successfully at speeds in the eighties a severe test of suspension, by a passenger resting the head against the back rest. The almost entire absence of movement is, indeed, very striking, though slight side throw is experienced under fast cornering.

Driving vision is good with windscreen pillars which, whilst not specially thin, do not obtrude themselves awkwardly. The left-hand wing cannot normally be seen—only by the driver leaning over in the seat. The instruments include an engine thermometer, the reading of which remained at just about 70 deg. C throughout a variety of severe conditions. A high oil pressure was observed, approaching 100 lb. per sq. in. at peak engine speeds. Some drivers would appreciate a rev counter on this type of car, on which very high revs are possible with so smooth and eager an engine, and without encountering normal valve bounce as a warning.

It would be better if the minor switches on the facia board were of individual shapes, or at least labelled as to function. In the left side of the facia is a cubby hole with a lid which can be locked, but it is of small capacity. A sliding roof is not fitted. There is a rear window blind, opaque when in use, with an easily operated control. A comprehensive but considerably scaled down rearward view is given by the driving mirror. A powerful but pleasing note comes from twin horns and the head-lamp beam is adequate at least into the upper seventies.

Superficially the engine is accessible, and it presents a fine, efficient appearance with its polished camshaft covers. The oil filler is well placed, but the dipstick could be more convenient to remove and replace. A small accessible oil tank under the bonnet lubricates the steering king-pins. The ignition distributor is mounted low and shrouded by the air cleaner. For cold starting there is an electric starting carburettor applied to one

of the two S.U.s. The engine fired instantly, but in circumstances involving reversing out of a garage from cold several depressions of the starter switch were necessary. A 19-gallon fuel tank gives a very useful operating radius; there is the now rare feature of a reserve supply, brought into use by a switch on the facia; over three gallons are held in reserve.

Competition Notes

by Lepus

A postcard will be enclosed with the next "News Letter". It should interest a lot of new members who would like to join in competitive club events and some of the old ones who may have time and a suitable motor car once more. Invitations are sent to the club from organisers of all types of event from International Rallies to local Concours d'Elegance. These we accept if they appear suitable for our members and send details to likely competitors. We can't post the information to everyone, first, because organisers feel slighted to receive one or two entries after letting us have 800 copies of Supplementary Regulations; secondly, because the Hon. Treasurer would veto the expenditure on postage; and lastly, the Comp. Secretary has to do some other work to pay for tyres, petrol and the less important things in life. Many of these events are open to our members driving "other makes" and, as you know, they are not banished to outer darkness because it becomes impossible to run a Lagonda. We always hope they may repent and return to the fold one day.

The last thing everyone wants is a little clique of regular competitors. While few of us aspire to displace Stirling Moss it is quite clear that a number of people would like

to turn out once in a while. Larger entries—larger numbers of entrants, that is, not merely enormous drivers—make a more interesting meeting for all concerned. Some forget to write for the “gen” until too late. Others have said, “Oh, but I thought I got it automatically.” There’s nothing automatic about it, of course. Some unfortunate soul has to forego his rest to send these things. However, if a nice little pile of cards comes back the process can be almost automatic. We shall know how many copies to prepare and shall have envelopes ready to go off without delay. You may have better attended, and more interesting meetings as a result. Do please fill in a card if you wish to compete or can marshal for the club. Perhaps you’re more concerned with Christmas presents for little Bobby just now but, if this notice were left until the Spring Magazine the 1960 events would have already started.

Next year the Bentley Drivers’ Club are to run an Eastbourne Rally again starting at a later hour, so the route will be shorter. Then follows the April Social—it’s always fine that Sunday afternoon. This year’s April Rally pushed the social back to September when it was difficult to find a free week-end. May 15th is a very important date when, with the AC Owners, we are running a Brands Hatch Sprint. Other clubs will be invited so we must ensure the organisation is sound and shall be dependent on many voluntary marshals from the Lagonda Club. Four weeks later the Southern Driving Test Rally will take place at a new resort West of London. Another month sees the Northern Driving Test Rally by courtesy of Richard Paines, who is now looking after

things North of Latitude 53. Henry Coates will surely want to compete with his very special Lagonda Special. When everyone gets back from Worthing or the Cote d’Azur there are the usual September attractions—Firle, Silverstone, the A.G.M. and we’re back to November Handicaps once again.

During the season now drawing to a close the number of people competing has fallen a little but the standard is quite as high as ever. We have seen Lagonda races on television at Bentley Drivers’ and Jaguar Drivers’ Club Silverstone meetings. Billy Michael has won the highly prized Pomeroy Trophy. Arthur Barnett has knocked seconds off the Rapier time for Firle Hill. Charles Green has completed a 2,000 mile rally in France and come back to record the best 2 litre time ever at Silverstone. James Crocker and Richard Hare were 2nd and 3rd in the Bentley Eastbourne. Our driving test experts have brought back team prizes and individual awards.

There have been no untoward incidents and no really “expensive noises” in all the many miles of motoring involved. Anyone who keeps a motor car in decent order can expect to finish a Lagonda Club event very much in one piece. Let us hope the standard will be maintained and many more members will join in.

NOVEMBER HANDICAP

It had been hoped to include the results and a report in this issue of the Magazine but the fog which descended half-way through the road section has made it even harder than usual to work out the winners. A full report and list of prizewinners will therefore appear in the next News Letter.

ADVERTISEMENT RATES

Full page £5 and *pro rata*. $\frac{1}{8}$ panels 12s. 6d. Small advertisements 2d. per word, with a minimum charge of 5s. 10% discount for four successive insertions. Enquiries to :-
Advertising Manager, J. W. T. Crocker,
42, Gracechurch Street, London, E.C.3

MANsion House 8733 (Day)
SLOane 9420 (Evening)

RE-LINING THE M.45 CLUTCH

This operation is not as difficult as would appear on first consideration and in fact can be done single-handed without any more tools than the average Lagonda owner possesses. I did the job without even benefit of garage!

Tools: A set of open-ended spanners (Sockets and rings are useful but not essential), a decent jack—two if possible, a couple of decent screwdrivers and a molewrench. The last because I never do any job on the 'Lag' without one handy. The other prime necessity is a rock bottom bank account because this is a long, sweaty and dirty job. If you can afford between £20 and £40 take it to an experienced man and let him break his back! DON'T let the man round the corner touch it. It should take about 5 hours to get down and the same to refit.

1. Get the bottom boards out and the boards under the pedals. Disconnect the coupling between the bell housing and the gearbox and remove all the bits and pieces.
2. Disconnect everything that is attached to both engine and chassis—hoses (loosen), exhaust pipe, fuel lines, throttle linkage, advance and retard gear (mag. end is easiest), starter lead, oil pressure gauge pipe, servo pipe at manifold end, clutch stop, etc. This because the engine has to be lifted about a foot at the after end and anything that is attached to both engine and chassis will break. (On an M.45R

undo the top of the pressure oil filter and remove as it will hit the underside of the steering box.)

3. Drain and remove the sump. Undo the bolts that hold the timing case to the sump and pull back as far as possible: some will foul the damper but they will have come back far enough to clear the sump. Next undo the bolts that hold the sump to the bell housing. Support the sump and undo all the side bolts. It will probably be stuck so a thin knife should be run round between the sump and crankcase. The sump is located by two long studs at the back end (one on each side) so it must come down level, otherwise the sump will tip and the studs will be bent—or worse. It is heavy (what isn't on a Lagonda), hence the supporting before removing the side bolts. Once the sump is on the ground you will find that it can't be removed because of the oil pump. To overcome this, lift the front of the car and you will then be able to tip it sideways sufficiently to get it clear.
4. Undo the remainder of the bolts/studs on the bell housing and loosen the thing on its seating. Don't try and withdraw it yet.
5. Withdraw all the four engine holding-down bolts and put a long strong screwdriver into each of the two front bolt holes. This will enable the engine

to tip and yet prevent it from sliding back when you lift the back end.

6. Place a suitable shaped piece of wood between No. 5 or 6 journal so that it bridges the sides of the crankcase. (If it is too long it will foul the chassis.) Place the jack under the wood and lift the back end about a foot. The fan will not hit the radiator for the engine will slide forward very slightly (the screwdrivers being there to prevent the engine coming off the bearers) and give sufficient clearance.
7. Get back into the car and draw the bell housing together with the clutch shaft straight back. Then remove the clutch withdrawal race which will be rattling about now!
8. For safety's sake lower the engine back on its bearers, leaving the screwdrivers where they are.
9. Tighten up the clutch adjusting nuts finger tight and then undo all the small bolts round the circumference of the clutch cover plate. The ones behind the clutch adjusting nuts can be removed by getting the flats opposite. Remove the bolts and the cover plate will come away together with the centre plate. I found it advisable to support the former before removing the last bolts because crouched up in the car handling very heavy lumps of ironmongery can be damaging to fingers—even toes—and to the ironmongery if it slips! By tipping the top of the cover plate towards you as it comes away, you will make the centre plate fall into it, so preventing the latter falling on to the floor and possibly damaging it. The flywheel is now before you. It is held to the crankshaft flange by bolts and is slightly recessed to take the flange. Again, support the flywheel, remove the bolts (for future reference, note how they are wired up) and with a firm jerk, lift the flywheel clear. There are two "bites" taken out of the flange and these will leave their mark on the back of the flywheel:

a spot of paint on these marks will help when it comes to re-assembly. (When I say "support" the cover plate and flywheel, I really mean put something immediately underneath so that if they do slip they will not fall more than $\frac{1}{4}$ inch or so.)

