

# THE *Lagonda*

No. 35

Summer 1960







# Reminder..

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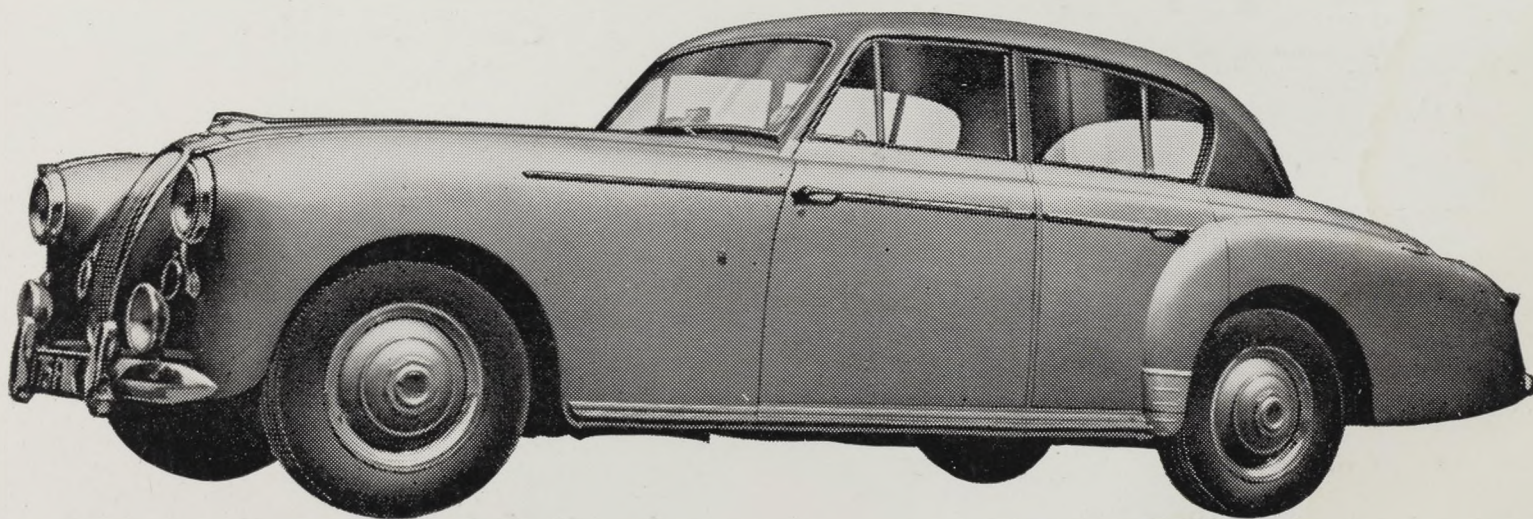


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Aston Martin Lagonda Limited

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# THE MAGAZINE OF THE LAGONDA CLUB

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

Advertisement Manager: J. W. T. Crocker  
Editor: ... .. A. B. Whitelegge  
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## EDITORIAL

The Competition Season has started well. As usual, the April Social was the first event of the Club's sporting year. Members have already distinguished themselves at V.S.C.C. Silverstone and the Sprint Meeting at Brands Hatch. There are many more events to come, so do please support them, whether as competitor, marshal or general cheerer-on.

Some people said—and quite rightly—that there were not enough pictures in the last Magazine. During the winter, the Editorial stockpile of such things gets very low but we hope that there will be enough pictures in this issue to satisfy even those members who can hardly read at all. But please remember that the Editor can't publish what he hasn't got so if during the summer months you take photographs, whether at meetings or on holiday, which you think may interest members, please send them along.

And, to whet your appetite, for the future we are promised the autobiography of Brian Dearden-Briggs (now returned to this country) and a highly technical article by him for the benefit of new members, entitled "How to Fit Your Lagonda to the Club Badge."

## THE COVER PICTURE

Arthur Barnett at Firle.

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

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## NEWS

**New Member** J. C. B. Dalzell and his 2-litre live at Donnington Park, well known as a pre-war racing circuit. It was here in the 1937 T.T. that the LG.45R now owned by Bill Michael shed a front wheel when the hub fractured.

★

**In order** to help members in various far flung parts of the country, a list was recently started of local garages that gave good service to Lagonda owners. This list now looks quite impressive but more names would be welcome when they are available.

★

**Elsewhere** in the Magazine will be found an impassioned letter from John van der Liet regarding parking all the "proper" cars together at Silverstone race meetings. Since he wrote that letter, correspondence has passed back and forth, the outcome being that John will try and organise a section of the car park at the B.D.C. meeting on the 30th July for Lagondas only. (N.B. We're hoping for a really good list of competitors on that day, too.) Apart from making a decent show of cars it will of course give owners a chance to talk to each other, which seems as good a reason as any. John is hopeful that the organisers will allow this and if they do he would like some help in marshall-ing the cars. Will all those interested write to him at 117, Nanpantan Road, Nr. Loughborough, Leics.

★

**The recent** V.S.C.C. Silverstone meeting had a good showing of Lagondas. Bill Michael gained two 3rd places and Arthur Barnett also had a 3rd in his Rapier, while Peter Walwyn in another Rapier gained a 2nd place. To round it off, James Crocker and his LG.45R comfortably qualified in the High Speed Trial, doing the last two laps in top gear. The only person who wasn't happy was Donald Overy, who had oil pump trouble after practice—jolly hard luck. The lap times are quite fantastic this year, maybe

the new surface helps, but look at these: Michael 1:19.6, Crocker 1:28.4, Kibble 1:29.4, Barnett 1:36.4 and Walwyn (first time out) 1:39.4. Makes you think, doesn't it?

★

**L. A. R. Griffiths** has just returned from Tasmania and thinks so much of his LG.45 tourer that he has brought it back with him. As it was the only Lagonda there it must have been very lonely but as soon as it has been "gone over" it will be introduced to the many other 4½'s in the Club.

★

## FESTIVAL OF TRANSPORT

The annual Maidenhead River Festival this year will be held on Saturday 16th and Sunday 17th July. The theme of this year's Festival is to be "Transport Through the Ages."

Last year, the Festival was attended by some 40,000 people and was covered by Independent and B.B.C. Television. It is hoped that Television coverage will be repeated this year, and that popularity will be even greater.

The principal events which will take place include a land procession of vehicles, both horse-drawn and mechanical, which will parade through Maidenhead. It is hoped to cover all types of vehicle, including veteran, vintage, historic and modern cars, old and new buses, specialised vehicles and types of animal transport.

The proceeds of the Festival are donated to charity, and money is to be raised from the sale of programmes, admission to certain of the events, and donations in exchange for publicity from national and local advertisers.



## ANNOUNCEMENTS AND REPORTS

Further information may be obtained on request from the Publicity Executive, c/o The Secretary, Maidenhead River Festival Ltd., The Porthole Club, River Road, Taplow, Maidenhead, Berks.

★

An interesting car has just come to light: GK3466, which has just been registered by D. Ambrose of Queensferry. This car which now has a shooting brake body (but he hopes to restore it to original) was the s/c 2-litre in which T. C. Mann competed in the 1931 and 1932 Monte Carlo Rallies. In the latter, he started from London and finished 37th overall. In the subsequent Mont des Mules hill-climb, he won the 2-litre class, breaking the class record in 3 m. 33.8 sec. (He also gained a silver medal in the London-Lands End in the same year.) It is interesting to note that he broke his own record the following year, at Mont des Mules in APA524, now owned by Geoff Hibbard.

★

The April Social was organised with considerable cunning by Charles Elphinstone and Tortoise Taylor. The eventual winner was Richard Hare. [When are we to have an event—no doubt including a quick-slow test—organised by Hare and Tortoise?—Ed.] There was the sunshine which is traditional for this event but some of the answers to the clues could only be obtained by “taking a little walk” (as one of the organisers put it) which in one case meant climbing on foot to the top of Ivinghoe Beacon. One competitor said he didn’t think he’d bother to bring his car next year. In fact Lagondas were almost outnumbered and the curious coincidence by which one kept seeing a certain commercial vehicle was accounted for by the fact that it was a competitor. But everyone enjoyed themselves.

The Brands Hatch Sprint Meeting on 8th May was a great success, with a total of 14 Lagonda entries. Full report in the next News Letter.

★

The post war V.12 sports racing Lagonda is now owned by NOEL CUNNINGHAM-READE, who is using it as a road car and reports that the maximum speed is about 140 m.p.h., which is quite useful on the M.1.

He says that the car is extremely flexible with a five-speed gear box and he doubts if he would know if he lost a plug—which isn’t surprising as there are twenty-four of them.

★

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# Twelve-Cylinder 1937-39

## Servicing the Lagonda

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Continued from the Spring issue of "The Lagonda"

### IMPORTANT FIGURES

#### LAGONDA TWELVE

No. of cylinders .....	12		
Bore and stroke: (mm.) ...	75 × 84.5		
(ins.) ...	2.953 × 3.327		
Capacity: (c.c.) .....	4,480		
(cu. ins) .....	273.4		
R.A.C. rated h.p. ....	41.85		
B.H.P. at 5,500 r.p.m. ...	180		
Compression ratio .....	7		
Firing order .....	1, 12, 9, 4, 5, 8, 11, 2,		
	3, 10, 7, 6		
Tappet clearance both (cold)	0.005"		
Contact breaker gap .....	0.018"-0.020"		
Plugs: make and type .....	Champion LA10 and		
	K.L.G. F70X		
gap.....	0.015"-0.018"		
Gear ratio: 1st.....	13.89	14.46	15.37
2nd .....	7.13	7.43	7.89
3rd .....	5.34	5.56	5.91
Top .....	4.27	4.45	4.73
Rev. ....	12.76	13.3	14.14
Crown wheel/bevel teeth ...	47/11	49/11	52/11
Capacities: sump .....	24 pts.		
gear box .....	4½ "		
rear axle .....	3 "		
water system...	4 gals.		
petrol tank ...	20 "		
Tyres.....	6.50 × 18		
Tyre pressures .....	32 lb.		
Wheelbase.....	10' 4"	11' 0"	11' 6"
Track .....	5' 0"	5' 0"	5' 0"
Turning circle .....	37' 9"	40' 6"	42' 6"
Weight .....	37cwt.*	40 cwt.	43 cwt.

\*Rapid 10' 4" w.B. 34 cwt.

### TRANSMISSION

#### Clutch

Borg & Beck 11in. Only adjustment is for ½in.-¾in. free movement of pedal. Slotted lever on withdrawal shaft for adjustment.

Clutch shaft supported in spigot bearing and ball bearing in outrigger housing behind clutch bolted to extension of crankcase. Hardy disc coupling at either end of shaft to gearbox.

#### Gearbox

Four-speed, synchro-mesh on top, 3rd and 2nd gears. Box is mounted separately on chassis on four arms. Rubber bushed trunnions at front, rests on rubber blocks at rear.

To remove box take out seats. Remove floorboards, tunnel and gear lever turret.

Disconnect Hardy coupling and lift out.

