

THE *Lagonda*

No. 40

Autumn 1961





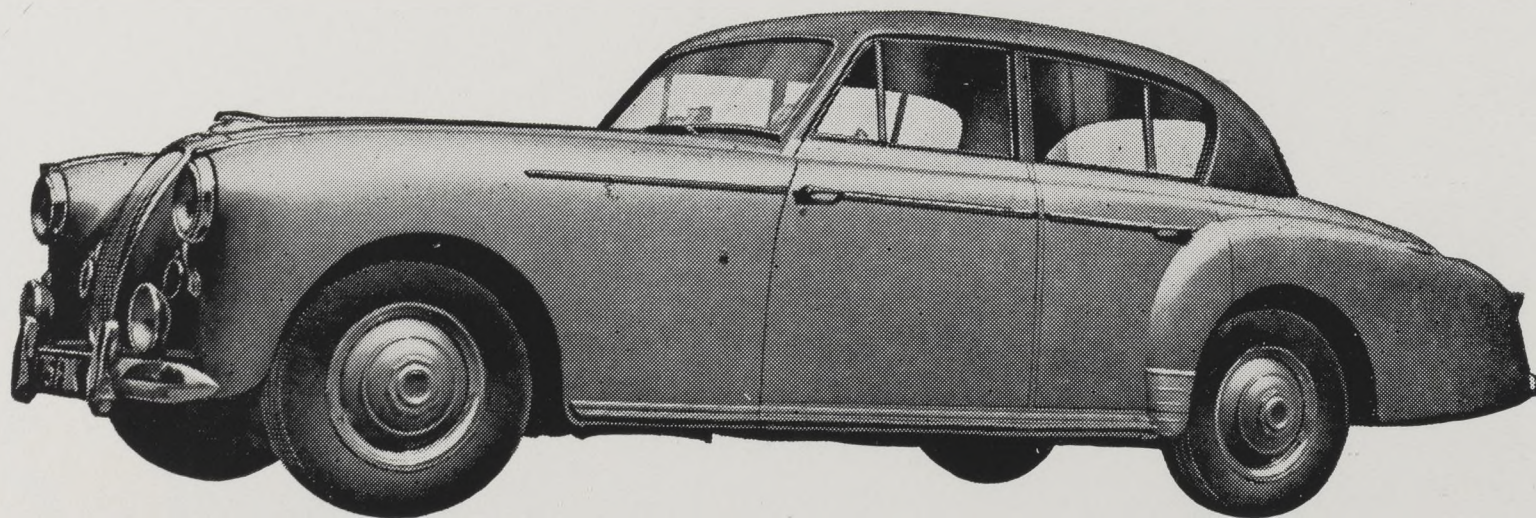
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THE MAGAZINE OF THE LAGONDA CLUB

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EDITORIAL

THERE HAS BEEN A LOT OF TALK ABOUT Editors lately and in the Spring issue of this year it states that the Editor must be a sensible chap and also must be "someone who does not have to spend all his time fiddling with his car".

Now a fellow may think he is sensible, but after having taken on the editorship of this magazine he very soon has his doubts and before long he knows for sure, but then it is too late. Moreover this particular Editor now wonders whether he will have time to even drive his cars much less fiddle with them. The LG45 has always been criticised at the A.G.M's for being far too filthy underneath, and the 1920 FIAT 501 has once again been dismantled, so you'll be lucky if this edition even goes to print. Nevertheless, this is being written by the light of the midnight oil, as at the rate copy is coming in, it may well be that the magazine will consist only of the Editorial, an advertisement advertising "Advertising Rates", and a photo of the former Editor's delighted antics when he realised that "they'd found another mug". This mug, by the way, seems to be looked upon as a Northerner by some and a Southerner by others according to their geographical location, but in effect he is an East Midlander and those who live in the East Midlands know that they are OUT OF IT, neither one damn thing nor the other, a buffer so to speak between the Cockneys and the Scots, staving off attacks meanwhile by the savage Welsh. Despite these tremendous handicaps there is still a chance that he will be able to turn up at social and competitive events to surprise some poor unfortunate into providing copy for the magazine. A thankless task, it must be admitted, so let's have plenty of articles and photographs, or else you'll have to put up with more of this stuff as a stop gap, and although literacy may start at LUTON, just because the Editor went to school in Bedfordshire with the Club Registrar it doesn't mean that these editorials are likely to flourish as well as *his* hirsute efforts.

REPORTS, ANNOUNCEMENTS

THE CLUB HAS HAD PHOTOSTAT COPIES MADE of a maker's catalogue relating to the 6ESC type Meadows engine, containing a great deal more information than was ever published by Lagonda themselves, and numbers of useful line drawings. These books are of general interest to all Lagonda owners, and of particular interest to those with M45, LG45 and LG6 4½-litre cars. They are available from the Club Secretary. Price 25s.

*

*

THERE IS A CONSIDERABLE NUMBER OF CLUB members who just "turn up to watch," but it is much more interesting to "have a go."

All those who actively participate in any club events will agree that in the first place they had to have a push and have finally made their choice of type of events to enter, according to their own and their car's capabilities.

In order to keep the club active it is necessary that competitive and social events are organised and well supported from time to time. Remember that if the club ever "packed up" the sources of spare parts would "pack up" also. The chaps who look after you in that direction are active club members and don't rely on sale of Lagonda spares only to keep the wolves at bay. They also give a service because they are as interested as those organisers who spend their leisure hours getting events laid on, which only too often would have been a real success had more people arrived to compete instead of to watch. Even these latter, however, are better than those who just pay their subs.

Don't shrug this off as another bind, try just one event and see for yourself.

AND NEWS

NOTICE

The Winter Edition of the Magazine will go to print on Tuesday, November 14. The Editor would be obliged if all would-be contributors would send in copy and/or photographs by Friday, November 3, 1961.

Right: Herbert Schofield
(see below)



COVER PICTURE

Herbert Schofield of Stalybridge has been busy during the last twelve months, as besides polishing his LG45R GPD939 for Concourse Events, trundling around Oulton Park and "having a go" at the November Handicap, he's now become the second club television star!!

Young 'Erbert's emulated Old Man Michael and "got on the tele." Back in June he appeared in the programme "A.B.C. at Large," a magazine dealing with young people at the wheels of high-powered sports cars.

SUBSCRIPTIONS

PLEASE

THE TREASURER WILL BE PLEASED TO RECEIVE subscriptions which are due on October 1. Send them in without delay, so that Donald can have more time to *enjoy* membership of the club.

ADVERTISEMENT RATES

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

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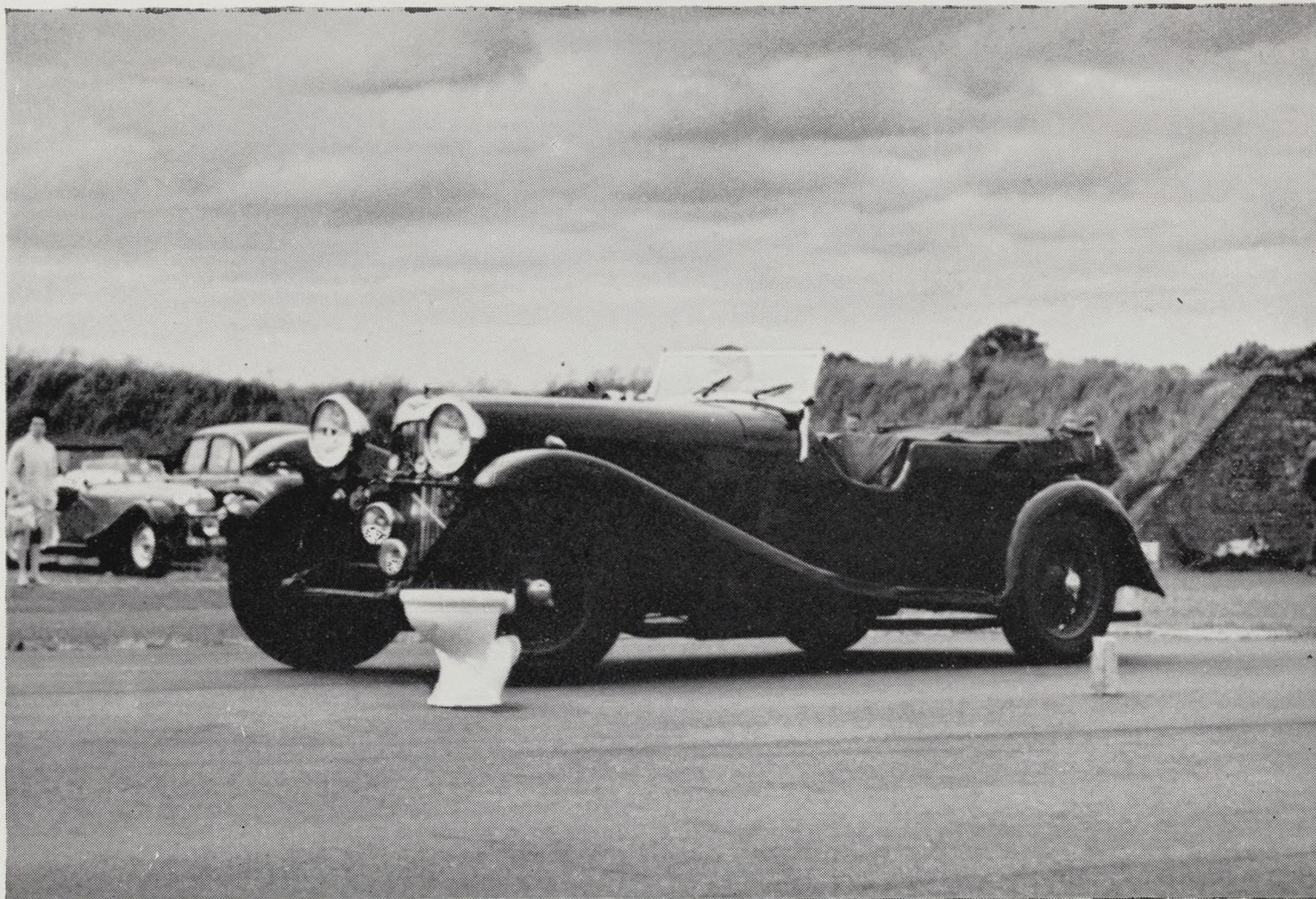


Photo by Alan Audsley.