10. Turn the cover plate face down on a flat surface and evenly slacken off the adjusting nuts; the pressure plate will come away when the nuts are off the bolts. Once the pressure plate is off, the springs and cups drop out.
11. Check all the bearings: centre of flywheel, withdrawal race and the clutch shaft bearing in the bell housing, and replace where necessary—it's a false economy to make-do. Check the springs, for it is as like as not they are set down. Examine the centre plate for heat cracks and ridging. The latter can usually be ground off professionally if not too bad but better still, get a new one if possible. Check for wear in the splines on the centre plate boss and for wear in the bolts there. Then, whilst the flywheel and pressure plate are being relined (linings by permission of Ivan, naturally) you clean up everything and set about worrying that worthy for the bits and pieces you have decided need replacing "now the car is off the road." The bearings are standard and can be obtained without much trouble.
12. Having got everything ready, start to re-assemble. There is no real difficulty in this except that you are working, for the most part, with your body in a position for which it was not designed. Simply reverse the procedure detailed above. There are only two tricky spots:—
 - (a) Centring the centre plate. Use a round piece of wood the same size as the clutch shaft, push it through the centre of the cover plate, and place the centre plate on that; then offer the resultant to the flywheel: bolt the casing to

the flywheel as tight as possible and take up the adjusting nuts finger tight: then withdraw the piece of wood and use the bell housing and the clutchshaft in its place. A certain amount of juggling and the shaft will find its way through the splines. Once this is done, remove the bell housing again and slacken the adjusting nuts right off so that the centre plate is held in position by the full pressure of the springs. (If, of course, you can acquire a clutchshaft without the appendage of a bell housing the job is simplicity itself.) Once the centre plate is safely in position then ensure that all the cover plate bolts are as tight as you can get them.

- (b) Adjusting the clutch. Before you replace the bell housing ensure that the clutch adjusting nuts are just not bearing on the ends of the toggles. It is a waste of time trying to adjust the clutch until the withdrawal race is in position and the bell housing on, the bottle-screw slacked off and the pedal set into whatever place you like it. The book says that the clutch should be adjusted with a feeler gauge between the toggles and the under side of the adjusting nuts. I say it's not possible! Much better to have the face of the withdrawal race skimmed to remove those three dents caused by innumerable declutching operations, so that you can get an accurate gap between the end of the toggles and the face of the thrust-race when it is set back against the operating levers. It is a simple matter to set the bottle-screw and the pedal position to suit yourself.

I have tried to write this so that the job can be done without the handbook but

obviously it is much better to have a careful look at the clutch diagram before wielding spanner and wrench.

I don't doubt that the purist will exclaim in horror at my methods and at the non-technical language that I have used to try and explain my antics. As to the former, all I can say is that to my certain knowledge it has been followed twice and has worked. As to the latter: well, if owners as ignorant as I of technicalities can follow the operation, then the object of the exercise is achieved.

"FLAT FOOT".

The Green Dragon

AN INN OF UNTOLD ANTIQUITY
STOKE FLEMING DARTMOUTH

**On the glorious South Devon Coast,
near famous Blackpool Sands.**

**A welcome awaits you from
JACK AND JOAN POCOCK
and LUCY THE 2-LITRE LAG.**

Bed and Breakfast only.

Two Furnished Cottages & Holiday Caravan To Let

A Hostelry of Character and Charm

THE KING'S HEAD & EIGHT BELLS

50 Cheyne Walk, Chelsea, S.W.3
overlooking the gardens and river

SNACK BAR EASY PARKING

The Coach & Horses

**AVERY ROW
GROSVENOR STREET
LONDON W.1**

Beers · Spirits · Wines · Snack Buffet

GEARBOX AND REAR AXLE LUBRICATION

(The following Notes have been received from Ivan Forshaw and are applicable to most models up to 1935.)

This lubrication requires very careful attention. Most of these assemblies were originally set up on Castrol R or Speedwell White Ideal; these are vegetable oils, products of the castor oil plant, and **will not mix** with normal mineral oils; to introduce the two together into the same assembly is to invite disaster; there is no doubt that a great deal of damage has been done in this way in the past, by indiscriminate topping up or oil changing, particularly when the work has been left to a garage where the problem is not understood. A change-over from oil of one base to that of another is not as straightforward as it would appear, since good solvents for vegetable oils are difficult to find and normal flushing methods are therefore not sufficiently effective. My advice is that you should identify with care the base of the oil at present in possession, and **continue to use** oil of that base; the only really safe alternative would be to strip the assembly completely, and thoroughly clean all individual parts before setting up again with oil of the base it was then intended to use, and this is not normally practicable. Castor oil is readily identifiable by its distinctive smell and sticky consistency, and by its unfamiliar appearance—almost colourless when new. Castrol R is still available to order, at almost double the price of ordinary mineral oils, and in fact is held in stock at many motor-cycle depots. It is doubtful if it has any advantages or virtues not now

possessed by the modern extra pressure gear oils.

In mineral oils any good brand of gear oil of SAE 90 rating will be suitable for the gearbox, and SAE 140 for the rear axle. Castrol Hi-Press, Shell E.P., Mobiloil E.P., or Esso Expee.

Messrs. Wakefields do, in fact, make what they describe as a Special Flushing Oil for use in evacuating Castrol R, and this should be available to order from any garage. I have no personal knowledge of its effectiveness and would be inclined to discourage its use because of the rubbery and almost varnish-like deposits left by vegetable oils in use over long periods which it would seem impossible for any flushing oil to dispose of. Should it be necessary to use this flushing oil in an emergency or in case of doubt concerning oils now in use, I would without prejudice suggest the following procedure:—

1. Drain the assembly or assemblies after a longish run, when the oil is warm and fluid.
2. Jack up the rear axle, and block it up securely.
3. Fill the assemblies to level with hot flushing oil as above. Run the engine for a few minutes, engaging the gears variously the while. Drain off the flushing oil, and repeat the above procedure if thought advisable.
4. Fill to level with Castrol Hi-press or

other mineral oil of correct rating as above. Drain when hot at 500 miles, and refill with new oil.

GEARBOX AND REAR AXLE OIL CHANGES SHOULD BE MADE CONSCIENTIOUSLY AT 5,000-MILE INTERVALS. IT IS CHEAPER IN THE LONG RUN.

SPARES AND TECHNICAL SECTION

Spares Registrar and Technical Adviser:

IVAN FORSHAW

415 Ringwood Road, Parkstone, Dorset.

Telephone: 3149

Ivan Forshaw writes as follows:—



During the 14 years I have been in charge of this section of the affairs of the Lagonda Club and Register I have watched membership grow from the original dozen to numbers approaching a thousand. I have written approximately 25,000 letters on spares and technical matters of every kind, many of them of great length. Books and papers from my library have travelled all over the world on loan. Innumerable telephone calls have been dealt with, and thousands of thirsting, and thirsty, enthusiasts have been welcome visitors at my house. In the absence of factory backing for the cars the country has been scoured for spares, and nothing which might be of value has been lost which could possibly have been saved. All this has been achieved without costing the Club's funds a single penny beyond postages, stationery, and telephone calls.

It was inevitable that saturation point should eventually be reached in the efforts of one man to provide so many others with such a comprehensive service, and with my own collection of motor cars and a vast conglomeration of Lagonda spares in storage in no fewer than six places in the Poole area the situation threatened to become chaotic. During the past year there has been some resulting confusion in correspondence, with inordinate delays in distribution of instruction manuals, partly because of the difficulty in getting them printed. This is regrettable,

but there is no doubt that the situation is fully appreciated by Club members generally, and particularly by those with experience of running a similar organisation.

A complete reorganisation is therefore in hand. All the spares and all my own peculiar collection of cars are being concentrated in one storage place, and arrangements have been made for skilled help to take care of them. This leaves me free to concentrate on correspondence and to bring matters up to date; members with pressing queries outstanding, or waiting delivery of instruction manuals or items which have been promised on loan, should now remind me briefly of these things. For the future, it is hoped that it will be possible to deal with spares and technical enquiries on a by return of post basis. Instruction manuals will be issued by the Secretariat.

If these cars are to survive in substantial numbers in good condition it has become increasingly plain that for economic reasons, if for no other, owners must themselves be responsible for their repair and maintenance as far as their capacity and facilities will allow, with as much guidance and assistance as the Club can give. There is a pressing demand for more articles of a technical nature in the Club Magazine, and it is proposed that a section should be devoted to this in each issue. Concise descriptions of work done on the car, or of modifications carried out by members, will be welcomed, as also will the addresses of garages which have given competent and economical service. In response to popular demand, as they say, "Spares and Technical Topics" will be resumed, and the availability or source of supply of special spares items published. It is also hoped to reproduce the more important and interesting parts of my collection of Lagonda Catalogues, contemporary road test reports and Press descriptions. And finally the availability of prepared "stock answers" to the more common technical queries will be extended as far as possible, with the intention of speeding up the service and cutting down the amount of writing which is involved.

NEW SPARES

Ivan Forshaw reports that he has the following available:—

For 2 litre

- Engine Gaskets
- Timing Chains
- Engine Valves and Valve Guides
- Valve Springs
- Clutch Linings
- Clutch Steel Driving Plates
- Water Pump Shafts and Bushes
- Valve Spring Compressors
- Road Spring Gaiters
- Steering Joint Gaiters
- Brake Linings
- Fibre Timing Wheels for Magneto Drive.
- Tecalemit grease guns of the type originally supplied by Lagonda

For 16/80 Special Six

- Engine Gaskets
- Timing Chains
- Brake and Clutch Linings
- Engine Valves, Valve Guides and Valve Springs
- Road Spring and Steering Joint Gaiters
- Grease Guns as above

For 3 litre 72 x 75 mm. bore and 3½ litre 80 mm. bore

- Engine Gaskets
- Timing Chains
- Valve Spring Compressors
- Brake and Clutch Linings
- Clutch Steel Driving Plates
- Road Spring and Steering Joint Gaiters
- Grease Guns as above.

