

THE *Lagonda*

No. 36

Autumn 1960





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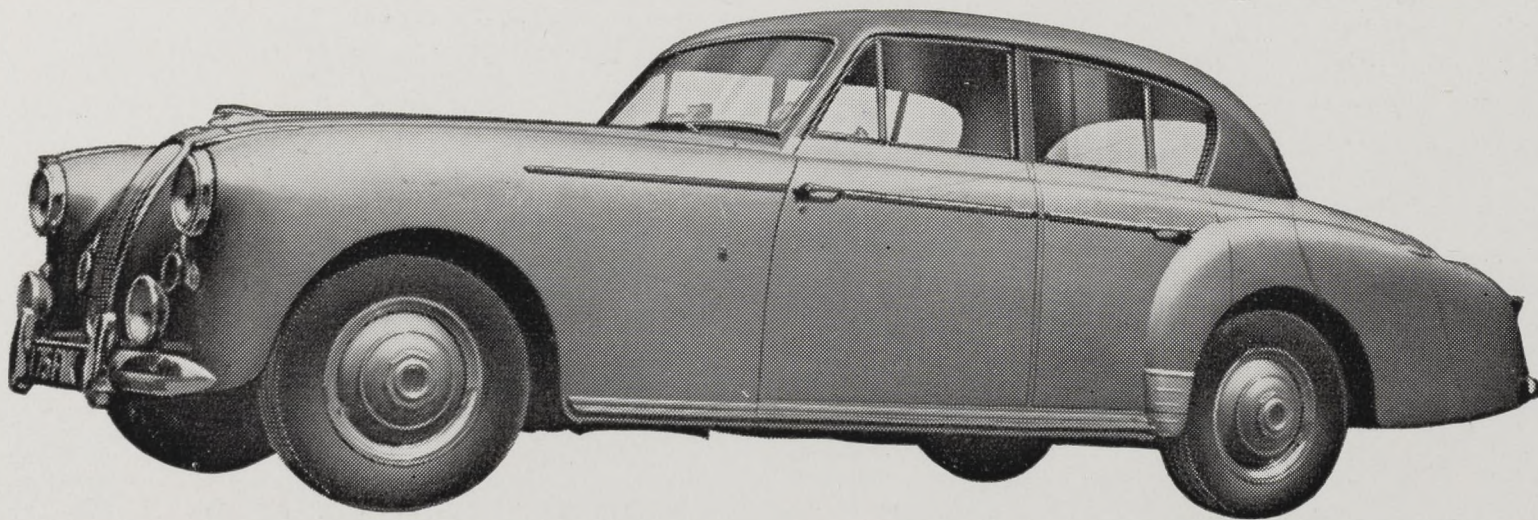


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THE MAGAZINE OF THE LAGONDA CLUB

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EDITORIAL

"East is East and West is West . . ." etc. But nevertheless there is a welcome interchange of North and South so far as this club is concerned, a number of Northern members appearing at the Southern Rally and a considerable contingent of people from the London area going up to the Northern Rally at Sherburn-in-Elmet in Yorkshire.

Further afield, we have news in this issue from U.S.A. and from Malaya. True, there are hardly any members in non-English speaking countries (unlike Professor Higgins, we are not here referring to America) but nevertheless in present times it is reassuring to think that what to some may seem the very slight link of owning the same kind of motor car (or indeed even being interested in it without owning one) can unite nearly 1,000 people scattered all over the world. And when you think that probably the majority of those cars are at least a quarter of a century old it is even more surprising—at least until you remember that the whole thing started in England, then somehow it does not seem so strange after all.

THE COVER PICTURE

NX 362396

Neither the engine number nor the chassis number but the National Grid Reference Number of POINT of LAG. On 1 in. O.S. Map 7th Series Sheet 80, Roy Paterson, who sent the photograph, says there is no significance in the fact that it is just west of Knock and Little Knock, and just east of The Scares (Big and Little Scare), small islands which divide the entrance to Luce Bay in Wigtownshire. He also says that it is the site of St. Medan's Golf Course and is fine country for an informal family holiday; very little traffic, not very commercialised and never far from the sea.

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

More news of the Monte Carlo Rally 2 litre GK 3466 mentioned in recent issues of the Magazine and News Letter.

Edinburgh members report seeing it a few years back in the Queensferry area being used by a sweep, complete with ladders, brushes, etc., in the van body. From the snows of the Alps to the soot of Scottish chimneys. May their lums be aye reekie!

★

It seems that until recently there has been little news or activity from North of the Border and it is obvious that quite a few of the members there are getting a bit depressed at the lack of gatherings and have a feeling that they are almost qualifying for overseas membership! Like anywhere else in the country most of the organisation must be done by members on the spot but full support both financial and "technical" is available from the main committee for any function that is run.

Both Elliot Elder and A. J. Robertson-Coupar are anxious to get something under way if the members there will only support it. A small gathering at a weekend seems the best start and those who would like to come out and have a natter about all things, including Lagondas, are asked to get into touch with either of the above and say so. They can be found as follows: J. Elliot Elder, at 28 Murrayfield Drive, Edinburgh 12, and A. J. Robertson Coupar, at Kerbet House, Kinnettles, Angus.

★

In the June issue of *Road and Track*, the American publication, there is some very interesting information on the complete re-build of BPK 201, the third of the 1934 T.T. cars which were really prototype M45R's. This one for some years has been owned by G. B. Calkins in Maryland and the vast sums that have been spent on it seem worth while as it has "the day it left the factory" look about it. How nice to know that all three of these cars are in loving hands and in first class condition. "Burnie" Calkins has gone to great trouble to keep

the car original and one most interesting fact comes to light that this car is on the 10 ft. 3 in. chassis which, of course, was used for the production M45R but not, it was understood, these Fox and Nicholl prepared team cars, which were always thought to retain the M45 10 ft. 9 in. chassis, the braking system being altered to Girling. This has now set everyone wondering and at the next Silverstone meeting, Jack Kibble's BPK 202, the Le Mans winner, will be measured (and Tom Goodman, what about BPK 203?). From a close look at the photographs of BPK 201 it appears identical in body length to the others. It is doubtful if 6 in. could have been removed, so it looks as if the car was always on this chassis. What do you say about this, Mr. Arthur Fox?

Incidentally, Burnie gives the capacity as 4429 cc.'s, and perhaps we should let him into the secret that this is one of two wrong capacities given for this type engine. The other is 4467 cc.'s. The mistake it now seems was caused by bad arithmetic way back in the middle 30's, the correct figure being 4453 cc.'s, which together with the bore and stroke was confirmed after the 1934 T.T.

★

New ties at last! The Mark III version of the Club Tie is now available and this shows a considerable improvement on earlier editions. Now in good quality terylene they are a darker shade of red and the stripe has been omitted, leaving only the crest in silver. These are available from Valerie May at 16s. 6d. each, post free.

★

Congratulations go to our team of James Crocker, Donald Overy and Arthur Barnett on finishing fourth in the relay race at V.S.C.C. in July and to Bill Michael, Maurice Leo, Bryn Edwards and Ian MacDonald who formed the club team for the Prescott Hill Climb the same weekend. They were doing well on handicap until the last run when the gearbox of the team car

ANNOUNCEMENTS AND REPORTS

decided to select its own gears; bad luck after showing the flag so well. A special word of praise to Ian for coming all the way from Newcastle-upon-Tyne to push his fine LG45 tourer up the hill with great spirit—not the easiest of Lagondas for this sort of event!

★

And a word of welcome to David Stowell from Southern Rhodesia. He is a second cousin of Sean de Salis and has been turning up at all the meetings, including V.S.C.C Silverstone, where he marshalled.

★

Last but in no way least: our Patron, David Brown, is now C.B.E. and we offer him our congratulations.

★ ★ ★

STOP PRESS

Another Lagonda with a Carlton body has come to light, a car with a history. It is a 3-litre, Z10077, and was first registered by Mr. Last of Sutton. It was originally owned by H.R.H. Prince of Wales, now of course H.R.H. Duke of Windsor, and it is hoped that a photograph will shortly be available. (See page 21 for full story).

STOP PRESS—*continued.*

THAT'S MY BABY

Many congratulations to PAM and CHARLES ELPHINSTONE on the birth of a son, ANDREW HUEVO CHARLES, on August 16. The baby's weight, 6 lbs. 11oz.

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Charles Elphinstone about to take off in the 11.1 h.p.

Southern Rally

The Southern Rally this year was held on 11th June, slightly later than is usual in the Lagonda calendar and, as a welcome change, the venue was altered. Many members were growing tired of a semi-industrial setting for their driving tests and steps were taken to find somewhere more rural. It was also decided that it would be a good idea to move the location somewhat northwards to encourage a greater degree of northern participation. After trying a number of airfields and similar sites in the Home Counties, Wing was decided upon as being suitable for the majority of our more active members.

Although they understood that the airfield had passed to private ownership six

months earlier, the organisers were rudely awakened one morning to receive a letter from the Air Ministry stating that the airfield was still in their possession and could not be used for motoring events of any description.

This came as something of a shock as we had reasonable proof of private ownership and the perimeter track and runways were frequently used for Go-Karting and rallies or driving tests by local car clubs.

A gentle hint was dropped to the Air Ministry and they were able to state that we could use those parts of the aerodrome in private hands!

Part of the aerodrome was taken up by a

large battery of broiler houses for chickens and the layout of the tests had to be arranged so that the noise of Lagonda cars revving up should not discomfort them too much. As a matter of fact, at a previous motor meeting on the site, excessive noise had resulted in crowding and the loss of a considerable number of birds.

The morning for laying out the tests broke with the usual overcast skies, which we have come to accept as the British Summer, but in spite of this the rain held off and a sunny but slightly windy day ensued.

There were 33 entrants and all competed.

The tests were seven in number, the first six being of a slightly constricted nature and the last allowing plenty of scope for those with large powerful cars.

Test 1

After a start slightly later than usual, Class 1, predominantly 2 litres, moved off to take

Test 1, garaging. Geoff Love put up a good score of 40 marks only to be beaten by Colin Buglar, now 2 litre mounted, with 38 marks and James Woollard with 37 marks. Class 2 (mainly Rapiers and 4½s) followed. Arthur Barnett, in his Rapier, as might be expected, put up an extremely fast time, collecting only 32 marks. Again, only to be expected, James Crocker put up the second fastest time, collecting 34 marks. (On their second run both tied with 33 marks.)