No need to ask Tony Loch why this test was called PANdemonium!

Southern Rally—June 10, 1961

TWENTY CARS ENTERED AND NINETEEN started on the Southern Rally, which was held at the airfield at Biggin Hill. The winner was R. H. BELLINGHAM driving a Rapier, with the excellent score of 509.2 points. He was, in fact, beaten on points by PETER HUNT, driving a Morris 1000, but the Morris 1000 being an "other make" was not eligible for the premier award. Bellingham's results were achieved by very creditable consistency, reaching a high standard in all tests, without being particularly spectacular in any one of them.

Second in the overall competition was COLIN BUGLER (first in his class), driving his 2-litre, with a total score of 525.2. This is a good performance for a 2-litre and beat the second man in his class, JAMES WOOLLARD, by 76 points. Gritting the teeth of his gearbox, Colin hurled his long-suffering mount round the course at an incredible speed for a vintage 2-litre, and thoroughly deserved the class win he achieved. Woollard in the high chassis 2-litre drove more sedately, in spite of keeping his foot permanently on the floor boards. Third in the class was HARRY

GOSTLING, in his immaculate Continental.

P. MANLEY, in the M45 tourer, obtained the class award in Class 2 with 533.8 points. The 10ft. 9in. chassis does not accommodate itself well to the intricacies of test driving, and the handicap thus incurred more than offsets the powerful acceleration of the 4½ litre. He is to be congratulated on securing the class award in the face of opposition from the much handier Rapiers, and the very experienced opposition from TONY LOCH in his M45 Tourer, who was second. REED was third in an M45 Rapide, which is fitted with an extra high steering ratio, demanding Herculean muscles to turn the wheel at low speed.

Class 3 was won, as usual, by Peter Hunt, whose Morris 1000 was treated with a brutality which one hopes is reserved for

Peter's own cars and not for his customers! A score of 413 points put him way ahead of the opposition. There were only two other entrants in this class.

The tests themselves were very well laid out and as far as possible were designed to give all cars a fair chance. It is, of course, extremely difficult to prepare an event which allows an equal weight for handiness and power. Test 1 was an excellent one finishing in a garage disposed on a curved line. The drivers had to finish up with the car stationary entirely in the garage. The best time in this was made by BILL MICHAEL, in his Bristol, with 46.4 seconds, which beat Reed, the nearest, by two seconds. Peter Manley was third with 49.6 seconds.

Test 2 was a complicated affair in which the cars had to enter garages at right angles

Photo by Alan Audsley.

Peter Whitman's 2-litre didn't drop any bricks here!



to the line of approach, forward and reverse, the whole operation having to be completed in exactly 30 seconds. Watches and clocks were covered, and apart from the usual penalties for hitting markers, etc., a penalty of five marks for each second's difference in the standard time was exacted. Manley made the best time, suffering only 10 penalty marks. Second was Hunt with 15 penalty marks, and third, Michael, with 25 penalty marks.

Test 3 was omitted.

Test 4 involved driving through a series of pylons and stopping with the near side wheel on a small square marked on the ground. This is, of course, extremely difficult for drivers of saloon cars and those with long sweeping wings, and relatively easy for those with open cars with cycle type wings. Best time was made by Hunt in 54.8 seconds, followed by Bugler in 58.8 seconds and J. G. Reed in 59.2 seconds.

Test 5 was the fast-slow, in which cars had to accelerate from the start line to a mid-point in the test and thereafter slow down until crossing the finishing line. Brakes and clutch were not allowed to be used once the car had started and an observer was carried to ensure that this rule was obeyed. This placed a premium on cars which slow down quickly when you lift your foot off the accelerator, marks being awarded for the greatest difference between the accelerating part of the test and the slowing down part. The best results on this test

were obtained by Peter Hunt in the Morris 1000, followed by R. GEE in the 16/80. (Both these cars are well known for coming to a complete standstill the moment you take your foot off the accelerator!) Bellingham was third in the Rapier. A number of competitors succeeded in going faster over the slow section than they did on the fast section. This was, of course, the function of the excellent maintenance and superb design of the cars they were driving. The most successful in this respect being P. WHITMAN in his well maintained 2-litre, Harry Gostling in his Continental 2-litre, and Bill Michael's highly polished Bristol, whose freewheel did not, in fact, allow it to equal either of the 2 litres just mentioned, in speed over the second part of the course!

Test 6 was one of those diabolically complicated things which are as much a test of memory as of driving. It is not possible to describe the reversing backwards and forwards and driving between pylons that this involved, suffice it to say that one finished up backwards in a garage. The best performance on this test was made by Peter Hunt in 131.2 seconds, followed by A. J. Loch in 140.2 seconds, and Bugler in 145.6 seconds.

The final test involved accelerating round pylons into a garage placed at right angles to the line of approach, driving out of the garage to accelerate round further pylons and stopping astride the finishing line. This test was won by I. FULLALOVE in 154 seconds in his Mini-Minor, which was well equipped with non-standard exhaust system and non-standard noises. Peter Hunt was two seconds slower, and Bellingham third, rather slower at 168 seconds.

ARNOLD DAVEY is to be congratulated on organising such an interesting and well laid out series of tests in spite of serious difficulties with equipment. All the competitors thoroughly enjoyed the day and wish to express their thanks to the organiser and his helpers. Members should really try this event next year, which combines interesting and enjoyable competition without any danger to the car and at very little expense.

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RESULTS

PREMIER AWARD (Lagondas only eligible) R. H. Bellingham—Rapier.			
CLASS I	Class Award	J. C. Bugler	2-litre
2-litres, 16/80,	Second	J. C. Woollard	2-litre
3-litres	Third	A. H. Gostling	2-litre
CLASS II	Class Award	P. Manley	M45
3½-litres, 4½-litres,	Second	A. J. Loch	M45
Rapiers	Third	J. G. Reed	M45R
CLASS III	Class Award	P. A. Hunt	Morris 1000
Other makes			

V.S.C.C. Oulton Park Meeting

June 24, 1961

THIS EXCELLENT MEETING WAS HELD IN THE now traditional hot, sunny weather with a temperature mid-afternoon of well over 80°, and for the first time in many years the Club fielded quite a sizeable entry of Lagondas with no less than five racing and four entered for the Concours. Entrants for the latter included R. W. HILL from Stoke in his LG45 Coupe, J. D. RYDER with a very handsome and well conditioned 1932 16/80 tourer, a very original 14/60 entered by R. LYNCH, and H. L. SCHOFIELD in his 34,000 miles from new LG45 Rapide. It was the opinion of many people (including of course the owner!) that the Rapide should have taken a first or second place in the Concours but lost presumably because the car was not quite as clean underneath as some of the other entrants, who, the writer suspects, hardly ever use their fine motor cars. Such makes as Rolls-Royce (10 entries), Bentley (6 entries) and Austin (6 entries) were well represented, and the writer who is also rather partial to Vintage Sunbeams admired Roderick's fine 20/60 tourer.

Racing aside, the day turned into a massive Lagonda Club assembly with at one point during the afternoon IAN SMITH (LG45

coupe), HILL (LG45 coupe), JOHN DAVENPORT (M45 tourer), DENNIS ROBERTS (vast collection of immobile LG45's), BILL BRIGGS (Standard) and DUCKWORTH (V12 coupe) holding forth, oblivious of the fact that E.R.A's and other pre-war racing cars were hurtling round the track in the exciting "Richard Seaman Trophies Race". Bill Briggs, keen man that he is, counted, I believe, no less than 35 Lagondas at Oulton Park; gathering this most necessary and vital information must have entailed him in tramping many weary miles but presumably it was worth it! The writer spotted the ex-Doctor Young LG45R, which is now in the hands of Low from Church Stretton, who intends to beautify it, and Dennis Roberts, skilled mechanic for the day to Schofield's LG45R and owner of the aforementioned stationary Lagondas, met a chap called Crabtree who said he had an LG45R and the car used in the film "Room at the Top"; he has apparently owned it for ten years but was not a member of either the Lagonda Club or V.S.C.C., but, to cut a long story short, Bill Briggs has since located the car, I think in Halifax, and he reports the vehicle in splendid condition and possibly for sale.