For Rapier

- Engine Gaskets
- Timing Chains
- Brake and Clutch Linings

For M45, LG45 and LG6, 4½ litre

- Engine Gaskets
- Timing Chains
- Brake and Clutch Linings

and For M45

- Road Spring Gaiters

For LG6

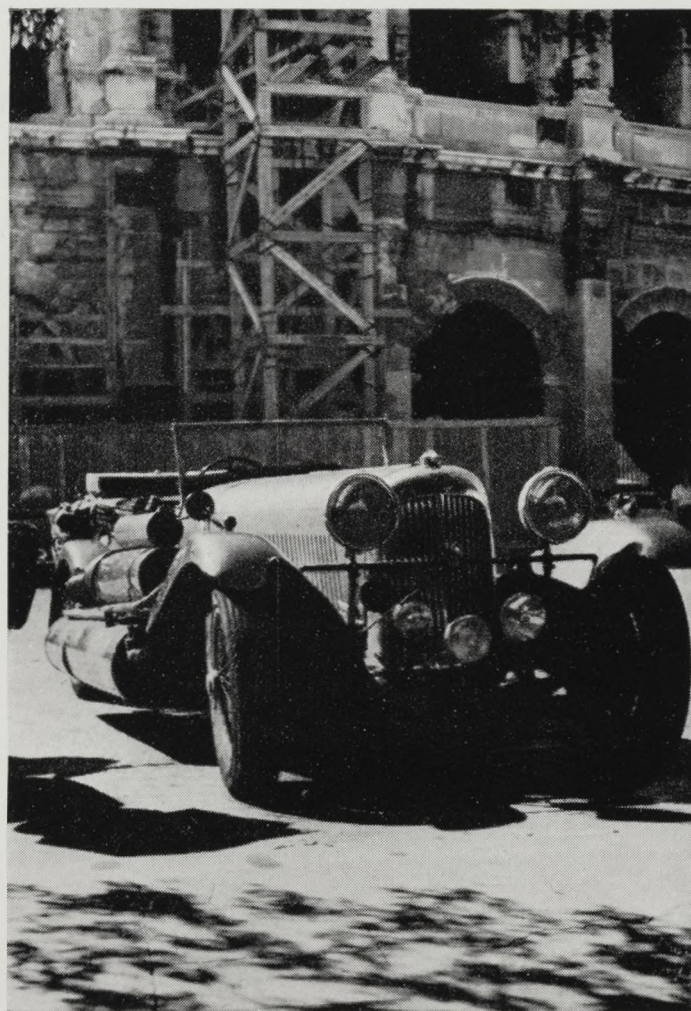
- Drag Link Ends, Track Rod Ends

For V12

- Engine Valves and Valve Guides
- Celoron Fibre Timing Gear Blanks
- Drag Link Ends, Track Rod Ends
- Timing Chains

STEAM-POWERED

“Steam-powered M45 at Nimes, Southern France.” So said the caption sent to the Editor with this photograph. Diesel Lagondas and now steam ones. Arthur Jeddere-Fisher used to talk about fitting his with a stronger elastic but there is no news yet of a clockwork one. Perhaps eventually someone will write an article about that rarity, a petrol-engined Lagonda. Like the man who said he was going to start a London English Rugger Club.



LAGONDA SERVICE

by MAURICE LEO



WE REPAIR AND TUNE ALL
LAGONDA MODELS FROM 11.9s TO
V12s AND DAVID BROWN 3 LITRES

VARIOUS SPARE PARTS AVAILABLE
Including: pistons, gaskets, valves, valve
guides and valve springs. Brake and
clutch linings. Hardy Spicer fabric
couplings for all models. Two Litre
timing wheels and chains. New 2nd
speed Z type gears. Large quantities
of used parts from dismantled cars.
Also some G9 & G10 Gears. Crown
Wheels and Pinions for most Lagondas.
New 5.25×21 tyres and tubes.

MAURICE LEO LTD.

GREGORIES ROAD GARAGE
BEACONSFIELD
BUCKS

Beaconsfield 538

Repair of Wooden-Framed Bodies with Resin Bonding

by G. H. G. Thyer

Materials required (costs are approximate):—

18 oz. Bondaglass resin, 13/6

Bondaglass Catalyst, 2/-

Coarse fibreglass, 5/-

2 oz. cardboard measure—free

Dry sawdust—a tip of about 2/-

A receptacle for mixing (old milk saucepan from wife or mother—but see below)

Rubber gloves, 2/6

A Spatula, 2/-

The Bondaglass catalyst and fibreglass with 2 oz. measure can all be purchased at Messrs. Gamages motor department. The “dry” sawdust can be obtained from a builders. It should be carefully checked to see that it is in fact the sawdust from well-seasoned wood as “wet” sawdust is quite useless. “Wet” sawdust is that which is cut from new and unseasoned wood and still has a resinous content. Therefore do not approach a timber yard where “logging” is the main trade.

Operation

The author was working on a 16/80 saloon with broken front screen pillars and completely devoid of the lower half of the right-hand rear pillar. This saloon is of the semi-fabric variety but it would seem that owners of alloy saloons could remove carefully interior trimmings or fillets or both to reach the wooden frame.

Clean out rotten wood with screwdriver

or like instrument until reasonably hard wood is found. Dig under this if possible. Sweep away dust, etc., with an old dry paint brush. Whilst “digging out” either draw or make a mental note of the contours of the original as the resin substance will have to be moulded to the shape of the original. If after “digging out” nothing substantial is found behind on which to pack the resinous substance, then a shape is best constructed out of a sheet of perforated zinc which may be extended to something solid and gently secured with tacks or panel pins.

Mixing

The quantity depends, naturally, on the size of the job in hand but although bulky in appearance the mixture does not go as far as anticipated. The author found the quantities below reasonably suitable throughout.

3 large handfuls of sawdust;

6 inch square of fibreglass—finely chopped up with a pair of scissors. Here put on rubber gloves. Mix in dry the sawdust and fibreglass. This is all done in the saucepan which will be completely useless for anything else after it has been used for resin bonding. Mixing the resin is as follows: measure out 6 oz. of resin and into each 2 oz. place in 24 drips of catalyst, stirring well. Drips can be obtained by placing a match in the neck of the bottle. The temperature has been assumed to be between 60°—65° F. Drying starts immediately and is completed in about

one hour. The fewer the drips the longer the drying time and *vice versa*. At 70°F. 12 drips dry in 1½ hours and 18 drips dry in 1 hour.

The resin and catalyst having been mixed it should come up to a similar consistency to putty. Mixing is best done by hand (encased in rubber gloves).

Application

Take a palmful of the mixture and start at the uppermost end of the pillar and

pressing up and in work downwards, contouring as one goes. The catalyst will heat and steam but there is no cause for alarm. Allow to dry.

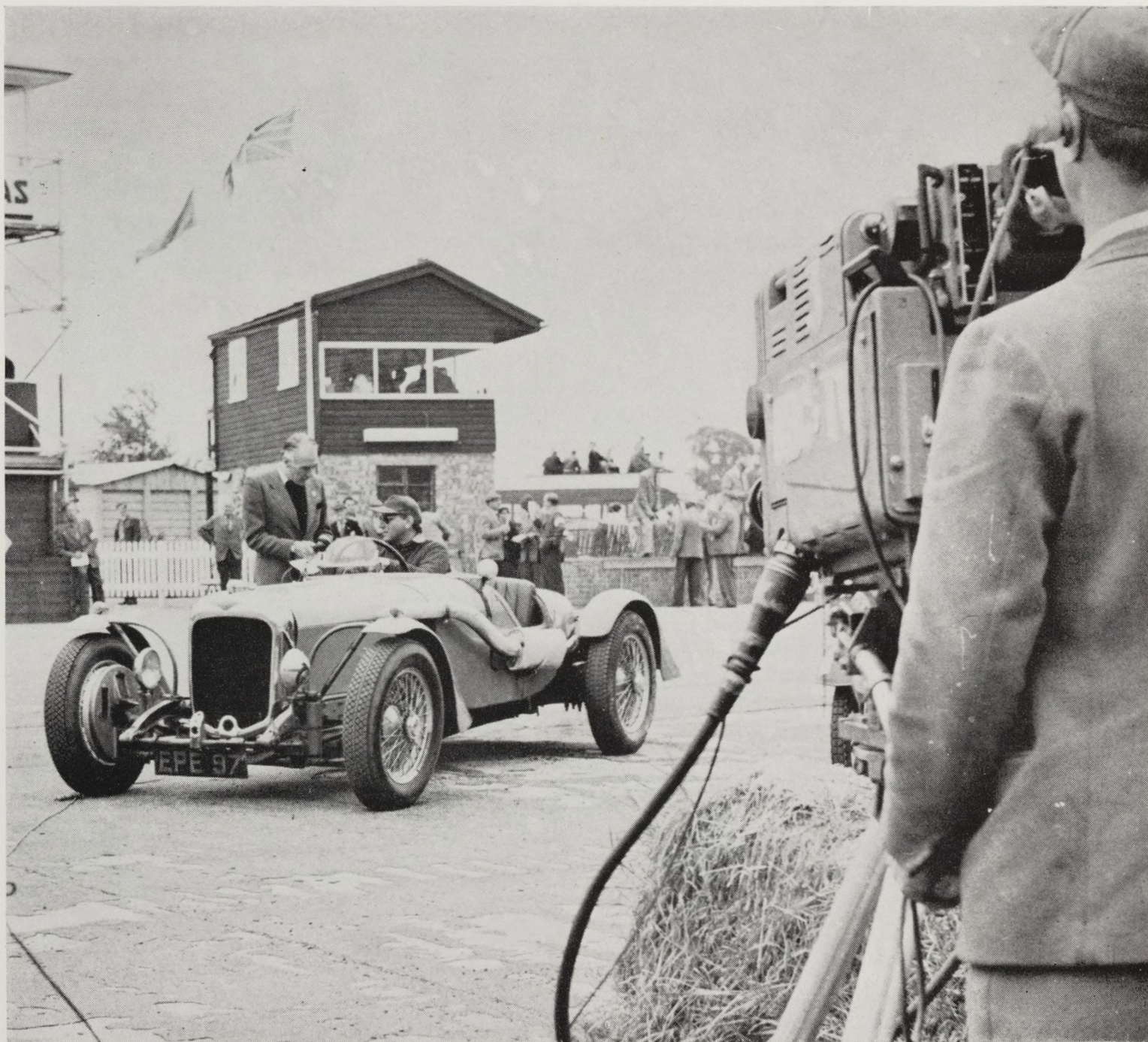
General

The substance can be chiselled and filed. Trimming can be stuck with Copydex (4s.) and screws and nails can be secured. It is best to drill first for screws and in some cases use Rawlplugs.

