

THE *Lagonda*

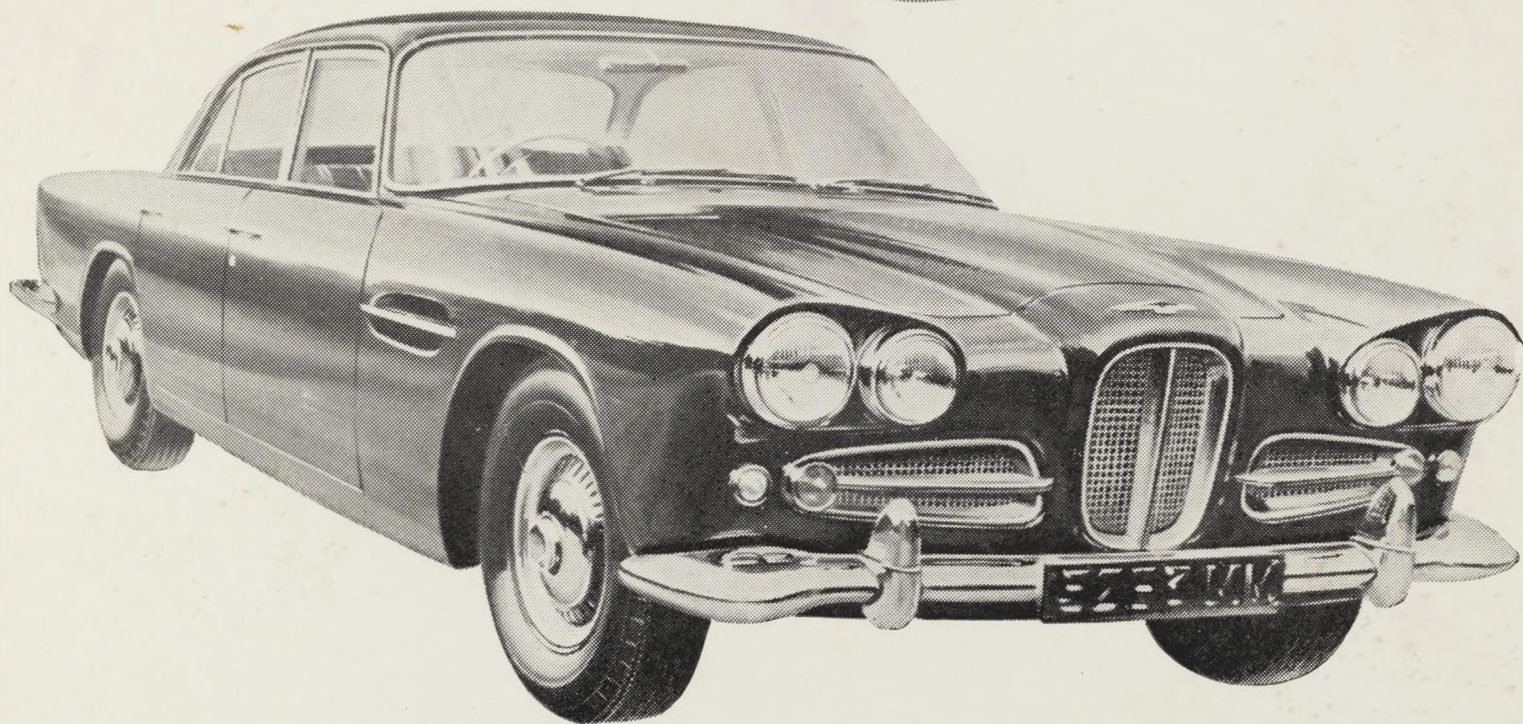
No. 45

Autumn 1963



THE MAGAZINE OF THE LAGONDA CLUB

Once again



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RAPIDE



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EDITORIAL

IT MAY JUST HAVE BEEN A NOVEL ATTEMPT to beat the crushing crowds on London's Underground or a solution to the nose-to-bumper car crawl of the rush hour. Either way, the gentleman I saw recently clad in a full suit of medieval armour cantering along a City street on a white horse attracted little attention from the typically unemotional Londoners who saw him. I myself was intrigued by this imaginative method of transport which did not appear to be any form of publicity stunt.

As I watched horse and rider clank their way northwards quite unperturbed by the heavy traffic, I began to wonder what would happen when he wanted to park the animal. One can almost see the Traffic Wardens in a lather about it at their Union headquarters (if they have a Union that is):

"Caught 'im just as he was tying this flaming horse to the parking meter bold as brass he was. I told 'im he couldn't leave it there but 'e said 'You just try and stop me chum!' And with that he popped a sixpence in the meter, clanged his vizor down and went off sounding like two dustbins tied together."

"Didn't you leave him a parking ticket?"

"Corse I did but the flaming 'orse ate it!"

This could catch on of course. . . .

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

FRONT COVER

The ex-J. Hawes 3 litre "Selecta Special", 1932 model with Maybach gear box.

Photo by J. Hawes

NOTES, NEWS AND ANNOUNCEMENTS

MAJOR H. A. E. CREE. It came as a great shock to learn that Harry Cree died from the injuries received after being struck by a competitor's car which crashed during the British Grand Prix meeting at Silverstone in July.

Harry, an R.A.C. Scrutineer, had for many years carried out this task at V.S.C.C. meetings and at our own Brands Hatch meetings. He had a love and understanding for vintage cars in general and for Lagondas in particular that made the exacting task of scrutineering a happy one for both himself and the competitor. Always helpful and spontaneous with his advice, he was admired as much as a friend as for the expert way in which he went about the job.

People like Harry are difficult to find and he will be sorely missed by the Lagonda Club of which he was a member for so long.

Our loss, of course, cannot hope to compare with that of his relatives to whom our deepest sympathy goes.

APRIL SOCIAL

VIEWED FROM THE RAINY DAYS OF JULY THE rainy day of April on which the Social was held seems a little remote. As I remember, however, the rain on that particular April Sunday—the 21st—did not start until most competitors had either committed themselves to finishing the route, or decided the whole idea of map references was much too complex for that time of year.

A small group of hardies turned up for this gentle test of Ordnance Survey deciphering, and it was pleasant to see a majority of Lagondas present. Most competitors arrived at the "New Inn," Ramsden Heath, in time for a lunch-time beer, and by 2.30 p.m. some were ready to set off on their

interpretation of the very attractive route which Tony Loch had chosen around the Marley Heights region of Surrey.

By 3 o'clock the more determined trophy-hunters had departed, and as if in just retribution the rain then began to lash the Roland Morgan consortium, whose choice of route appeared to pay greater attention to democracy than to accuracy.

Soon after the car park finally emptied we were somewhat nonplussed to be greeted by a couple of "late entries," one of which, a very nice 16/80 commanded by a certain Peter, had set out from Southend the same morning, but only after the morning post had brought news that the Social was taking place.

The intermittent showers did not seriously mar the afternoon, and the route which I had previously thought far too difficult was completed with casual ease by almost all of the dozen competitors. On the clue questions full marks were gained by both Geoff Clarke (3½-litre) and Mike Wilby (VW), whilst David Dickson (16/80), Mike Gaber (VW) and Maurice Leo (LG6) all had but one mark less. Paradoxically, perhaps, the tie-deciding test on Lagonda lore gave the overall (and sole) award to VW-borne Mike Wilby, but the result was close.

Democracy is an uncertain guide, and Roland Morgan returned, having lost the route but found "a lovely little place for tea." Our understanding was also sincere on hearing that Peter of the 16/80 had been overcome by a similar fate, as his wife decided to sacrifice navigational precision for the sake of the next generation, which was imminent.

By the time that notes had been fully compared in the saloon bar, the evening was well advanced and the rain persistent, making the homeward trek a more demanding feat than the Social.

JEFF ODY.

P.S.—It would be most pleasant to see Peter and his 16/80 at Avery Row one Thursday, and should like to apologise for not knowing his surname.



"But why have you no head-gaskets for the 11.9 h.p. model? You are Lagonda Agents, are you not?"

Aston Martin Lagonda Ltd.

We have been asked to point out to Club members that the telephone number of the Aston Martin Lagonda works at Hanworth Park, Feltham, is now **Feltham 3641** and not 2291. Their old number has unfortunately been re-allocated by the G.P.O. and the new subscriber has been caused annoyance by getting calls intended for Aston works.

DIARY OF EVENTS

Sunday	Bentley/Lagonda
15th September	Firle Hill Climb
Sunday	A.G.M. & Concours
29th September	d'Elegance
Saturday	November H'cap
2nd November	Rally
Friday	Xmas Party &
6th December	Film Show

NORTHERN NOTES

by Herbert Schofield

Northern Driving Tests, July 6th, 1963,
Sandtoft Airfield

"Rain Stopped Play"

THE YEAR'S TERRIBLE WEATHER CONTINUES and on the day of the above meeting managed to ruin our fun halfway through the afternoon. However, all competitors did manage to complete one run before the rains came and turned Sandtoft into a sort of lake, in the centre of which were moored many excellent examples of Lagonda cars. Luckily some people had hoods, others who had not sought sanctuary in the available saloon cars. The writer seeking shelter from the weather in his own car had the misfortune to find Dearden-Briggs inside. However, back to the beginning

The meeting attracted an excellent entry of 24, 20 of which were the genuine motor car. It was good to see the 2-litres out again, including the powerful blown model owned by Joe Unsworth, and the equally fast special 2-litre driven by Alan Brown. James Woollard motored up from the South in his well-known 2-litre, as did Ken Painter in his very original fabric saloon. Rapiers entered two cars, and the rest of the field was made up of our usual Northern competitors, apart from Mike Wilby and David Dickson from London. Dickson was wearing a very loud and slightly disturbing cap, and was driving his newly acquired M45 tourer.