When replacing box check for alignment.

Packing pieces are under front trunnion brackets.

Retain balance weight and washers as assembled at works.

Lining up at factory is done by jig, which bolts on spider and registers in clutch spigot. Can be checked by rigid pointer, fixed to spider and touching centralising ball socket of front coupling. Must touch equally all round when spider is turned. This adjust-



ment is very critical and can give rise to transmission vibration if not carefully set.

To dismantle box drive out grooved pin in spider boss, draw off spider and rear driving flange. Remove front bearing cover and oil pipe. May be rather tight, as rubber sealing ring inside tends to bind. Use drawer on ridge round cover.

Extract split pin from primary shaft locking nut and undo nut (left-hand thread). Take off nut and washer on front end of layshaft. Remove layshaft rear bearing cover and take off nut with thick washer. Remove top cover, selector leaf springs (bolts wired), plungers and wire gauze. Take off two nuts at rear of opening on studs passing through from rear half of box. Remove speedometer drive.

Take out all bolts round centre plate, and knock off rear half of box with ball races, leaving shafts and gears in place. Knock off front bearing housing by diagonal blows with soft mallet, twisting primary shaft meanwhile to prevent oil pump eccentric strap from binding on eccentric. Do not drop pump body, which will fall off plunger as it is released. Draw out eccentric strap and plunger upwards.

Slacken set screw (wired) on top and 3rd gear selector fork and pull out rod forwards. Pull off front half from centre plate, leaving complete gear assembly on plate, which should now be put in vice.

Separate reverse shaft from selector fork. Pull out fork and rod and withdraw reverse shaft through front. Other gears can now be slid off shafts. Third and second gears run on hardened steel bushes with thrust flanges. These bushes, though interchangeable, should be kept in their respective gears. Top and 3rd gear synchro assembly is symmetrical, but is marked on face for correct replacement.

Second gear synchro is on layshaft, together with sliding 1st gear, which picks up mainshaft gear while still free, further movement sliding it into dogs splined on rear of layshaft.

Reassembly in reverse order. When

replacing front half place top and 3rd gear selector fork on synchro drum first. Speedo drive is in eccentric housing which accommodates different gears according to axle ratio. See that gear meshes correctly.

### **Propeller Shaft**

Hardy Spicer needle roller or Mechanics.

### **Rear Axle**

Semi-floating, hypoid drive. Differential and final drive housing integral with axle casing.

When removing axle from car remove spring "U" bolts. If one spring seat is replaced line up carefully with other side with surface plate and scriber.

Taper roller wheel bearings retained in axle tube by brake back plates. To withdraw half-shaft draw off hub (keyed on taper) and remove back plate, after uncoupling brake line. Shaft can then be drawn out with bearing. Shims between axle flange and back plate for bearing adjustment, to give 0.002in. (barely perceptible) end play. Bleed brakes.

Final drive gears can only be reached by removing back cover plate. Pinion shaft runs on taper roller bearings with distance-piece, assembly pulled up tight by driving flange nut.

Shims behind bevel pinion for mesh adjustment, shims between inner race and distance piece for bearing adjustment to give slight drag.

Crown wheel bolted to differential assembly, which runs on taper rollers in housing. Shims between inner races and differential for bearing and mesh adjustment. Insert differential assembly without pinion, and shim to give slight drag. Take out and replace with pinion, transferring shims from one side to other to give correct mesh, with 0.004in.-0.008in. backlash.

Two-pinion differential with thrust block round pin. Domed bronze thrust washers behind differential bevel pinions.

## **CHASSIS**

### **Brakes**

Lockheed hydraulic. Hand brake acts on rear wheels by rods and cables. Only front



brakes have standard Lockheed shoe adjusters on back-plates. Rear adjustment is on hand brake. Earlier models had turn-buckle on pull-rod below hand brake lever (which is "fly-off" type, pawl only engaging ratchet when button is pressed) reached from below. Later models have "flip-up" thumb nut on top of lever. Adjust so that lever will pull up three notches. Maximum run-out of drums, 0.003in.

### **Springs**

Front torsion bars, rear semi-elliptic with hardened steel threaded bushes. Threaded anchor and shackle pins screwed into bushes and cotter-clamped in anchor brackets and shackles. Pins drilled for lubrication through central system.

Rear springs 50in. centres, 2in. wide, 10 leaves on standard-bodied models.

### **Front Suspension**

Double wishbone type, upper wishbones connected to shock absorbers, lower to longitudinal torsion bars.

Wishbones are in two halves with bolt through abutment. Outer bearings are hardened steel blind bushes on hardened pins. Washers between abutments take up end play in pins, which are clamped in king pin lugs by two cotter bolts.

Bottom wishbone bearing lug is integral with king pin. Top cap keyed on taper at top end and held by nut. To dismantle remove nut and pull off cap with extractor on lugs provided.

Stub axles have flanged bronze bush at bottom, cup-and-cone ball race at top with shims between cap and cone to give 0.002in.-0.003in. clearance at bottom. Rubber sealing rings inside cap and in flange of bottom bush.

Wheel bearings are roller outer, ball inner, no adjustment.

Inner ends of wishbones are clamped on squared shafts which are carried in hardened steel bushes in housings bolted inside box-section frame. Upper shaft has coupling to shock absorber, lower shaft integral with torsion bar, which passes through frame and is anchored at rear end in flange, bolted to

cross-member through slotted holes. Adjusting rod attached to bottom of anchorage passes through X bracing just behind centre with nut and lock nut.

To adjust torsion bar slacken anchorage bolts and turn nut on adjusting rod until clearance between rubber buffer on lower wishbone and stop is  $1\frac{3}{4}$ in., with car unladen.

Camber is set on assembly by packing pieces between upper wishbone housings and frame, bolts passing right through frame and flanges of tubular cross-member.

To withdraw complete suspension assembly from frame end pieces, built-in hydraulic jack fixing plates, wing stays and the like, bolted to frame, must be removed, and housings pulled out through front.

#### **STEERING DATA**

Castor	...	...	...	$0-\frac{1}{4}^{\circ}$
Camber	...	...	...	$1^{\circ}$
King pin inclination	...	...	...	$9^{\circ}$
Toe-in	...	...	...	$\frac{1}{16}$

Steering ball joints are Thompson eccentric self-adjusting, serviced as assembly.

Track rod swinging arms pivot on ball and roller bearings, bolted up to bracket on tubular cross-member.

Adjust track on centre section of track rod, which has left-and right-hand threads.

### **Steering Gear**

Marles cam and roller. Take up end play in column by removing shims between steering box and column support. To bring roller more deeply into mesh draw out rocker shaft and remove shims from behind shoulder of rocker. Take up end play by grub screw and lock nut in cover plate. (Gear must be removed.)

To remove gear from car disconnect drag link at front end, release leather seals round column where it passes through dash, disconnect steering column controls and pass gear up through dash, followed by drag link.

Provision is made for adjusting rake of column. If adjusted from one extreme to other, steering may need centralising, which can be done on drag link with left- and right-hand threads as track rod. Alternative is to



remove drop arm and move round one serration.

Number of turns from lock to lock,  $3\frac{3}{4}$ .

### **Shock Absorbers**

Armstrong double-acting piston type. Rear finger-tip controlled by lever on steering column. Front adjustment by lever and quadrant under bonnet. Forwards to increase.

If hand control to rear becomes stiff, oil all joints, particularly ends of cross-rod over rear axle, which, being out of sight, are apt to be neglected.

### **Chassis Lubrication**

Tecalemit multi-plunger pump bolted to crankcase on offside and connected to brake pedal. Adjust flow by disconnecting operating rod and pipe leading to bearing which requires more oil. Turn grub screw over appropriate cylinder clockwise to increase flow. Test by operating pump by hand.

## **ELECTRICAL**

Equipment is very comprehensive, units fitted being of standardised pattern with special circuit arrangements in many instances. C.V.C. dynamo is regulated through RF72 control box—regulator being temperature compensated. Lights are controlled through P.L.C. panel switch via fuse-junction boxes.

Starter has integral solenoid switch wired to panel button via junction terminals and fed through ignition switch. Mellotone horns are operated through relay box. Lights are wired direct from fuse boxes, a separate junction box serving rear assembly. Following details are worthy of special attention, being non-standard circuit layout, and a study of diagram will assist in making arrangements clear.

### **Control Box Wiring**

Right-hand fuse—25 amp.—connecting A1 and A2 protects auxiliary circuits which are independent of ignition switch, including pass light, panel lights, map reading lamp, and interior lamp. Left-hand fuse—normally for ignition-controlled auxiliaries—connects

A3 and A4—is 35 amp.—and feeds cigar lighter only. Note that cigar lighter is 6-volt type with volt-dropping resistance in series.

Terminal A3 is not fed via ignition switch as in normal practice, but is wired direct to B terminal of horn relay box, which is straight from battery live negative. Ammeter does not lead cigar lighter current and it is important that no other consumers should be connected direct on this line, as so doing will risk overloading or damage to regulator or dynamo.

### **Interior Lamp**

Lamps wired to A2 are all operated through single-pole switches, except interior lamp, which is wired to a pair of two-way switches, giving control from two positions, switching on or off from either. Note that feed wire is connected to moving contact terminal of one, and lamp lead to moving contact of other, remaining terminals being connected in pairs.

### **Lighting Fuse Boxes**

Two fuse boxes, each containing four 25 amp. fuses, have an unconnected spare fuse in each. In left-hand box remaining three are bridged and fed from terminal "IG" of P.L.C. panel switch together with leads to both ignition coils. Outside end fuse acts as normal A4 fuse, protecting auxiliaries operated via ignition, including stop lamp, screenwiper and potential-divider resistance. Also trafficators, via respective switches.

Two centre fuses are in series with petrol pumps. In right-hand box, second fuse from left feeds right-hand headlamp, third feeds left-hand headlamp, and end fuse protects sides, rears, and reverse lamps.

### **Headlamp Dipper Circuit**

Dipper unit solenoid circuit is earthed direct in lamp, feed to terminal "Dip" being via two-way change-over switch, also controlling O/S lamp, dipper lamp contacts not being used. Headlamp fuse for left-hand lamp protects both lamp and dipper feeds.

### **Potential Divider**

A special tapped resistance behind panel acts as potentiometer to drop voltage supply



to instrument cluster, including petrol, water, and oil gauges, which all operate on 6 volts. Line from petrol gauge to tank unit is connected via four-point chassis box (terminal 18).

#### **Horn Change-Over Switch**

Mellotone horn relay box is operated by single push, a change-over switch connecting push across S and E, or across L and E, terminals, to provide soft or loud note respectively.

#### **Carburettor Starting Solenoid**

Automatic control of carburettor mixture according to temperature is afforded by solenoid operating plunger to which disc valve is attached. Feed cable from A4 fuse in fuse box (cable not shown in diagram) is connected to one terminal of solenoid, other being wired to thermo-switch in water system.