B.D.C. Jaguar Meeting.

He'll be getting fan mail soon

Photo: Mason



Firle Hill-Climb

September 6

Until this year Lagondas have had to compete with modern sports-racing machinery at the Firle Hill-Climb to which we are always invited by the Bentley Drivers' Club. Our hosts listened sympathetically to a suggestion for a Lagonda or Vintage handicap class and there were some "new" competitors as a result. Holidays took their toll of entries. Among habitués we missed Bill Michael and Mike Wilby, James Crocker (engine work in progress), and Harry Gostling (trying to fix his coolant pump).

Sunday's dawn looked promising for a run down through some of the best country in Southern England. By breakfast-time the sun was really hot and not a cloud in sight. We found the "Paddock" had been enlarged by bulldozing and though rather rough provided a much better parking area than the dusty approach lane. The surface of the hill had received attention too, with fresh tarmac where previously it was cracking up. We heard that Alan Bayley had been struggling with his Rapier timing chain the day before until it seemed hopeless to try to complete the work in time.

The list of starters now read:—

D. D. Overy	LG45R	Scratch
G. H. G. Thyer	M45R	5.36 secs.
R. N. Martineau	M45	5.50 „
Mrs. Martineau	M45	6.52 „
R. P. F. Hare	LG45 Coupe	7.86 „
A. E. Barnett	Rapier	10.40 „
R. B. O'Beirne	16/80	11.60 „
J. C. Woollard	2 litre	15.84 „

In other classes were our late respected Chairman in a Riley, "Toger" White in an Austin-Healey, Peter Hunt in a Dellow and the "Scarlet Woman".

After first practice runs it looked as though Arthur Barnett was well in the running for the handicap prize, but then the Martineaus started climbing faster than we have seen an M45 before. Ray O'Beirne had something come loose in a magneto which was disappointing for him and for us because we wanted to see how a decently kept 16/80 would get on. James Woollard ascended at a gentlemanly pace (out of regard for his expensively renovated wings?) but got near his handicap later on. Graham Thyer, with a wheel kindly lent by the Martineaus, was finding the M45R slow off the mark.

Bob Wright was first into the "George", Alfriston for "lunch" with other thirsty club members. Certainly the competitors showed great anxiety to finish off practice as 12 noon came nearer. Returning, we found the spectators' car park filling rapidly and Donald much pre-occupied with his favourite recipe for a hot day—a bottle of claret.

Timed runs during the afternoon were generally a little slower than in morning practice. It was a lot hotter so technical types will probably murmur something about Charles' Law and aspirated air density. Those who recorded faster climbs clearly had not been trying previously. Donald, the scratchman, with 15 in. wheels at the back for this event, left the line with some wheelspin and the "Scarlet Woman's" distinctive crackle—time 35.46. On his

second run he reduced this to 34.99, 1/5 second slower than in the morning but still quite near his best previous time.

The family were out to watch Martineau Mama and Papa. They responded with 37.41 (Papa), 37.40 (Mama) for first runs. Papa improved to 37.04 and Mama went to starting line. Alas, she faltered momentarily to record 38.02. None the less they were all exceedingly good times for a standard M45 tourer. Mrs. Martineau had a second in hand for the handicap so that was that. It cost someone a bottle of bubbly.

Arthur Barnett went up in 42.91, easily the fastest Rapier time for the hill as far as we know and he had been $\frac{1}{2}$ second quicker earlier in the day! Richard Hare got his LG45 Drophead up first in 41.21, then 40.43 by trying a bit harder—a full second improvement on previous years. He says the high second gear in G10 boxes is all right for tourers but too much for the heavier type of coachwork. James Woollard was reducing his time by 3 seconds at each attempt. Had there been a few more runs

after his 53.04 run he must have surely won on handicap. Poor Graham Thyer was rather harshly treated by the handicappers who had not seen his latest acquisition. It turned out to be a large M45R saloon needing some attention, he admits, to get it going really well.

In other classes Bob showed 36.25 with the Riley One Point Five, "Toger", Austin-Healey, a most creditable 31.81, Peter Hunt 34.75 by Dellow or 32.85, a stirring ascent, in the "Scarlet Woman".

Handicap Results:—

1. Mrs. Martineau	30.88 nett
2. R. N. Martineau	31.54 „
3. A. E. Barnett	32.51 „
4. R. P. F. Hare	32.57 „
5. D. D. Overy	34.99 „
6. J. C. Woollard	37.20 „
7. G. H. G. Thyer	48.52 „

It was a most enjoyable day with more spectators than ever on the hill slopes. If you go next time and return towards London in the early evening take a map to avoid the traffic at Uckfield.

Specialist work at prices you can afford

H & B MOTORS

(REDHILL) LTD.

P. A. Hunt

SPECIALISTS FOR
LAGONDA and BENTLEY

Oakdene Road, Lower Bridge Road, Redhill, Surrey

Map Ref. : 170 / 276503 $\frac{1}{2}$

Phone : Redhill 3642

THREE-LITRE SELECTA SPECIAL

The 3 litre Selecta Special is considered something of a bogey, at least in respect of the gearbox, but the writer has been running one of these cars for some seven years with very little maintenance and strangely enough very little trouble.

Replacements cover a push rod (shed at 4,500 r.p.m.), new clutch plate (necessary owing to lack of understanding of the required lubrication), batteries and Bendix Springs, and of course transmission fabric disc. This list would have been much longer but for the help of our genial spares registrar and technical adviser to whom thanks are due. Mileage must be fairly high as 200 to 300 miles per week were covered for the first couple of years, but the car is mainly used now for holidays (Devon, Cornwall, Scotland), usual week-end shopping and visiting remotely domiciled relatives.

Regarding the Maybach gearbox, this certainly takes a little bit of mastering but no major trouble has been experienced. Changes are slower when cold than the modern synchromesh box but the versatility and pulling power of the engine offsets most of this and even when the tube to the induction had a two-inch slit in it, the gearbox still functioned albeit a little slower than usual. The major point to bear in mind is that changes cannot be made while power is being transmitted either way, otherwise the dog clutches will neither engage nor disengage but it soon becomes second nature to allow for this as it does on an ordinary gearbox; no one would attempt

to change gear while accelerating anyway. In passing, it should be mentioned that the writer has a strong suspicion that mineral and vegetable oils have been mixed at some time and there is consequently a certain gumminess when cold at least. When warm, changes are all that can be desired, but the mass of this rather large piece of machinery takes some time to warm up.

Otherwise this car has given long and honourable service. Consumption has been 25 m.p.g. but this is unusual; an overall figure is approximately 19/20 m.p.g.

In conclusion, after seven years' hard wear mostly as a family hack but including two years' use for "business and pleasure purposes", one can still hand the usual praise to this rather remarkable vehicle which gets the minimum of maintenance and is used as a bathing hut, picnic chalet and sometimes as a perambulating dormitory for three small boys. Average speeds are good even by modern standards.

There has not been a decoke in seven years, oil changes are generally overdue when made and considerable curiosity and speculation without result has been made into the problem of what makes the radiator shutters work, so far without result; they just work and that's it.

The old car is looking a bit tatty and rear wheel arches could do with some bracing. This is due to two winters spent in the open. The roof leaks and it's too big to park in town among the tiddlers, but there it is and like the poor it seems it will be always with us.

BABY WARD NAPPY SERVICE



— Nappies

We offer to our **PRIVATE CUSTOMERS** the same service as we provide under contract for the maternity wards of the principal London Hospitals.

- Hygienic
- Laundered in pure soap and softened water
- No bleaching agents used
- Delivered every other day sweet, soft and spotless

*Write or telephone today,
and get the service on its way*

Leaflets and full details on request :—

BABY WARD LAUNDRY SERVICE LIMITED

169, Millbank, London, S.W.1

VICtoria 6776

THE 1959 A.G.M.

After the proposed meeting place, the Bell House at Beaconsfield, had been destroyed by fire only a short while before, Messrs. Gostling and Overy had to do some rapid work to arrange for the Annual General Meeting to be held instead at the Red Lion, Hatfield.

It was more like summer than autumn and, no doubt encouraged by this wonderful weather, there was a good turn-out of cars. I counted 68 Lagondas, 3 Lagonda Specials, 14 other makes, 9 beards and 2 unshaven faces. Of the Lagondas, there were:—

11.9 ...	...	...	1
Rapiers	...	...	4
2 litres	...	...	21
16/80s	...	...	3
3 litres	...	...	5
3½ litres	...	...	2
M45s ...	...	...	11
LG45s	...	...	12
LG6s ...	...	...	4
2.6DBs	...	...	3
2.9DBs	...	...	2

(Yes. It does add up right.—Ed.)

Out of this total, 28 cars were entered for the Concours d'Elegance and they seemed to be in better condition than ever. There was a good showing of 4½s, 9 of them LG45s. The next largest group in the Concours consisted of the 5 2 litres, but not one low-chassis among them.

There was the usual activity around the cars. It is nice to see someone else's and amongst the familiar cars were sprinkled some "new" ones, Peter Densham's M45, a glass-fibre bodied 3 litre, a DB2.6 with a Siddeley Special body (!) and Henry Coates'

recently completed 4½ Special without wind-screen glass. This had disintegrated while passing an R.A.F. station on the way down from the North. Henry is *fairly* sure that it was not he who went through the sound barrier.

About half an hour after the arranged time for the meeting, members were persuaded to go inside where, this year in contrast to others, there was room for everybody to sit down.