The proceedings opened with a Concours d'Elegance for Lagonda cars which surprisingly did not attract a very large entry, however five excellent specimens did show up, best of which in the opinion of Judges Coates and Dearden-Briggs, was Thorneycroft's 3½-litre tourer, followed by David Hine's M45.

By 3.00 p.m. the tests finally got under way. *Test 1* was a very tight garaging test, which called for more skill than speed. Best time by 6 seconds was made by Bingley's Rapier, followed by Batt's similar model.

Test 2 was virtually a belt up and down between pylons with a tight turn at each end. Best time in this test was made by John Macdonald's D.B. 3-litre drophead. *Test 4*, this was obviously the most difficult test and comprised of five markers spaced out with direction arrows painted between each marker, the idea was to pass through each pylon in the direction indicated by the arrow, but no reversing allowed. Of the 24 competitors only 10 completed the test without penalty. Best time made by Viv. Harrison in the M.G., closely followed by David Townsley in the 4½-litre special. *Test 5*, our old favourite, the Le Mans start, but this time with a sting in the tail. A blind for approximately 150 yds. to stop with rear wheels between parallel lines, and then *reverse* all the way back to the start. As expected this gave the 4½-litres a chance to turn on the torque, and in fact the nine fastest times were made by the big boys, best time going to Henry Coates. *Test 6*, circling completely three pylons and finishing at line 12 in. wider than car. The moderns were best at this and very fast runs



Singing in the rain . . . ?

Photo by Roy Paterson



The Chairman showing one of those Other Cars round Oulton Park.

Photo by J. Broadbank.

recorded by Ken Winder (Ford) and Ken Pape (Cooper). *Test 7*, the final test was another old favourite, the "wiggle woggle," but this time you wiggled then reversed into a garage. Henry Coates and David Townsley recorded best times, closely followed by Bingley in his Rapier.

Then, as mentioned earlier, the rains came and the meeting had to be abandoned. Most of us returned to the "Crown Hotel," Bawtry, to eat and drink.

The results had to be worked on the one run only, and it is only fair to say that the results *could* have been different had the meeting run the full course. However, this in no way detracts from the following members, who, on the afternoon's fun and games proved to be the most skilful.

The results then :—

- 1st, Ted Townsley, 4½-litre Special (premier award).
- 2nd, David Townsley, 4½-litre Special (class award).
- 3rd, Dr. J. G. Rider, M45 Rapide tourer (award of merit).
- 4th, James Woollard, 2-litre (class award).

5th, Mrs. V. Harrison, M.G. (class award).

Ted Townsley thoroughly deserved his win, and the Special at last is really motor-ing. However, next year cars of this type may have to be handicapped something like 5 per cent. or 10 per cent. to stop frightening off the quiet ones!

Most meritorious performances, in the opinion of the writer, were made by Dr. J. G. Rider, M45R, and John Macdonald, who drove the D.B. 3-litre with great skill and speed to finish 5th overall. Most disgusting performance was recorded by Macdonald, Snr., who finished last, and it is respectfully suggested that Junior now takes charge or, preferably, is given the LG45 for all our future events!

The idea behind the test planning was to give all cars an even chance. To some extent the formula seemed to work. In the first seven places we had two 4½-litres, two 2-litres, a modern Lagonda, and a modern (well almost modern) M.G.

Finally, thanks to all Marshals and to Stewards Dennis Roberts and John Abson.

Other News

Dearden-Briggs buys an LG45 saloon which the writer suffered the misfortune of having to drive up from London. In the ordinary way this journey would have been quite pleasurable, but this particular car suffered from faulty steering, had a leaky radiator and no exhaust system. Henry Coates also buys an LG45 saloon from a dealer in Buxton.

A recent visit to Townsley's Garage revealed a 3½-litre tourer, an LG6 saloon and a white LG45 D.H.C. which might be for sale. Other cars for sale include an LG45 and an LG6 D.H.C. Both reputed to be resting permanently under a railway arch in Glasgow. Details of these two cars might be extracted from John Abson (see Scots. News). I have also heard rumour that Henry Coates knows of an LG6 saloon and masses of spares for sale—details from Henry.

Doc. Evans is looking for a good high chassis 2-litre speed model. The Doc. owns a fine M45 tourer which, I understand, he might be willing to part-exchange.

The May issue of *Sporting Motorist* included an article on Lagonda cars, and if the text in places was not quite accurate it did make up for it by having some excellent photographs.

Whose was the speed model 2-litre which, back at Easter, in a blinding rainstorm near Ffestiniog, North Wales, kept in front of my brother's G.T. Alfa Romeo? According to my brother the car was being driven to the limit and, in the typical 2-litre manner, with hood down and windscreen open. My brother sarcastically presumed that the car possessed no worthwhile hood and had no working wipers!

V.S.C.C. Oulton Park Meeting, June, 1963

The marque was well represented at this most important event. James Crocker brought the Rapide, P. J. Davey a Rapier, Richards and Sowerbutts, 2-litres, and John Abson his Rapier, which he drove down from Edinburgh for this event and on the

following day to Brands Hatch for the Sprint Meeting, and to think that some of us grumble at having to drive 10 miles to the Pub Meet!

The Northern Secretary who is expert at nothing on cars apart from polishing, entered the Rapide for the Concours d'Elegance, this is probably the most important fixture for the car cleaning brigade and always attracts a superb entry of Vintage and P.V.T. motor cars; anyway, as a reward for four weeks' preparation the car was eventually placed 1st.

Finally, a young chap (well, younger than me) thumbed a lift recently in Bradford and was picked up by, of all cars, a modern David Brown Rapide, the chances of this happening again must be something like 10,000,000 to 1!

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: Olde Sun Inne, Colton. First Tuesday in the 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.

NEWCASTLE (Staffs.): Cock Inn, Stapleford. Last Wednesday of every month.

DORSET: Hambro Arms, Milton Abbas. Last Friday of each month.

BECKENHAM (Kent): Three Tuns, High Street. Each Sunday lunchtime.

Owing to circumstances beyond his control Mike Gaber does not wish his name to be associated with the layout of this issue.

Don't forget!

1963 A.G.M.

Date : Sunday

29 September

Time : From 12 noon

**Place : Overstone Solarium,
Overstone Park,
near Ecton**

(A.45 Northampton-Wellingborough)

A BORDERLINE CASE

or the Machinations of Macdonald

TWEED-DALE—WHAT GRAND COUNTRY FOR some motoring. One crew of Sassenachs pottered up on the Saturday, and savoured to their fill the beauty of Durham and Northumberland. Another crew made a hasty dash on the morning of the affray, and did their savouring on the Monday.

All had an excellent lunch at the Collingwood Arms—a preparation not too wise in view of what was to come. The resulting torpor had to be firmly suppressed on receipt of the inevitable and ominous piece of

paper. To make an impression, this crew dashed off at great speed, and stopped around the first corner to try and get a bit of plan into the thing. Past Flodden Field and Barley Hill and some subtleties relating to road colouring, which caused some to miss the point of the pork butchery clue. Scotland came unannounced along a charming Broom-lined lane, then for a short way the driver and navigator seemed to be in different countries. It was here that an agricultural background proved so useful to the winner's navigator (it was wheat, despite local information to the contrary). The navigator now joined the driver in England and Tweed was regained via Wark with some grand views of the river; then Scotland again and towards Cheviot and several Softlaws, a white road with plough that eluded some—reading ahead to the return leg, when the remaining Softlaw had to be visited, helped to iron this one out.

The run past Bowmont Forest was very pleasing, and so to Eckford, the furthest point. By Kale Water and Morebattle—warlike lot these Scots!—Linton where the memorial we hoped to find was way beyond the village and sowed seeds of doubt until almost given up—some tried to make something of an E.R. VII post box, but this came later, at Gowdens. Pity, too, the poor civil servant who had to decide where to put “12 noon” when there were spaces only for A.M. and P.M! As always there were some who did not find the supplementary questions until well on the way, but most seem to have seen the bulk of the intended route.

A few places at tea were late to fill. They proved to be awaiting Colquhoun, who had underestimated the fuel requirements, McKellar-Cairns who had gone to his rescue, and John Macdonald and crew who were determined to get all the answers, tea or no tea.

Of the cars present the LG45 of Macdonald must always command admiration—a fine car, well maintained. The 16/80 of McKellar-Cairns is very beautiful. Abson's Rapier gives ideas of what can be done in specialisation without spoliation, while Crerar's normal model is still a most

attractive car. It was very interesting to inspect Elder's competition 3-litre—quite a find this.