In Class 3, Roger Greenway (Volkswagen) and Bill Hartop (Morris 1000) tied with 37 marks, with Ron Newman (Austin Healey) at 38 marks and Mike Wilby (Ford Special) at 39 marks. On the second run Greenway got down to 31 marks but this was, in fact, beaten by Peter Hunt (Morris 1000) with 29 marks in spite of a first run of 70 marks.

Test 2

This test consisted of accelerating round a

Peter Densham and the 1935 M45



marker and braking with a front nearside wheel in a circle. Here again Buglar did well and put up the best Class 1 score for the first run—58 marks. On the second run he got this down to 56 marks, the same as James Woollard's second run although both were to be beaten by Geoff Love on the second run with 49.

In Class 2, Barnett and James Crocker again excelled with the best marks of, respectively, 50 and 51, reduced on the second run to 45 and 46. Henry Coates put up two good runs of 54 and 48.

Amongst the "specials," Mike Wilby got down to a fantastic 41 on his first run; so fantastic that he managed 42 for the second run! The only drivers to approach these figures were Billy Michael in his Bristol, 44, and Peter Hunt, 43.

Test 3

This was the usual Le Mans start and acceleration between posts. In Class 1, D. Stratton, in his 3½/3 litre achieved 42 marks on each of his runs. Woollard, Buglar and Love each managed 44 on their first run but failed to do anything like as well for their second run. While Peter Manley and Crocker did well with 36 and 38 respectively, Barnett managed 36 on his first run *and* the second run. This figure was also achieved by Crocker on his second run. The next best figure in this class was 40 by Edwards, who had come all the way from the Rhondda. It was a great pity that owing to distributor trouble he retired later in the tests. The unbeatable score of 36 was achieved by both Ron Newman and Bill Hartop on their second runs and two or three other "specialists" recorded 38.

Test 4

This involved the driver being blindfolded and driving straight down a marked course. A clear run involved no penalty and the longer the distance driven before passing out of the channel the lower the penalty. No less than eight drivers incurred no penalties on either run. These were: P. Whitman (2-litre), J. Woollard, H. Coates (M45 Special),

P. Densham (M45), J. Crocker, P. Manley, M. Wilby and L. Michael. Seven others managed one penalty-free run. It was certainly very pleasant to see the Founder of the Register competing again albeit 4½ attired.

Test 5

This test consisted of weaving backwards and forwards between the line of marker drums and in Class 1, D. Stratton put up the best aggregate score (42 + 42) with J. Woollard second (46 + 41).

In Class 2, A. Barnett managed 36 and 34, H. Coates 38 and 34, J. Crocker 37 and 33. The best scores in Class 3 were by M. Wilby, 45 and 39.

Test 6

This was, in reality, a test for parking nose to the kerb and this had to be done between a series of drums, one after another. On the first run in Class 1, both Buglar and Gostling managed 40 and on the second run in this class Buglar got down to 36, Gostling to 37 and R. D. C. Taylor (2 litre) managed 39.

In Class 2, Barnett managed 36 and 35 for his first and second runs, Crocker 39 and 36, and in Class 3 Greenway managed 38 and 36, Newman 38 and 38, Wilby 34 and 33 and Peter Hunt 33 and 30.

Test 7

This was the only test where drivers could "have a go," and consisted of turning sharply to drive between two chicanes parallel to the start line and then, after passing between and circling some drums farther on, finishing in a garage at the farther end.

In Class 1, the times worthy of note were Geoff Love 36 and 37, Peter Whitman 37 and 39, Phil Ridout 39 and 40, Colin Buglar 32 and 35, R. D. C. Taylor 36 and 38, N. R. Frajbis 39 and 39, James Woollard 39 and 40, and D. Stratton 36 and 37.

In Class 2, Barnett managed 33 and 36, Henry Coates 34 and 36, Ian Macgregor 37 and 36, James Crocker 33 and 34, Peter Manley 35 and 35 and Ian Smith 38 and 40. These scores show far less improvement on

the Class 1 scores than might have been expected.

In Class 3, the scores were generally similar with Roger Greenway 36 and 37, Ron Newman 35 and 36, Dick Paines (Ford New Anglia) 35 and 33, Billy Michael 36 and 35 and Bill Hartop 36 and 36.

Results

The tests and the system of marking, adjusted for each test, were designed to favour no particular model of car, although needless to say the smaller, higher powered car must, in any driving test, have the overall advantage.

In Class 1, the total marks were very even, varying from the lowest, 596, up to 743, while in Class 2 they ranged from 450 to 1,172—the sorting out of the sheep and the goats, no doubt!—and in Class 3 from 441 to 801.

The awards are as follows:

Premier Award

J. W. T. Crocker, LG45/S1 450 marks

Class 1

Class Award

James Woollard, 2 litre ... 596 marks

Award of Merit

Geoff Love, 2 litre ... 623 marks

R. D. C. Taylor, 2 litre ... 631 marks

Class 2

Class Award

Arthur Barnett, Rapier ... 452 marks

Award of Merit

Henry Coates, M45 Special... 611 marks

P. Manley, M45 ... 721 marks

Class 3

Class Award

M. Wilby, Ford Special ... 441 marks

Award of Merit

Peter Hunt, Morris 1000 ... 500 marks

Continued on Page 26

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A fine day for the Northern Rally

This highly successful meeting was held for a change at Sherburn-in-Elmet Aerodrome. It didn't look any different from any other, but the Organiser thought it more sheltered. The other innovation was the joint promotion with the Alvis Owners' Club.

The weather on 2nd July was dull, but the rain held off. An excellent collection of machinery, both genuine and tin, turned up. Indeed it was pleasant to see that only seven of thirty-five starters disgraced the field by using tinware—the writer was one! It was nice of the Alvis O.C. to have 25 per cent. of the entry, and this only a week after their own Northern Day. We also lost count of the non-participating watchers. There must have been over 300 people of all ages present. Seventy-eight bottles of beer and 320 cups of tea were absorbed, dispensed with great efficiency by Jill Paines, to whom, much thanks.

There were seven tests.

The first. A furious belt through a frightfully narrow gap. The Organiser, Richard Paines (referred to in future as R. P.), says the gap was six inches wider than the car.

The second flung all the loose gubbins in the car from one side to the other. R. P. describes it as a simple though long wiggle-woggle getting tighter at the end.

The third was a full-chat-and-stop-if-you-could. R. P. says accelerate round corner and brake within grid.

The fourth was a complicated arrangement of pylons and hooter attached to a central plate. So tricky trying to hit a postage stamp, that one forgot the pylons. R. P. says so tricky it had to be dropped from the results! A judge says: "This test reminded me of a cobra fighting a mongoose." Cars dashed back and forth flinging a tortured contact pad sky high on the end of its cable. Inevitably the poor thing expired and gave up the ghost.

The fifth was an easy scissors, if you knew how. R. P. says yes, but not many knew how. Judge saw a terrifying performance by XK 140 coupé, sliding tyres, dipping front end, etc. followed by a Triumph Herald making a quiet, peaceful performance, and recording exactly the same time.

The sixth was usual routine for anyone trying to find a parking space in a city. I would have done better with trolley buses in front and behind, and real cars at the side, instead of boxes. R. P.'s comments were inaudible through a mouthful of cake.

The last was a complex arrangement of garages and much slamming back and forth through clouds of dust and derision. R. P. says that as he owns no shares in Dunlop, this was done on a nice loose surface. The Judge overheard several rude remarks made to Whitelegge by fellow members when he inadvertently ran a foot over the start line. He also saw Brownbridge in the Alvis Firefly Special set off with verve and enter the first garage completely lost to view in a cloud of

dust blown up by a down-turned exhaust and four sliding tyres. This accompanied him through the rest of the test, hung over the area, and blotted out the daylight for quite a while afterwards.

Jotted musings. Powell's beautiful 12/70 Alvis saloon. Harry Gostling's purposeful driving. Maurice Leo's crisp, rich exhaust note. Townley, Stratton and Halliwell going round with much less stone and rubber throwing than others, without losing points. Mike Wilby and Peter Bartleet arriving in modern tinware—perhaps Lagondas aren't good enough for the committee.

Eight out of 36 markers were completely flattened, so some folk had a good time. Brian Dearden-Briggs and his two-stage blown 4½ were not entirely *en rapport*. Perhaps he should turn out cigarette lighters from the lathe-like machinery under the bonnet instead?

A magnificent dinner at the Londesborough Arms, Selby, rounded off the day.

Results

Premier Award. Class 1 and 2: N. D. Routledge (Alvis O.C.), 279 pts.

Class 1 (2 litre, 3 litre Lags. and appropriate Alvii (Alvises?)).

1st: D. S. Stratton, 323 pts.

2nd: A. H. Gostling, 357 pts.

Class 2 (4½'s Rapiers, all s/c models, specials (5% handicap), and appropriate Alvii).

1st: A. E. Barnett, 280 pts. Also Allison Trophy for best Lagonda performance.

2nd: M. Leo, 308 pts.

3rd: K. W. Ledbrook (Alvis O.C.), 310 pts.

Class 3 (modern masspro's, bitza's, etc.).

1st: M. H. Wilby, 271 pts.

2nd: H. P. Allen (Alvis O.C.), 276 pts.

Best Saloon. Class 1 and 2.

L. Halliwell, 413 pts.

J. R. T.

(with rude asides from R. H. P. and B. R.)



BLOWN 4½ litre at Northern Rally

Brian Dearden-Briggs's supercharged M45R which first time out performed well at the Northern Rally. There are two Wade blowers, one for each of the old carburettor inlets, and the whole system is driven by a mass of belts and pulleys. It is all very neat and tidy looking, rather like a light engineering workshop, but can someone work out how much b.h.p. it absorbs?