Our Chairman, James Crocker, opened the meeting, welcoming Peter Densham, James Whitehead from Australia, Bert Hammond of the old Lagonda Company, and all the members of the Club who had come to the new venue at short notice.

Mike Wilby, giving the Secretariat's report, said that the membership stood at about 800, the magic 1,000 still eluding us. While new members kept coming along, there was a continual wastage which just about matched the intake. The Secretariat and the Committee had done a lot of work on behalf of the members during the year and tried to make the Club run smoothly. It was disappointing that more members had not supported the various sporting events that had been arranged for them although the social events were well attended and the dinner-dance was at capacity. The Magazine Sub-Committee had changed when Mr. Taylor could no longer carry on and now included Ann Stratton and Tony May. A News Letter would continue to appear between issues. There was a fully varied programme for the coming year and the Committee hoped that it would be liked but

if not would members please let the Committee know. Mike added that it would be a great help if members would print their names and give their membership numbers when writing to the Club. He finished by stressing that more support was needed in the various events if the Club's name was to continue to mean anything.

Competition Secretary Richard Hare said how disappointing was the lack of entries and added that only by joining in events could members get to know each other. He emphasised that all Club competitions and all invitation events were suitable for all Lagondas. A card would be sent out in the Magazine asking what types of event members were interested in and only those who completed and returned this card would receive regulations.

Ivan Forshaw in his own very special style then gave us a review of his year's work, saying that he was reaching the 4,000 letter mark. He related how he was able to get his own back on members who frightened him with drives in their cars and went on to stress how important it was that members themselves should do as much work as possible on their cars. If the car was taken to just any garage for a major overhaul the resulting bill might well be out of all proportion to the value of the car. (His remarks were not, of course, meant to refer to a specialist repair firms!)

The Chairman then introduced Mr. James Whitehead who told us about Lagondas and Aston Martins in Australia. There are about 40, the majority being Astons, but with great distances between owners it was difficult to raise enthusiasm. However, there were about 20 at the inaugural meeting just before he left for England and he said that they hoped to get everyone "in", adding that as the Club held the only spares it might not be so difficult.

The work of the past year was evidently appreciated (or perhaps members wanted to keep clear of the hard work) as James Crocker was re-elected Chairman and the complete Committee was returned. Capt. A. J. Loch was proposed by Mr. Taylor as a

member of the Committee and seconded by Mr. Branson.

Once more back in the Chair, James gave us his Chairman's Report, emphasising once again how disappointing it was to put a lot of hard work into organising events only to get a poor turn-out. He said that to try and encourage people he and Bill Michael were going to put up cash prizes for the first four new entrants to finish the Eastbourne Rally driving Lagondas on condition that a minimum of six people entered this Rally from the Club for the first time.

Thanking Mr. Gostling and Mr. Overy for having re-arranged the meeting at such short notice, he then asked Mr. Whitehead and Mr. Walker to give the results of the Concours. They said that they had had great difficulty in deciding the winners as the standard of the better cars was so high. However, their eventual conclusions were as follows:—

Class 1 (previous winners)

1st G. A. Seaton, 1930 3 litre

2nd R. P. F. Hare, 1937 LG45

Class 2 (cars not previously having won an award)

1st L. S. Michael, 1922 11.9

2nd Mrs. A. Stevens, 1938 LG6

There were the traditional small awards to members for various achievements. This year they were for the member who came furthest (E. J. Whitehead from Australia), the member who had owned his present Lagonda longest (J. H. R. Paston-Green), the youngest owner-driver (R. Grindell) and for the car made from the largest mixture of parts from various Lagonda models (needless to say, D. H. Coates).

The meeting was then thrown open to discussion and for a change there were even some brave souls who spoke from the floor. Mr. Colquhoun said how much it would be appreciated if more technical articles were to appear in the Magazine. It was pointed out that to publish them it was necessary first that someone should write them and members who had done a particular job which they thought would be of interest to others were invited to send

an article about it to the Editor who would be very pleased to receive it. (N.B.—This is *not* a report of a meeting of any other Old Lags Club.—Ed.) Mr. R. C. Montagu asked the Committee to remember the disadvantages of larger models in driving tests, especially if the result of a road rally were to depend on such tests and the Committee said they would bear this in mind.

This brought the meeting to a close and ended what had been a most pleasant A.G.M.

ASIDES

Ivan Forshaw mentioned that Peter Denham coined the word "Register" when

founding the 2 litre Register. Since then it has become commonplace.

The judges of the Concours commented again afterwards on the fine condition of the cars and Jim Whitehead said that one thing which impressed him was that the nut and bolt heads showed no signs of scruffing from wrong-sized spanners or worse—pipe wrenches.

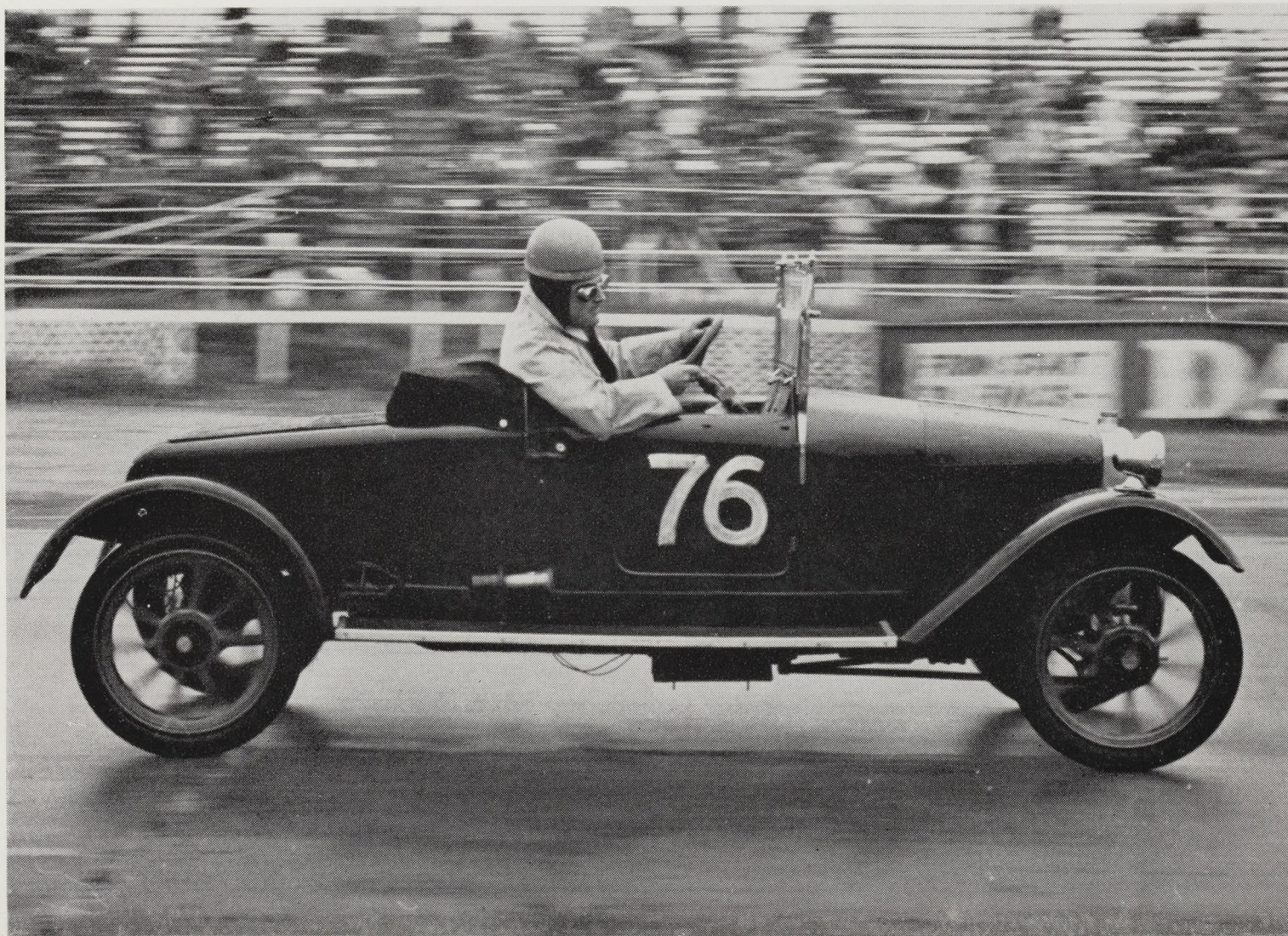
Any suggestions for the venue of next year's meeting will be welcome. Requirements: north or west of London, preferably not more than about 30 miles. Large car park and large room for the meeting.

R. H. P.

B.D.C. Jaguar Meeting.

Photo: Mason.

'Some say it's cruel. Maurice Leo at speed pressing Billy Michael's 11.9'.



For Lag Hags Only

or

Praising With Faint Damns

I suppose these Lagondas are quick, nice cars, on the whole, really. . . . I don't know though. . . . Anyway I quite like ours. And don't you think that somehow going somewhere in any other car is a little dull? One doesn't get that same feeling of relief when the journey's over. (I think they call it a sense of achievement, and quite rightly so, when you think of the obstacles to be overcome.)

There's something exciting about setting off on a long ride (getting up while it's still dark and thundering through the chilly dawn along the Fosse Way to Cornwall, perhaps?), and somehow I always remember every detail of trips in the 4½ long after I've forgotten trips in ordinary cars. I suppose it's the delicious uncertainty of the whole thing.

I remember we once had a dear little Morris Minor. It smelt nice and new inside but it really wasn't much fun and I was so bored that I felt that I ought to adopt some useful hobby for the long hours of tedium when we were going from A to B in it. So for the only time in my life I took up knitting. I knitted 5½ inches of an incredibly complicated Isle of Aran pattern, which made a

very good facecloth when we sold the Morris soon afterwards.

Anyway, as I said, going anywhere in these Lagondas is quite fun and there does seem to be something about them that makes Lagonda owners keep them once they've got them, cheerfully sacrificing girl-friends, wives, children and regular meals and a decent standard of living to that end if necessary.