When engine is cold, switch is closed and

current energises solenoid, holding up valve. Temperature rise causes switch to open when solenoid allows valve to fall, cutting off starting carburettor.

NOTE: This circuit is separately fused, fuse being farthest in right-hand fuse box (viewed from front).

#### **Battery Master Switch**

Connected in main battery line from positive terminal to chassis, master switch opens all circuits and should be opened before disturbing any wiring or connections with suspected shorts. A test lamp connected to master switch terminals with switch open will reveal shorts by lighting.

#### **Chassis Junction Boxes**

Connections at various chassis junction boxes, with colour code numbers, should be carefully noted. These points can be used to open up sections of harness for individual testing.

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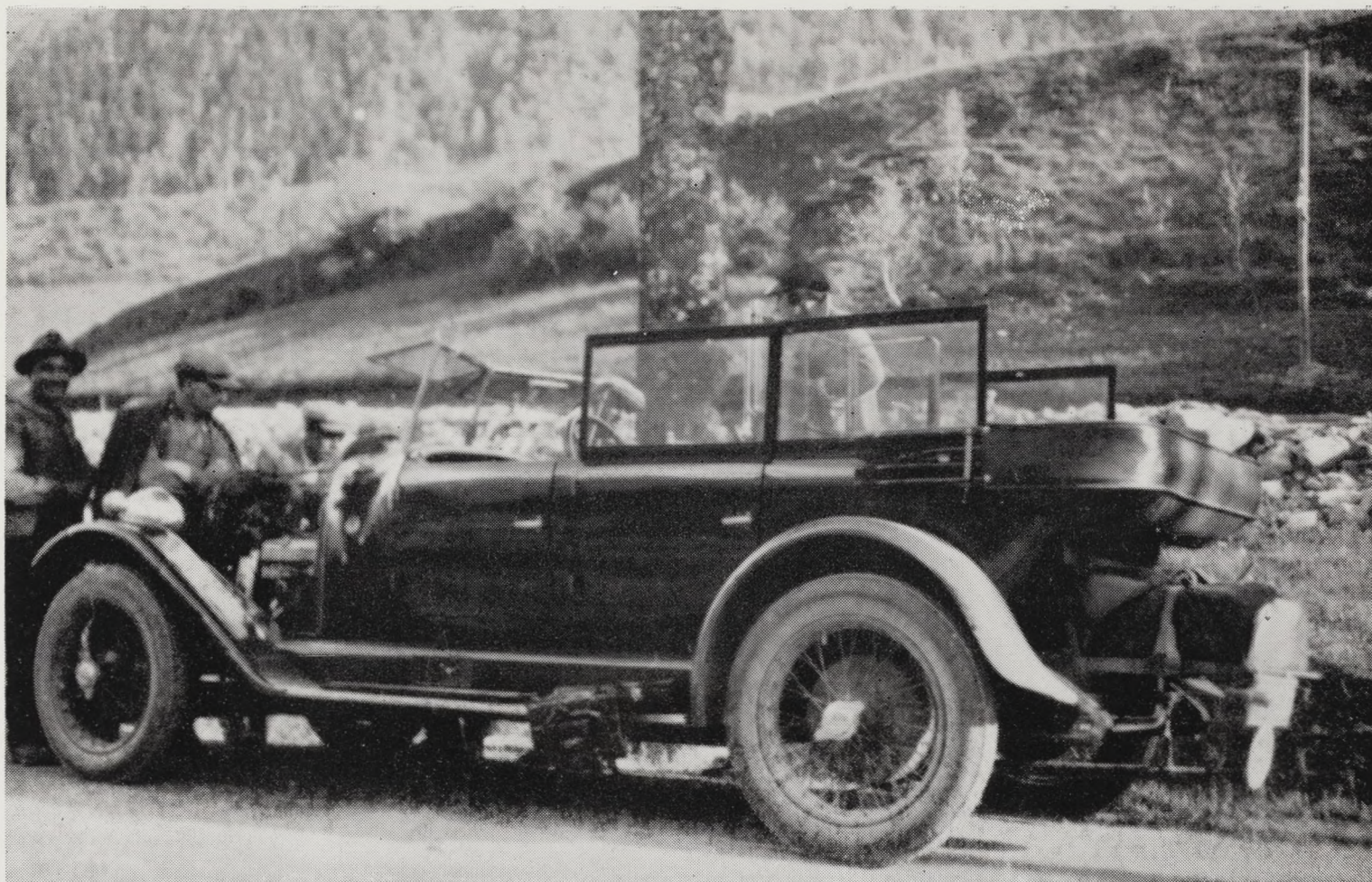
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## Miss Collins' Lagondas

We have recently welcomed as a new member Miss I. M. Collins, who must surely have owned a wider selection of Lagondas than any other lady member. She very kindly allowed the Editor to see her collection of photographs taken in the course of a number of Continental trips.

The 14/60 in the first photograph is not in fact having a major overhaul: a fuse had blown, but enthusiasm and inquisitiveness got the better of the local *mecaniciens*.

The standard low chassis 2-litre dated from the autumn of 1930 and is shown in the photograph at Cannes.

The 3-litre also went to Cannes. Note the contemporary Renault parked behind. This car was obviously good at mountains: the

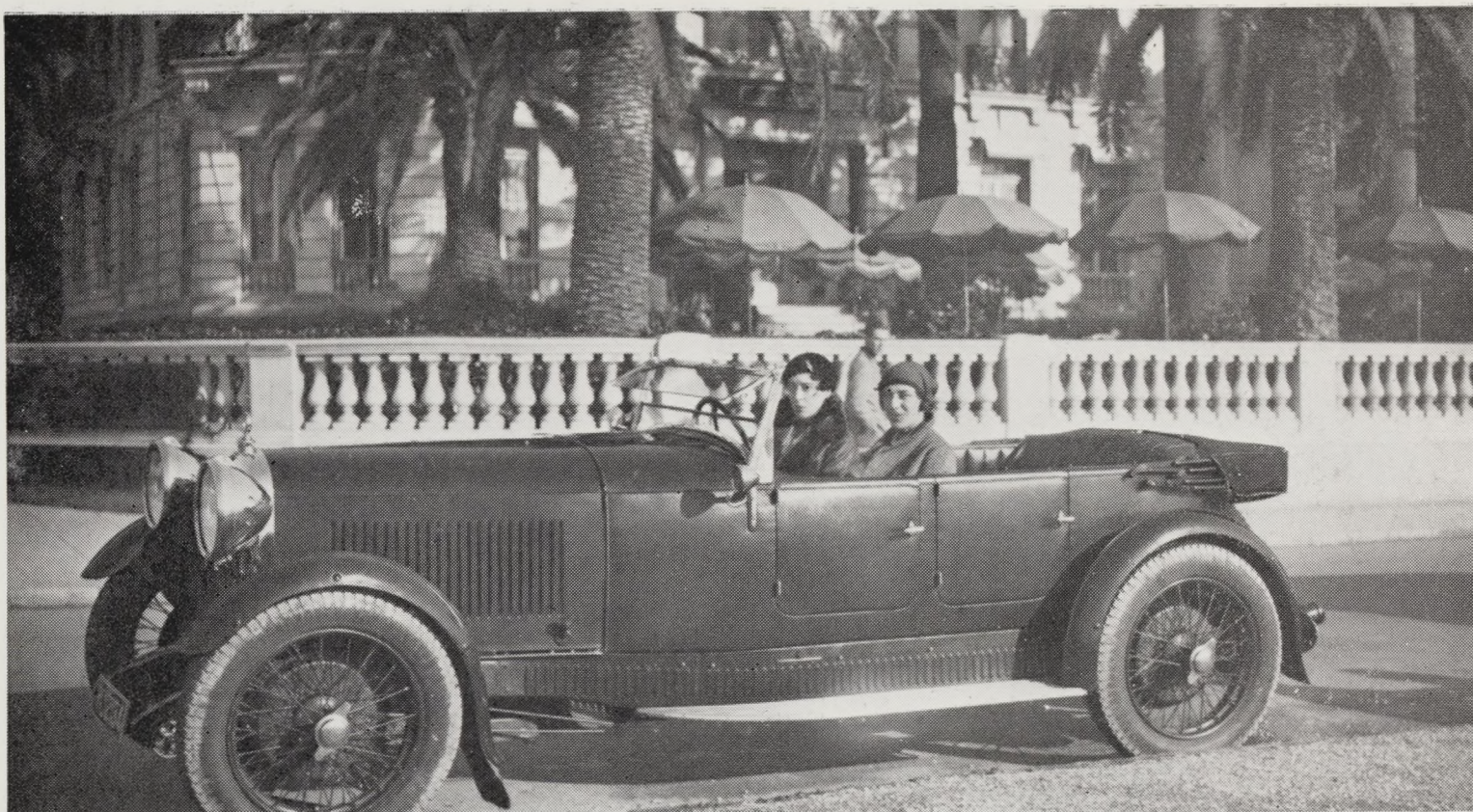
next two photographs show it on the Col de Galibier—tough enough nowadays but the bad surface must have made it worse in the early 1930's.

The 3½-litre photographed outside the Casino at Monte Carlo was registered in March, 1935 and appears in the Club Register of November, 1957 under the name of L. T. Milne, of Totnes, South Devon.

The LG.45 drop head did not in fact run over a native on the Riviera, but is shown receiving some maintenance from its owner. This car was at one time the personal property of Alan Good.