John Macdonald travelled in a sumptuous modern product of Mr. Brown, while the shamefaced ones were Hore, Pape and Mrs. Harrison. All have owned or driven Lagondas, however, and no doubt would do so again if suitably coerced.

Equal marks—20 below maximum—were shared by Colquhoun who stayed out too long, Pape who went too far, and Mrs. Harrison who did not go quite so much too far and was adjudged the winner—neither was she misled into the cereal error by misguided locals!

A very pleasant bit of motoring, a good party afterwards, and a route card of originality and just sufficient complexity. Will Iain Macdonald please bow gracefully and accept our thanks.

HENRY COATES.

FOR SALE

The following articles may be obtained from the Secretary, at the prices shown:—

Car Badges	...	...	25s. each
Lapel Badges	...	...	5s. each
Terylene Ties	...	...	16s. 6d. each
Instructional Manuals for 2-litre high chassis, 2-litre low chassis, Rapier, 3-litre, 3½-litre, LG6, LG45, M45	...	...	45s. each
V12 Instruction Manuals available to order through the Secretary or direct from Ivan Forshaw	...	...	60s. each
Meadows ESC Catalogues	...	...	25s. each
"Motor Trader" Service Data Sheets for V12	...	...	12s. 6d. each
LG45 Wiring Diagrams	...	...	1s. 6d. each
Photostat copies of the following original Catalogues:—			
1926/27 2-litre	...	...	20s.
1930 2-litre and 3-litre (one book)	...	...	35s.
1932 2-litre and 3-litre (one book)	...	...	30s.
1932/33 16/80 Special Six	...	...	10s. 6d.
1934 16/80, 3-litre and M45 4½-litre (one book)	...	...	22s. 6d.
1936/37 Rapier	...	...	10s. 6d.
1937 LG45 4½-litre	...	...	32s. 6d.
1939 LG6 and V12 (one book)	40s.
Issues of magazines back to No. 31 available at			2s. 6d. each.

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FROM STAINES TO SYDNEY

I READ WITH INTEREST CAPTAIN HENNINGS' article (*Lagonda Magazine*, No. 43) on his adventures and misadventures with a V12 Lagonda, and as his comments may be taken by some to reflect upon an object of my admiration and affection I was of a mind to reply to the Captain in some spirited way, such as reminding him that he who buys machinery, particularly such complicated machinery as the V12, without first investigating its history and vital statistics deserves the same fate as he who takes a wife without first inspecting the mother.

My First V12

However, I decided not to say such things publicly, and assuming readers may be more interested to hear of how I came to acquire my first V12, I will now relate my own fortunes in a similar matter.

First let me say that prior to the war, in Australia our knowledge of fine European cars was limited to what we could learn from magazines, as so few found their way to our shores with the exception of Rolls Royce. There were many of the smaller English makes of the Morris, Austin and Standard variety, but these were less popular than the American makes, which with more power, greater weight and better ground clearance proved more serviceable for the rugged conditions found in bush and mountain roads, and where as I am as guilty as any in defaming the modern American machine in unprintable terms, I am going to state that, in my opinion, up till the mid 30's there were many well made, well engineered American cars available here which offered value for money and trouble-free motoring, and in those days we had not been introduced to the balance of payment problem.

Red Ruby

The war over, my interest turned more and more to the English sports car, and then in 1946 I saw for the first time, an S.B.

series 4.3-litre Alvis with Vanden Plas drop-head coachwork. But at this time the owner did not wish to sell, nor could I have paid its worth, but some four years later, having imported a Phantom III from U.K. he was persuaded to do so, and so Red Ruby, one of the best known cars among the enthusiasts in Australia, became the foundation member of a collection, which, with my son, I am still continuing to increase.

The problem then became that of choosing a suitable stablemate which would complement but not detract from the pristine majesty of Red Ruby. This would be difficult—and such it was to prove.

Research

The Public Library of Sydney, to which I turned by habit formed as a student, was able to provide bound volumes of the *Motor* and *Autocar*. I set about a research into any make considered to be interesting and by a process of awarding points for various features of merit, and deducting points for non-acceptable features, all determined from this source of published information, I had, after many months' work, but two cars on the list—a Phantom III and a V12. The former I had seen but not the latter, in fact the only Lagonda I had ever seen was a 2.6-litre of 1948 vintage.

Instead of tossing a coin to see which it should be, I resolved that it would in time have to be both but for the present the Lagonda, with its promise of more excitement, would come first.

Therefore a letter was addressed to the Lagonda works seeking some direction on how to acquire a V12 without friend or connections in U.K., and a very prompt reply contained the exciting information that the works had at that time a short chassis saloon, one owner, being part of a deceased estate. Under 10,000 miles and in immaculate condition. Excitement had never been higher, and a cable of provisional acceptance was sent priority rate and application to Foreign Currency Control lodged and duly approved. Only shipping space was now required, but before this could be arranged in those difficult years of world rehabilitation with the attendant delays and frustrations, without hint or warning our

Government introduced import restrictions, and as a result all goods not loaded for import were prohibited.

148,000 Miles

As my friends remember, the effect of this was "too terrible to behold," but to soften the blow I bought a 2.6-litre and used it for professional purposes, covering 148,000 almost trouble-free miles, partly over country tracks not fit to be called roads, and its suspension proved superb for this use. This car was later replaced with another 2.6, which in turn gave way to a 3-litre Mark II, a car which I have thoroughly enjoyed, particularly during two extensive European tours, where its ability to cruise effortlessly at high speed in comfort, silence and safety as well as swallow up an enormous quantity of luggage and purchases which my wife insists are the essential aids to touring, was most creditable.

But to return to the V12. This was a bit of unfinished business but there seemed no way around those confounded Government regulations.

Then by coincidence a new and unthought of avenue opened up. The firm of David Brown Limited, having commenced operations in the Tractor Division in Australia, invited us to execute a professional commitment on their behalf. During the association which developed as a result, the ambition to acquire a V12 and the history of my endeavour to achieve it was related, whereupon the offer was made, and accepted, to avail myself of the company's licence to import. The following day the correspondence was reopened with the works once more, who suggested that Davies Motors, who were specialists in pre-war cars and carried works stocks of spares, may be most helpful.

44 Questions

A letter to Davies Motors brought a reply from Mr. Davies to the effect he would be pleased to act on my behalf, and at the same time mentioning the only V12 he had for sale at the time was a Rapide chassis with "one-off" James Young drophead coachwork. It was of known history and in his

opinion should prove a sound and reliable vehicle.

I sent Mr. Davies a list of 44 questions concerning the car, to which he gave answers which, while proving satisfactory, were hardly likely to infuse one with enthusiasm to make the purchase, allowing for the uncertainties magnified by distance. No superlatives were used in describing the condition—at the most he said it had a good history and had been well maintained.

In due course some photos arrived and not only was I thrilled with the appearance of the car, but it was obvious Mr. Davies had understated its condition.

I booked a phone call to Mr. Davies, and in the early hours of the morning I struggled coaxing him to say something strongly in favour of the car, which he declined to do until after I had agreed to the purchase, when he added "he was very pleased as the car's condition could not disappoint."

Then many weeks passed during which efforts were made to secure shipping space, but they were put to good use making minor improvements and as the colour of the paintwork did not please, a respray to approved colour was done.

Packed and Despatched

Finally shipping space was secured, but en route to the packers a truck was encountered travelling along a one-way street in a direction least to be expected. Away went P 100s and radiator shell, which fortunately were hurriedly replaced by new parts in time for the car to be packed and loaded before sailing, the ship being delayed by wharf labour trouble.

Since the days of Midshipman Ready, no ship has taken longer to reach its destination, and almost one year to the day on which I had first written to Mr. Davies it tied up in Sydney port.

The manifest showed the case was stowed between decks amidships, the least accessible of places, and it was thought with luck it should be unloaded in a week. The mood then prevailing among the waterfront workers was fearful, and I was quite sure another strike would break out, and as the habit of shipowners was to sail their ships,

whether cargo was discharged or not, in the event of a prolonged stoppage, in desperation I sought the foreman wharfie, mentioned certain benefits and more beer for the boys than they could drink. What action—a 150 ft. tracer was secured from the ship at the adjoining berth, and in two hours that case with its precious contents was unloaded, cleared by customs and removed from the wharf.

Feverishly with many friends, almost as nerve wrecked as myself, we hacked our way into that fortress of planks and bolts to reveal a very pretty mess. Stored in an unventilated hold during many weeks in tropics, the effects of the humidity were incredible. Fungus and fur covered the leather and interior finishes, brake drums were frozen to the shoes, clutch and motor were frozen, oil in the sump was emulsified. Speedo and rev counter cables were rusted out, paintwork blistered, in fact only the plastic hood survived unmarked.

The car was original even to a complete set of tools in a fitted locker, and works history commencing with the purchasers' requirements given to the coach builder prior to its design.

Three months later, satisfied with the rebuild, I drove that car straight from the workshop to Melbourne and returned covering over 1,500 miles in 10 days.