The Racing

The big Lagondas were beset by various troubles, most popular of which was overheating. The Rapier of Read, however, well suited to this many-cornered circuit, did well and in Race 2, a five-lap handicap for Vintage and P.V.T. cars, just failed to pull it off, taking second place. Earlier in the race, Brin Edwards was romping through the field to a possible victory, but unfortunately, due I think to ignition trouble, Edwards had to slow and be content with a 4th or 5th place. TOM GOODMAN in the 1934 Team Car was motoring well but for some reason he never completed the race and was not seen or contacted later for a report on his trouble.

In Event 8, a five-lap handicap, again for Vintage and P.V.T. cars, the trim little Rapier of Read motored very fast and quietly to take 3rd place.

Event 10. Final race of the day and a five-lap handicap for Vintage, P.V.T. and Historic Racing Cars. It did seem rather a pity to mix genuine racers with slower and much larger sports-cars, and with the 4½-litre Lagondas having only something like 60 secs. start over the E.R.A's, the task was obviously hopeless (as it turned out it didn't make much difference anyway). Brian Dearden-Briggs (M45R blown), SCHOFIELD (LG45R) and Edwards (M45) entered this race, the only memorable part of which was the terrific acceleration of Edwards' rather stark but effective motor. Herbert Schofield in his first race and no doubt conscious of his unmarked car, lasted two rather slow circuits of the track before the coolant boiled (as it had in practice), and Dearden-Briggs in his *second* motor race was moving quite fast before he gave up one lap later with the same trouble plus total brake failure. This left only Brin Edwards to uphold Lagonda prestige, but not for long, he too finished his race prematurely on lap four, with presumably a recurrence of the trouble which spoilt his chances in Race 2.

Afterthoughts

Dearden-Briggs no doubt will be racing his wife's Rapier next season as he was heard to mutter that 4½-litre Lagondas were too bl——y big!

One can put down the boiling on the M45R as being due possibly to the twin blowers, but why did the LG45R boil? The fan, shutters and water-pump were all in satisfactory working order.

And one final note. It was generally considered that Roberts, Schofield and Dearden-Briggs were just about the filthiest people at Oulton. The two former individuals were clad in oil-soaked, smelly boiler suits, and the latter was splendidly arrayed in some sort of moth-eaten ex-army pullover which I swear has not been washed since the 1960 September Silverstone Meeting, and it was disgusting then!

H. L. S.

WELCOME

A sincere welcome is extended to the following new members. We hope that they will enjoy being members of the club:

Mr. and Mrs. H. Molyneux, 53, Clough Hall Road, Kidsgrove, Stoke-on-Trent, Staffs. LG6.

Major H. A. Petre, D.S.O., M.C., 38, South Lodge, Grove End Road, London, N.W.8. 3-Lt.

A. T. Marshall, 44, Duncreggan Road, Londonderry, N. Ireland. Rapier.

P. D. Maloney, 28, Draycott Place, London, S.W.3. 4½-Lt.

G. M. Westmoreland, 2, Alder Hill Cottages, Stonegate Road, Leeds, 6. M45.

H. G. S. Turner, "Heatherside," East Common, Gerrards Cross, Bucks. 2-Lt.

L. R. Thornton, 20, Nantwich Drive, Edinburgh. 2-Lt.

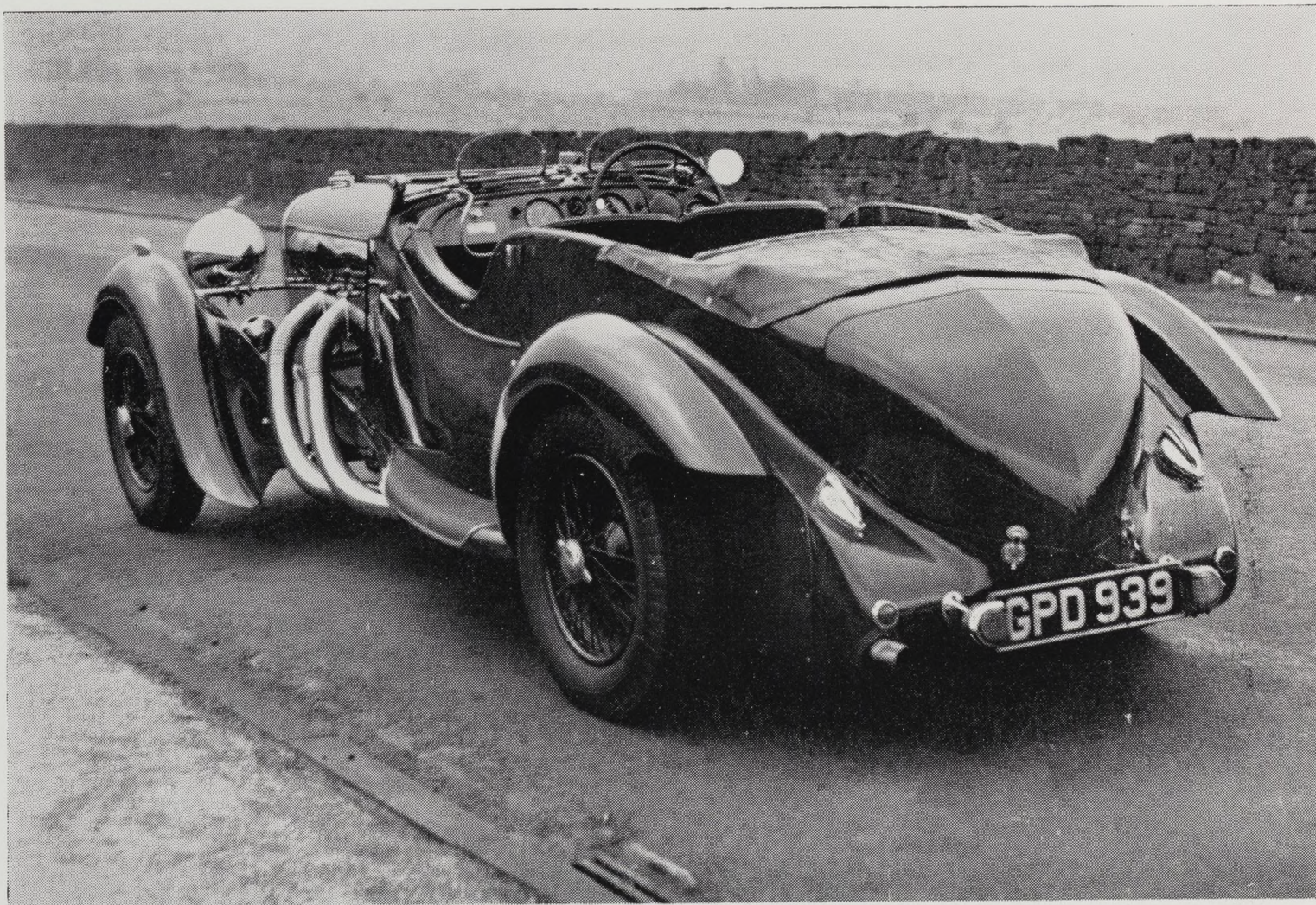
D. A. L. Harrison, The Manor House, Westfield, Ipswich, Suffolk. M45R.

S. H. Firmin, Pheasantry Cottage, Margery Grove, Lower Kingswood, Surrey. 3-Lt.

R. H. Chadborn, "Thrushes," Highland Avenue, Brentwood, Essex. Rapier.

Cmdr. H. S. Shaw, R.N., Fareham Park Farm, Fareham, Hants. 4½-Lt.

William P. White, Jr., 950, Hill Road, Winnetka, Illinois, U.S.A. V12R.



Another view of our "Cover Picture" car owned by Herbert Schofield. (Yes, it does look very like that other chap's—you know—the Chairman's, doesn't it?)

It's That Man Again

BRIN EDWARDS AGAIN SHOWED THE FLAG AT Silverstone on July 15, at the Aston Martin Owners Club 12th St. John Horsfall Race Meeting.

To quote the *Motoring News* account: "the racing proper began with an event calculated to gladden the hearts of vintage fans—a five-lapper for vintage and venerable sports cars," and well it might gladden the hearts of Lagonda fans particularly, as Brin managed to work his way through the field to second place by the end of the second lap and finished in that position behind J. P. MORLEY, 4½-litre Bentley, who won at 65.87 m.p.h. Obviously he must have found a different "spark-sorter-outer" as his port side distributor has let him down badly during

the last few meetings, in some cases just as he was about to add further to the honour and glory of the Club. Mind you, when he does get in front, it is a job to get by him again, as his modified twin exhaust system increases the overall width of the car by at least seventy-five per cent.

TEAMS OF 4½'S, 2-LITRES AND RAPIERS TOOK part in driving tests at the Crystal Palace on June 25, which was organised by the Lancia Owners Club for the Combined One Make Car Club. Our competition secretary was roped in to help with the running of the event. Unfortunately results are not yet forthcoming, but it seems that everyone thoroughly enjoyed themselves,

Pub Meets

For your information, here is a list of the regular meetings:—

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

MANCHESTER: West Towers Country Club, Church Lane, Marple, Cheshire. Second Thursday of each month.

LEEDS: Princess Hotel, Little London, Rawdon, Nr. Leeds. Second Tuesday of each month.

NEWCASTLE: Lion & Lamb, Horsley. First Wednesday of each month.