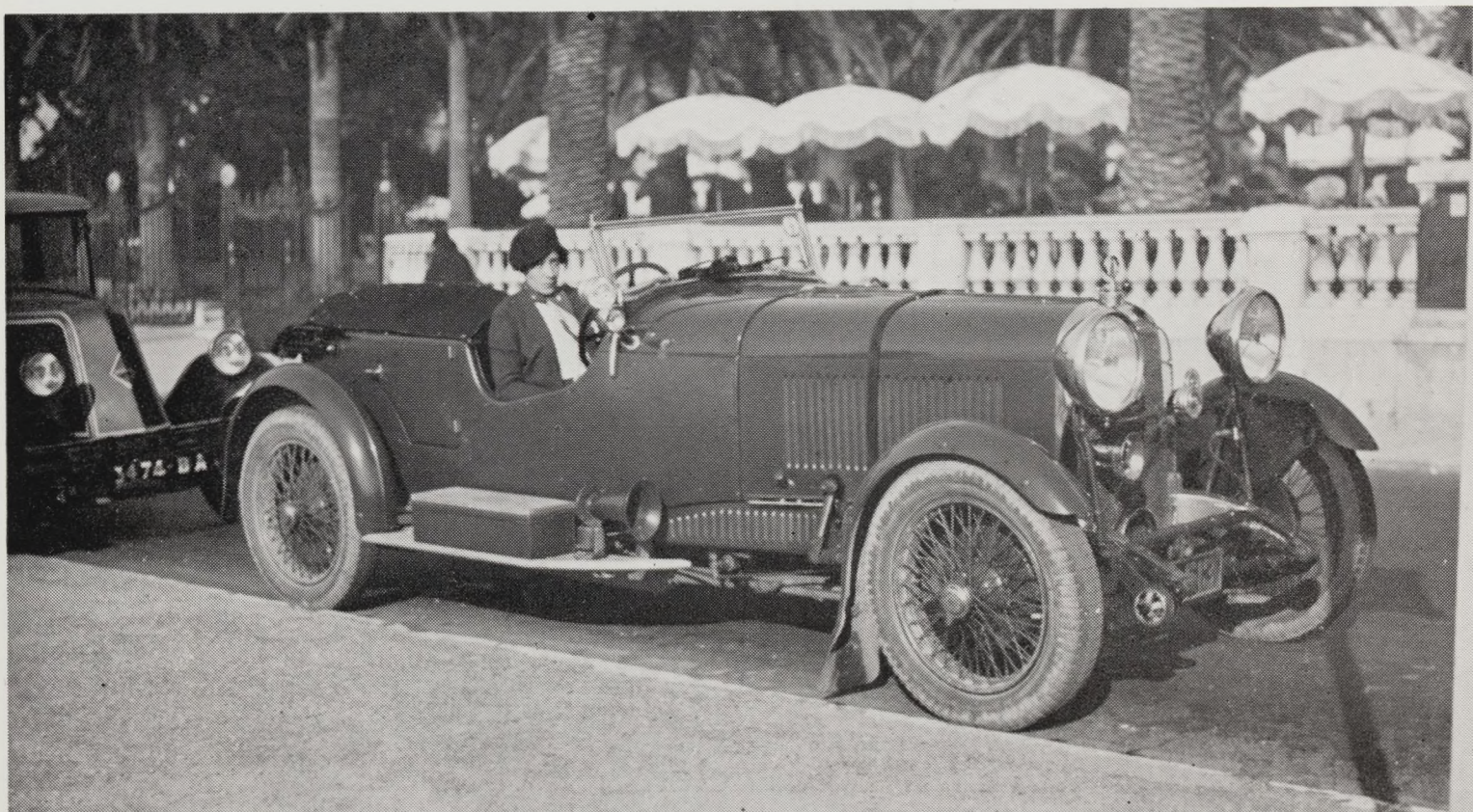
And finally, what more fitting to conclude this wonderful collection than the V12 which Miss Collins now owns.





*The Standard 2-litre*

*The 3-litre*



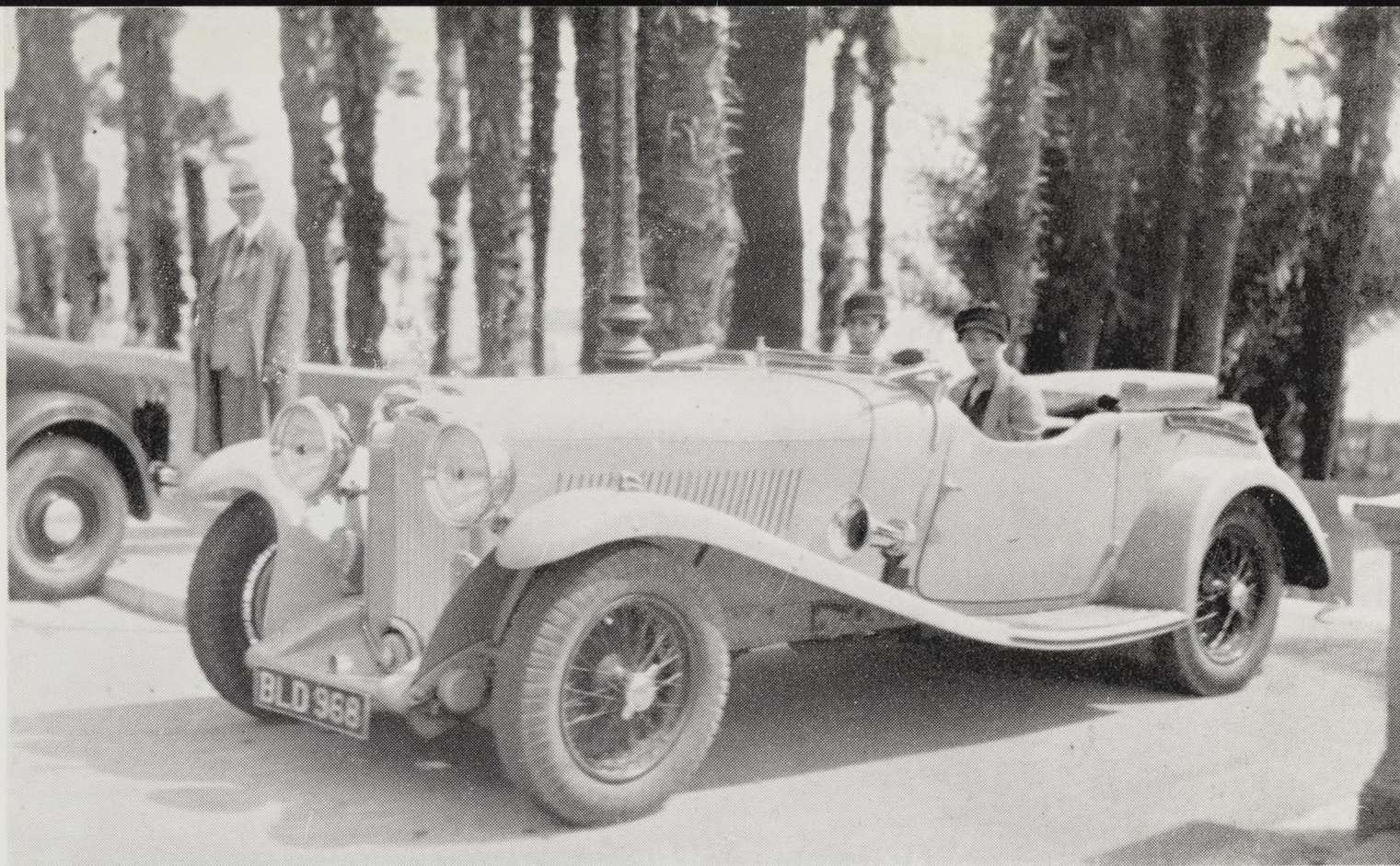




*The 3-litre  
on the  
Col de Galibier  
in the 1930's*





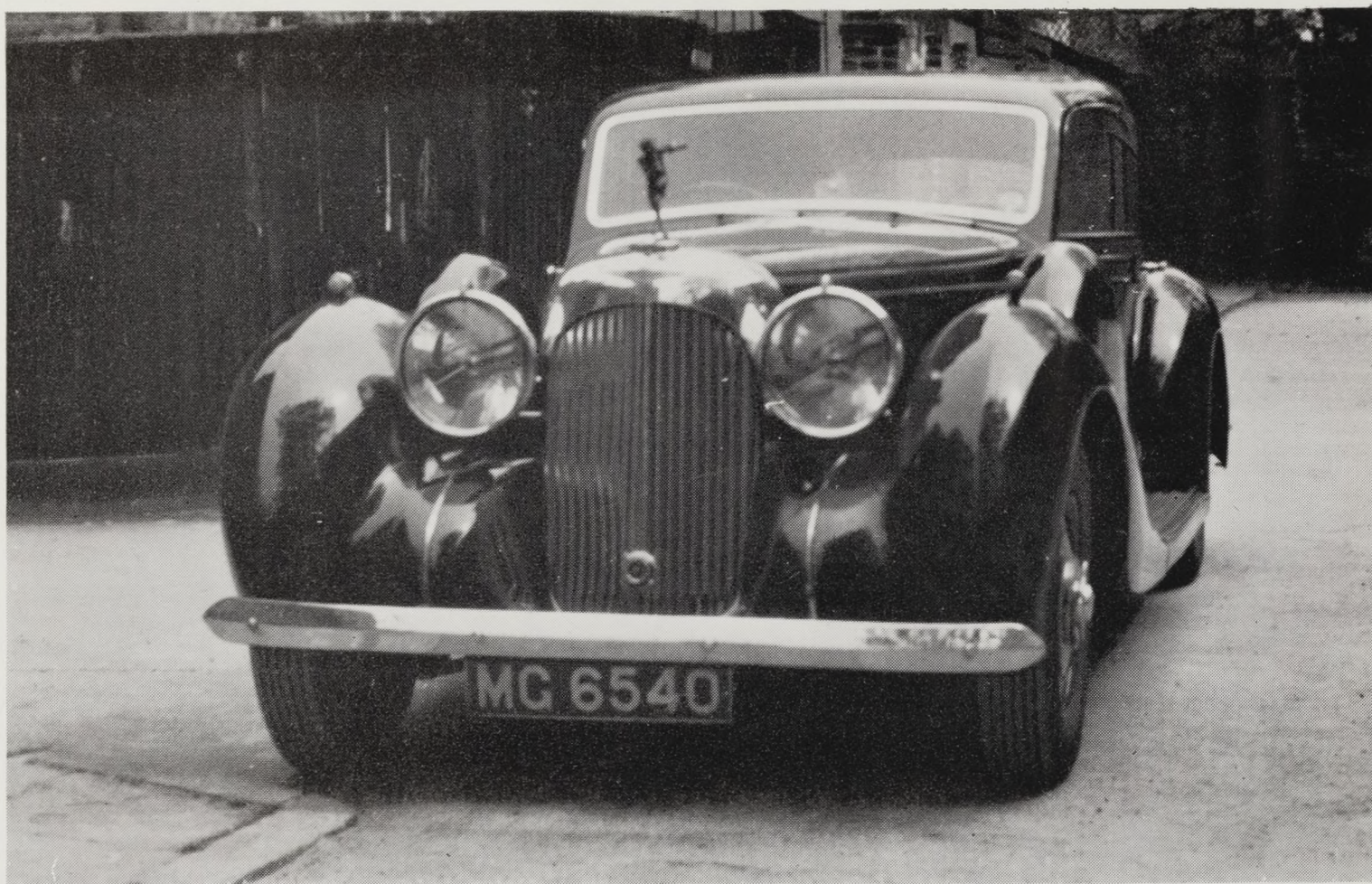


*The 3½-litre*

*The L.G. 45*







*Miss Collins' present car*

*The V.12*

## For Sale and Wanted

LAGONDA 1938, V-12, 4-door sports saloon, sun roof. Immaculate coachwork. Mechanically perfect. 30,000 miles. Near-new tyres. Green, cream wheels. Twin spots, searchlight, seat covers, Bosch horn. £320. Dr. Farmer, 73, Bedford Road, Hitchin, Herts.

1927 14/60 Saloon. Coachwork excellent. All original body and interior. Bearings renewed by Germans (B.A.O.R.). New rad., brakes re-lined; altogether splendid vehicle which I must dispose of. Any offer considered. Smith, 62c, Boreham Road, Warminster.

THE DUCHESS. 3½-litre saloon. Colour blue and black. Extensive body recondition. Paint in mint condition. Mechanically sound. Good tyres. £250. Enquiries to J. W. T. Crocker, 15 Graham Terrace, S.W.1. 'Phone Man 8733 (office); Slo 9420 (home).