DISMANTLING THE STEERING HEAD

**Applicable to all 2 litre models, 16/80
Special Six, and 3 litres prior to ZM series
in 1932**

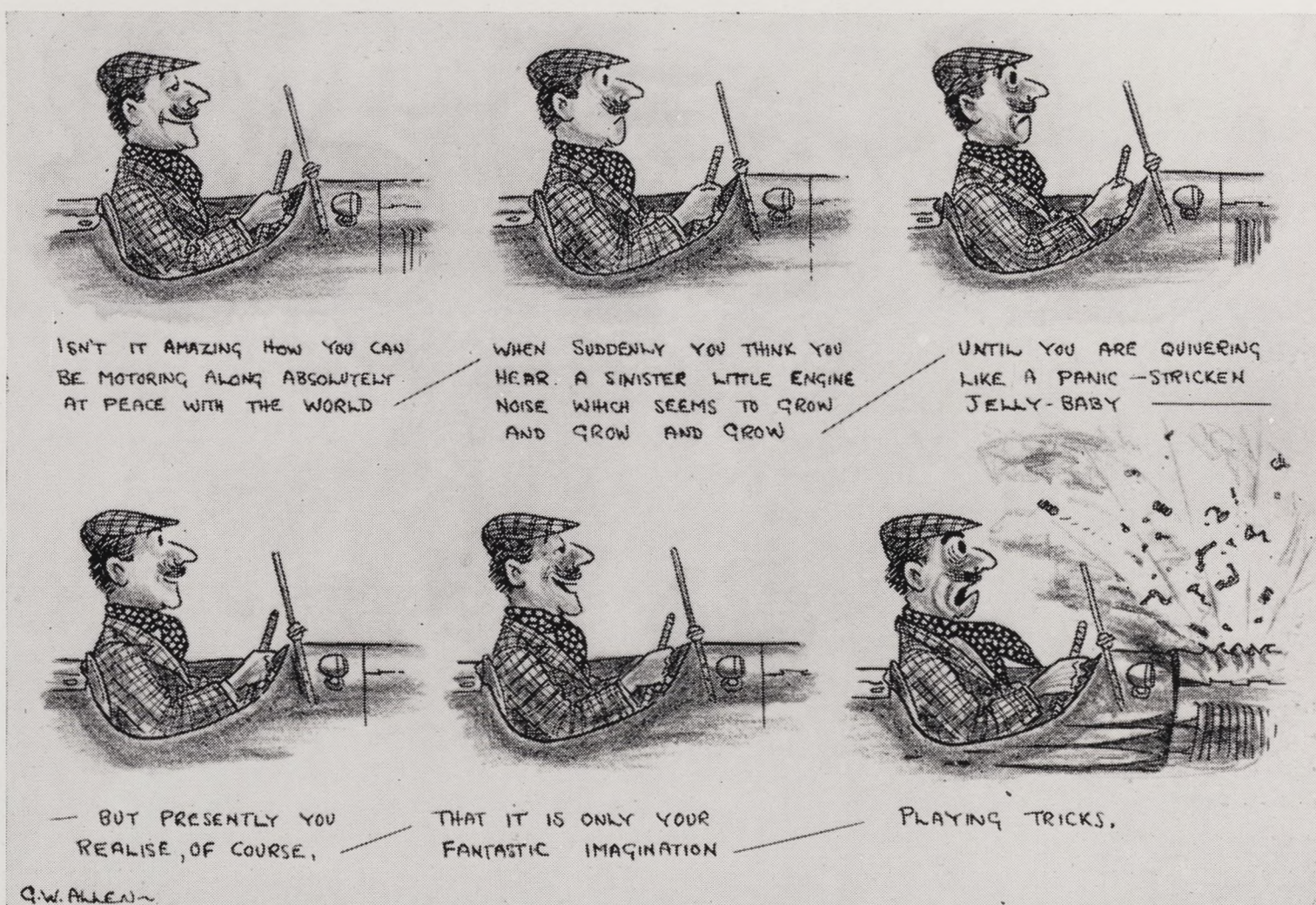
Jack up front axle; remove road wheel; remove brake drum—note two diametrically opposed holes tapped $\frac{5}{16}$ in. B.S.F. for insertion of bolts to jack the drum off its register. Remove screwed cap sealing the interior of the hub and wipe out grease, exposing the castellated and pinned nut on the end of the stub axle; remove screwdriver plug at the root of the hub splines and through this hole withdraw the split pin locking the nut—this may be rather fiddling as the legs of the split pin must first be straightened; a loop of wire and a pair of pliers, using the edge of the hub as a fulcrum point for the pliers, will be found useful in straightening a split pin bent inwards—do not brutalise the pin as this will aggravate the task. With a suitable box spanner remove the nut from the end of the stub axle—this will only be finger tight as it is the means of adjustment of the two Timken taper roller races on which the hub runs. Grasp the hub firmly with both hands and tug sharply outwards, when the hub complete with its races will be pulled off the stub axle. Do not mislay the shaped outer steel washer, which is positioned by a flat on the stub axle thread. Check that the races have not been running round on the stub axle.

If cycle type wings are fitted these must now be removed by taking out the ring of bolts securing the sub-frame of the wing to the brake backplate, and the two larger bolts

holding the main frame to the platform on the stub axle. Remove the four fitted bolts securing the backplate to the stub axle; it is not necessary to remove the brake shoes unless relining or other work on these is intended. Slacken the pinch bolt securing the brake operating lever to the operating cross shaft; this lever has a parallel bore with Woodruff key. If leather gaiters are still fitted to cover the exposed part of the cross shafts, loose these off by removing the two small bolts securing the clamping plate to the axle beam; note that the outer ends of the gaiters are secured by a twist of copper wire locating in an annulus in the bronze universal joint housing; such gaiters are found only on low chassis type axle assemblies.

Now pull the brake backplate outwards away from the car, and with a light hammer tap the brake operating lever inwards towards the centre; the backplate will come away complete with the Perrot shaft and universal joint mechanism. If any difficulty is encountered in drawing away the brake cross shaft in this manner, it may be due to a thin steel washer which is located between the brake operating lever and the axle beam, fouling the Woodruff key and this washer must be raised over the key.

This leaves the stub axle alone on the end of the axle beam; the steering joints must now be dismantled so that the steering arms



are free. Remove grease nipple from top of steering head and lift off mushroom shaped dust cover with a screwdriver. Remove split pin from castellated nut, remove nut and lift off thrust race complete. Remove cotter pin locking the king pin in the eye of the axle beam. Using a copper hammer, the king pin may now be tapped out downwards, thus freeing the stub axle. Check that the king pin has not been "working" in the axle beam; if there is evidence of this it will be scrap and must be replaced; if there is consequential wear in the eye of the axle beam this too may require replacing, or boring and sleeving to bring it back to original size; it must not be expected that the cotter pin will hold a king pin which is slack in the axle beam, and bad steering will inevitably result.

If new king pins and bushes are available the existing bushes in the stub axle may be

pressed out if there is access to a suitable press, or pulled out with a simple rig of tough bolt, suitably sized washers and tube. The new bushes are similarly pressed or pulled into position and finally reamed to suit the king pin. Check that the greasing hole in the lower bush has been properly drilled and fitted.

If new parts are not available the existing king pins may be ground on the worn diameters, hard chromed, and ground again to finish size, and new bushes made up and reamed to suit. In cases where the wear is not severe, it may be found possible simply to grind the worn diameters true, and make up and fit new bushes to suit; in many cases the upper wearing diameter may not warrant such attention. That part of the pin which is located in the axle beam must not, of course, be ground.

The Perrot shaft and universal joint

assembly may be dismantled for cleaning and examination by removing the two bolts securing the bronze housing to the backplate, and gently knocking out the assembly with a drift from the cam end; remove the bronze housing and the steel sleeve and expose the joint proper. The Perrot shaft and cam may be freed from the orange by turning first one and then the other squarely through 90°. Examine the forks of the Perrot shaft for distortion, and for signs of cracking at the roots; if damage is detected the shaft must be replaced, as it cannot be straightened or repaired.

Re-assembly of all parts of the steering head and braking assembly is the reverse of the above detail, and attention is drawn to the following points: the adjustment of the steering head thrust race will best be made by drawing up the nut until all play is taken up and then slackening back about half a turn. The nut on the end of the stub axle provides adjustment for the hub races; taper roller races must not be adjusted too tightly or damage will result. The adjustment will be correct when just perceptible play can be felt at the rim of the road wheel, the latter being locked up tight.

The following notes will be of assistance in checking the extent of wear of certain component parts, or in obtaining replacements:

Original internal diameter of front brake drum...	...	13 $\frac{5}{8}$ in.
Original thickness of brake linings	...	$\frac{1}{4}$ in.
Inboard front hub bearing.		
Timken taper	Cup 333
		Cone 339
Outboard front hub bearing.		
Timken taper	Cup 1920
		Cone 1986

Hub bearings are of generous size and rarely give trouble unless they have been adjusted too tightly or lubrication has been neglected. The inner race and rollers of the outboard bearing are immediately removed for examination after the hub leaves the stub axle; the inner race and rollers of the

inboard bearing may similarly be removed after the dished plate housing the felt seal has been carefully levered out of the hub with a couple of screwdrivers or small levers. Should it be necessary to remove the outer races from the hub, the interior must first be thoroughly cleaned; it will then be seen that the shoulders against which the outer races rest are relieved in either two or four places to permit the races to be tapped out with a suitable drift.

The hubs should be well packed with grease on re-assembling; Filtrate Super Lithanode is excellent for this purpose, or Duckham's HBB. Subsequent lubrication is by grease gun, using an adaptor which replaces the screwdriver plug in the hub splines; such adaptors are available on loan from the spares registrar; they differ from ordinary hexagonal grease nipples in that they have an American thread— $\frac{7}{16}$ in. x 20 T.P.I.

Replacement parts of any kind for these axles are normally available and advice on any specific points, and on the best specifications of friction lining material, will readily be given.

Slight variations from the above procedure will be evident on high-chassis cars, particularly insofar as the brake Perrot shaft is concerned, but all general principles will apply.

All threads are RIGHT hand with the exception of the centre lock nut for the off side road wheel.

SPARES AGAIN

At a recent committee meeting it was suggested that to assist the circulation of spares, members (whether in the trade or not) who have spares for disposal should send to the Editor, their names, addresses and brief details of what they have available. This information will then be published in the next Magazine. The scheme should help both those who want to buy and those who want to sell, so may we please hear from you.

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COMPETITION NOTES

By "Lepus"

There is no indication that club events to well tried formulae are any less popular although race meetings are not fully supported. Fifty-one members have entered Lagondas for the three club competitions this year so far and, if we include other meetings, the April social and those who were forced to drive their second cars, the total becomes not far short of one hundred. This is a most encouraging, representative turnout. On the other hand, a Saturday rally run for the first time last year was poorly attended and the Committee has hesitated to put on a hill-climb which they have been thinking about for some time.