HULL: Half Moon, Skidby. Last Tuesday of each month.

CANTERBURY. The Grove Ferry Hotel, Upstreet, Nr. Canterbury. First Sunday of each month.

HORSHAM: Crown Hotel, Carfax, Nr. Horsham. Last Friday of each month.

Pub Meet. Dudley Palmer of Weymouth has been organising a very successful monthly meeting for members in Dorset and neighbouring counties. Time: 7.30 p.m.; last Friday of each month; at the Hambro Arms, in the lovely village of MILTON ABBAS, just off the main BLANDFORD-DORCHESTER road. Lagonda owners on holiday in this area will be most welcome.

Northern Treasure Hunt May 28, 1961

IT WAS THE LATE SIR MALCOLM CAMPBELL who started the fashion of motorists going out for treasure. He went to the Cocos and had to leave Blue Bird behind. We are not so ambitious, can take our cars, and have some fun; which is more than poor Malcolm seems to have done.

May 28 saw an assemblage of cars at the Barwick Garage. It was disappointing for our hosts and the organisers of the affair—TED TOWNSLEY and family—that the number of Lagondas was rather low. Several were resting—for minor repairs or rebuilding—and their owners were driving or passengering in effective “other makes.” The Lagondas present were, however, good, the majority being LG45. The Oldroyd Drop Head is particularly smart—from being built so in the first place, and now being maintained impeccably. (We are not told whether it is Mr. or Mrs. Oldroyd’s elbow grease.) NAYLOR’S impressive de Ville provides transport-cum-nursery, and makes nonsense of the numerous ads. in a contem-

porary monthly reading “marriage forces sale.” Townsley’s tourer also makes nonsense of the crack about cobblers and their footwear—it is a beauty. (His Diesel is another story.)

It was splendid to see RAINE out again after his indisposition—his M45 as tidy as ever. The 16/80 of BROOKS is immaculate, and must be quite the nicest in the club.

Some delay at the start, due entirely to competitors’ reluctance to be dragged out of the buildings—most of us coveting some vehicle, or part thereof.

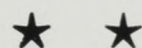
A couple of sheets of foolscap rather awed the writer, who is more used to being navigated for than navigating, but the driver set out, in what proved to be the right direction, with determination and a good deal of haste. Out of sight of the start a serious conference took place and some semblance of meaning began to emerge from the instructions. We were able to plot the route with some accuracy, and as we progressed, most of the dotted lines received some hieroglyphics—

penmanship was never my strong point, but in a dancing car! The zoo animal caused a good deal of worry, but we had not gone quite far enough. We got Coca Cola, but only after an exhaustive mental review of American history and culture, and diligent search over a wide area for some sort of tie up. It is no disrespect to her gracious memory that Queen Victoria took some time to find—Florence Nightingale would stick in our minds. Dob Park, Fewston and on to Blubberhouses—what grand country. We still do not know what happens on odd days. It was about now that it dawned on us that not only had we to write things down, we also had to collect things. Gravel, wool and the fir cone presented no difficulties. We did not know any cow well enough to ask for the loan of a horn, and there was hardly room to bring the cow attached. To tell the truth, I had not been aware that ladies wore garters—thought it was something much more technical. Kept buying lollipops, so that we could turn over the vendors' change. Ate one, in case the stick on its own was insisted on—lollipops not quite me somehow. Will admit now, we passed off a five leafed clover for the four.

A bit early at Rudding. Surreptitious reconnaissance on foot disclosed several Townsleys waiting to pounce on and penalise early arrivals. Eventually entered, hoping our timepiece still agreed with Townsley timepieces. Owner of mansion helping to park cars and eyeing us rather meaningfully, we put down our half-crowns and went in. Very fine place indeed—a splendid ending

to a thoroughly interesting run—peacocks even.

In due course answers and bits and pieces counted up. Winner PAINTER in a Morris (Rapier not yet to his liking). Runner-up, MRS. HARRISON (M.G. entirely to her liking). We think Painter must have met an old friend among the cows! A very pleasant afternoon.



Blagdon, 1961

EACH YEAR, THE KING'S COLLEGE MOTOR CLUB holds a Handicap Sprint meeting at Blagdon, where cars of all makes and sizes are timed over the quarter mile. There are categories for all manner of machines up to 5,000 c.c., including vintage and P.V.T. "cars".

The event is held in a very pleasant part of a private estate, the course well laid out and well surfaced, spectators have a good view from safe vantage points and the entry is varied. On May 13 this year, in addition to the usual variety of modern fast cars, came the Lagondas of IAIN MACDONALD and BILL COX, an Invicta, the inevitable M.G.'s, two Le Mans Singers, and a particularly attractive "chain gang" Frazer Nash which, although it did not record any spectacular times, was very nice to watch. The photo-electric beam timing, and a traffic light system of "course clear" signalling worked admirably, enabling two practice and two timed runs to be completed before the end of the afternoon.

Bill Cox managed to secure first place in his 16/80, and Iain MacDonald deservedly won the award for Best Vintage Thoroughbred Cars with his impeccable LG45.

Good show, Bill! Let's see some more of you.

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V.S.C.C. Meeting

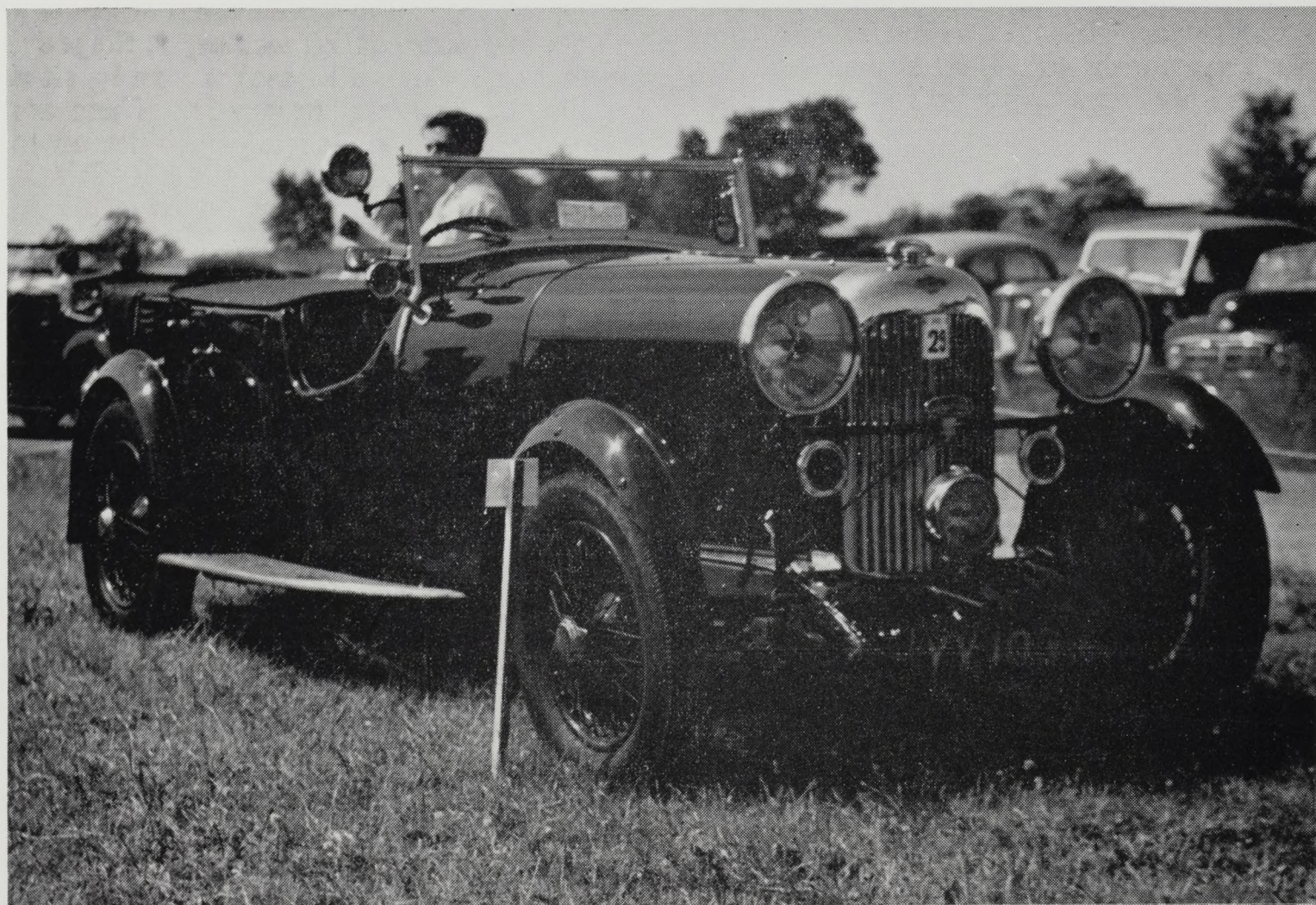
Silverstone 22 July, 1961

THE CLUB WAS WELL REPRESENTED AT THIS meeting, as there were ten entrants in the racing and a good number of Lagonda spectators, some of whom normally take part. Owing to various rebuilds and/or funny noises, they felt however that they were unable to do so. It does seem therefore that there is a good potential available for speed events when everyone gets keyed up.