The rebuild and this journey gave me the opportunity to know the car intimately and the enjoyment I have had from it over many thousands of miles has been reward enough for what it cost me in cash and nervous anxiety. Its condition, apart from the deterioration suffered en route to Australia, was superb, and the understatement of this fact by Mr. Davies prior to purchase, is a trait for which I admired him, and should Mr. Davies perchance read this article I would like him to know that my failure to locate him and Mrs. Davies during eight months in U.K. and Europe last year was one of the few disappointments of my trip.

That is the story of how I first acquired a pre-war Lagonda. This was the second V12 to come to Australia, Commander George Knox, having brought the first one back after his service with the R.N., thereby

not being affected by import restrictions, arrived about a year before mine. Since those days I have added two more V12s to the collection, all from U.K., and a 2-litre speed model.

Fine Design

The V12, in my opinion, combines the best of vintage excellence in design and execution, as well as new thinking in theory of motor engineering, performance and suspension. There are no compromises with engineering principles and, unlike the majority of cars of this present age, expediency of manufacture and assembly did not impinge upon the detail or execution of its very fine design.

The disappointment is that the war interrupted the development of its potential, and then after the war by the time men were able to sort out their affairs a new age of changed social conditions replaced the old, but the V12 symbolises the best of the past age and remains appropriate and adaptable to the conditions of today.

Perhaps Captain Hennings may be more fortunate in his next vehicle, but I do assure him his error or misfortune was neither the choice of make nor model.

JIM WHITEHEAD.

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Change of address: Please note that all correspondence for Mike Wilby should be addressed to him at 26 Howitt Road, Hampstead, N.W.3.

Competition Notes

"Lepus" being on holiday it falls to the very deputy deputy Competition Secretary to report on this occasion.

Things Future

FIRLE HILL CLIMB—Sunday 15th September. Intending competitors will have already received information about this event and the entry list closed on 2nd September. There is, however, plenty of room for spectators to come and watch this popular event from the grassy banks and bask, we hope, in the autumnal sunshine. It is really a lovely setting and makes a good day out for the family. There will be a class for Lagondas only to add to the enjoyment.

Firle lies off the main Eastbourne-Lewes road (A27) about five miles from the junction with the A22.

NOVEMBER RALLY—Saturday, 2nd November. This year this most popular event moves south to the Kent/Surrey area. As the organisation and planning are in the capable hands of Mike Bosworth it can be assumed that an interesting route will be available, suitable for vintage cars and difficult enough to keep one thinking without being impossible as it is realised that this is meant to be an event to be enjoyed. Full details in due course.

Things Past

The recent BENTLEY DRIVERS/JAGUAR DRIVERS joint meeting at Silverstone produced enough Lagondas for a 7 lap race to ourselves. It was good to see Joe Goodhew and the post-war Le Mans V12 out again and it was very bad luck that oil pump trouble prevented him from showing the car in action.

Making their first appearance at Silverstone were E. Townsley in his interesting LG45 Special; R. W. Kerridge in his beautifully constructed Rapier—much shortened and lowered; and A. Brown in his rakish, special-bodied 2-litre. The weather was simply appalling and all credit to the newcomers for sticking it out and driving so well under extremely difficult conditions, and under the circumstances the faster cars were somewhat

over handicapped and neither Bill Michael nor Ted Townsley could do much with their light powerful cars that would not keep straight.

Jonathan Abson drove his lightweight Rapier with great determination to win by overtaking the limit man in the middle of Woodcote on the last lap! (This manoeuvre raised the temperature in the stands by more than somewhat—Ed.) Second came Kirkby after a steady drive in 2 litre high chassis model and third Iain Macdonald snug and comfortable in his LG45 tourer with hood and sidescreens in position. Under those wet conditions it must have been worth three seconds per lap for the driver to work in the dry! Those present included 14 Lagondas, 19 Bentleys and 14 E-Type Jaguars!

By contrast the weather at the v.s.c.c. meeting the week before was dry and very warm and various Lagondas tore round to great effect. James Crocker returned the excellent lap time of 1'-26"—the fastest standard LG45R time ever. Having seen him coming into Woodcote corner it looked like it too!

The Rapier lap record was also broken by Jonathan Abson who returned 1'-33.6" (about 62 mph.) An impressive drive when one considers that the car has only 1100ccs. and weighs 15 cwt.

This year it has been most welcome to see newcomers at Brands Hatch, Silverstone, and at various driving tests and social runs. We hope that in every case they have had fun and enjoyed taking the plunge. Everyone starts at the bottom sometime and all of the more experienced members are always only too happy to chat things over, but do please wait for a suitable moment and not when he is in the middle of re-timing his car.

The Competition Secretary tries to keep a register of members who automatically require regulations sent to them. Will all intending competitors in future events please drop the Competition Secretary a postcard to be placed on the mailing list. Asking for regulations doesn't commit one to entering but it does provide the opportunity to discuss the matter first with club members before making up one's mind.

"FLAREPATH"

SCOTTISH NEWS

by J. D. Abson

THERE HAVE BEEN TWO PUB MEETS IN Scotland, the usual one near Edinburgh, and one near Glasgow for a change to try and entice some of our Western members. Almost inevitably the usual three people turned up—Jimmy Cairns with his immaculate 16/80 (so it should be after 4½ months painting), Elliot Elder with one of his vast selection. This year he has been using a 3-litre two-seater tourer which appears, after some research, to be a 1929 team car, although unfortunately the back and bodywork has been considerably modified, but it appears original back to the passenger's (mechanic's?) door.

Ron Siggins appeared with a borrowed V12 drophead at the Edinburgh meet, complete with a gentleman who worked at Staines for many years and claimed to have stamped RS3 on Elliot's front near-side engine bearer. When we scraped off the oil, there it was so we now feel pretty convinced about its history. Don came to the Glasgow meet with his 16/80 saloon which now has a diesel engine from a crashed Glasgow taxi. The clutch bolts straight on with only one minor modification so Rolls Royce were not called in on this occasion (Ron works for Rolls). Performance much improved over Crossley engine—noise only noticeable at tick-over. 38 m.p.g., very nice.

One member again turned up both times in an XK Jaguar which might be considered poor form in the south, however, we are so cut off from the outside world in the frozen north that we are very pleased to see anyone and everyone who has owned/owns/is thinking of owning a Lag. Anyway the XK engine is alleged to be designed from the Rapier. Certainly the similarity is remarkable, and the bottom chain tensioners on the early XK engines were of identical type and just as badly designed as those on the Rapier.

We were pleased to see Hamish Gunn at the Edinburgh meet—unfortunately in modern

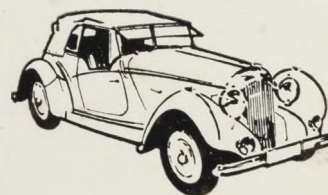
tinware—his car is still in the course of restoration. Those who have visited the Gunn abode come away with tales of parts so highly finished that Hamish is supposed to shave with a brake backplate as a mirror.

The Border Rally drew no fewer than four Lags from Scotland, not a record turnout but not bad considering the distance. Someone mentioning "Lag hags" nearly caused a strike amongst the navigators—seems we're more civilised up here than down south!

Now, tales of various cars. An LG6 drophead with diesel engine and an LG45 drophead abandoned under a railway arch near Glasgow, unfortunately the local children have been at them for about six months now and they are in very poor condition. However, they could be saved if anyone has a recovery vehicle to take them away. The funny thing is they were both driven there—some people are unaccountable.

The Scott Rapier has been located and negotiations are opening between a Scottish syndicate and the present owner. This car is fitted with an elephant blower (sort of accordion idea, if you see what I mean) and was supposed, although it may be wishful thinking, to be able to see off the Eccles Rapier easily when it was "au point," the Scott Rapier, that is. Now the Eccles Rapier holds the Brooklands Outer 1100 c.c. record at 132 m.p.h. . . .! If anyone has any information on the history of this car or details about the car, we should be most interested to have them.

Lastly of a 2-litre H.C. tourer seen on Shap as we were on the way up in our Rapier. I'm sorry I didn't spot your number to thank you, but, sir, your car looked so right against the lowering clouds and craggy scenery that we quite forgot to swear at the weekend drivers until we reached Carlisle.



MIDLAND NOTES

by Charles Green

VISITORS TO OUR RENDEZVOUS AT THE Cock Inn, Stableford will be interested to hear that the V.S.C.C. are proposing to hold informal meetings there on the same evening as our own (last Wednesday of the month). We shall be delighted to welcome them all. No doubt when they realize the class of vehicle with which they will be associating, the number of Lagondas will increase.

The Club torch was carried to the Oulton Park V.S.C.C. meeting by the Chairman who disported himself with his usual resolution. P. J. Davey was also there and Martyn Sowerbutts, who is to be congratulated on turning out in his L.C. 2-litre in standard touring trim. Herb Schofield took the Concours prize against very stiff opposition. Well done. Geoff. Samson was seen at this meeting driving a strange vehicle with vital statistics which he assured us are 30/98. What quaint things some people do drive sometimes, but it must be admitted it did look vaguely like a motor car!

At our June pub meeting we were particularly pleased to see Barry Jasper, now remounted on a good looking L.C. 2-litre. Obviously a man of great discrimination and good taste. David Hine came to visit us again from the Manchester Area in his modified M45 tourer which he keeps in fine condition. This is a very good looking car indeed being a normal tourer with LG45 chrome outside exhaust plumbing.