LAGONDA CARS—good examples always wanted. Details to Maurice Leo Ltd., Gregories Road, Beaconsfield, Bucks.

1928 2-LITRE H.C. TOURER re-fabriced, new hood, tonneau, envelope, screens. Next job interior. Very sound mechanically. Spares, including tyres, £150, o.n.o. Brudewell, 73 High Road, Chiswick, W. 4.



## Where a Pump is a Beer Engine

Some people call on us for steaks tempered with Beaune '55 and conversation ranging around Lagonda '30-odd. Others come to play with our dog or our child. Yet others leave their cars in our car park and go to the cinema, but we hesitate to assume that Lagonda owners would ever do that sort of thing. Some of our guests actually come here to drink, for we are an Inn.

It all started with a baby, and while my wife was in hospital I spent some of my grass-bachelor evenings (reverting to habit) in "The Lamb" in Bloomsbury where I was introduced to "Bumgee" as she is now called. As soon as wife and child were out of hospital we went down to see her in a barn near Reading. Miki (wife) romantically fed the baby in a field of buttercups amidst a herd of admiring cattle while the farmer owner and I drew aside cobweb awnings and chicken nests obscuring a rather handsome low-chassis 2 litre. She started on the button with a fresh battery though she had been out of commission for over two years. Miki, baby and I fell for her on the spot and within a month I was Miki's driving instructor. Problems: (a) to persuade a lady to exert sufficient pressure to declutch sufficiently; (b) standing on the offside running board to be near controls, going through cow patches when one offside splash gaiter is missing; (c) endeavouring to explain a double declutch change and still have a gearbox left at the end of it all.

The baby was very happy in her and during trips he cried only when our progress was temporarily hampered by traffic lights and similar obstructions. We almost reached the stage where we wanted to drive him round and round the block when he wouldn't sleep. Driving round the block with me, by the way, became a sort of protection levy to the urchins of "our" end of Bloomsbury; they in turn defended her against assaults by rival gangs.

Street parking is well known as a major calamity but my only brush with a neighbour was a complaint of noise, lodged by an elderly stout gentleman opposite. As, however, he had previously complained of a neighbour running his electric drill off a gas street light, the police took little notice apart from advising me to fit a silencer.

Winter quarters were set up in a stable which we fitted with windows and for the first time in 300 years we managed to get 11.9 horses under its beams in a space 12ft. by 16ft. The stable changed name from "la vacherie" to "la gonderie." Having some time on my hands, I was fortunately able to carry out a strip, check, partial re-manufacture, renewal, etc., etc., between November and April, and my parents-in-law (usually sceptical) were gratifyingly impressed when we emerged both in one piece after a long and arduous hibernation.

The following summer we took over an Inn with excellent facilities for car mainten-



ance, including a pit, steel H beams suitable for overhead gantry, power points, etc., but, of course, I now have no time to make good use of all this. Even so she has remained a runner most of the time and in between giving rides to wide-eyed American guests we proudly parked her, well polished, in the sun—to lend the right tone to The Chequers. We discreetly refrained from floodlighting her at night during the tourist season. On the other hand we *are* going to floodlight a beautiful old Sussex haywain which I bought

at the market for 15s.; we can always accidentally park the Lagonda next to it so that she catches some of the limelight.

We have since added to our family another elderly car—1936 A.C. tourer—and another baby, and we have now even less time to maintain any of them. It has taken only a short time for us to instruct our guests in pulling their own beer when we are too busy.

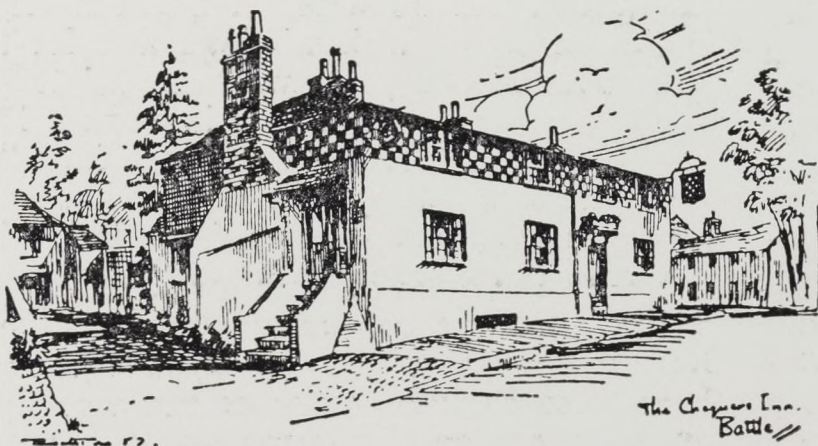
P. J. STAERMOSE

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*A sample of the Cold Buffet at the Northern Party*

## Northern Notes

Out, In and Over . . . not the instructions for a new dance step, but the name of Henry Coates' cunning Dales social run held on 24th April. The start was from the Hodder Bridge Hotel near Clitheroe. First man away at 2. p.m. and everyone was back in time for high tea. The object of the run was to cross the River Ribble (by bridge) six times, alternatively from left to right going up stream. Then to visit two map references, and then to do the same thing in reverse, this time down the River Hodder. No retracing your steps, and no exceeding the 20 m.p.h. average. There was no time limit, though competitors were timed in and out as a check, and mileometers likewise. Mileage had been

checked, and in case of a tie, the one with the mileage nearest to the 49.6 was to win. If this seems to be easy, I should mention that there was also the matter of 61 questions to be answered en route! Even without the time limit, it proved quite tricky, as the best marks were 50, on the basis of one mark for each correct answer.

The fine weather brought members out of hibernation and there was quite a good entry. Ken Pape and Roy Paterson came over from Hull. Ted Townsley provided two cars (one driven by his son) and it was good to see Bill Briggs driving again. I was pleased to be able to have another look at Goodman's Le Mans 4½. All the cars present looked as



if the owners had been busy during the winter. We were pleased to welcome Pollard from the Alvis O.C. in his most attractive open 4.3.

When the final results emerged, J. R. Simms driving his 14/60 proved to be the winner with 50 marks and a recorded mileage of 52. Roy Paterson was runner-up, also with 50 marks but having covered 53.1 miles. I think the event was much enjoyed and I should like to thank Henry for all the work he put in on the route and say that we were sorry he wasn't able to be there on the day.

The Pub Meets are going strong. It has been decided to change not only the place but also the day of the Leeds/Bradford area Meet which is now at the "Princess" Hotel, Little London, Rawdon, Nr. Leeds on the second Tuesday of the month. This is a pleasant inn with good beer and a car park, so I hope that people in the area will make a note of it in their diaries. And for the Newcastle area: "Lamb and Lion" Horsley, Northumberland. At the last Skidby meeting Bryan and Betty Randles kindly agreed to show their film of last year's Northern Rally and of the social meeting held at Nostell Priory in the autumn. The films were in colour with tape commentaries and caused a lot of interest. Bryan and Betty have plans for filming this year's Northern Rally, so is you have a hankering after being a film star note the date—2nd July.

The Northern Rally will be held at Sherburn-in-Elmet Airfield. Sherburn is near Ferrybridge, which is on the A1, and is large enough to be shown on most road maps. A change from Sandtofts seemed indicated and I hope that Sherburn will be considered an improvement.

The part of the Airfield we shall be using is certainly more sheltered and it is also convenient to Selby where we shall be having dinner after the event at the Londesborough Arms, Market Square.

Last year's entry was not too good but I hope that this year it will be better. After all, while Southern members are most welcome, it wouldn't do for them to outnumber those from the North!

## South Western Picnic

It is proposed to hold a purely social gathering in the South West so that Lagonda enthusiasts can get together and talk and perhaps drink.

Details are:

Date: Sunday, 7th August, 1960.

Time: From 12 noon onwards.

Place: Rufus Stone, in the heart of the New Forest, just off main Romsey-Ringwood road (A31), approximately 2 miles S.W. of Cadnam.

Event: A social picnic for Lagondas, their owners, wives, children, dogs, etc.

Intention: To talk about Lagondas, their owners, children, dogs, etc. [Not wives?—ED.]

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# Extract from the Napier Instruction Book

## dated November 1904

(Supplied by Ivan Forshaw)

It is to be clearly and distinctly understood that each of the following Rules is to be carried out faithfully, and that the evasion of any one of them will be looked upon as a serious offence.

*Rule 1.* The Chauffeur to commence his duties at 7 a.m., and the time from this hour until 8.30 a.m. to be reserved solely for the cleaning and general overhauling of the car.

*Rule 2.* At 8.30 a.m. the Chauffeur must call for his orders for the morning.

*Rule 3.* The car and mechanism to be kept *scrupulously clean*.

*Rule 4.* Any negligence in the upkeep of the car which may tend to jeopardize the safety of the occupants when driving will be looked upon as an UNPARDONABLE offence, and will render the driver liable to INSTANT DISMISSAL.

*Rule 5.* It is to be clearly understood that when driving a lady in the car it is not to exceed 15 miles an hour under any circumstances whatever, and in the streets of a town or other place where there is traffic, the speed should not exceed at most 7 or 8 miles an hour, and less according to circumstances.

*Rule 6.* Smoking is prohibited while cleaning or working on the car.

*Rule 7.* No so-called improvements or alterations are to be made to the working parts of the car without express authority.

*Rule 8.* Any complaint regarding the unsatisfactory working of the car through suspected structural defects is to be reported in writing. Arrangements will be made to have the car inspected at regular intervals.

*Rule 9.* The Chauffeur is expected to be within call throughout the day when the car

is not being used by the family.

*Rule 10.* The car must never be put away at night without being cleaned.

*Rule 11.* Tools, spare parts, tyres and other accessories, when not in use, to be placed in the cupboards and shelves provided for the purpose.

*Rule 12.* When driving the car, every action should be gentle and not sudden, and corners should be taken slowly.

Use the brakes at little as possible.

Clutch to be kept well lubricated.

*Rule 13.* If the Chauffeur considers that he has not time to look after the car conscientiously, he is to give information in writing, when an inquiry will be made, and if found necessary the car will be left unused, at a time convenient, for a sufficient period for the Chauffeur to complete his work.

*Rule 14.* A thorough examination should be made weekly by the Chauffeur to see that all nuts and bolts are tight and securely fastened.

*Rule 15.* Care should be taken that every moving joint is lubricated, directly before taking the car for a run. Such joints as radius rod ends, spring shackles, clutch actuating gear, etc., etc., also hub caps and all grease caps should be attended to.

*Rule 16.* All accumulators must be kept fully charged with acid solution and current, and all electrical terminals kept clean and tight.

*Rule 17.* Petrol must only be poured into tanks when car is outside coach-house, as the close proximity of the gas jet to car with full tanks would be a danger should this regulation be overlooked.