The most suitable invitation events for our cars are promoted by the Bentley Drivers' Club. As most considerate hosts who take tremendous trouble over the organisation, they deserve a lot more support from us. You should make a note of the chief dates, which are :

First weekend in April—Eastbourne Rally.

Saturday before August Bank Holiday—Silverstone Race Meeting.

First Sunday in September—Firle Hill Climb.

For some years we have had a Lagonda Handicap Race at Silverstone. We need at least eighteen starters or we shall not be able to ask for our own race again. The Club

circuit has been resurfaced where it was rough, an improvement reflected in lap times. Bill Michael has been round in 1.19, the Chairman and Donald Overy in 1.28 and Arthur Barnett has reduced the Rapier time to 1.36. All these drivers know their cars and the circuit intimately, but individual handicaps allow everyone a fair chance so there is no need to be despondent if you take rather longer.

South Western Weekend. Tony Loch has planned visits to the Montagu Motor Museum and Royal Armoured Corps Tank Museum at Bovington. Meeting places have been arranged nearby so that if you are more anxious to peer under bonnets than to see the museum it won't really matter.

Saturday, 1st October. Midday at the Royal Oak, Hill Top, Beaulieu (1 mile N.E. of Beaulieu on the Hythe-Southampton road, B 3054).

Sunday, 2nd October. Midday at the Red Lion, Winfrith (1 mile W. of Wool, on the Wareham-Dorchester road, A 352).

Anyone who would like accommodation to be arranged should write to Major A. J. Loch. (Address in the Blue Book.)

[*Editor's Note.* In case you are wondering why the Lagonda Club should visit the Tank Museum it should be explained that the Whippet Tank was fitted with an M45 engine. No one has yet found a Whippet Quick fitted with an M45R engine.]

A.C. Owner's Club Night Rally

We are invited to take part in a rally of about 250 miles on October 8th-9th. The start will be west of London and the finish south-east of London. It will provide an opportunity to get your practice for the November Rally next month.

Lagonda Club November Rally

An advance notice of this important club event appeared in very large type in the last magazine. If you've lost your copy you still must not accept any other engagement for 12th-13th November. There should be something to please everyone—navigational section, driving tests, regularity section and the evening at a very pleasant country hotel. Charles Green (address in the Blue Book once more) would like to hear from you now.

Club Trophies

It is time to remind everyone who has competed that they should send their list of points gained, as shown on the back of the Fixture Card, to the Competition Secretary during October. Points won in the November Rally will be added automatically. We don't know of all your successful exploits and want to get the prizes made up and engraved for the annual presentation. Nominations, especially for the Northern Trophy and Thompson Trophy for Ladies, may be sent by friends or relatives and would help the Committee if, as often happens, people are too modest to claim.

To All Entrants

PLEASE SEND YOUR ENTRY FORM
IN AS EARLY AS POSSIBLE.

Organisers of all our meetings this year have been on the point of cancelling the thing in despair when entries began pouring in after the official closing date. It simply is not fair to ask voluntary organisers, who have spent months in planning, to work far into the night because members will not allow them time for the final arrangements.

If you wait to see what the weather is like, the meeting may be cancelled and the organiser—good ones are scarce and valuable—will have nothing more to do with running club events. It will be your fault.

STOP PRESS

At the B.D.C. Silverstone Meeting on Bank Holiday Saturday, the Novice 5-lap handicap was won by R. D. C. Taylor in a 2 litre. There was the traditional Lagonda shower before the Lagondas only 7-lap handicap, which was won by Charles Long and his 2 litre team car at 50.8 m.p.h., with J. G. Reed (M45R) second and J. M. Read in the ex-Malcolm Campbell Rapier third. There was a good turn-out of club members to give general support and there were more than 20 Lagondas in the special car park which John Van Der Liet had taken such trouble to arrange.

★ ★ ★

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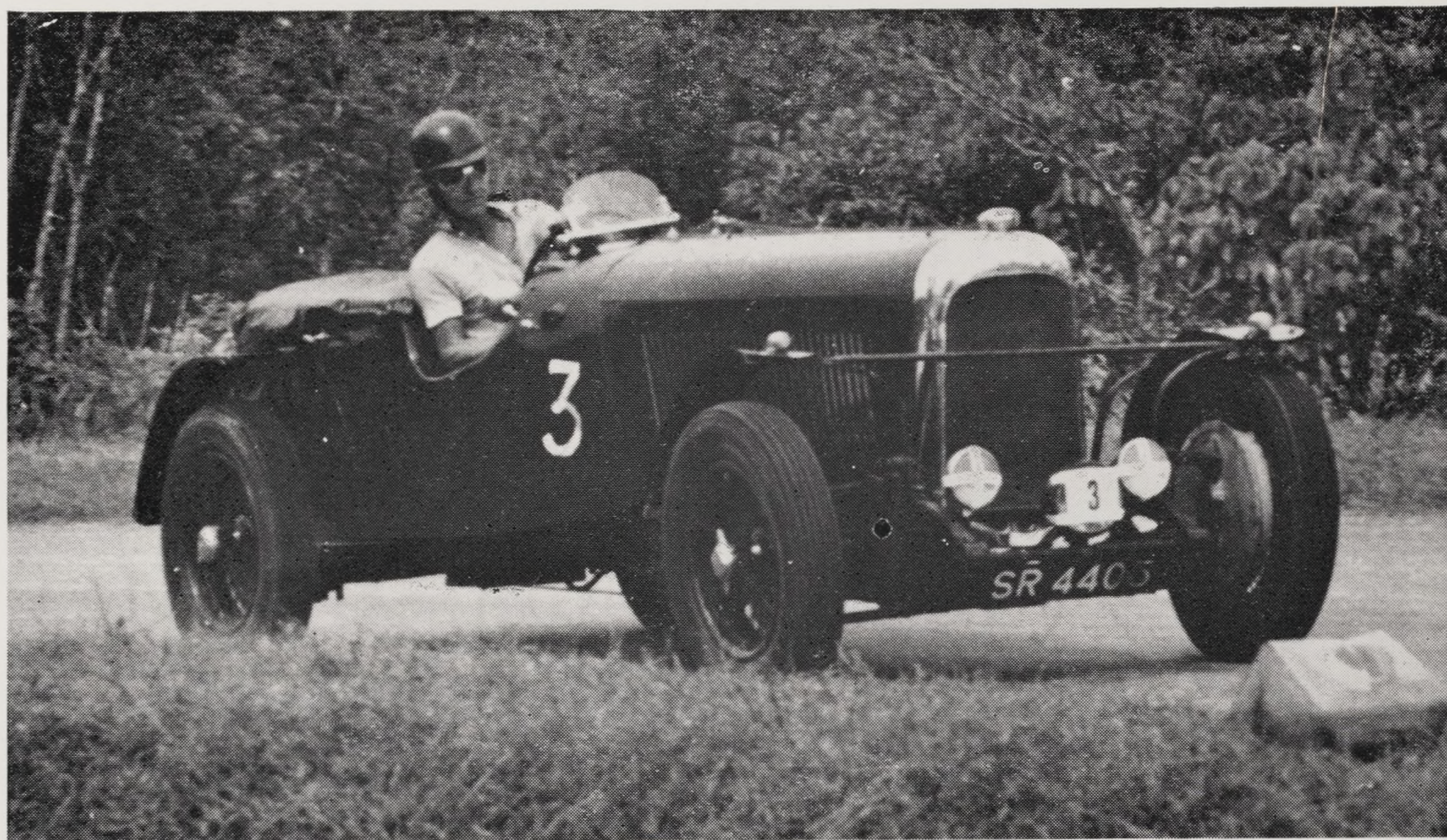
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David Morton and his M45

NEWS FROM MALAYA

David Morton reports on Johore Grand Prix

There was in fact only one Lag. present, the M45 ex-Lake tourer, now owned by Suttie and myself and which we both drove.

Suttie had a crack at the 20 lap sports car race; the Lag. was in no way remarkable except for its regular lapping around 2.25—nearly 52 m.p.h. average. Heavy rain didn't help; nevertheless as others ran out of road, fuel and bearings, the Lag. moved up till finally it lay 12th. I felt that if the race had lasted another 20 laps, the Lag. might well have been placed. As it was, it was third in the sports cars unlimited class, no mean performance.

I had a go at the vintage race, drawing pole position on the grid. Not that it did much good; Paul Gibbs Pancheri in the 3/4½ Bentley was off like a shot before I was out of first. I followed him for two laps until the Tunku Mahkota passed me on the inside at Sultan's Corner in his blown 540K Merc.

A moment was had by all. Final order: Bentley, Merc., Lag., 40 secs. behind the leader, with a Frazer Nash fourth 40 secs. further back.

The car has been much lightened since Lake had it; it has a replacement engine fitted in '51, and now has a straight through exhaust. When we got it, it vibrated like mad and the clutch slipped. Uncrossing the plug leads, removing a termite's nest from the fuel line and lining gearbox up with engine helped, but a week's work on clutch relining, putting in new springs and adjusting like anything had no effect, until one day the wheels started spinning and have done ever since. Extraordinary car!

Since the G.P. I have become sole owner and have had a fair amount of success; a first at the Kuala Lumpur hill climb, a new Gap hill climb record and a new record at Sembawang.

VETERAN AND VINTAGE MEETING AT R.A.F. SCULTHORPE, 19th JUNE, 1960

By invitation of the N.C.O.'s Club of the U.S. Air Force at R.A.F. Sculthorpe, Norfolk, a meeting for veteran and vintage cars was held there on 19th June, 1960. The events were confined to a Concours d'Elegance and simple driving tests. Cars up to 1939 were admitted to the vintage sports and an entry of about 50 cars included the 1897 Soame Steam Cart, a Benz Dog Cart of 1898, the Metallurgique, and four Lagondas. These were an LG6 saloon belonging to John Monks of R.A.F. Horsham St. Faith, an M45 tourer belonging to Esmond Johnson

Taylor of Norwich, an M45 saloon belonging to André Kenny and an anonymous high chassis 2 litre. First prize in the Concours (Vintage Class) was taken by a Vauxhall E type 30/98; second prize went to André Kenny's M45.