A team of 4½'s, BILL MICHAEL, BRIN EDWARDS and JACK REED, also a team of Rapiers, J. M. READ, R. H. BELLINGHAM and R. GREENWAY took part in the 12-lap Inter-Team Relay Race, which was won by the Singers from the Austins who were in a good position until one of them had trouble with his gear selection when the lever came out.

Other participants were DONALD OVERY in the V12, I. G. MACDONALD, LG45, P. J. DAVEY, Rapier and HARRY GOSTLING in the Continental, who ran into trouble in the 5th Event and had to retire.

Brin Edwards gave a spirited display in the 4th Race when he came through from the 30-second mark and finished third to BERGEL, Bugatti, who had started with him and MICHELSON, Frazer Nash, who had started 10 seconds before them.



J. D. Ryder's 1932 16/80. "Concours" at Oulton Park.

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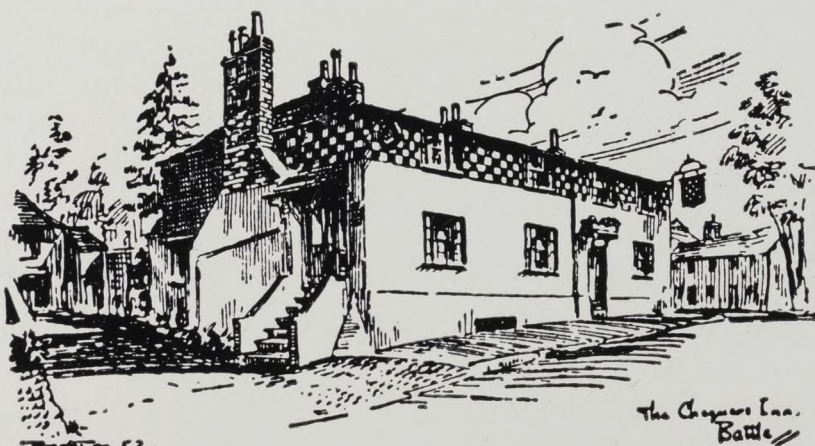
IN MAY 1958, ROBIN BROOKE, ROBIN WHITESIDE, MICHAEL STOVOLD and myself decided to go to Spain in Louisa, a 1934 3-litre ZM Lagonda. A luggage rack was made to fit over the spare wheel, and loaded with camping equipment we set off at 5 o'clock one morning from Lee-on-the-Solent to catch the Newhaven car ferry. A blow-out just before Littlehampton caused a certain amount of apprehension about the enormous load Louisa was carrying, but since W. refused to off-load his tail coat, top

hat, and other appendages of the Raj, we crossed our fingers and continued. Luckily another tyre was obtained before the ferry sailed. In a fit of economy some days earlier, I had decided not to insure the car's passage. An unwise decision, as we discovered at Dieppe when we came to start her. The starting motor spring had been broken, I suspect by some motoring expert in the car ferry trying to start her in gear, and from that moment on, Louisa had to bear the indignity of being pushed or cranked. We

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did strip the starting gear the first night, having found a Citroen spring the exact size required, but having just congratulated ourselves on our luck, the solenoid switch short-circuited itself somehow, with a most spectacular display of fireworks. Not surprisingly, it refused to work thereafter, so we were no better off.

A day and a half later found us in the Pyrenees, with no more trouble behind us than a leaking tyre valve and petrol tank, the latter fortunately being discovered before we lost all our good French petrol, and from there it was three hours' run to our destination on the Costa Brava—Tamariu. We found a cave on the beach in which we put Louisa, and with great enthusiasm after the hot drive threw off our clothes and leapt into the sea which we thought would be 100 degrees F. or so. Alas, it was only 50. However, the sun was hot, the wine cool, and the paella excellent, so we stayed there for four days before S. stated a desire to go to Lisbon. He said he knew some girls in the Embassy there. It was decided to go immediately via Madrid where there was a bull fight the next day. The roads were little better than cart tracks in many places, and in order to arrive on time we had to drive most of the night. Even now, softened by the passage of nearly three years, that journey seems like a nightmare. It rained, and when it had stopped and we had got out of the car to sleep, it rained again. We took a wrong turning and in getting back on to the right road, B., who was driving, backed into a post, buckling the off-side rear wing and shearing one of its brackets so that it clung to the wheel like a gin trap. In pouring rain we straightened it out as best we could and strung it up with wire, before continuing on our way sitting gloomily in puddles of water. Later we tried to sleep in the car stopped by the side of the road, but S. put paid to that with his stentorian snores, and since he didn't drive, we others found more peace being jolted over the bumps and potholes. Nevertheless, we got to Madrid in time for the fight and drove straight to the Placa de Toros only to find the best matador had been



killed elsewhere the previous day, and the fight was off.

We managed to persuade S. that even his girl friends weren't worth another trip like last night's, and stayed just outside Madrid for three days. The weather cheered up and we found an enormous swimming pool with water of a much more pleasant temperature than the Costa Brava, saw a novillado, the highlight of which was when a bull discovered a toreador without his cape, chased him across the ring, and butted him firmly in the seat of the pants right over the balustrade! He landed with a crash in the first row of the stalls, and immediately returned to the fray.

Our fortnight was running out so we began the journey back to England, this time on much better roads, but were soon to regret anew the cart tracks on our way to Madrid. Just as we had finished speculating about the possibility of there being bandidos in the wild and rocky country the road ran through

at this point, and had come to the conclusion it was quite likely, the off-side rear wheel suddenly locked, making it impossible to apply the brakes on the other wheels. By the time we had screeched to a stop, there were a hundred and fifty yards of rubber stretched out in a line behind us, and smoke curling out from under the tyre. Casting anxious eyes about us and quickly silencing S. who began with relish to tell us of some travellers who had been set upon by bandidos not very far from this spot not very long ago, we removed the wheel and found the main leaf of the spring had broken. Crossing our fingers and hoping Louisa would stand the strain, we slackened off the brake cable, changed the wheel and continued crabwise on our way. The wheel moved back slightly again a few miles further on, but thereafter remained steady, and since the broken end of the spring seemed well jammed into the chassis, it appeared safe to go on, and in fact it gave us no more trouble.

Three days later found us in Paris, and while the rest of us were having a much needed bath, W. drove to a garage to have the starting handle bracket mended. He stopped at some lights and immediately a pedestrian came up to him and said: "Je désire votre voiture pour ma prochaine filme, s'il vous plaît"! He turned out to be M. Albert Lamorisse, director of the "Red Balloon" which came to England about four years ago. He had been scouring France for the last six months for a car suitable for his next film "Le Voyage En Ballon." That night we went to his flat for a discussion—a bit hard as he spoke no English—and it was agreed I should write my conditions for the loan on our return to England. Two splendid days in Paris followed (why, we asked ourselves, had we ever gone to Spain?), and we duly caught the ferry back to New-haven, thus ending a most enjoyable and incidental holiday, thanks to Louisa.

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Honeybourne Driving Tests

SUNDAY, MARCH 5, STARTED VERY CHILLY AND very early for the three members of the Lagonda Club converging from the north to meet at Honeybourne Aerodrome near Evesham for the Spring Driving Test meeting of the Morgan 4/4 Club; but by the time CHARLES GREEN, HENRY COATES and JACK READ arrived the ice had melted, the mist cleared and the sun shone from a cloudless sky, heralding one of those days that one usually only hears of at events one decides to miss.

And then came the surprise; for as the 2-litre, the 4½ special and the Rapier drew up together in the paddock area they found themselves a whole head and shoulders above an array of Mini's. At first it seemed that everyone else had come by bric; but careful observation disclosed several Sprites, some M.G.A's and T.R's and a small clutch of Morgans, too.

After some leg stretching, tea drinking and other revival activities necessary after dawn drives by Lagonda, the team joined battle with the 38 B.M.C's and 11 others in what turned out to be some most entertaining and well thought out driving tests, demanding as much brainwork from the driver as gearwork from his car.

All went well, if slowly, for the Lagondas; and soon all three were warming to the sport, rushing into garages, reversing across lines and dodging amongst a forest of forever-changing pylons. Drunk with success, Jack Read forgot to stop at the end of the second test; whilst Charles Green joined him among the upturned pylons shortly afterwards. However HENRY COATES was performing with great polish; and it was not until late in the afternoon that he soundly demolished a long fence affair and joined Charles and Jack, who up till then had been feeling rather guilty!

The Organisers had written to Henry Coates to ask the dimensions of his car so that they could arrange the size of the

"Garages"—and that was the size they were! So whilst the Mini's rushed around with their little engines screaming, performing pirouettes on the spot, Henry slipped silently in and out with the accomplishment of a London chauffeur!

As expected the day went to f.w.d. and turning circle rather than to biceps and torque; the Lagonda team coming 8th in the open car section, beating the M.G.A's of the Midland Centre and the Morgan Plus 4's.

The closed car prize went to the M.G. Car Club's "C" team of three Mini's, with the Hagley and District Light Car Club, similarly mounted, in second place; whilst the open car section was won by the M.G. Car Club's "O" team, with their "N" team second, all in Sprites.

Altogether a most enjoyable event at which we were cordially received and had an interesting day of well organised motor sport.