The Midland secretarial carriage has had bowel trouble during the winter and has been in lots of pieces. The cylinder head alone (2-litre) produced no less than 129 separate pieces, excluding plugs. If this is incorrect, there should be a letter in the next magazine from Bill Hartop. (It'll be too late anyway, because it has been put back again now. There wasn't a single piece over). C.S.G.

STOP PRESS

The Club offers its congratulations to Committee member JEFF ODY on the news of his engagement to GILL HOWICK.

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BRANDS HATCH

1963

NOW VERY MUCH A PART OF THE ANNUAL calendar, the popularity and success of this sprint meeting run in conjunction with the A.C. Owners Club owes much to the hard work put in by Richard Hare over the years.

Of the 65 entries, 23 were Lagondas, and S. H. Fermin, not having his 2-litre running, entered an M.G. A as a club member to swell the numbers even more.

Apart from our own there was a lack of "proper" cars owing to the V.S.C.C. Oulton Park meeting the day before and this caused your Chairman, who had been competing (and got a 4th place) to oversleep and so miss his runs. They must be made of sterner stuff in the North because Jonathan Abson came from Edinburgh to Brands via Oulton Park (where he got a 2nd place!!) and still had enough energy to propel his somewhat stark Rapier round at a pace that would not disgrace a 4½-litre.

Although most of the "blood and thunder" Lagondas seemed to be missing it was good to see Bill Michael's well-known 1936 LG45R team car out again after only a couple of appearances last year. It was more than disappointing to learn later in the day that he was unable to be there to drive it, but he had earlier most generously and sportingly offered Mike Wilby, the car's ferry pilot, a drive so it would be seen in action after all. Bill then kindly let Maurice Leo conduct the car in his place, so a lively duel sprang up between these two even though the pace was somewhat slower than Bill himself would have achieved.

There were two classes composed entirely of Lagondas, the first had six Rapiers and Geoff Hibbert's ex-Monte Carlo Rally blown 2-litre, and here Abson used his own skill and the light weight of his slightly non-standard Rapier to good advantage to win the class in a time of 2 mins. 39.4 secs. with

a best flying lap of 1 min. 15.8 secs. which is really going quite quickly. Peter Davey, not to be outdone, pushed his 4-seater tourer round in 2 mins. 46.6 secs., showing once more the good handling qualities of these cars and won the Lagonda handicap in the process. His flying lap of 1 min. 18.6 secs. was the only other in this class under 1 min. 20 secs. but the remainder were very consistent and steady, Geoff Hibbert being 3rd with 2 mins. 50.8 secs. Kerridge's beautifully rebuilt and attractive-looking Rapier was much admired, the owner having a good day's fun in the sunshine without wearing the car out too much.

The other class had a fine assortment of 2-litres in both high and low chassis form, a sprinkling of 3-litres (and it is good to see them out again), Ron Gee's 16/80, and the Pinguey stable of 3½'s including Tom's rather stark and fierce-looking Special which should prove a useful competition car.

At this point the remark was made that the 2-litre was such a stable and steady touring car that Piers Besley appeared backwards at the bottom of Paddock Bend. Nothing daunted he restarted and motored smartly on his way as if nothing had happened!

Ron Gee with his usual spirit, was pushing the 2-seater 16/80 round very quickly with a flying lap at 1 min. 20.4 secs., and although the handicappers had honoured him by putting him on the same mark as Tom Pinguey's 3½ Special, he couldn't quite hold him off as Tom's time of 2 mins. 46.6 secs. to win the class showed, when compared with Ron's second place in 2 mins. 49.6 secs. The rest of the class were most evenly matched, all recording total times of around 3 minutes. Purnell got on the right side of the average with 2 mins. 57.4 secs. to be third in his 2-litre, but Kirkby's nicely turned-out high chassis car had already managed to win the Lagonda handicap by the very small margin of 4/5ths of a second!

David Dickson, with his newly-acquired M45 (he says it doesn't use much more petrol than the 16/80 and goes rather better!) was, in the absence of Rip Van Crocker, the only Lagonda in the heavy metal Vintage type class. Being new to the



Harry Gostling looks fierce as he goes round at Brands

Photo by N. Frabjjs

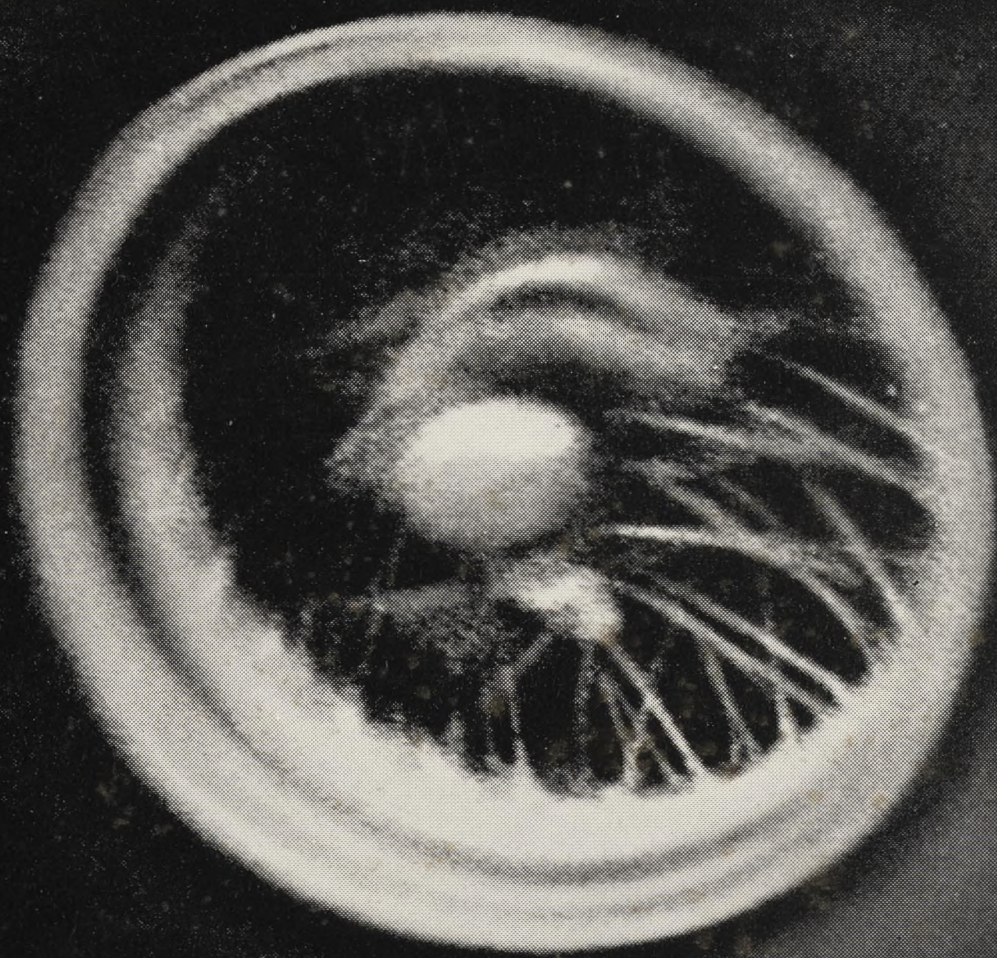
car he could not with a time of 2 mins. 55 secs. quite match Grafton in the light-bodied 4½-litre Bentley in 2 mins. 36.6 secs., or Marsh's low chassis Invicta which has most of an LG45 engine, with a time of 2 mins. 31.8 secs.

Bill Michael's team car graced one of the quick classes and made a brave sight beside the Jaguars, Sprites and M.G.'s. With both Mike Wilby and Maurice Leo driving it, it was interesting to see how they would fare. First time round they both produced flying laps of near 1 min. 11 secs. and Maurice's total time a fraction quicker. Second runs and Maurice now going first produced an over-eager start with a lot of wheel spin which resulted in a time no better than the first at 2 mins. 27.2 secs. Mike then had a final fling and with a flying lap of 1 min. 10.8 secs. (and it jolly well looked like it!)

and a total time of 2 mins. 25.8 secs. just managed to record fastest Lagonda time which, incidentally, was only beaten by seven competitors.

The organisation had been so slick that there was time left on a warm summer's evening for those who wanted it to have further runs. A good many Lagondas got their money's worth and some useful practice for next year in this period whilst the others slowly packed the equipment and motored happily off after a most enjoyable day.

Apart from Richard Hare, special thanks must go to Mike Gaber and his gang who managed race control so well, Dr. John Groom who fortunately, as Medical Officer, had nothing to do, and all the other marshals who gave the competitors and spectators a good day's fun. M. H. W.