## B.D.C. Eastbourne Rally, 1960

The 1960 B.D.C. Eastbourne Rally attracted some 80 entries of which 15 were Lagondas. There were two major differences from previous years—the entries were split into “experts” and “non-experts,” and there was only one starting point, namely Brimpton Grange Hotel about 10 miles on the London side of Oxford.

The first car in the experts class left at 10.30 p.m. The first section was from Brimpton Grange to London Airport via the usual lanes and back roads round Thame, Princes Risborough and Beaconsfield. Instructions consisted of some seven lines of closely typed unpunctuated figures which referred to a key showing various types of road junctions. In theory every time you came to a road junction the next two figures in the instructions referred to the appropriate junction in the key on which was shown the direction to be taken. But just to keep navigators in the experts class on their toes, now and again a spot height was included in the string of figures. Luckily, fog held off this year so it resolved itself into a test of good map reading and navigation, although some of the later starters were stopped from going through a village by the police as a result of a complaint by a resident.

At London Airport we were allowed an hour's rest for refreshment and to observe the habits of the local Brigitte Bardots, etc. and their boy friends. Some competitors were unfortunate and got pinched by motor-cycle police for speeding through the entrance

tunnel at the Airport but those who had done this rally before knew this danger and took precautions.

3.1 a.m. is a pretty bleak departure time but the second section from London Airport to Gatwick Airport was fairly straightforward. The instructions consisted of “turn right at the T junction, straight on at the X roads, etc.” but for the experts the directions were for getting from Gatwick to London Airport and not the other way round. In addition there was a set speed of 30 m.p.h. to maintain. If you had your wits about you it was obvious that the first time check would be fairly close to London Airport to catch those who spent a long time puzzling out the instructions, and in fact we came upon it after only 5 miles. Unfortunately some competitors were not that wide awake at 3 a.m. On the other hand, one Bentley crew were too wide awake as they averaged 58 m.p.h. to the first control, arriving 5 minutes early! Nevertheless, for the non-experts there was time in hand before Gatwick for a brief pause to watch the dawn and have a nip from the whisky flask.

At Gatwick there was another break for half an hour before the last section which took one to Eastbourne. The instructions were 11 photographs (7 for the non-experts) and one had to pass the places shown travelling in the same direction as the car shown in the photo. For those interested, the photos showed:

a main road crossing the West Sussex





*Crocker goes too far.*

boundary;

a level crossing with a small station and wood in the background;

a signpost on a road junction;

a viaduct;

a corner of a golf course with a pond;

a rustic footbridge over a road;

a gate with a farm name ("Bentleys"!)

on it;

parallel power lines on pylons crossing a road junction;

a chalk giant cut in the hillside;

a notice at the entrance to the Eastbourne water works;

Beachy Head from Birling Gap.

Luckily it was light by the time even the first cars left, which made things easier but finding the places on the map was complicated by the map itself and the key at the bottom not always being consistent. For the

experts the distance was about 70 miles and the time allowed was  $2\frac{1}{2}$  hours.

The non-experts approached Eastbourne by the fine arterial road from the north and there was some good 80 m.p.h. stuff by people who had lost time earlier, but surely the final control should be at the City boundary and not in the centre of the town, to be reached only after seemingly miles of officially 30 m.p.h.?

Time for a much needed wash and shave followed by breakfast and then the driving tests which took place on the Esplanade starting at 10.30 a.m. The tests were the usual ones: acceleration and braking, parking, stopping with one wheel on a spot, wiggle-woggle, etc., and the final out round the pylons and back again. Unfortunately it came on to rain in blustery squalls which made it unpleasant for everybody—and



decidedly interesting for those likely to spin if too much power is applied in the wet.

Towards the end of the tests the weather improved, the sun came out and most of the Lagonda club members adjourned for a liquid lunch. It was extraordinary to see the effects that a couple of glasses of beer and the sea air on top of a sleepless night had on some people—especially some members of your committee.

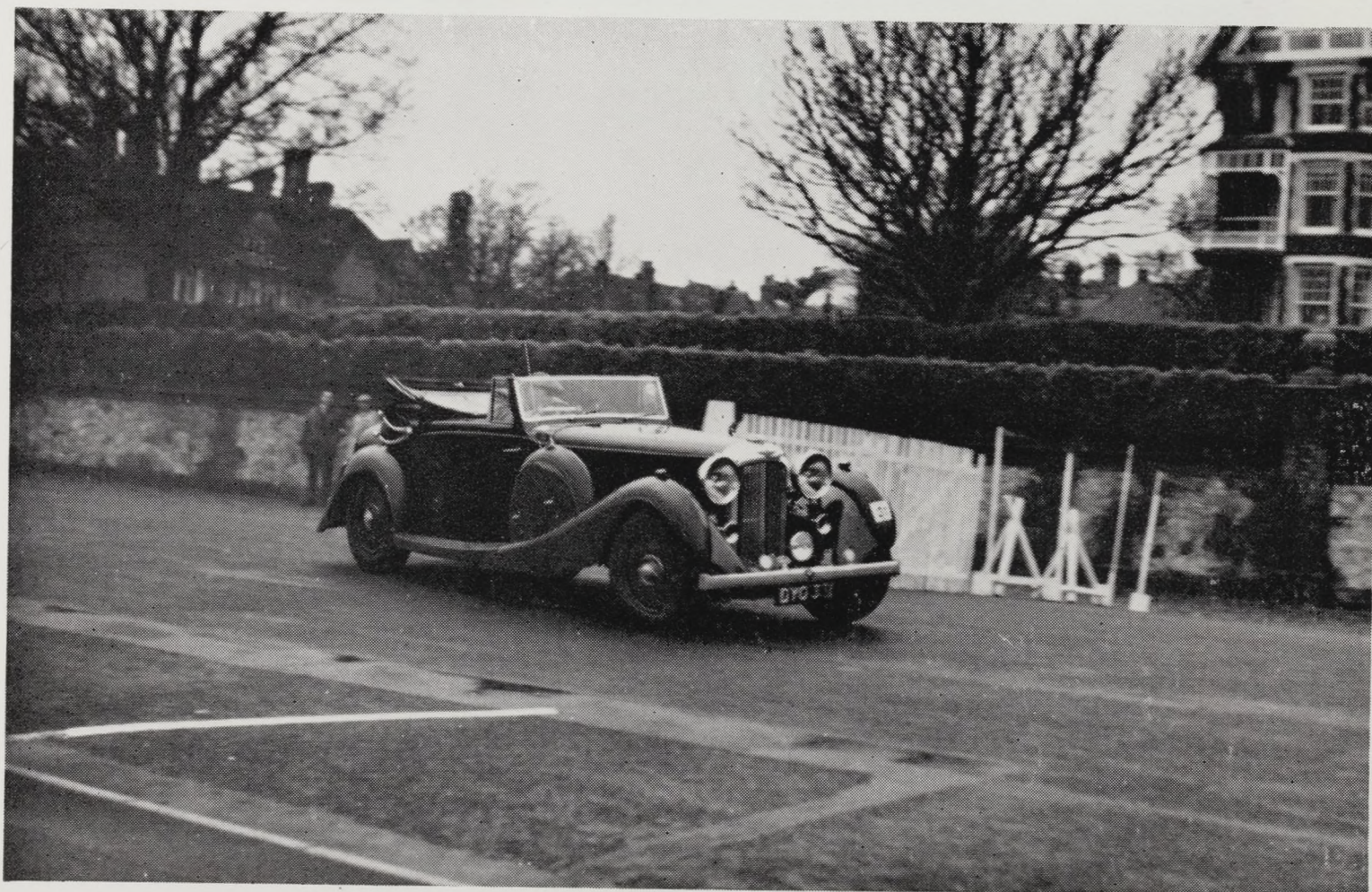
Final results are not available at the time of writing but as you will read in the News Letter, provisionally James Crocker was fourth and Ian Smith eighth in the experts class and in the non-experts Arthur Barnett was fourth, succeeding by .6 of a mark (equal to three-fifths of a second in one test) in beating that traitor in our midst, the Editorial Bentley of Adrian Whitelegge.

Crocker-Hare-Smith won the experts team prize, defeating not only the best Bentley team but also the Police! Harry Gostling,

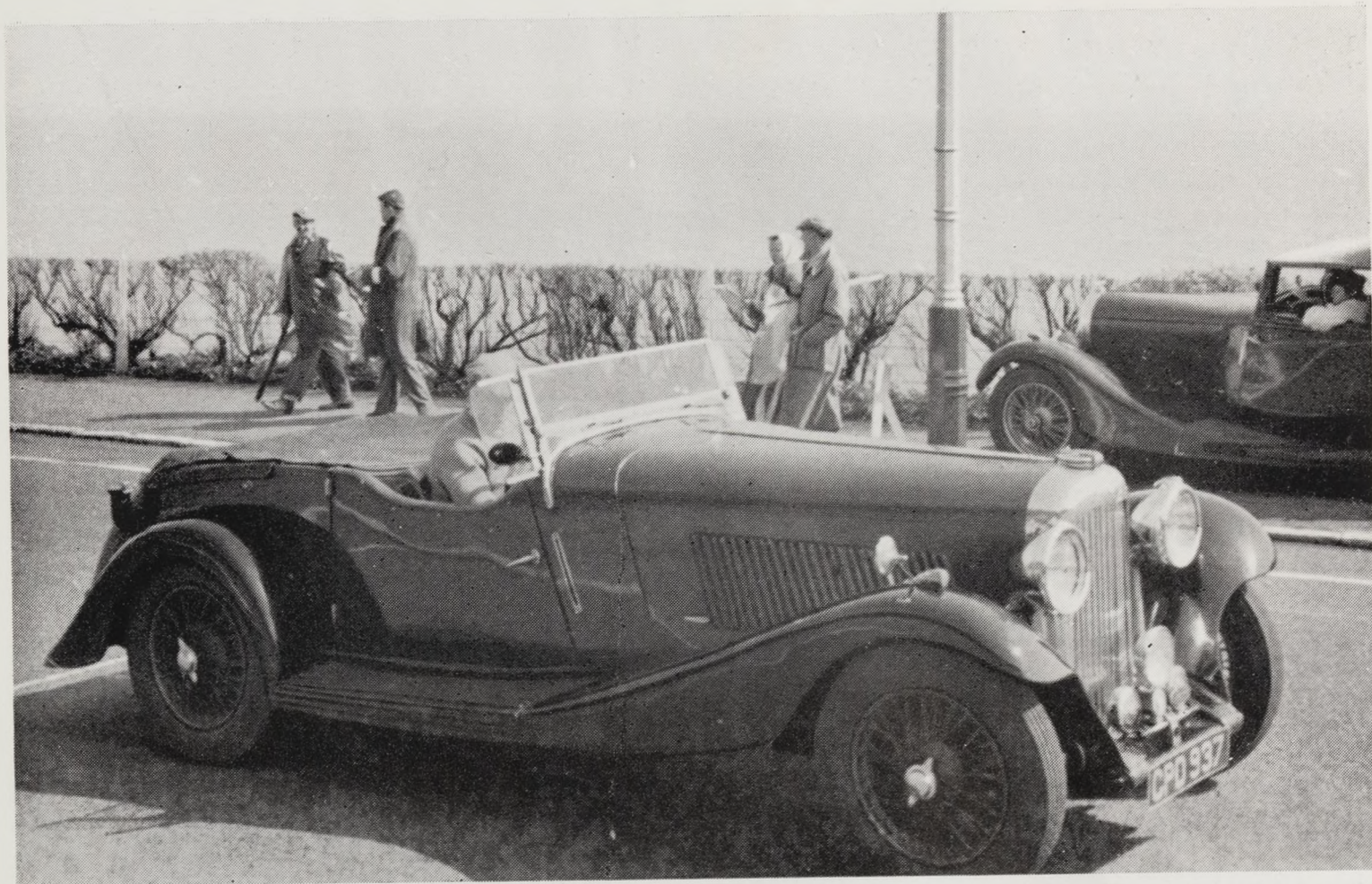
for at least the second time, returned a better time than anyone else (irrespective of class) in the Drunkards' Dilemma test. No comment.