The meeting was a most pleasant and well-run affair. All vehicles took part in a "motorcade" around the station and practically everyone had a go at the driving tests. Competitors were entertained to an excellent lunch by the N.C.O.s.

E. J. A. K.

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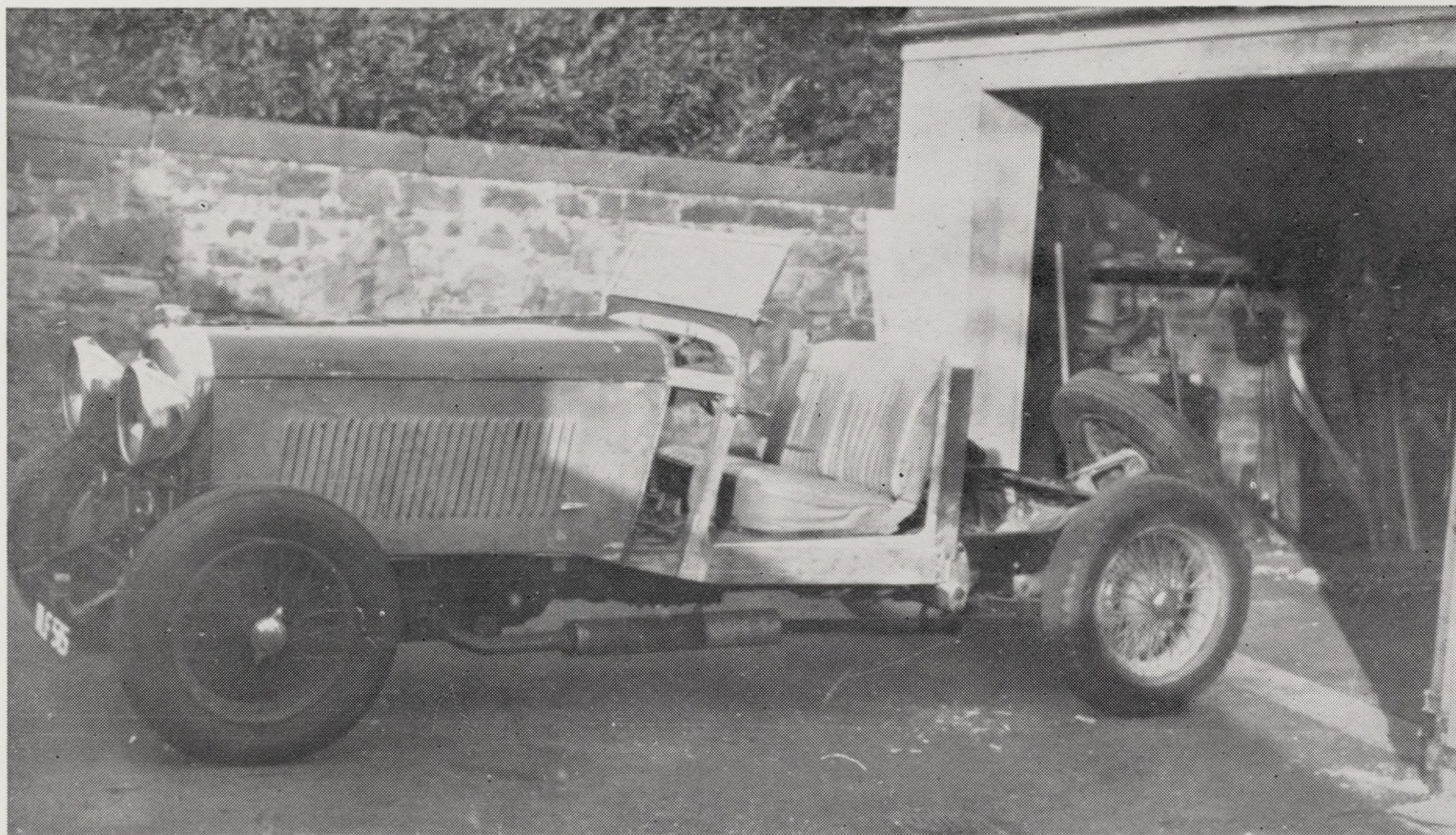
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SPECIAL BUILDERS' CORNER

Elliot Elder's companion to his Rapier Special, his $3\frac{1}{2}/4\frac{1}{2}$ litre device is almost completed and the full story and performance figures are awaited with interest. However, as Elliot has promised to write the Rapier story first it may be a while before we learn all, so here are a few advance details to whet the appetite.

The photographs, it might be added, are as temporary as these notes and proper ones that do full justice to the car will accompany the article.

Our Scottish enthusiast's approach to the problem was to buy a scrap $3\frac{1}{2}$ litre D.H.C. and a somewhat tatty M45. Having then produced a large pile of Lagonda parts on the floor, the game was to fit the best pieces together to make a useful machine. That this has been done can be clearly seen from the photographs and the scheme was to start

with a $3\frac{1}{2}$ litre chassis and axles which, of course, give a 10 ft. 3 in. wheelbase and 16 in. Girling brakes. Next the M45 engine was popped in, although it wasn't quite as easy as that as extra cross members were required. This was made to turn the back axle via a Daimler pre-selector gearbox (Rapier habits die hard!) and a suitable prop. shaft. The existing $3\frac{1}{2}$ final drive ratio was much too low so this was changed for a 3.66:1, the whole nose piece and diff. unit being quickly changed over. The M45 radiator, lamps, bonnet and instrument panel were used and an Alvis Firefly windscreen completed very nicely the front end.

The body frame was constructed from tractor engine crate frames (vintage 1919!) and the alloy panels were welded together before fixing, the result being a good firm structure on good functional lines. No lash-

up this, as there are large comfortable seats, hood that stows away out of sight and proper doors for the ladies to get in and out by, or should it be through?

Total cost to date £100 plus a good deal of hard work and Elliot is to be congratulated on producing a first class Lagonda which already is making Henry Coates get to work on the Rapide engine for his Special.

The performance of these two cars will be interesting to compare as the weight of about 26/27 cwt. must be the same and Elliot's report will be awaited with interest.

Incidentally, in the background of the photographs can be seen the Rapier Special and the 3½ D.H.C., which are the only other two Lagondas he has at the moment!

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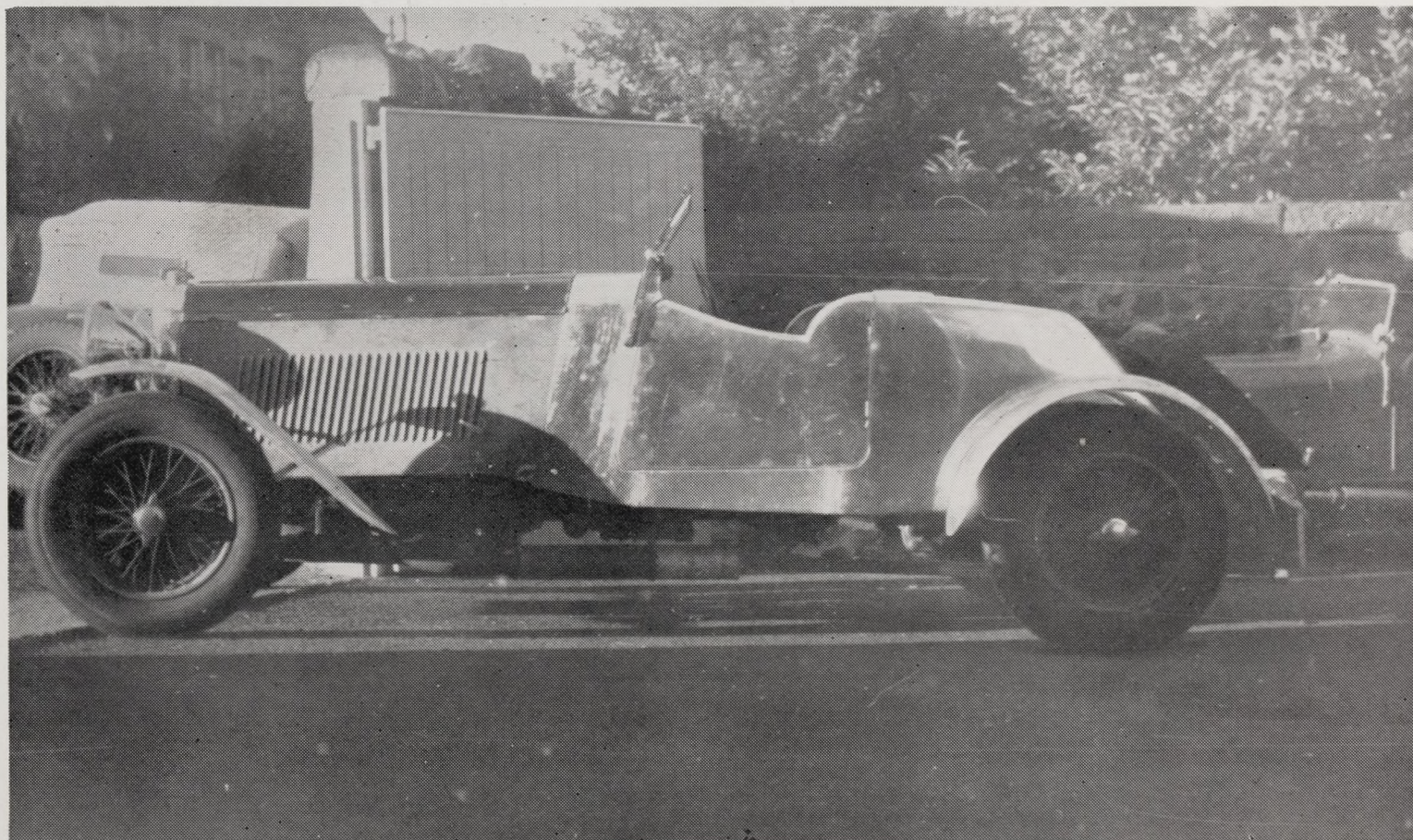
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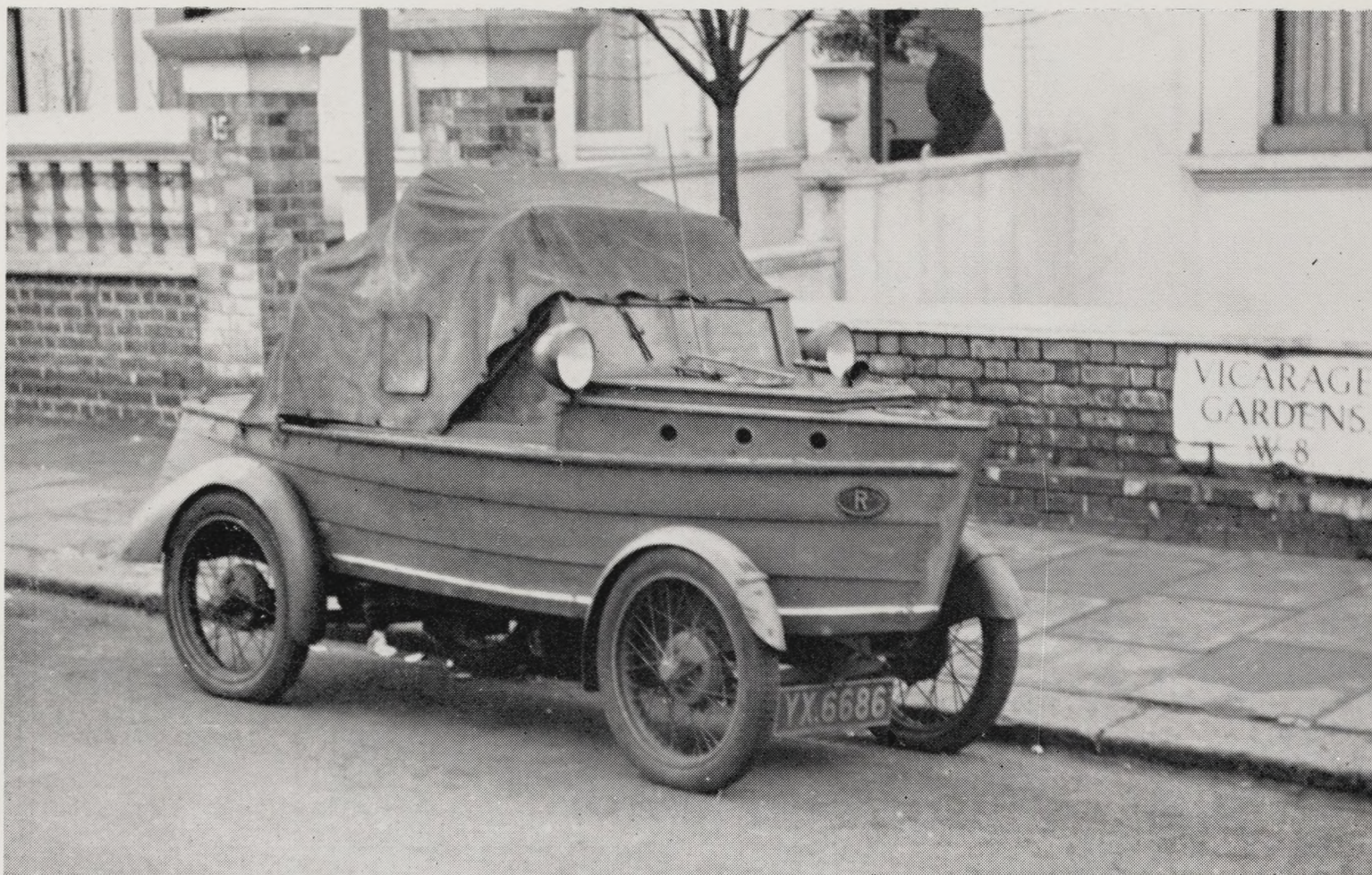
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A prospective entrant for the next Lagonda race at Silverstone? Note "R" on the bows, presumably denoting "Rapide,"