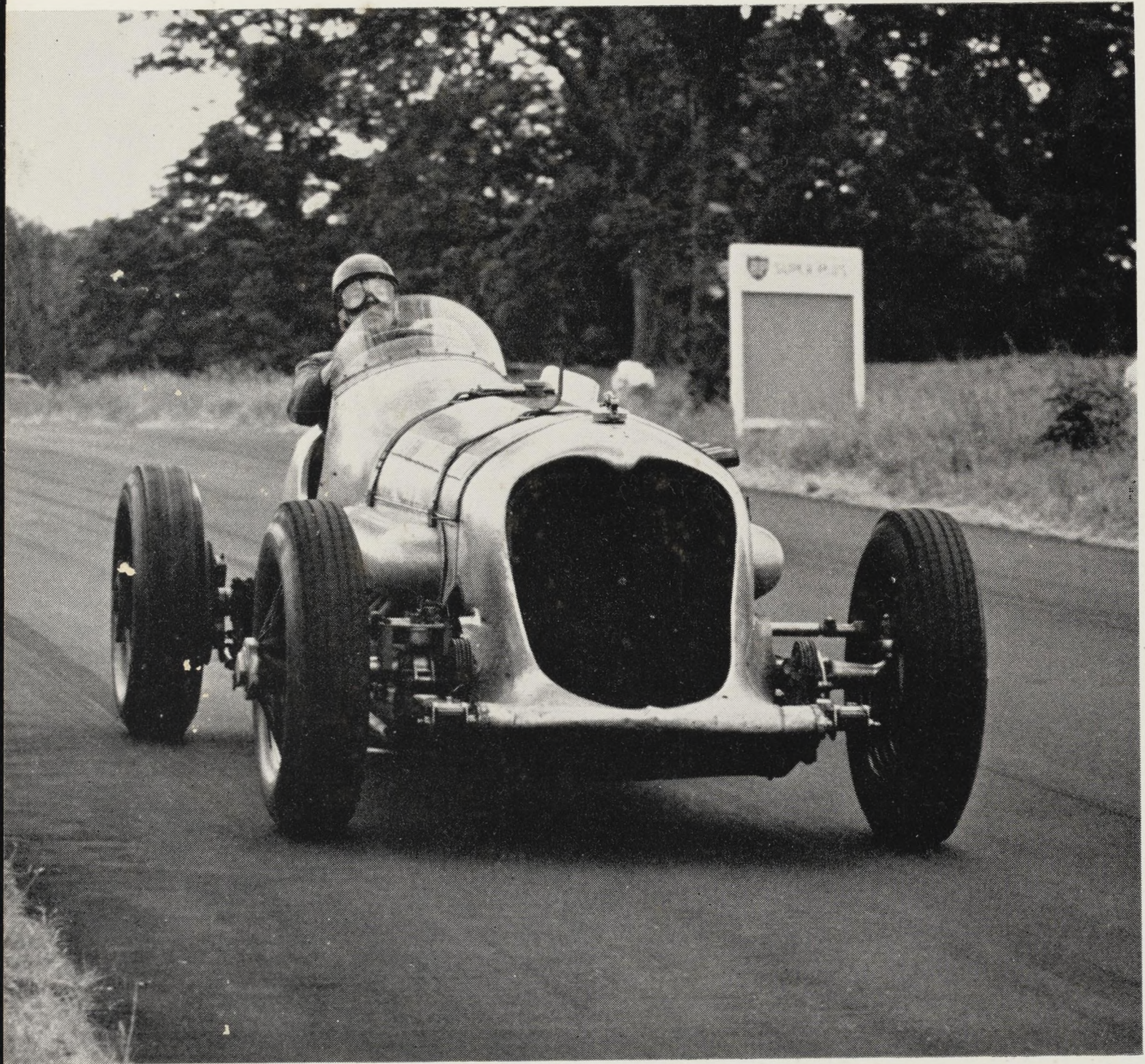
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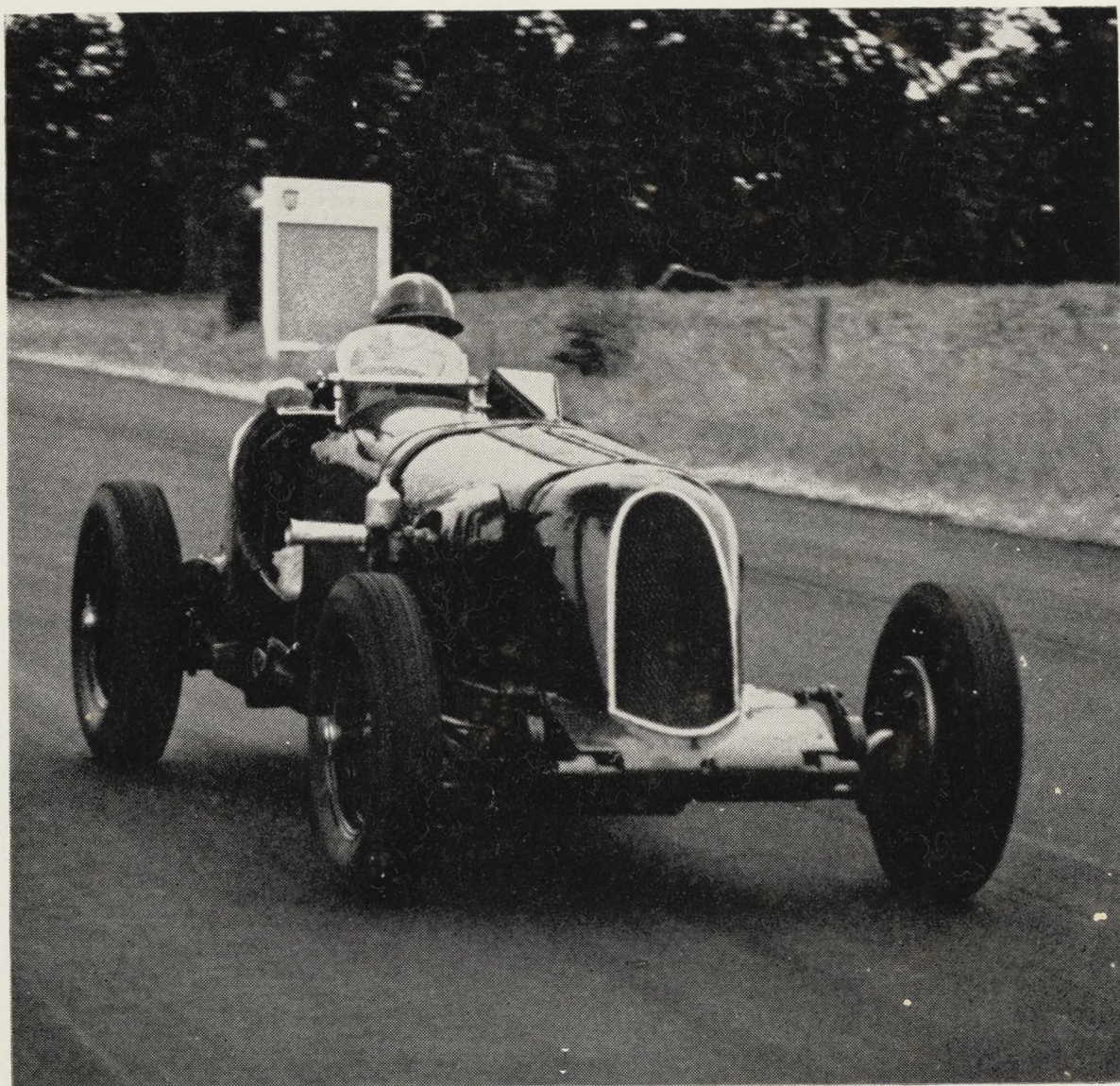
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The ex-Eccles Rapier in action at Oulton Park. How standard the chassis is can be seen from the brakes and shock absorbers—even the handbrake is original. As it used to lap Brooklands at around 130 m.p.h. it must have been pretty non-standard elsewhere!