It is most interesting to notice that the winner of each class was the person who did best on the road section while neither person who did best in the driving tests features among the first ten of his class. In other words, here was a rally which was truly won on the road—which is just as it should be. There were grave doubts after last year as to whether this classic event would ever take place again but the support this year will, it is hoped, encourage the Bentley Drivers' Club to continue it and we would all like to thank them for the hard work and organization which went into making this a wonderful event. And if you don't believe it, you try next year—though no promises of rewards from members of the committee for first-time entrants again!

*Ian Smith from Grantham*

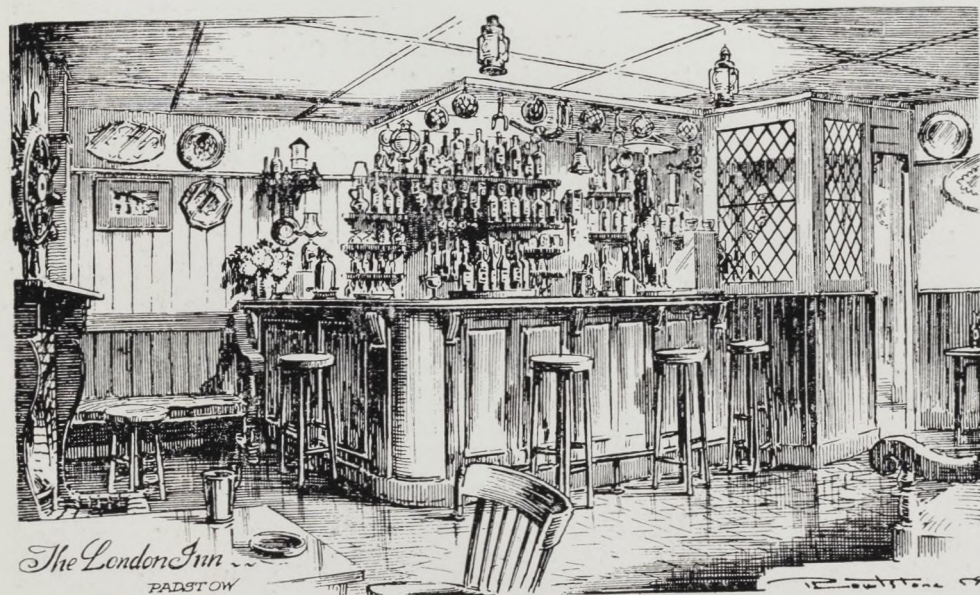






*At the B.D.C. Eastbourne Rally*

*Ian McGregor*



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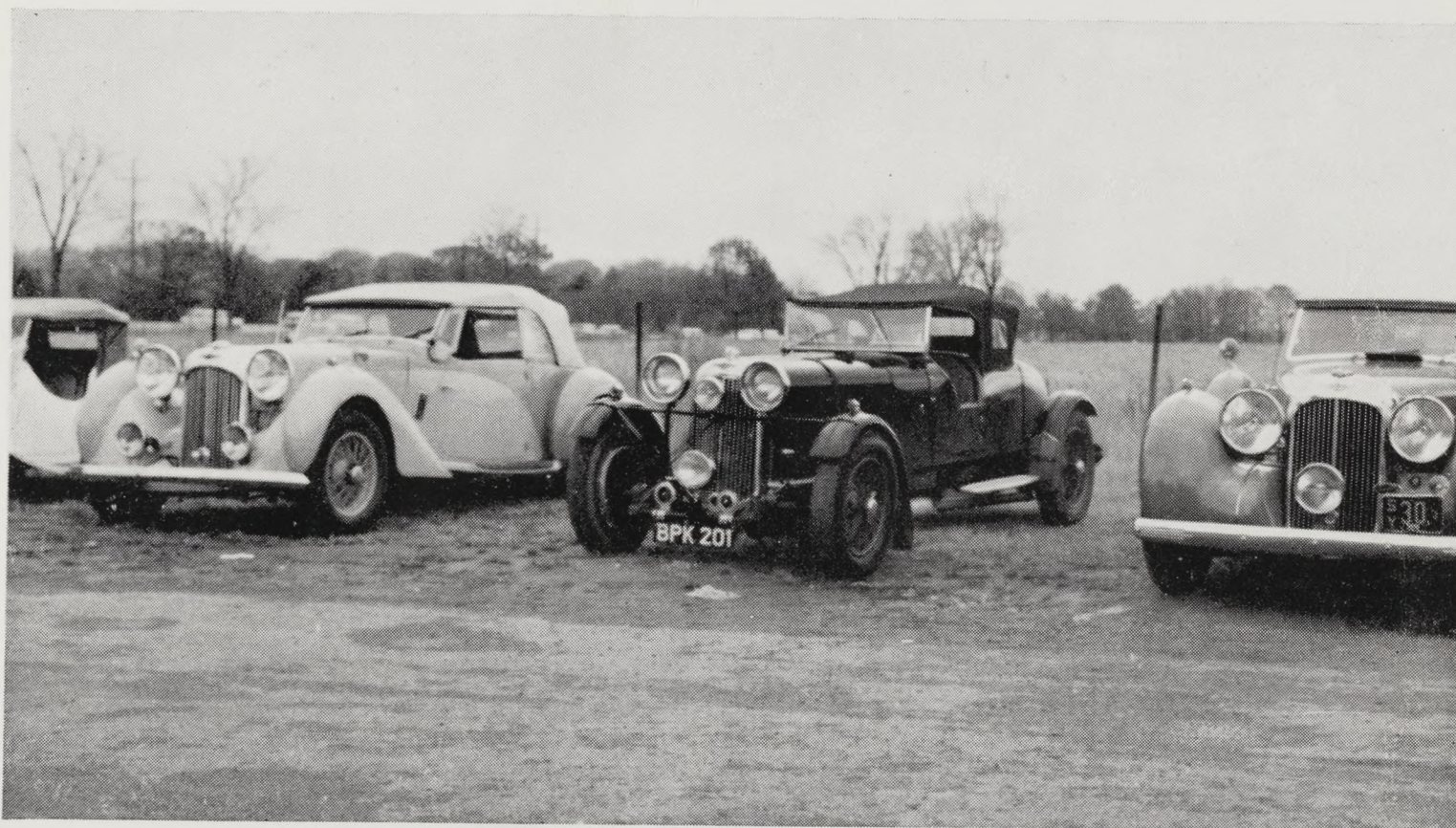
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## Letter from America

Bob Crane reporting

On 14th November, I attended the Princeton-Yale football game with the Classic Car Club of America. I hang my head with shame that I ended up with only three Lagondas. They were:

G. B. Calkins, driving the 1934 T.T. Team Car BPK201;

G. P. Roeser, driving LG.6 Rapide Tourer;

R. T. Crane, driving V-12 Drophead.

Picture enclosed for the records.

Last week-end, I attended the Annual Meeting of the C.C.C.A. and in the Concours am proud to relate that I won a second prize in the Foreign Division. Very tough competition.

Fred Rouse, at a cost of \$2,100 has completely refinished his 1927 Model 16/65 Tourer, Engine Z-584, Chassis Z-8846 and during last September, drove it about 1,600 miles in ten days in the Glidden Tour. He writes, "The car ran just fine and we cruised along at from 50-60 m.p.h. all the time."

G. B. Calkins, who has BPK201 (1934 Le Mans team car) admits to spending \$6,000.00 on a complete restoration. I have seen the car and it is like new.

T. A. Stockton is Maybach Technician for the Classic Car Club of America and Editor of the Denver, Colorado region Bulletin. (I am technician for Lagondas.)

G. Burnham Calkins ("Burnie") was married on 19th December to Becky Gear.



# Production of New Spare Parts

This is a follow-up to Andre Kenny's article on the same subject in the Spring Issue of the Magazine. If the bell is not ringing, turn up page 25 of that issue. Some misguided idiot has said he would be responsible for all the correspondence which would doubtless ensue. Well, what happened? There were precisely 11 enquiries—including one from myself. The following is a summary of the parts requested:—

## *4½-litre*

- 1 set G9 second gears
- 1 set G9 constant mesh gears
- 1 set King Pins and Bushes.

## *2-litre*

- 6 water pump bodies
- 1 set pistons

- 2 sets King Pins and Bushes
- 1 set B type third gears.

A miserable response, is it not? The scheme will undoubtedly die if there is not more support. Don't forget, the bigger the demand, the less the parts will cost. Other clubs with fewer members [But perhaps less reliable motor-cars?—Ed.] manage to run these schemes, so why can't we? It's up to you.

A final and special word to 4½-litre owners. Has yours got a G9 box? How is second gear? Yes, I know, it's noisy; so why not join in having some new sets cut. A p.c. with name and address will suffice and I know of someone willing and ready to organise the venture.

HARRY GOSTLING.

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# SILVERSTONE

*Above :* Maurice  
Leo does up the  
nut and Billy  
Michael does  
*his* nut.

*Right :*  
Lord Montagu  
and the Itala.





# P I C T O R I A L



Photographs by Crocker



*Above :* Kip and  
Harry Wareham.

*Left :*  
The Chairman  
inspectng the  
damage after  
FitzPatrick's  
Metallurgique  
had locked on.



## LETTERS TO THE EDITOR

Damansara Estate,

Batu Tiga

Selangor.

19th March, 1960.

Dear Editor,

"TO BE or NOT TO BE (a Lag. Hag)" should be the caption of this letter and being, as I believe, the one remaining Hag in Malaya I consider writing to you the only means of expressing my suppressed thoughts and grievances.

Since meeting my husband, some nine years ago, I have heard him periodically expressing the desire of owning a REAL car and during that time have endured all the ramifications appertaining to that ONE and ONLY—a LAGONDA! Eventually, we acquired one of these delectable carriages and I had to suffer also the agonies of mind anticipating all the possible mishaps that might befall this wonderful car on her way out here; the unloading of which you have already heard about.