That is why you never see in the Wanted Ads. in this magazine that perfidious and poisonous little paragraph that rather makes me see red: "Very fast open two-seater . . . lovingly maintained during years of freedom, must regretfully be sold, reason—approaching matrimony." Or the hearty approach: "New girl-friend's new hair-do compels sale open . . . v. nippy." No, the Lagonda owner is much too strong-minded a person ever to find himself in this dilemma.

I sometimes wonder whether the man who writes this kind of ad. hasn't already decided the car's too fast and draughty anyway—like someone I know, who with the advance of middle-age, has bought a (supplementary) heated saloon "because the wife finds she can't stand the cold so well these days." A quite new and rather touching solicitude? Or transparent hypocrisy? Which?



Handicappers' dream of a finish !

Photo : B. Maynard.

Gently Into Autumn

Silverstone, not the prettiest of circuits, looked almost beautiful as, bathed in later summer sunshine, it bade a fond farewell to Lagondas for 1959 on the 26th September.

For the first and last time this year at our races all was warm and golden with sunlight as a small gathering of Lagondas slipped quietly out of the paddock gate to line up for our seven-lap handicap. Although many familiar motor cars were not taking part the entry was varied and of course of high quality and in a meeting dominated by Jaguars with help from the joint hosts, the Bentley Drivers' Club, to preserve the "tone" with the right sort of motor car.

Enjoying the doubtful honour of being on scratch was Donald Overy with the "Scarlet Woman" giving Bryn Edwards and his nicely-turned-out M.45 45 seconds,

Arthur Barnett and his Rapier a mere 1 min. 25 secs. (what has poor Arthur done to upset the handicapper?), the Hon. Comp. Secretary and his oh! so tidy LG45 drop-head 1 min. 30 secs., Charles Green and the quickest 2 litre of all 1 lap and 15 secs. (who said not enough?), James Crocker and yards of 3½ litre Saloon, and Harry Gostling and his Continental 1 lap and 40 secs., and James Woollard and his high chassis 2 litre 1 lap and 55 secs. Tony Loch and his M.45 should also have been here somewhere but as the car wasn't as fit as it might be Tony came for tea instead.

Of course, with the credit lap system the limit man does not start first, which causes some confusion all round, and it was in fact Richard Hare who was first flagged away with poor Arthur off shortly afterwards on the hopeless task of trying to catch him. Away

went Woollard almost at once being overtaken by Edwards who was of course giving him just over a lap start, then the "Duchess" and the Continental, and in spite of its size the 3½ quickly pulled away from the 2 litre. What was Harry going to do about that? Off went Charles and then the scratch man, and so the race was on.

First time round the "Duchess" was proudly in front of Harry but on the second lap the 2 litre had worked itself up into a fair old state of anger and hanging on that much longer on the run into Woodcote he slipped by amid rousing cheers of all who were watching the battle with interest. Arthur, using all the grass at Woodcote and most of the road outside the markers at Becketts, was doing all he could to cling to the 4½ but lap by lap dropped further behind until there was nothing more he could do.

Four laps gone and still James Woollard motored smartly and neatly round in the lead followed by Gostling and Crocker, now being pressed somewhat hard by the

flying Green who, if he wasn't going to win was going to show that a lap time of 1 min. 45 secs. wasn't impossible for a standard (?) 2 litre.

Almost without notice our boy from Wales was creeping nearer and nearer to the slower cars and although out on his own with hardly a car in sight the Scarlet Woman was striving to get within striking distance. With 6 laps gone Harry had got to the head of the queue and Charles Green was alongside the high chassis car. They can't have looked behind them? for as they fled up towards Becketts first Richard and then Bryn went by.

Over the brow of the hill for the last time it was still the Continental but before you could say "long chassis V.12 sedanca de ville" Edwards was through into Woodcote first and over the line. A well deserved win by a long travelling enthusiast in his first Lagonda season. Gostling not to be outdone held off Richard Hare to gain second place and the ever-pressing Green was in fourth place with Woollard almost in tow. Donald

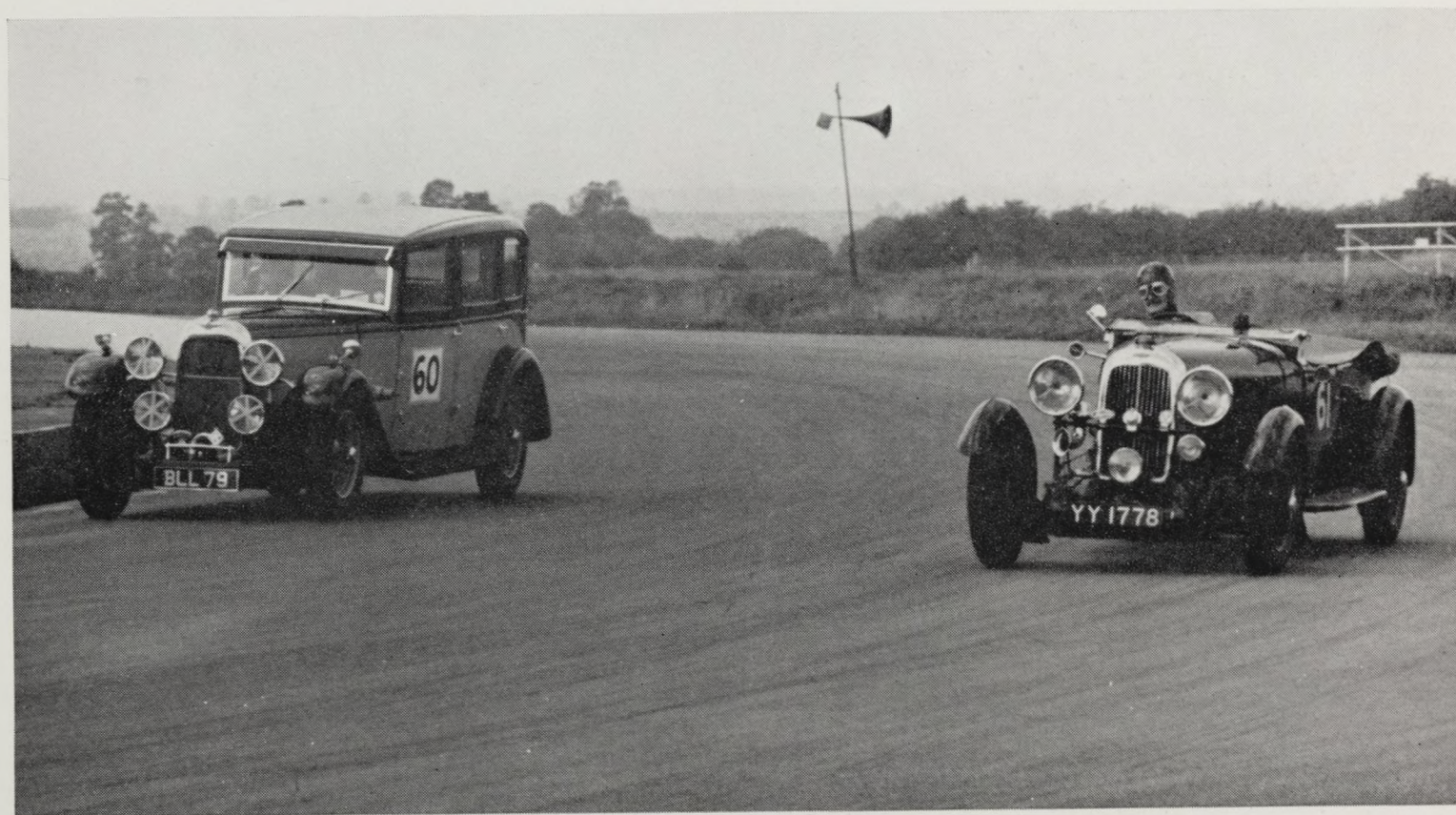


Photo: By kind permission of Charles Dunn.
James Crocker in the Duchess being given a respectfully wide berth by Harry Gostling.

was alongside and with ease and grace James, after a very sporting and spirited drive, brought up the rear with the Rapier holding the train. Arthur didn't really want to be last in spite of what the handicappers thought and while no one was looking passed our Jim in the middle of Woodcote!

So with everyone enjoying the "dice" on a warm sunny day all that remained of the 1959 racing season was to repair to the

beer tent and talk it over and think of ways of going faster next year.

Many thanks for the hardy few who have entered at these Silverstone meetings this year and so kept the name Lagonda so proudly displayed, and thanks too to B.D.C. and J.D.C. for giving us once more a race of our own.

To show where races are won and lost all lap times are given below.

"FLAREPATH".

Edwards ...	...	1' 45.4"	1' 34.6"	1' 34"	1' 33.6"	1' 33"	1' 35.4"	1' 32.4"
*Gostling	...	2' 10"	1' 52.2"	1' 48.8"	1' 47.4"	1' 47.6"	1' 47.2"	
Hare ...	...	1' 49.2"	1' 43"	1' 41.6"	1' 43.2"	1' 42.2"	1' 41.6"	1' 40.4"
*Green ...	...	1' 55.2"	1' 47.2"	1' 46"	1' 47"	1' 45.4"	1' 47.8"	
*Woollard...	...	2' 06.2"	1' 53.8"	1' 54.6"	1' 53.4"	1' 52"	1' 51.8"	
Overy ...	...	1' 38.4"	1' 31.6"	1' 29.8"	1' 30.2"	1' 29.6"	1' 29"	1' 28.8"
Barnett ...	...	1' 53.6"	1' 44.4"	1' 43.4"	1' 44"	1' 45"	1' 44.8"	1' 42.8"
*Crocker ...	...	2' 04"	1' 55.2"	1' 53"	1' 51.8"	1' 53.2"	1' 57.8"	

* Only required to do 6 laps.



No prizes for recognising all the club personalities in this one !