Photos by Jeremy Mason

Competition Driving

PAUL FRÉRE

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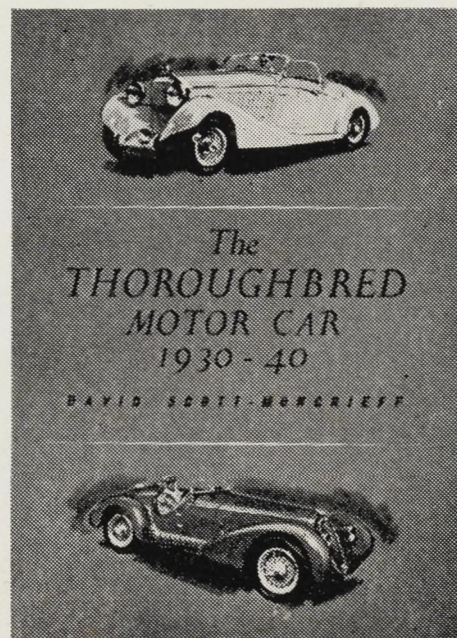
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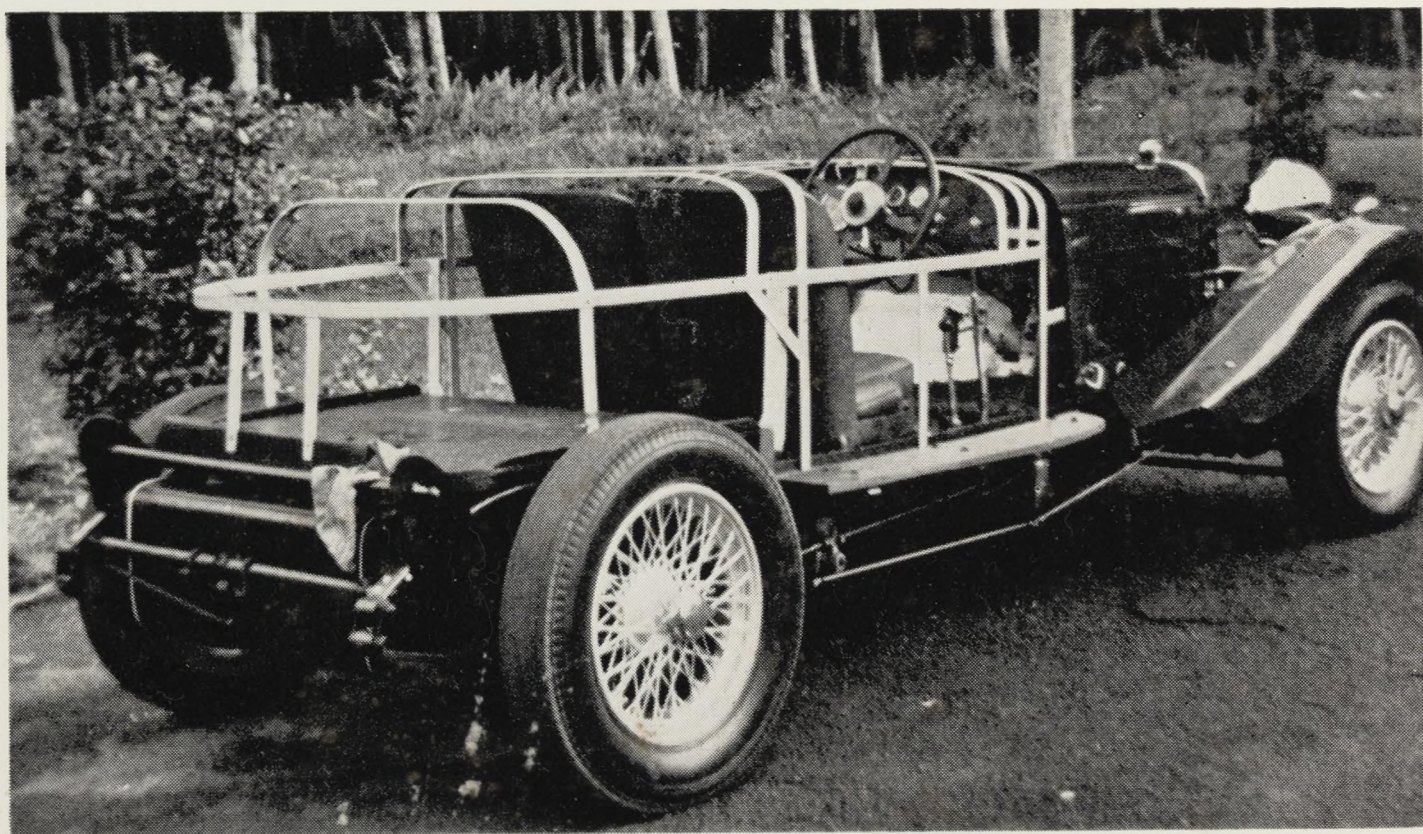
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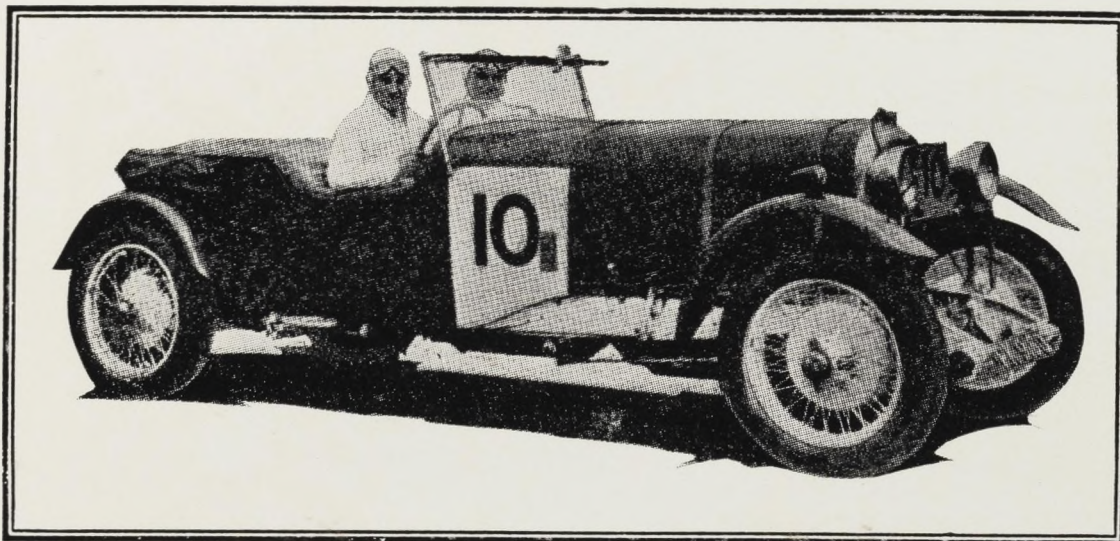
EENY, MEENY, MINEY, MO!

... or to be more precise Ah Lan, Ah Ing, Ah Ming and Jessie the dog, who are all very keen to see the completion of Adrian du Feu's M45 rebuilding operation out in Malaya.



FIRST BLOOD

First appearance of the New Lagonda 3-Litre 6-Cylinder "Special"—First in its class in the Brooklands Six Hour Endurance Race—a standard model driven throughout by its private and amateur owner—whilst the Lagonda 2-Litre team takes the Team Prize—a foretaste of further triumphs to come.



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LAGONDA

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WHERE ARE THEY NOW ? No. 2.

WHAT was so special about the 3 litre? Perhaps in July 1929, when this advertisement appeared in the *Autocar*, it seemed a big step forward from the 2 litre, having greater power and more flexibility from its well-made, five bearing, pushrod, 6-cylinder engine.

Over the years however the '3' never achieved the charm or popularity of the smaller car despite continuous development which resulted in later models having chassis and brakes similar to the M.45 and finally identical bodies. The original design as can be seen, took the chassis, brakes and running gear from the 2 litre although the wheelbase at 11 feet was one foot longer.

Were there further triumphs still to come? Research shows that it didn't really shine as a sports racing car and perhaps even the gallant Hindmarsh preferred to race Arthur Fox's other entries until the 4½ litres came along in 1934.

What of PK.9160, did it race again, did it receive expert preparation at the garage on the Kingston By Pass, did it keep the short racing wings (so like the 2 litres that competed with it) for the rest of its days?

May be its days are not yet over for there are current rumours that a 3 litre has come to light which may well be this historic car. Incidentally, the handsome cup won as the team prize in the 6-Hour race mentioned is now our "Fox Trophy."
M.H.W.

(Advertisement opposite reproduced by courtesy of *Autocar*.)

SOME NOTES ON THE OPERATION OF VINTAGE AND P.V.T. LAGONDA CARS

THE OBJECT OF THESE NOTES, WHICH IT IS hoped will appear in several issues of *The Lagonda*, is first to examine the reasons for having and running or attempting to run a Vintage or P.V.T. car, and then to deal with some of the more interesting problems which arise in keeping a Lagonda fit for continuous use on the road. Reference will be made to individual models and types where necessary to illustrate or develop an argument, but many of the observations will be found to be of general application.

Informed Taste

It is not at all clear to the majority of modern motorists why anyone should wish to continue to use any car more than two years old at the most. If my experience of motoring were confined to post-war cars, with one or two obvious and honourable, if expensive, exceptions, it would not be clear to me either. Appreciation of motor cars is like any other form of artistic appreciation in that it may depend either on informed taste or on blind instinct of the "I know what I like" kind. For the present purpose we may neglect those who depend on blind instinct, for none of them will read these words since surely none can be members of the Lagonda Club.

It follows that anyone who operates a Lagonda does so because he likes doing so, which implies that he likes the car to look at and enjoys driving it. This must be so, because it is no longer possible to buy a Vintage or P.V.T. car cheaply and just run it until it stops and get out and leave it. Hence, Vintage and P.V.T. motoring is no longer the cheapest form of basic transportation. However, as I hope to show, it can be the least expensive form of enjoyable motoring, as well as the best kind of Gracious Motoring.

A great deal of nonsense has been talked and written about the performance in terms of average speed between two points which can be obtained by drivers of various sorts of motor car: this applies to Lagondas, too. However, it may be fairly claimed that any journey of 50 miles or over can be performed at a reasonable average speed in either a modern or a P.V.T. or Vintage car and that at the end of it the driver of the P.V.T. or Vintage car, especially if it be a Lagonda will be more relaxed and have frightened himself less often than the driver of the modern car. This is not to say that if they start together the driver of the modern car will not arrive first: but he will still be in the bar when the Lagonda driver arrives. This adds to the economy of Lagonda driving.