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Border Rally

THIS WAS A NEW DATE IN THE CLUB calendar and although the entry was somewhat meagre this year, enough interest was aroused both in Scotland and the Northern Area to ensure that it will be maintained as a regular fixture in the future. Most encouraging was the fact that more than half of the entry had never before taken part in a Club competition and they all say they enjoyed it so much that they will try again.

Every competitor had to come more than fifty miles for the afternoon's sport but special note must be made of EILEEN SMITH and party who made a pilgrimage all the way from Grantham, and BERNARD LAINE and his wife, who live in Bradford, and W. A. OLDROYD from Leeds. It rained all Saturday night and poured heavens hard on the Sunday morning just when we were all making our way to the start.

RICHARD HORE and his father-in-law take the prize for gallantry coming sixty miles from Newcastle in the downpour without a hood on his 2-litre. He was also the only one of the Newcastle contingent who saw FREDDIE BILLINGS in trouble with water in the magneto of his 3½-litre and stopped to help. Drying out the magneto proved a lengthy business and Freddie only arrived after the others had started and without having had lunch.

The event consisted of 13 check points given as map references to be visited in any order, passing through three specified points in special order. For each check point a clue was provided which required an answer calculated to prove that the point had been visited. When sorted out the points made a reasonably easy oval course starting and finishing at the Cornhill Hotel and taking in a lot of steep and narrow roads backwards and forwards over the Border. Mileage however was only taken into account to

decide between ties so some of the clues included a catch for the unwary and marking was very severe so that results would be obtained as far as possible without resort to mileage calculations. Competitors were warned to be back by 6 p.m. but although the regulations stated clearly that there would be no time limit, everyone was back within reasonable limits.

The point which was intended to be the simplest of all did in fact decide the winner. Unfortunately, a notice which should have been capable of being read without even getting out, was masked all afternoon by a parked car. But BILL and DAVE COX took no chances, they went right in and were entertained most hospitably by the Postmaster in his parlour, after being given the information they required.

JIMMIE CAIRNS brought his simply magnificent 16/80 and proved that it wasn't just beautiful to look at. He claims that he took the check points in the order given! and this meant climbing a hill so steep that the instruments fell out of the dashboard. He collected a few mud splashes but how good to see his engine without a trace of oil leaks after his hectic afternoon.

Richard Hore also complained of high altitudes and although he and his navigator were well equipped for mountaineering they had not expected to have to bring the oxygen masks. Richard also lost his instructions in one stretch between check points. He says it's a good thing the 2-litre goes as fast in reverse or he would not have caught up with the sheet.

For sheer restraint it is not surprising that COLIN FERGUSON'S handsome V12 saloon was outstanding. Averaging under 20 m.p.h. for the entire course, he probably wishes that last letter was a "g" instead of an "h". Eileen Smith and Jimmie Cairns made

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23 m.p.h. and BILL COX 22 m.p.h.

All in all, it is certain that the first timers learned a lot and that we have some potential Eastbourne Rally winners amongst them.

To cap a thoroughly enjoyable afternoon we had a visit from Santa Claus in the form of DR. IAN C. JACK, who spent hours sorting out and giving away all manner of bits and pieces of various types of Lagondas which he had not had the heart to part with since he ceased to own Lagondas. From us all many, many thanks, Dr. Jack.

All the boys and girls had a pleasant tea at the hotel and were able to exchange knowledge on many things including Lagonda engines. Everyone was extremely affable and many new friends were made. Perhaps, in a word, it was a good thing that the number of entrants was low, because we were all able to get together before and after the event and no one felt left out of the fun. This was great compensation to the organisers!

1961 BORDER RALLY RESULTS

- 1st, Bill Cox (16/80)
- 2nd, Colin Ferguson (V12)
- 3rd, Eileen Smith (LG45)
- 4th, Jimmie Cairns (16/80)
- 5th, Richard Hore (2-litre)
- 6th, Bernard Raine (M45)
- 7th, W. A. Oldroyd (LG45)

LETTERS TO THE EDITOR

This letter from Tweedie Walker was started in the Summer issue on Page 28. Unfortunately, due to lack of space, we were unable to print the whole letter. However, it continues as follows:

I am afraid I have no results of this race. I do remember with certainty that it was held anti-clockwise with an artificial bend in

the finishing straight.

1930 Double 12

Class D 2,000 c.c.-3,000 c.c.

11 A. H. Cranmer —

E. R. Hall and J. King.

12 A. H. Cranmer —

Rose Richards and Saunders Davies.

14 A. H. Cranmer — Hayes and Real.

Class E 1,500 c.c.-2,000 c.c.

35 A. H. Cranmer — W. M. Couper —

40 C. L. G. Wilkinson —

D. R. Sharman and T. E. Stone.

Results,

Sharman and Stone won their class 69.61 m.p.h. and were 9th overall.

Rose Richards and Saunders Davies were 26th overall at 57.84 m.p.h.

There was a complete "Debackle" with the 3-litre cars and they all ran big ends. My car stripped its timing gears.

This was the year A. W. Fox ran the Talbot 90 team and they had the crash in the finishing straight when two of them hit each other.

1931 Double 12 Race, 8th & 9th May.

Run CLOCKWISE. This would account for the photograph you showed me as the only Lagonda entered was mine and No. 14 at that.

The car was entered by Bickin & Couper Ltd. and driven by myself and A. Bean. It was supercharged.

We were still running at the end but not classified as a finisher having changed I believe a cylinder head and supercharger.

Registration number of my 1929 car was PK2339. In 1930 PG5920.

I am afraid I cannot trace registration numbers of the A. W. Fox cars, but I hope these notes will be of some interest."

Since receiving Mr. Couper's letter I have checked through the list of members' cars issued in 1960 and can find no trace of his 1930 car, but his 1929 high chassis is listed in the hands of C. M. C. SPEDDING (S63) and I have just written to this member giving the relevant information out of Mr. Couper's letter.

Yours faithfully,

G. Tweedie Walker.

War Office Officers Mess,

Woolwich, S.E.18.

July 26, 1961.

To the Editor, The Lagonda,

Dear Sir,

In the write-up of the B.D.C. Eastbourne Rally in the Summer 1961 number, are you not doing an injustice to Dr. Robin Abel in saying that James Crocker's achievement this year is the first time that this rally has been won by a Lagonda?

I have not got my back numbers of "The Lagonda" with me so I cannot check this, but did not Robin Abel win this rally in a 16/80 some years ago?

Yours faithfully,

TONY LOCH.

(Continued on Page 21)

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LETTER TO VALERIE MAY

21, Goring Road,
Staines, Middx.

Dear Mrs. May,

I was interested to read in the Spring Magazine No. 38 that there is a second Lagonda Tricar in existence.

I have tried to identify the machine with the one we already know, and, as far as I can see by the photos, there is very little difference in dates.

It was a pity that some of the background to the pictures had not been blotted out.

However, most main features of the tricar seem to me to be the original.

C.S.G. makes note of the real veteran of the species, i.e. the single cylinder model, but perhaps most people are not aware that there was only two of these machines built, so no wonder that there is no survivor.

Having helped build the last of the Lagonda motor cycles and a good many of the twin-cylinder tricars, there may be some information I might be able to give to anybody so interested.