Photo : Mason

SEPTEMBER SOCIAL

This event should be sub-titled "Wilby's Wiles". Mike Wilby has for many years now turned his fertile mind to this item in the Club's calendar thus giving us a pleasant afternoon's competitive motoring in its gentlest form. He always manages to produce some idea or new twist. For the novice, the Social is a useful starting point, a quiet initiation into the mysteries of rallying: for the "experts", as good a way of filling in the gap between opening times as any. It provides an opportunity for introducing some innocent to the navigator's seat which is most necessary, navigators being in short supply. "Experts" can also be reminded that even in the simplest event, concentration is vital and the blasé will soon come a cropper.

Competitors met together at the White Lion, Nr. Cryers Hill on the High Wycombe-Great Missenden Road. This is a charming "pub" with good beer and cold snacks and deserves a visit at any time. The rather small car park was soon filled with Lagondas of all shapes and sizes. Besley and Walshe were there in their 14/60s, Charles Green as usual in his 2 litre together with Poulton, White, Hudson and Heslop also in 2's. Henry Coates displayed encouraging keenness by attending all the way from the North in his 4½. Jim Whitehead from Australia was having his first taste of rallying in this country. He was in his DB 3 litre, a considerable contrast to Metcalfe's 3 litre. The Rapier clan was represented by Branson and Scates whilst the Chairman had brought the "Duchess" along, his vast 3½ litre saloon. Regulars Tony Loch, Denis Stratton and Donald Overy were on parade as usual.

Other gentlemen attended in other makes of vehicle!

The event this year involved "boxing off" two areas on the maps of about 16-18 square miles each, and then visiting all the inns marked as such. These could be visited in any order but the shortest route was called for. Unfortunately the Director-General of Ordnance Survey had played a rather underhand trick by recently issuing a new edition of the O.S. sheet in question. Thereon most "Inns" had either become "P.H's" or had ceased (apparently) to exist at all. Mike Wilby was surrounded by bleating navigators and pacified them all in his imperturbable manner. At last everyone set off for the first area centred on Hampden House (where the Ship Money gentleman lived, don't you know. If you do not know, ask that son who is still at school!) The route took competitors through Prestwood, Hampden Row, Speen and up to Princes Risborough. There was a slight hitch at Prestwood where the sign had been removed from the inn!

The second area lay to the north-east round and about Tring. At Cholesbury, the Inn sign bore a picture of a somewhat nondescript dog but no confirmatory name was printed up. An elderly gentleman, digging in his front garden next door to the "pub" and enjoying the afternoon sun, was the obvious source of local information on the point. Whilst he parted with the knowledge that "that there" was "The Greyhound" to your correspondent in a reserved but in no way hostile manner, later arrivals received less courteous treatment. Between the last two points there was shown

on the map an inviting "white" minor road which would clearly have saved quite a few miles. Nobody seemed to have had the courage to try it, however. Some of the more ardent competitors with time in hand did leave their cars at a central point and visit some of the inns on foot thus saving car if not foot mileage. Charles Green and Richard Hare could be seen thus enjoying an afternoon hike.

The finish was at the Royal Hotel by Tring Station where tea was available. The results were worked out and showed a close finish, namely:—

Winner

A. W. MAY (Morris) 1,610

Runners-up

J. SCATES (Rapier)
G. W. POULTON (2 litre) } 1,600
R. GREENWAY (V.W.)

If you did not have the pleasure of trying this year's Social, do so next time, if for no better reason than giving support to the organisation. Even a simple event like this involves a great deal of preparation.

CHROMIUM PLATING

OF ALL TYPES OF
CAR EQUIPMENT & ACCESSORIES

★
Vintage Car Work
our Speciality
★

24-Hour Service for Re-silver Plating Reflectors

★
Damaged parts repaired prior to plating,
if requested

MURRIVAN LTD.

99 Tamworth Road
West Croydon · Surrey

CRO 4709

Collection and Delivery by our own Transport



FROM THE NORTH

**SOCIAL MEETING AT NOSTELL PRIORY
NEAR WAKEFIELD**

This summer has been superb for open cars and outdoor pursuits and Sunday, 30th August, was no exception—30 to 40 people turned up in 15 Lagondas and 3 Bentleys. The 4½'s outnumbered the rest and came in many forms from the very interesting spartan M.45 team car to Naylor's long wheelbase LG45 Saloon and Smith's very pretty LG45 drophead. A number of 14/60's were present and much admired but it was sad to see not one single 2 litre. The cars were lined up on the grass to the right of the house, which provided a fine setting. The original Priory was dedicated early in the twelfth century but the present house was built in the eighteenth century and includes some fine Adam work as well as being famous for its collection of Chippendale furniture. A specially organised party was shown over the house, thus proving that members are interested in other venerable things as well as motor cars.

LETTERS TO THE EDITOR

26 Bryanston Square,
London, W.1.
August 4, 1959.

Dear Sir,

You were kind enough to publish a report of my victory in the POMEROY TROPHY this year driving a 1936 4½ litre team car.

I would very much like to pay tribute to the contribution of Mike Wilby to this success, which is rather understated in your report.

It was impossible to win the POMEROY without a perfectly clean sheet on the road. I had very little in hand over Sam Clutton and he could be relied upon to lose no marks in this section, as later proved to be the case.

The Road Section took place in driving rain which was continuous and heavy for three hours. We had no hood, no side-screens, no windscreen wipers, no speedometer—(N.B. The Clubs should perhaps consider providing Free Legal Defence for its members.—Ed.)—no mileage recorder and a two-seater cockpit too small to permit a map to be even half opened. If you can imagine the difficulties of navigating under such conditions when one had to keep accurately to a set average speed throughout, with secret checks, you can have some idea of the difficulties Mike Wilby had to surmount.

In spite of these circumstances, which would drive an average navigator up the pole, he did not make a single error and never uttered a word of complaint even when a gusty crosswind almost tore the tattered map out of his hands.

With our rain-soaked maps, a Roamer, Stopwatch and a great deal of mental arithmetic, Mike got us round spot-on, where some fully-equipped saloons with Haldas and navigator's tables dropped points.

I cannot speak too highly of Mike's performance and I feel that other members of the Club should know these facts.

Yours faithfully,

BILLY MICHAEL.

Dear Sir,

October 24, 1959

In February of this year this club tried (Metropolitan Police Motor Club) an experiment, in the form of an event called "The Crow's Feet Rally". Nobody, least of all myself and Brian Royston who were responsible for it, would deny that it suffered from some very serious defects which tended to detract from the enjoyment that might otherwise have been the lot of those who paid a considerable amount of cash for the pleasure of being experimented on!

Seriously, however, we do believe that the idea was a good one and because of that fact we are going to put it on again in 1960. A very thorough post mortem will ensure, I trust, that the major defects of this year's effort will not be repeated.

The navigation will be just as detailed for we believe that most of those who supported us last time would want it that way, but the other hazards will go. The time allowed will have to be the same but the distance will be reduced for there is no doubt that last time's winner had to do some very rapid motoring. There will be a gimmik. The 8 figure M.R. as an answer was a flop, but I believe that a different twist is still appreciated by the enthusiast, even if the pot-hunter finds his nose out of joint!

So on February 27th, 1960, the Second "Crow's Feet Rally" will take place, from the Warren, Hayes, Kent, and make its way between the black spots on map 171, and back again. I sincerely hope that the "Second Best Car in the World" will be well represented, for with that impartiality for which my kind is famous, I could not bear to see the premier award go to the "other club" again!!

Yours sincerely,

R. C. MONTAGU,
Hon. Secretary M.P.M.C.
Member Lagonda Club.

Dear Sir,

We all know that you are a bachelor and we all know that you have a reputation for bringing a different girl to every meeting, each more charming than the last. But that is no reason to be dog-in-the-mangerish over "The Thing" on page 25 of the Autumn Number of The Lagonda!

Yours hopefully,

ANOTHER BACHELOR.

The Editor replies as follows:—

Dear Another Bachelor,

If you think that this is a sort of editorial perk you are welcome to take over the job, when you will rapidly discover that unfortunately it is not. Meanwhile I feel that your letter should be published as a warning to married members with families to "Loch Up Your Daughters".

FOR SALE AND WANTED

LAGONDA 1935. $3\frac{1}{2}$ litre special bodied tourer. Cycle-type mudguards, P.100 lamps, folding windscreen. In really excellent condition throughout. Light body, potent engine. 20 m.p.g. £200 o.n.o. Write for photos. Moxham, 151 Westend Road, Southampton.

1934 3 LITRE Saloon. I have carried out extensive renovations including a new fabric top (black), new headlining, respray (racing green) and all new chrome. 4 excellent tyres. Extras with the car include 3 serviceable spares, grease gun, and an extra re-chromed re-silvered P.100. £195.0.0. I. G. H. Harvey, "Crestholm", Hill House Avenue, Stanmore, Middlesex. Telephone; Grimesdyke 1607.

BLOWN 2-LITRE with some spares. £250, or exchange for good Rapier not D.H.C. Page, 8 Glenhaven Avenue, Urmston, Manchester.

TYPE Z3SW24P 3 litre sports Saloon. Substantial engine and coachwork restoration, bore sleeved to standard, valve seats, brake

drums relined original P.100's with mangin reflectors, original Lagonda Club badge. In good order but oil failure has caused loss of white metal. Modest offer only required in cash or kind to: S. J. Richardson, 16 Selbourne Avenue, New Haw, Weybridge, Surrey.

1934 3 LITRE—Black pillarless Saloon. Excellent condition, new tyres, batteries, many spares. R. Siggins, 3, Abercromby Crescent, Calderwood, East Kilbride, Lanarks.

LAGONDA 16/80 Saloon, 1934, in good condition. £125.0.0. Owner has purchased Rapide Saloon. Spare radiator, cowl, and 3 good tyres. Apply G. Thyer, 28 Rayland's Farm, Jackrell's Lane, Southwater, Horsham, Sussex.