and the wireless aerial to receive any "slow down" signals from the pit in the course of a one-hour blind.

FOR SALE

1936 S.1. drophead coupé. Very good mechanical condition. Resprayed December last. About £250. Or would exchange (with cash adjustment) for 11.1 or 11.9 h.p. Lagonda, or other interesting vintage light car, value about £100. B. Dearden-Briggs, 2, Lee Head, Charlesworth, via Manchester.

Lagonda 3-litre 1931 Weymann saloon mechanically sound, bodywork very good (one owner since late 1931). £150. Willett, Old Mill House, Bedhampton, Havant. Tel. Havant 144.

"The Duchess" 3½-litre saloon. Colour blue and black. Extensive body recondi-

tioning. Paint in mint condition. Mechanically sound, good tyres. Enquiries to J. W. T. Crocker, 15, Graham Terrace, S.W.1. Telephone: SLOane 9420 (home) or MANsion House 8733 (office).

1931 2-litre Lagonda 4-seater tourer with cycle wings. Nice original condition. £150. Clifford & Webb, Northleach, Glos.

2-litre high chassis tourer being broken up. Chassis side member and axle casing bent on nearside. Speed model engine, lots of 21" wheels and tyres, various other parts for disposal. P. G. Bartleet, Pelling Place, Burfield Road, Old Windsor.

1929 2-litre L/C. Good condition. In daily use. New hood, tonneau, batteries, retreads, etc. £250 o.n.o. Dr. A. Phillips, Southampton General Hospital.

Coachwork by Carlton

From time to time, various coachbuilders have exercised their art upon the foundation of a Lagonda chassis, but it is doubtful if any serious attempt has been made to record their efforts. Looking back over the years, one can find references to superstructures fashioned by such historic names as Thrupp & Maberly, James Young, Freestone & Webb, Abbott, Lancefield, Carlton, Mulliner, Park Ward, Van den Plas, and others, not to mention the handsome (some more so than others) bodies fitted by Lagondas themselves.

It sometimes happens, and for this we must be very grateful, that by chance encounter, coincidence, accident, design or by inspiration on the part of a Club member, that something fresh of historic interest

is unearthed and which adds to our knowledge of and interest in, *THE MARQUE*. As a fine example of this last initiative, one need look no further than Tony Loch's effort in bringing to light the diesel-converted 14/60 engine.

It was therefore with delight and no little interest that we received a letter than L. D. Nicholls of Nottingham, the possessor of a 1932 2-litre with a drophead coupé body by Carlton. With rare presence of mind, he had got into touch with the makers who produced a list of all the bodies made by them and fitted to Lagonda chassis in those far off days when coachbuilding was an art; a list of some 25 cars of which the Registrar is able to place seven, or 28%. The list is as follows:—

<i>Body No.</i>	<i>Chassis No.</i>	<i>Year</i>	<i>Body</i>	<i>Last Known Owner</i>
563	8791 2L	1928	DHC	
1058	Z9935 3L	1931	„ (4some)	
1130	Z9992 3L	1931	„ „	
1131	Z9993 3L	1932	„ „	
1201	OH10037 2L	1932	„ „	Nicholls, Nottingham, in 1960.
1206	Z10066 3L	1932	„ (single)	Walters, Stourbridge, in 1960.
1222	Z10077 3L	1932	„ (4some)	
1274	Z10094 3L	1932	„ „	
1333	Z10144 3L	1932	„ „	
1374	S10214 16/80	1932	„ (single)	Webb, Bromley, Kent, in 1960.
1424	S10272 16/80	1933	„ (4some)	Kent, Coventry, in 1960.
1430	S10277 16/80	1933	FHC „	
1514	S10327 16/80	1933	DHC „	Dr. Kershaw, Liverpool, in 1960.
1674	10545	1934	„ „	
1787	Z10519 M45	1934	Spec. dual-purpose body	Ziar, Cornwall, in 1954.

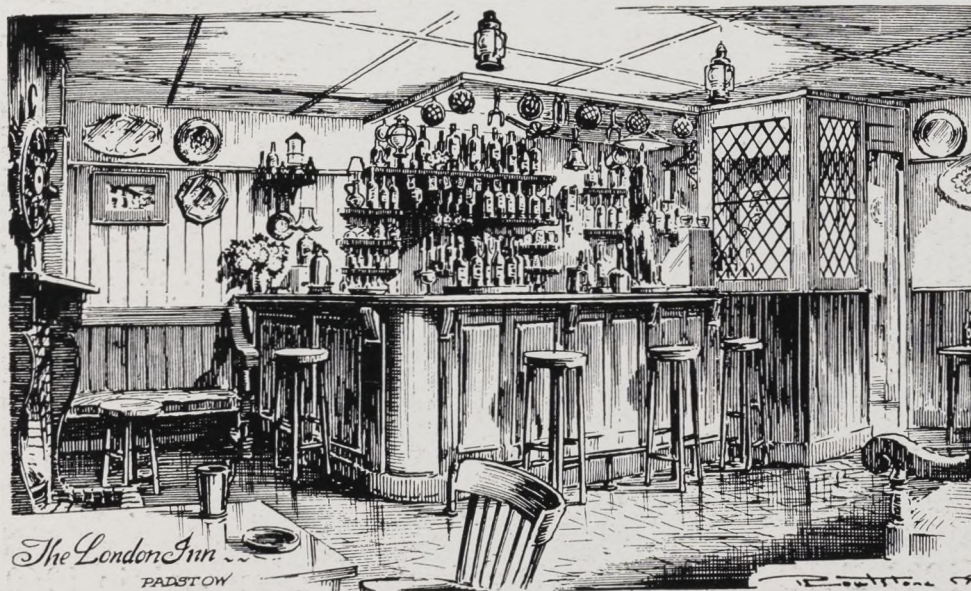
<i>Body No.</i>	<i>Chassis No.</i>	<i>Year</i>	<i>Body</i>	<i>Last Known Owner</i>
1957	Z11146	1934	DHC (4some)	Johnson, Widnes, Lancs., in 1960.
1959	Z11160 3½L	1934	„ „	
1997	Z11282	1935	„ „	
2003	Z11292	1935	„ „	
2015	Z11232	1934	„ „	
2016	Z11249	1935	„ „	
2028	Z11252	1935	„ „	
2034	Z11356	1935	„ „	
2036	Z11263	1935	„ „	
2730	12209 LG45	1937	„ „	

One can assume that the first of these was a high chassis 2-litre, so that two 2-litres only were fitted with Carlton bodies. One can also deduce that seven 3-litres were so equipped and either four or five 16/80s, two of which we know to survive. 10545 could be either 3-litre, 16/80 or M45, as no proper prefix is given. With the exception of the last, which is a G.10 LG45, the other eight with the "Z" prefix could be either M45 or 3½-litres, with the odds on the former as these were produced in far greater numbers. If any members can throw any light upon the others, the Registrar would most

certainly like to have the information for his index.