G. H. (BERT) HAMMOND.

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Don't Forget the

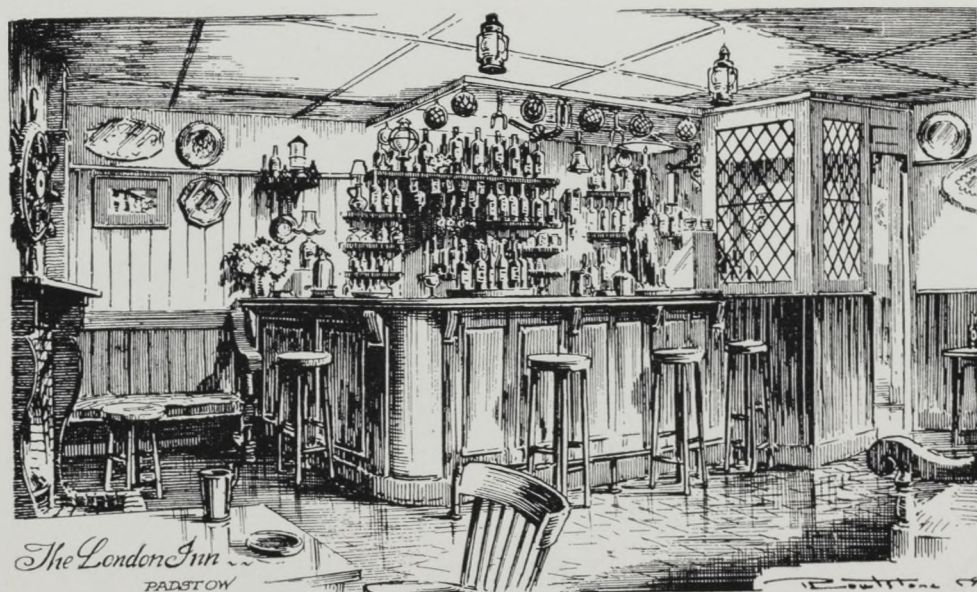
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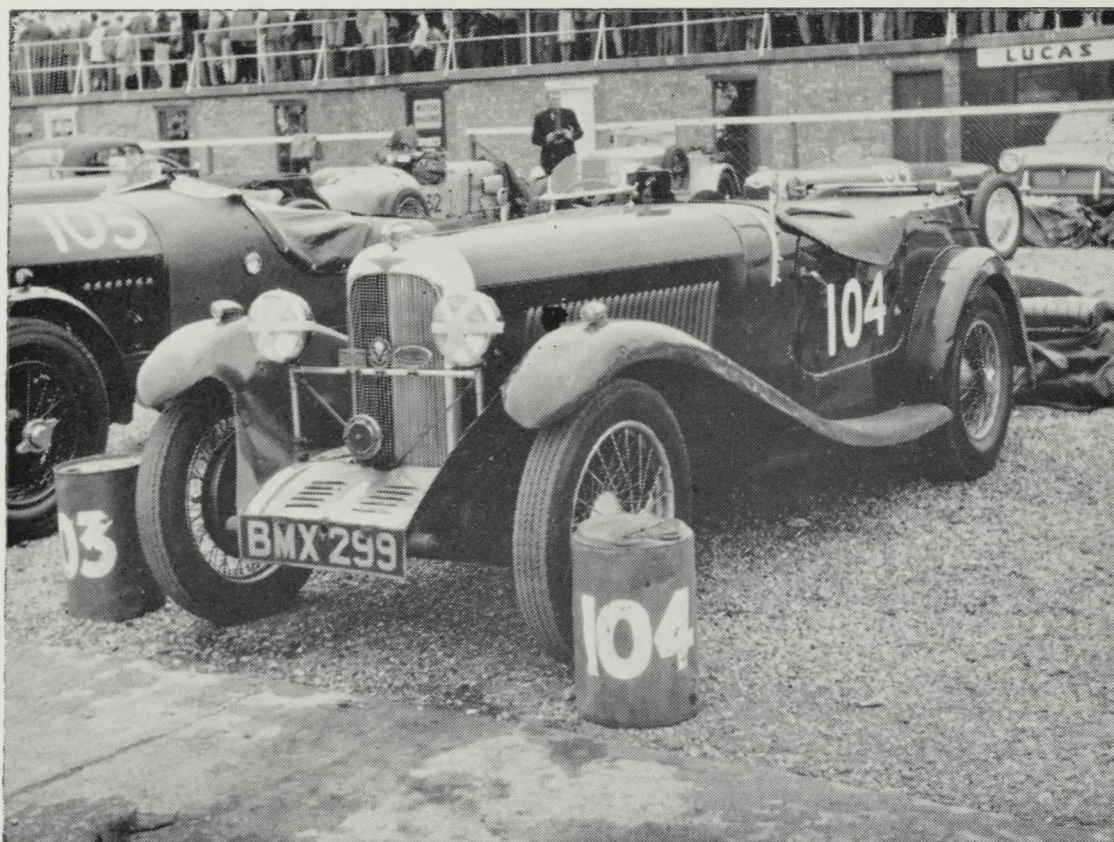
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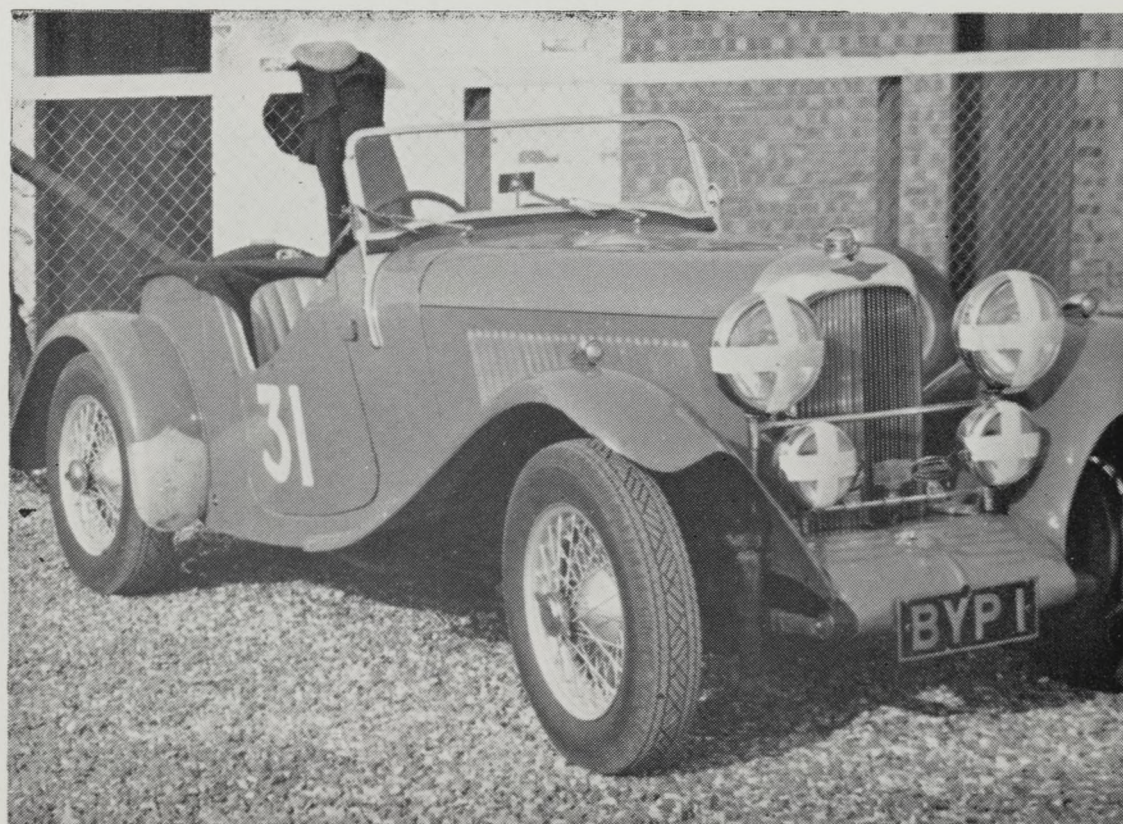
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Even Lagonda Owners Welcome!