WANTED. For a Type 8 Gearbox Third Gear, EITHER a mainshaft non-overlapping type, OR a lay-shaft overlapping type, cog. Montagu, Flat 4, 8 Crystal Palace Park Road, S.E.26.

**for
WELDING
of every
description**

including aluminium

**HULTON
EQUIPMENT CO., LTD.**

LIND ROAD, SUTTON, SURREY

VIGilant 3116

TWENTY YEARS AGO

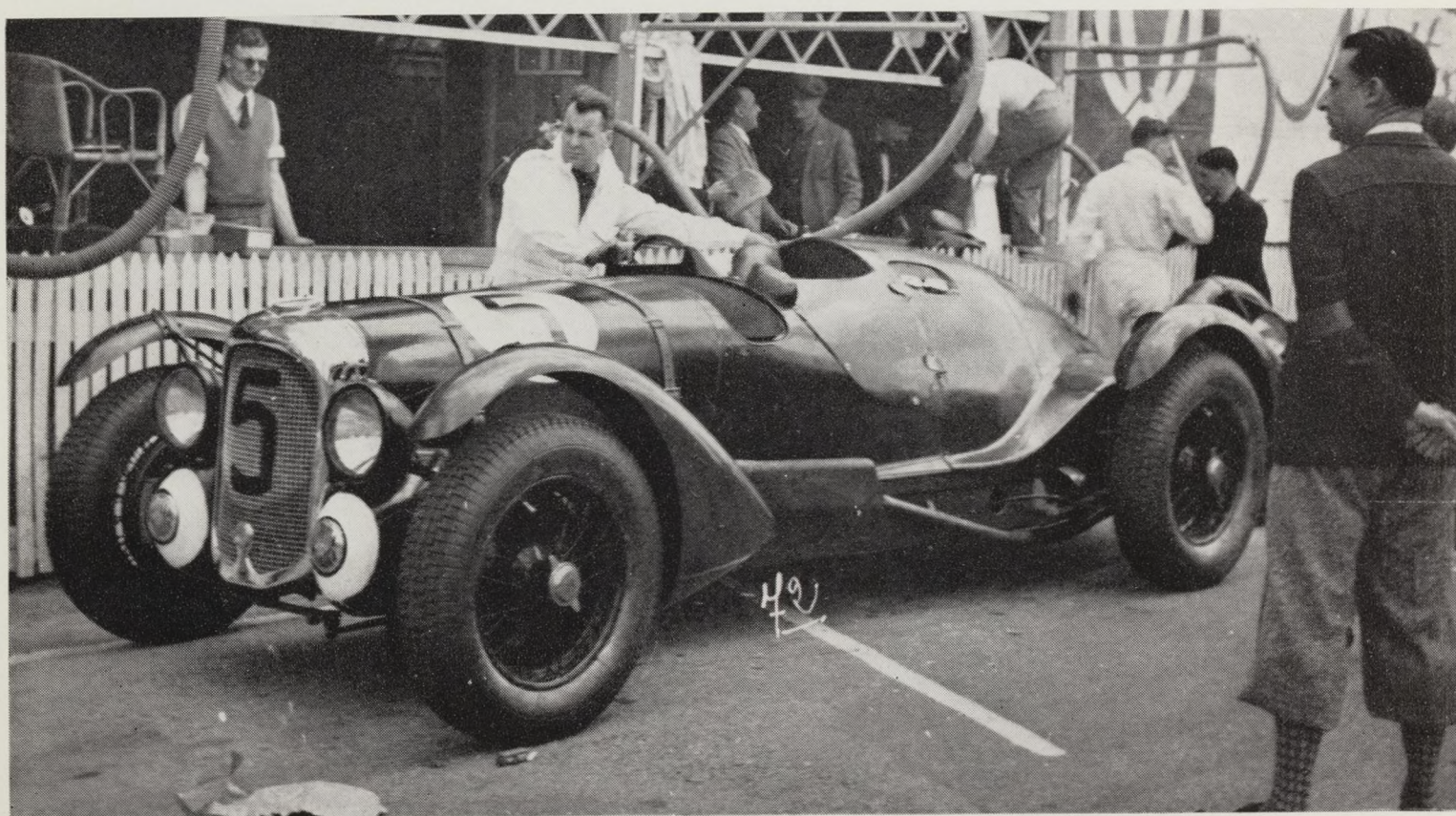
These two pictures show the V12 cars which ran at Le Mans in 1939 on an experimental basis. They were strictly controlled from the pits as to maximum engine revs. and top speed and ran steadily throughout the 24 hours at around 87 m.p.h. The idea was to collect information for an attempted win in 1940 but alas the War intervened and we will never know what might have happened.

As it was, No. 5 driven by Dobson (who can be seen walking to the briefing of the drivers) and Brackenbury finished in third place, and No. 6 in the hands of My Lords Selsdon (who as The Hon. P. Mitchell-Thompson, used to drive Frazer-Nashes) and Waleran fourth a few yards behind.

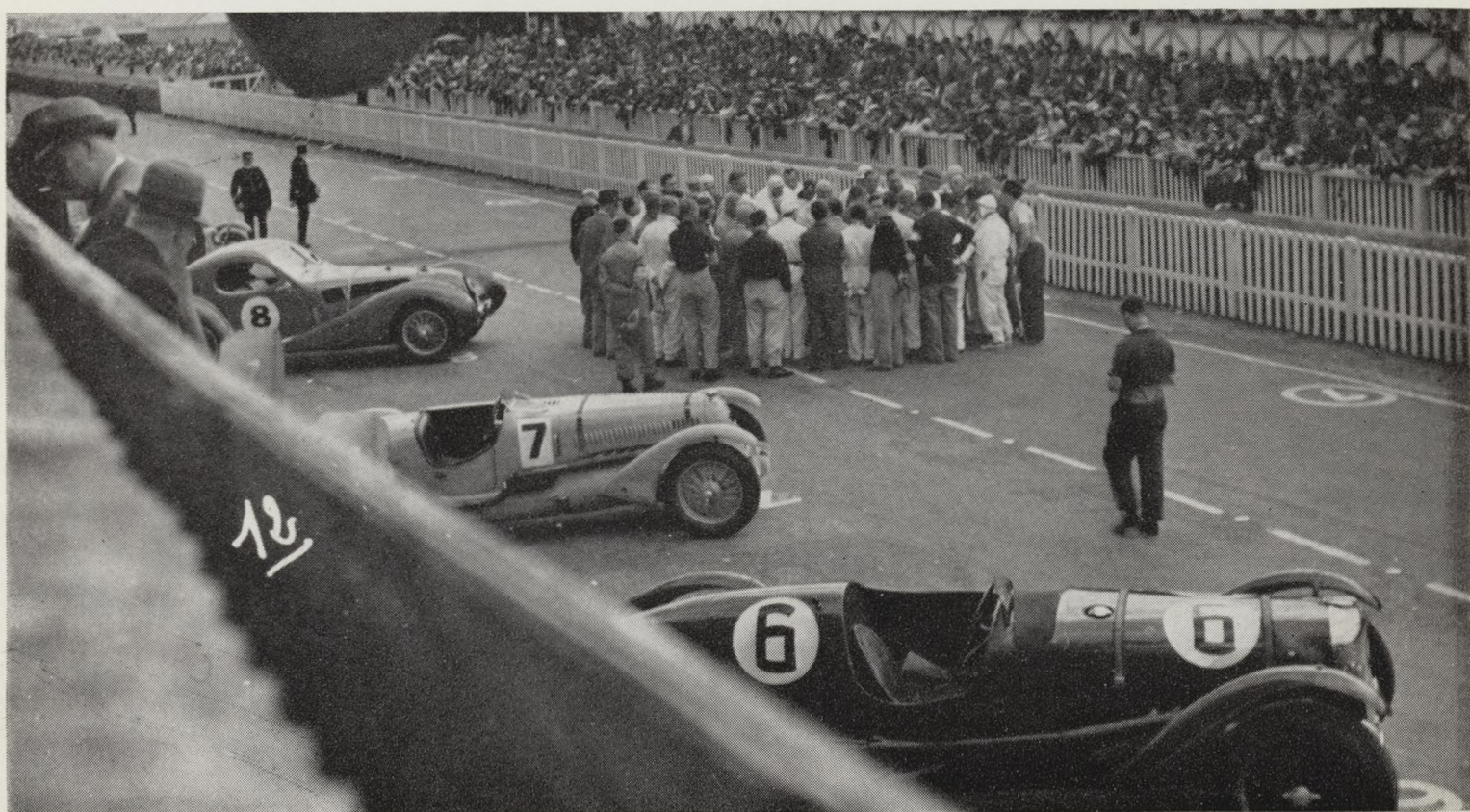
Apart from the very lightweight bodies the cars were fairly standard short chassis V12's, lightened here and there. Different exhaust systems were used and four down-draught S.U.'s helped the breathing. 210 b.h.p. was available at 6,000 r.p.m., so it was said, but in the race 5,000 r.p.m. was the permitted maximum.

Since the War, one of these fine machines has been restored to near race condition by Lord O'Neill and the other is in America, although the engine is much the worse for wear.

The other cars shown, Nos. 7 and 8, are Talbots (the French variety) and the coupe looks striking even by to-day's standards. (Other photograph on page 36.)



masquerading michael
car by dunleath



WHEN THE TIME COMES

FOR A NEW BLOCK
IN YOUR RADIATOR

STILL INSIST UPON A

SEARLE (*Patent*)

COOLING ELEMENT

AND SECURE SATISFACTION

SPECIALISTS

IN THE REPAIR OF

VINTAGE BENTLEY RADIATORS

ALSO MANUFACTURERS

AND REPAIRERS OF FUEL TANKS

NOW MANUFACTURED EXCLUSIVELY BY

GREAT WESTERN RADIATORS (London) LIMITED

70 Brewery Road, Islington, London, N.7

Telephone **NORTH 6161/2**

Sole Manufacturers of the SEARLE (Patent) Cooling Element

When you use
ESSO GOLDEN
you feel you are driving
a better car...



And you are!