With the availability of this information, it is to be hoped that some photographs will be forthcoming as representative of the Carlton type of carrosserie for the Club album, as at present they are conspicuous by their absence (p.c. size minimum, but the larger the better). The Club's thanks are due to Mr. Nicholls for this interesting information and details are eagerly awaited from other owners of models with specialised coachwork after they have bombarded the makers.

"1342"



THE LONDON INN

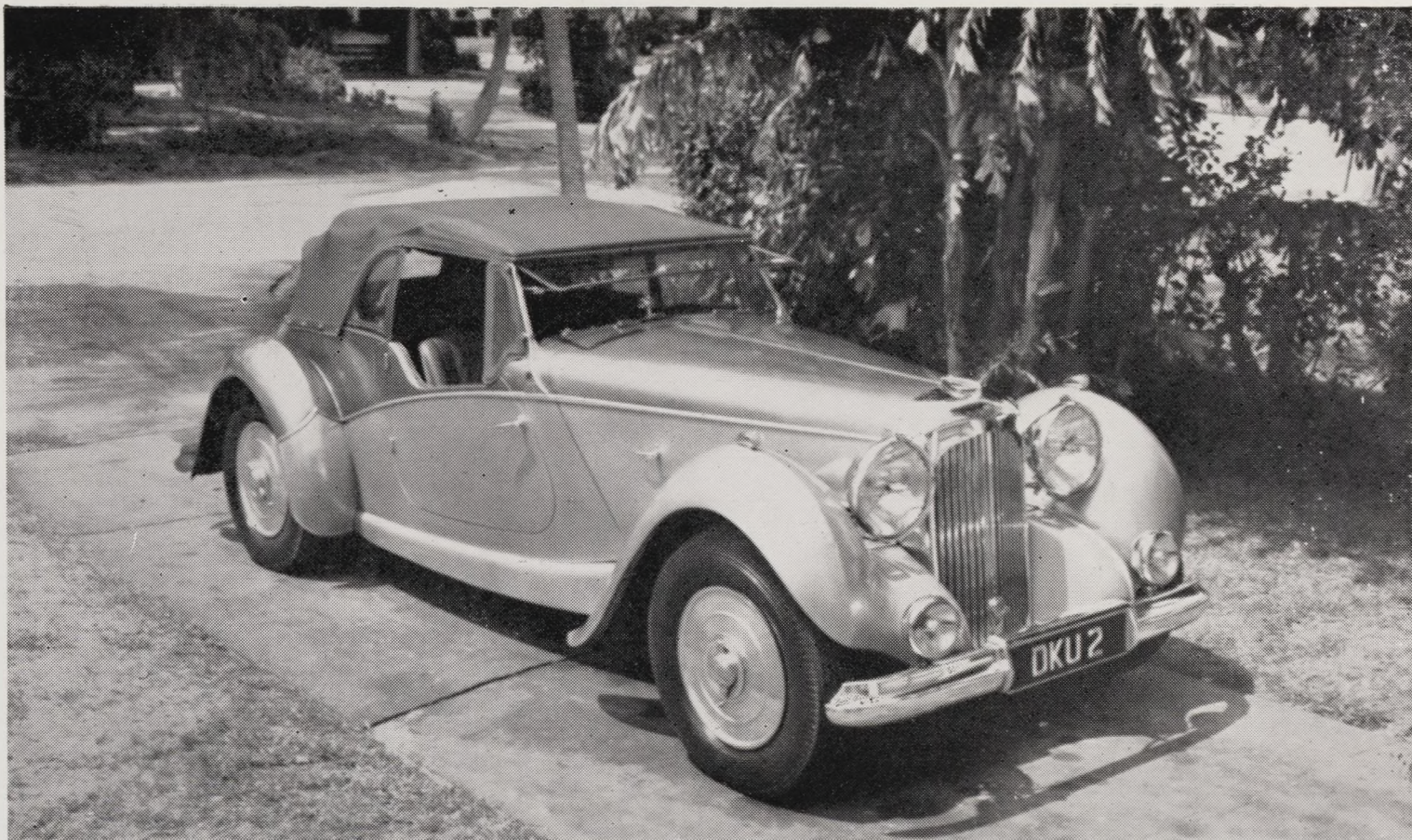
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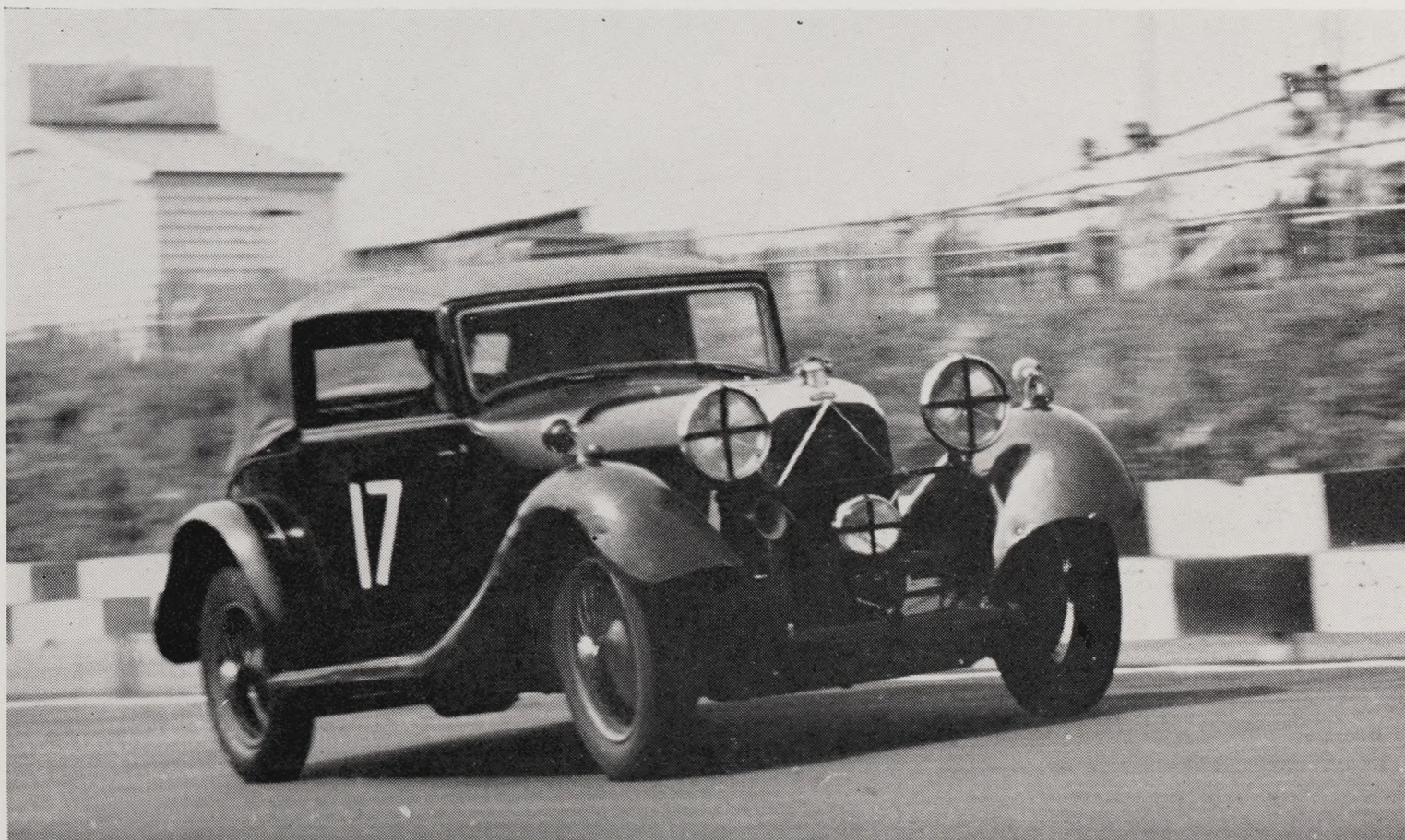
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Even Lagonda Owners Welcome!



Above: This very fine V12 Rapide is the property of new member, DR. CLIFFORD MCINTYRE, Fort Lauderdale, Florida and we are grateful to FRED SILLS for sending in this photograph.

Below: JERRY FISHER-WHITE winning the Club Handicap at Brands Hatch in "Sheba" 1930 Ex Blown 2-litre. Body by Park Ward.



LETTERS TO THE EDITOR

Squadron-Leader M. E. Townsend,
Milestones,
Oddington,
Moreton-in-Marsh,
Glos.
17th May, 1960