Once installed in the garage I presumed that I had heard the last of this wonderful "Lady." She was, to all intents and purposes, in immaculate condition. After a week of frowning at breakfast, sighing at lunch and mutterings at dinner, I had a foreboding that something was amiss. (An incurable disease? Another woman, perhaps? An overdraft at the bank??) Imagine my surprise, therefore, upon enquiring what the trouble was to be told that she just HAD to be rewired. Without any warning on returning home one day, I was rather taken aback to find yards and yards of wiring laid out on the floor, passing under tables, around the chairs and overlapping into the dining room.

"No need to worry, darling," I was cheerfully greeted. "I won't be long, only measuring to find out how much wire I will need. Will clear everything up by this evening." Needless to say, the wire remained

in that position for some two weeks whilst little tags were being tied to "browns leading to horn," "greens leading to lights," etc., etc. Nor was the calculation very accurate as underlings continued to go to and fro to town to acquire just another few feet. Silently I prayed that no one should visit us during this period while the dust collected on the unswept floors.

Eventually order was restored in the house, the "Lady" was rewired and seemed to function well provided that you remembered to switch on the lights when you wanted to blow the horn. This little episode was shortly followed by the call of all available hands. Armed with buckets, brooms, polish, Brasso and Silvo and every available rag in the house we were marched off to the garage where we polished, gasped for breath and sweated in the tropic heat preparing the "Lady" for her first Concours.

I was quickly re-assured that the few "bits" which were being removed for chroming

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would only cost a few shillings but discovered, when trying to be helpful and collecting the parts, that I was requested to pay the sum of £10. (I have still to learn what the bigger items cost.) However, the expense was soon forgotten when we very proudly walked off with the Concours Cup, followed by a small beer mug which she gained in a Sprint.

We were nearly due for overseas leave and during the ensuing weeks of preparation, the only "news" I heard was that the "Lady" was also being prepared for her six months' respite. On our arrival in England I was soon taken on numerous shopping expeditions: to Beaconsfield—not to admire the numerous Antique Shops—but to visit Maurice Leo. To London, not to see Buckingham Palace, but to select upholstery, hood materials and carpets for the "Lady."

I was not invited to visit Parkstone to meet Ivan Forshaw but from the spare parts which arrived in Malaya I would say that the shopping spree must have been quite successful. I now realise of course that the Fur Stole which I received during the early stages of our leave was merely a pacifier and now see how very easily I was deceived.

I was looking forward to the Annual General Meeting at Hatfield, hoping to hear the views of the other Hags, but instead I was "educated." Even during the lunch break with our charming host, Quack Young, I was learning about compression ratios, manifolds, differentials and crankshafts.

On our return to this country I was prepared for a comparatively minor operation entailing a respray. I must admit though that I was flabbergasted to learn that the garage which had hitherto been sufficiently large enough was now far too cramped. (Do these cars grow in size?) I was not told this in as many words, but was persuaded to believe that the stable lacked adequate facilities and, as I am a keen gardener, it was thought that it could quite easily be converted into a nice fern house.

To my amazement another structure was also taking form, that of a garage to house at least four cars, complete with work

benches, lights, etc. In this spacious structure was borne the "Lady" who, with tender care, was raised on blocks and her "shoes" removed.

Day by day, I have silently watched the activity and have since seen her mudguards, doors and finally body removed and stripped of every vestige of paint. These parts were then carefully placed in an appropriate spot to await either the replacement of a piece of wood or the touch of the welder's torch. A constant tap-tap can be heard in an endeavour, I believe, to trace any defects in the wood or metal framework. Any remaining "idle" moments are taken up writing to knowledgeable types enquiring about the possibility of vitreous metalling and requesting the supply of running board rubbers, etc., etc.

Occasionally, I wander into this sacred place where I am confused with such unfinished sentences as "They made them in those days!" Should I venture further and idiotically request to view this piece of mastery, I am confronted with a maze of highly polished chrome and copper and some mutterings about "A bunch of bananas would improve the breathing!" I have since gathered that this remark has nothing to do with fruit.

The "Lady" looks anything but Concours standard now, most of her bolts, nuts, screws and washers are housed in little Marmite bottles and cigarette tins and the major parts of her once beautiful body are now scattered around awaiting further restoration. Scores of Chinese artisans in the capacity of painters, upholsterers and bodybuilders have been to view her. All are amazed that so much time and money should be spent on such an old car and on a "Lagonda," a make of which they have never even heard. However, they invariably leave with the parting sally, "Must be something like a Rolls!" which remark, I believe, is intended as a dubious compliment.

And so, dear Editor, I have come to the end of my tale of woe. What I would like to know in conclusion is: "Does my husband, usually a very attentive and con-



siderate man, return to normal? How long does this go on for and what is still in store for me? Perhaps some other kind Hag can prescribe some tablets which will charge me with the required enthusiasm, or does a 'clot' like me learn in time what makes a Lag. or Lag. owner tick?"

"SECOND FIDDLE."

15, Belmont Crescent,  
Great Sankey,  
Nr. Warrington,  
Lancashire.

3rd April, 1960,

Dear Sir,

Notwithstanding Mr. Schofield's attempt to bribe me into silence by *giving* me the bits and pieces of which I complained—and this is the only way I can interpret his privately made offer to push them up my back-yard—it would appear necessary to explain what I was getting at. (As correspondence in "The Lagonda" tends to be drawn-out over months, less-enthralled readers may like to know that the previous instalments are in the Spring 1960 issue, p. 29 and Autumn 1959, p. 18.)

In the first place, Mr. Schofield has missed the point. If the report is read more carefully than it deserves, it is apparent that I passed no unfavourable remarks about the car, only about its owner's good taste: and as the photograph shows the car with the folde-rols removed, either as a result of my modest moan or the course of V.S.C.C. membership prescribed, that appears to have improved.

I regret the existence of scruffy Lagondas as much as anyone else—probably more as they have often been mine—but they are a quite different case, as are the modified-for-a-purpose ones; and it would be as unkind to blame the owners of the former for what is often a shortage of time or cash, as it would be unfair to criticise the attempts at *something* by the others. The fitting of radio antennae (without a radio, of course) and chip-pan bottoms as stoneguards on headlamps, falls into neither extenuating circum-

stance, one feels. But of course Mr. Schofield has every right to do what he wants with his own.

Something sychophantic about the Magazine from me, too, to ensure this being published: well, I think it is better than "The Times"—in its way of course!

Yours faithfully,  
BRIAN DEARDEN-BRIGGS.

Dear Editor,

Hidden away in the heart of Leicestershire, I can rarely share in the activities organised by the Club. But 1st August last was an occasion when AMT77 could parade with other Lagondas and she would look her best.

She usually takes me on my daily 30 miles run, but four weeks in advance of the day I decided that she should have a rest and all spare time would be given to her beautification. You know damned well that it takes

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250cc 3'6  
500cc 5'6



more than earthly patience to clean a wheel and polish it to showroom condition. Those five whacking ones sliced off many precious hours from the time I had set aside. I don't have to explain to you how long I spent on the graceful cover that conceals the engine room. But at last it shone like glass. Parts of the windscreen showed the ravages of time. I took the whole thing off, and it went with me on a trip to London! It was carefully handed over to a firm in Latimer Road who are the original makers. I prepared for its return by polishing everything possible in its absence, and it was a joy to put it in place again.

By now, the supply of rags, dusters and finally shirts had been exhausted and as I sank down on the dirty heap to admire the old girl I was looking forward to the moment when I would line her up with her great contemporaries.

On Saturday the morning began well, the cornfields waved, and the air was good.

At last I was ready to go. The road to Silverstone had begun.

After Leicester on the A5 I noticed a shaking box on wheels in my mirror. It passed me, belching fumes all over Lagonda's shiny nose. What insufferable impudence! I stopped to inspect the damage. Impulsively I produced a fresh white handkerchief, and removed the chap's noxious deposits.

I branched off to Silverstone and encountered the first Lagondas. Some loaded to the top, looking in spick and span condition. No doubt I could have a closer look and a chat with the respective owners later on.

I had reached the gates, a smiling girl took my money, and ushered me into the hands of a man who, at first, I thought to be a sick berth attendant. He pointed to the spot where I was to put the Lagonda. I had palpitations!! Some weed with V.W. written on its "bonnet" flanked my right, and on my left, still fuming, was that ramshackle car that had belched its fumes with profusion over my radiator. What an insult, I thought, what disillusionment!

Instantly my decision was made, I drove

on, passing the conglomeration of conveyances with gloomy eyes and was back on the road to the circuit. The man in the white coat gave a few hysterical shrieks as I passed him. I headed for that sanctuary where only a few may park their cars. It looked a fine place all right! A race was on and for that reason I parked the Lagonda on the grass verge bordering the circuit. I felt a lot better already.

You will understand the moral. Many fellow members will endorse my feelings, and would be so grateful if they were given the opportunity to park their Lagondas together. A great deal of the meeting's fun lies in the chance to compare notes, and discuss Lagonda problems. I feel sure that very little organisation is necessary to secure this desirable position.

JOHN VAN DER LIET.

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# Date for Your Diary

Seventh Annual

## NOVEMBER HANDICAP

Saturday, November 12, 1960

Telephone: Stoke-on-Trent  
44528 (Home)  
48567 (Office)

Secretary of the meeting:

CHARLES S. GREEN,  
"Brampton House,"  
14 Bakewell Street,  
Penkhull, Stoke-on-Trent.

I am glad to be able to tell you that the R.A.C. have confirmed the Permit for the November Handicap for 1960, so here are a few details:—

The date is Saturday, November 12, 1960, and it will be run in four separate parts.

Section 1. Navigation; approx. 50 miles with telegram start.

Section 2. Driving Tests.

Section 3. Night Navigation; approx. 100 miles.

Section 4. Regularity Test.

Sections 1, 2 and 3 will be on Saturday,

finishing at Main Control in Llangollen, and Section 4 will be on Sunday morning.

Accommodation for the night will automatically be booked on entry for the rally.

Main Control will be at the Woodlands Hotel, Llangollen by courtesy of George Swallow (A.M.O.C.), who has a Club Licence which will enable him to place at the disposal of competitors the amenities of his very attractive residential Club!

Invitations have already been accepted by A.C.O.C., Alvis, Bentley, Lancia, Singer and V.S.C.C., so members should take note of the challenge for this beautiful trophy.



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# LAGONDA SERVICE



We have recently been fortunate enough to acquire a large quantity of useful Lagonda spare parts from Davies Motors. We are, therefore, now in a position to give club members the benefit of an increased range of new and used parts including pistons, gaskets, valves, valve springs for all models. Brake and clutch linings and clutch centre plates. Hardy Spicer fabric couplings for all models. Two Litre timing wheels, chains and magneto cross shafts. New gears for 2, 3, and 3½ litre cars. Also gears available for G9 and G10 gear boxes. Large quantities of used parts from dismantled cars. Crown Wheels and Pinions for most Lagondas. New 5.25 × 21 tyres and tubes also 18" and 19" tyres available—new and remoulds. Let us have your enquiries.

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