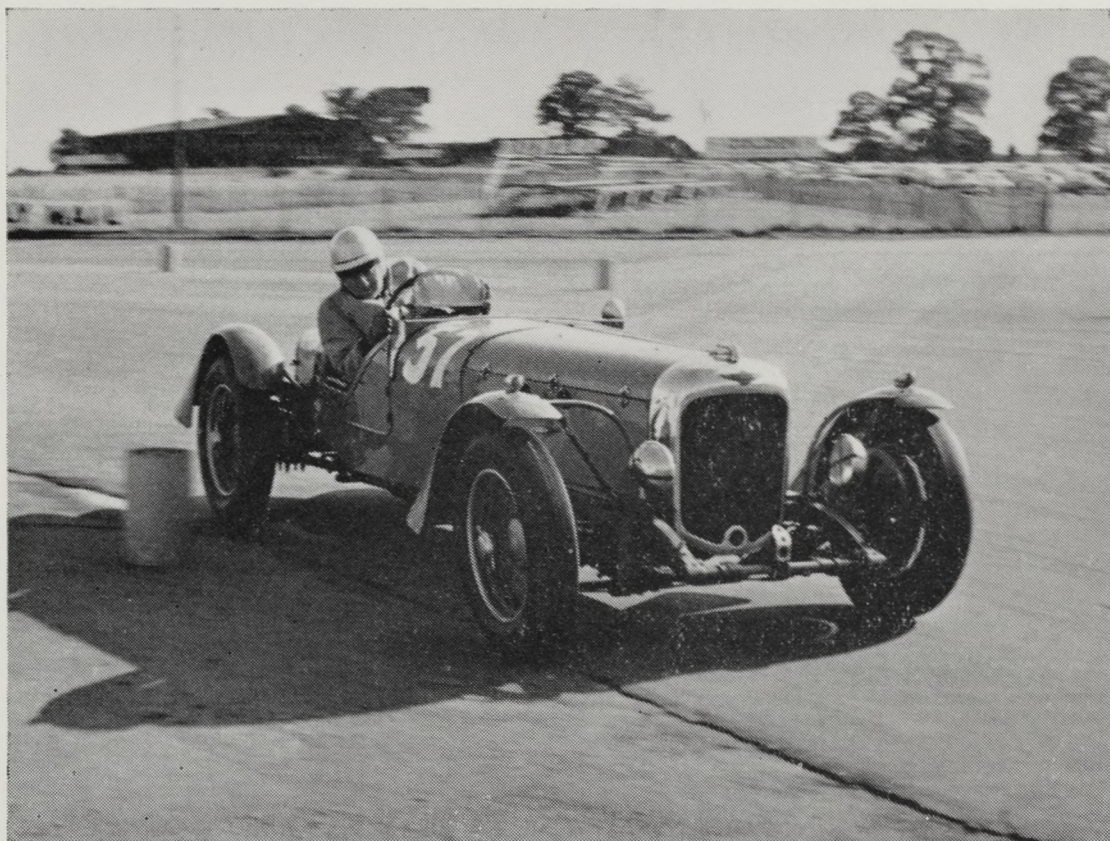


R. H. Bellingham's Rapier.

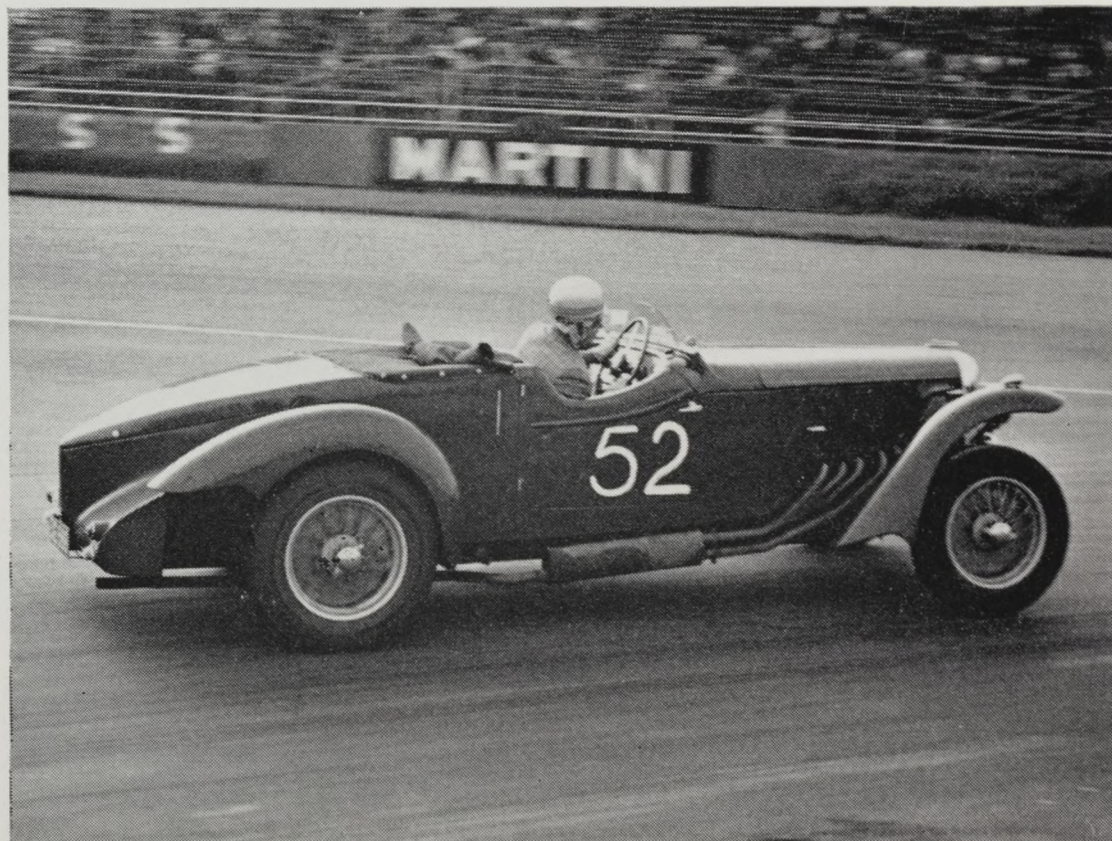
Members' Cars

Jack Read's Rapier.



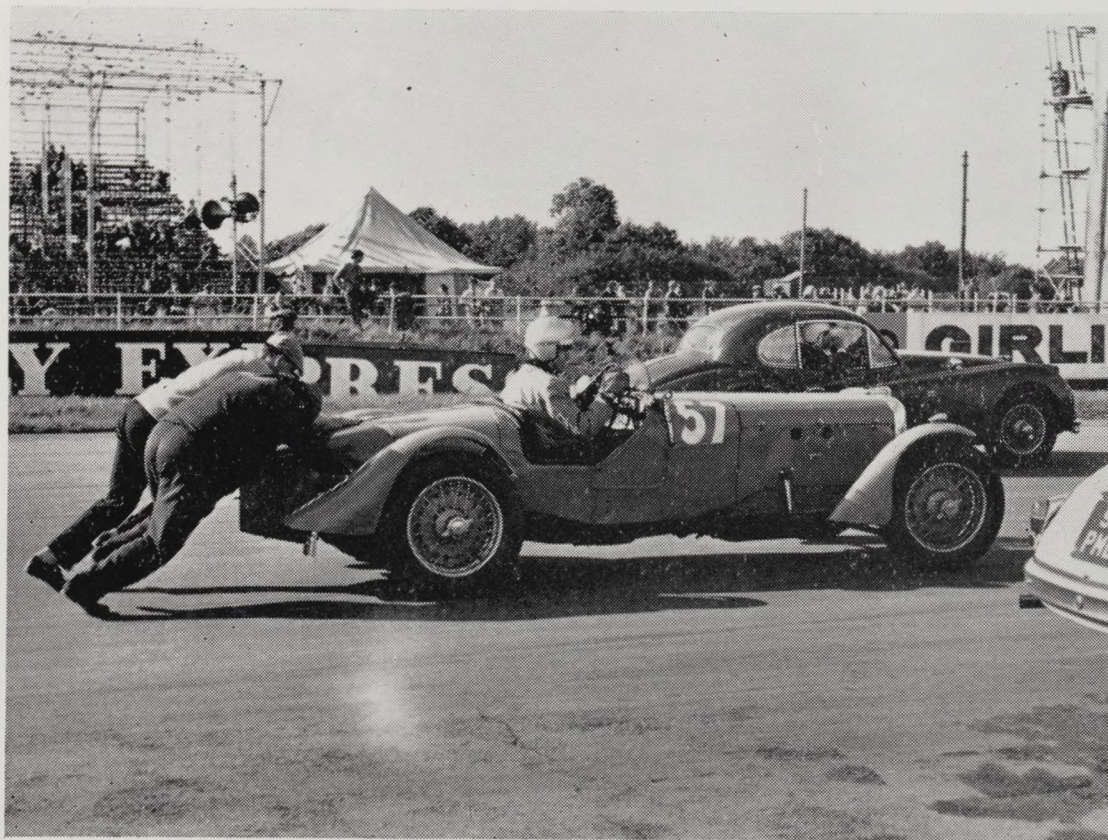
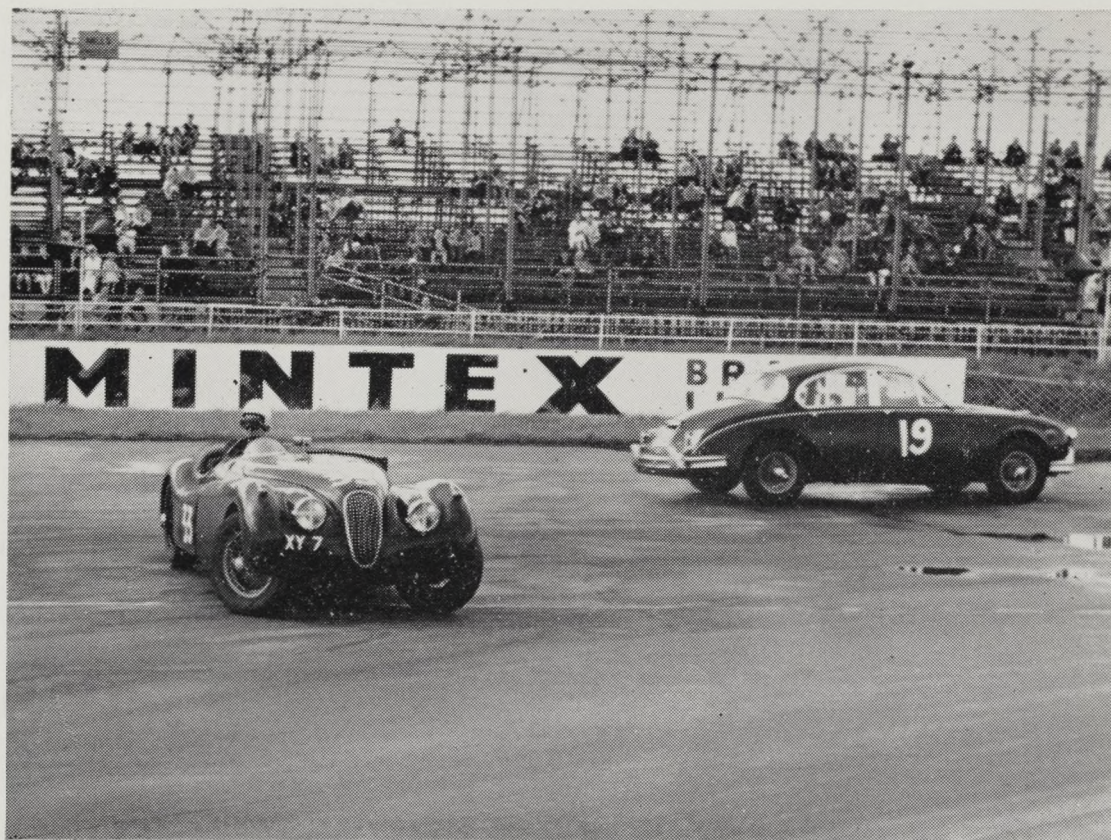


B.D.C. Jaguar Meeting.
Billy Michael working
really hard to beat his
handicap at the meeting
in August.



Donald Overy at the
V.S.C.C. Meeting.
Photos by Jeremy Mason.

B.D.C. Jaguar Meeting.
Maybe Jags. don't get
round as well as they
might.



Billy Michael receiving
assistance (as usual) at the
Bentley Drivers' Meeting in
August.

Photos by Jeremy Mason.

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