Dear Sir,

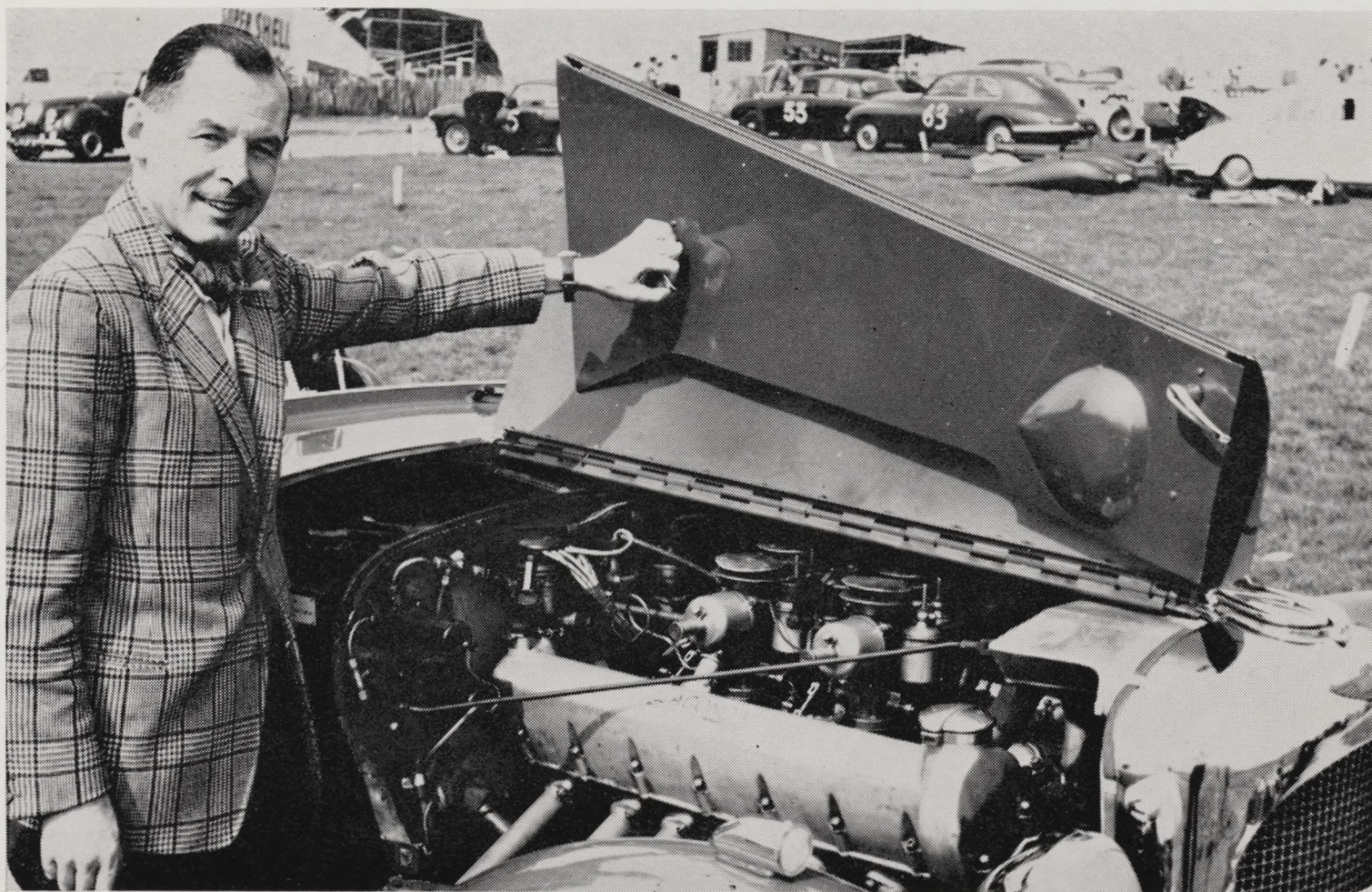
It is with some trepidation that I write to you on my very first day as a member of the Lagonda Club. I only do so, however, in the hope that two points in your recent reprint of the "Motor Trader's" article on servicing the twelve cylinder model may be cleared up.

Having recently graduated to a 1940 short-chassis V12 after several years' ownership of W. O.'s earlier brain-children in that Other

Club, I was naturally delighted to find such a comprehensive article in the Spring magazine.

Unfortunately it turned up a month too late: in an effort to find out why the port exhaust could not be persuaded to emit the same sharply defined burble as the starboard pipe, I had already done a top overhaul. Incidentally, how nice it was to have a car with cylinder heads which could be lifted single-handed and without pistons and con-rods clattering out in the process!

All went according to plan in the re-assembly until I came to re-time the valves. Using the original Instruction Book, from which your article quotes almost verbatim, I set the off-side ("starboard" to the less earth-bound members) bank satisfactorily. However, timing number 12 inlet to open after number 1, as instructed, produced a



The engine of DONALD OVERY'S V12. Note four S.U. carburettors, this manifold being the same as the 1939 Le-Mans car. Donald's engine came from the car owned by A. P. GOOD at the time Chairman of Lagonda's.

firing order of 1—12—9—4—5—8—11—2—3—10—7—6 instead of the order quoted in the car's specification, 1—2—9—10—5—6—11—12—3—4—7—8. The holes in the near-side camshaft flange lined up with those in the timing chain sprocket, however, so the engine must either have been timed according to the instructions before I dismantled it or else it was timed to give the specified firing order with the nearside bank 36° out. In order to get the holes to line up with the engine timed to give the right firing order and valve timing I had to slip the chain two teeth on the sprocket (trusting my wife not to let the chain fall off the bottom wheel in the timing case whilst I was doing it).

The point I want to make is that by following the valve timing instructions in the last issue of the Lagonda Magazine it is not possible to get the firing order given in the original manual. This firing order is basically that of a standard six cylinder engine; each of the normal bangs at 120° intervals is backed up by another 60° later, from a cylinder on the opposite bank driving a piston having its con-rod attached to the same journal (e.g. Nos. 1 and 2 drive the same journal, although the pistons are in opposite banks). The firing sequence produced by following the "Motor Trader" article produces the "follow-up" bangs from alternate ends of the engine, instead of from pairs of adjacent pistons. I would very much like to know whether it is permissible to use it and, if so, whether it will produce less torsional stress on the crankshaft. As a matter of interest, the Rolls-Royce Merlin—a similar design to the V-12 Lagonda—had a firing order 1—12—7—6—3—10—11—2—5—8—9—4. This is more like the sequence resulting from the "Motor Trader" instructions, than the specified Lagonda sequence.

The other point that I would like to query is the normal oil pressure, quoted as "75 lb. at 20 m.p.h.". The 75 lb. mark is the upper limit on my gauge. What happens to the instrument when the engine is cold or when one is cruising at three or four times the r.p.m. required at 20 m.p.h. in top? The

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handbook suggests a minimum of 30 lb. at 30 m.p.h. and I have been basking in a state of false complacency if your figure is correct.

Finally, as a newcomer, may I compliment you on an excellent magazine of wide interest.

Yours sincerely,

MICHAEL E. TOWNSEND.

[The Editor comments: "You must admit that members of the Other Club do not have these dreadful problems of firing order but no doubt a keen Bentley owner will have his volumes of the London telephone directory arranged 1—3—4—2."]

24, Elm Road,
Sidcup, Kent.
18th July, 1960.

Dear Sir,

I would like to place on record details of the extremely prompt assistance given to me recently by Ivan Forshaw. Just before the May Brands Hatch meeting, a con-rod

fractured on my 16/80 causing damage to the crankcase, a piston, and some other parts. Luckily, the block was only slightly damaged.

A letter to Ivan requesting spares brought a quick reply; but Ivan needed more information in order to supply the correct parts. I sent the necessary details as soon as possible; and the next day a monster package arrived with all the parts. Credit to British Railways Parcels Service as well as to Ivan.

Unfortunately, careful polishing showed flaws on the replacement connecting rod. A telephone call to Parkstone brought an offer to immediately send off another rod without any quibble. Not bad for second-hand parts.

Finally, another part required about a week later was despatched by return of post to H. & B. Motors at Redhill. I bet that many owners of post-war cars will be

extremely envious when they hear this. The full-time staff of most spares departments take twice as long as Ivan and do not take half the trouble to give satisfaction.

Yours sincerely,

RON. GEE.

[Another very nice letter has been received from Flying Officer Ogier reporting appreciation of the prompt service rendered by the Spares Registrar.—Ed.]

Continued from Page 7—SOUTHERN RALLY

After the event, desiccated drivers drove to the Swan at Great Horwood where nerves and thirsts were put to rights.

The organisers wish to record their thanks to the farmer, Mr. Colman, and the owner of the broiler house business, Cmdr. Wilson, for their co-operation and forbearance.

The Secretary of the Meeting was Peter Bartleet, the Clerk of the Course was

Continued on Page 27

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Henry Coates persuaded R. W. Hill, of Stoke-on-Trent, to send this photograph of the latter on his wedding-day with the words "there is always room in the Mag. for a good Lagonda and a pretty lady." Indeed there is. Hill goes on to say that Henry Coates's old car GF 1954 finished up in Stoke-on-Trent where it was involved in a head-on collision with a Ford Popular and became a complete write-off. However, it is now being rebuilt and should be finished by the end of the year.

SOUTHERN RALLY—Continued from Page 26

Richard Hare and the Stewards were Alan Audsley and Tortoise Taylor. Mr. M. C. Hughes, who is not a member, came with Peter Densham and was kind enough to send the two photographs.

★ ★ ★

CABINET MINISTER

Special tanks also to our newly-appointed Cabinet Minister CHARLES LONG, as usual, was in attendance with the Elsan and other important items of club equipment.

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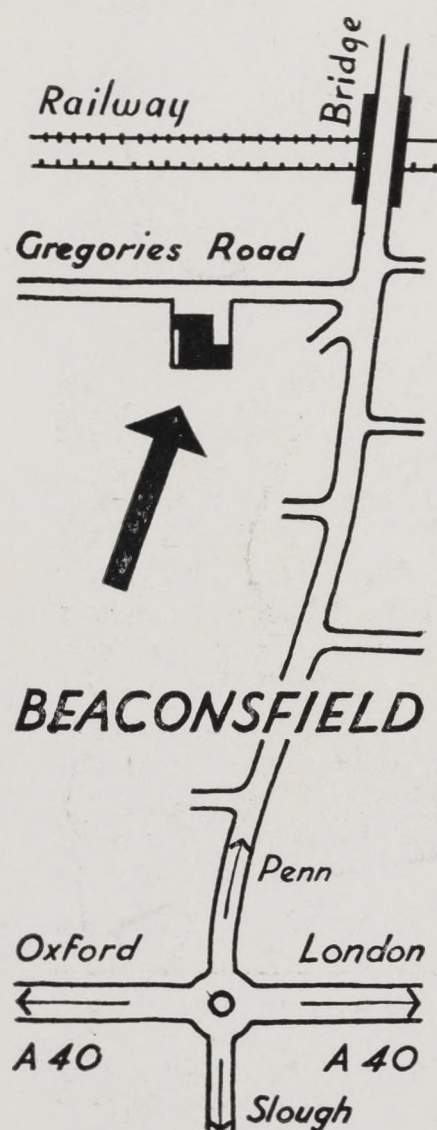


Frederick Tipping, a second cousin of Valerie May, joined Lagondas at Hammer-smith when they ran a taxi service. He later went with them to Staines and eventually became their chief store keeper. He was presented with this certificate, together with

a silver cigarette box, only a few days before he died.

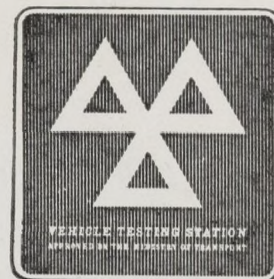
He was a very quiet, unassuming man and often Valerie can be heard muttering at Committee Meetings, "If only Uncle Fred was still alive, he could have helped us such a lot".

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