Maintenance

Now for a little about maintenance: we will assume that the car we are discussing has a wheel at each corner, a spare wheel or two, an engine, gearbox and all the usual appurtenances. It is surprising how little attention seems to be paid to wheels. Most Lagonda owners know that the wheels should be tight on the hubs and that the splines should not be worn, but many of them neglect the wheels themselves. One sees otherwise well-found cars with loose or broken spokes. Apart from the unseemly grunting noises which wheels in this condition make, they are a source of danger and of bad handling. It is neither difficult to obtain and fit new spokes, nor expensive if one gives the job to any of the experts who advertise in the Magazine.

The minions of Marples know about worn shackles and shackle bolts, but they do not all seem to know about end-float in shackles. To remove this is sometimes tedious, but it works wonders: the car (even a B——) will often steer straight. Moreover, it will not jump sideways like an A—— 7.

I have also sometimes been literally staggered by motor cars (Lagondas, too) which have been offered to me to "try up the road" which have had the gate loose on the gearbox. Some have the gearbox loose in the chassis as well. It is probable that the so-called difficulty in changing gear properly

on 3-litre and 2-litre Lagondas stems more frequently than is thought from this cause. Now go out and look at yours. All you need is a couple of spanners, unless the bolts have dropped out. Some drivers also wear the gate away: it is not clear how this is done, but the only cure is a new gate from the Spares Registrar.

Arising out of this, as they say at Committee meetings, is the fact that it is a good thing now and then to go all round and all over and all under the car looking for and tightening or replacing loose bolts and nuts. The reduction in rattles is most encouraging: and this is a job no one will do except yourself, or if you are lucky your wife. I have assumed that you have a grease gun and that the car has its full complement of grease nipples: further that you know where all these are located. If you apply the gun to the nipples from time to time, especially in wet weather, everything will keep quieter and last longer. The more worn anything is the more lubrication it will need.

Coming to the Boil

People say that Lagondas boil: this is perfectly true, they do. But something has to be quite a bit wrong before they do. I should make it clear that by boiling I mean actual ebullition of the cooling water, forming steam. I do not mean the "spurious boiling" which occurs when one stops a V12 or a 4½-litre quickly and a lot of hot water pours out of the radiator cap and deluges the windscreen. This is quite another kettle of fish to which reference will be made later.

Lagondas boil for a variety of reasons: let us get rid of the obvious ones first: you have forgotten to fill up the radiator and cooling system: you have forgotten to roll up the radiator muff: you have started the engine (2- or 3-litre) when the water pump was frozen and so sheared off the drive to the pump: never mind, the Spares Registrar will put *that* right: finally (2- or 3-litre again) it is a hot day in the middle of a great city or on the top of a high mountain.

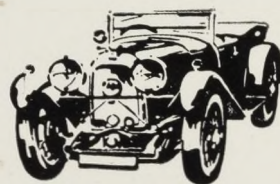
Apart from the list of causes given above, boiling of Lagondas may be traced to the basic cause of restricted circulation of the coolant. The restriction may be the result of a simple thing like a collapsed water hose, or it may be due to a blocked radiator, or even to blocked water jackets on the engine.

I have seen 2-litre engines with so much mud in the water jacket that even when the engine had been drained sufficient water was trapped in the mud to freeze and crack the water jacket. If the radiator is blocked with grease from the water-pump spindle, it can sometimes be cleared with a mixture of Tide, caustic soda and Calgon. This is a fairly dangerous mixture to use since it causes severe burns on the skin: the dose is about half a pound per radiator, repeated twice, with drainings and flushings in between. The engine should be run to circulate the mixture. This is a desperate remedy, and will remove grease only. Calcareous deposits from hard water cannot be satisfactorily removed, and the only cure is a new radiator core.

The Right Tools

To conclude this first instalment I should like to make a few general remarks addressed to those who like to do their own preventive maintenance and mechanical repairs. First of all do not forget that your Lagonda was well made by good workmen. Hence any shoddy or bodged work on your part will show up plainly. Whatever you do or cause to be done, let it be done well. This will take time and may well cost money too. A corollary of this is that you must have good tools: how often does one see a man with a rusty adjustable spanner and a blunt bent screwdriver trying to "bodge up" a bit of a car? So get a set of good spanners and some sockets. Some taps and dies and appropriate twist drills are also a great help. Some people try to salvage bolts and so on with the use of die-nuts, but this is not recommended: new bolts are better than old. If you do any jobs underneath the wings or chassis, put a spot of paint on the new bits or on any parts from which you have removed the original protective finish. After all, the object of any work you do is that it shall not have to be done again after you.

ANDRE KENNY.



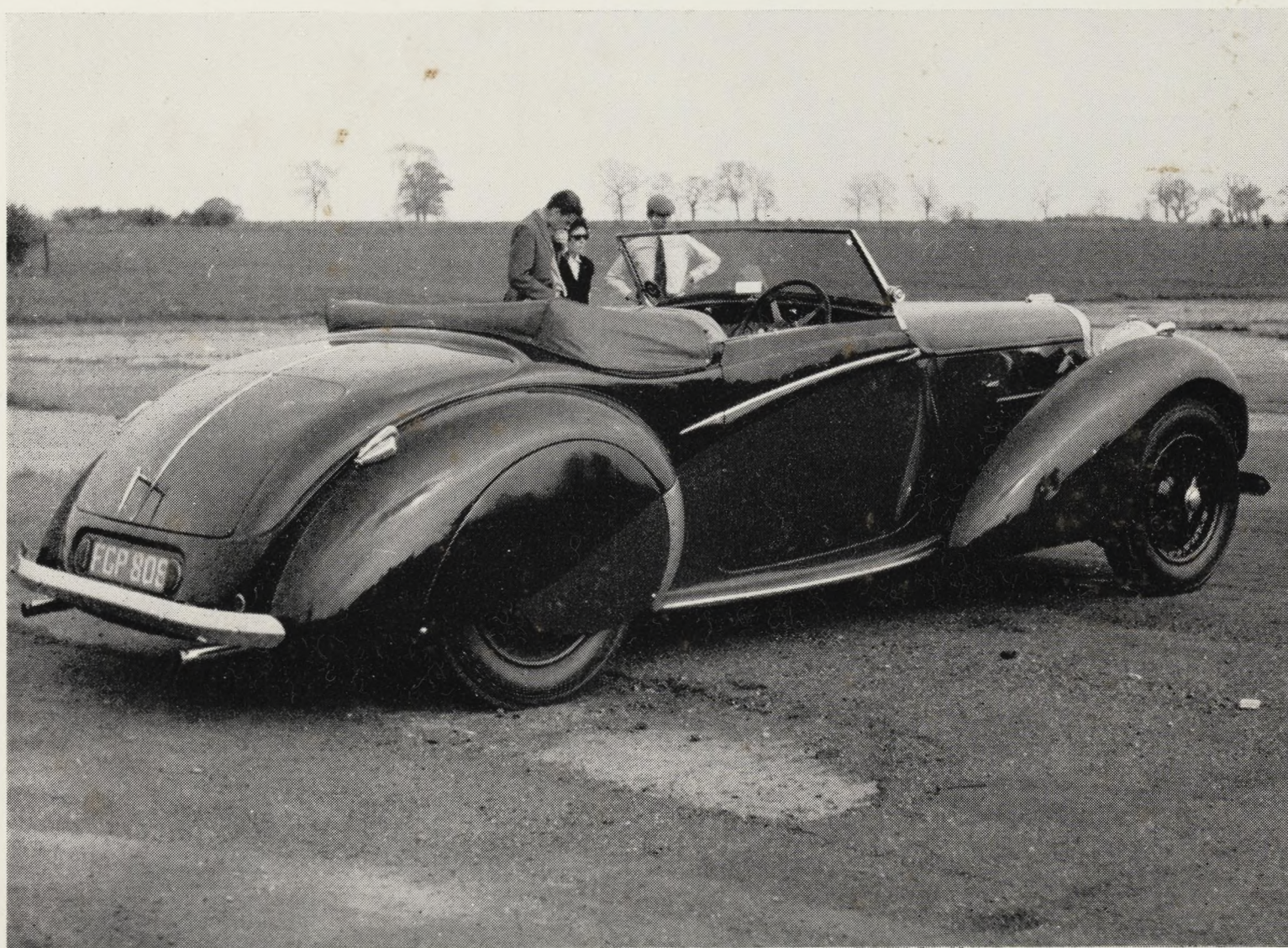
SOUTHERN RALLY

ONCE UPON A TIME—OR SO THOSE EARLY mysteries began. The time, May 26th, the place, Turweston Airfield near Brackley. The mystery began when six Lagondas moving in a southerly direction came upon five other Lagondas moving in a northerly direction—yes, you have heard it all before—going along a road only wide enough for one car. Although both groups were going to the airfield it happened that the section led by Donald Overy in his V12 was going in the correct direction. The remainder gathered in a “Pub” somewhere in

Northants and with a pint or two behind them reached the meeting place with five minutes to spare. It was a gratifying sight for James Woollard to see 27 cars ready before time to start his well-planned driving tests, intended to defeat the most expert.

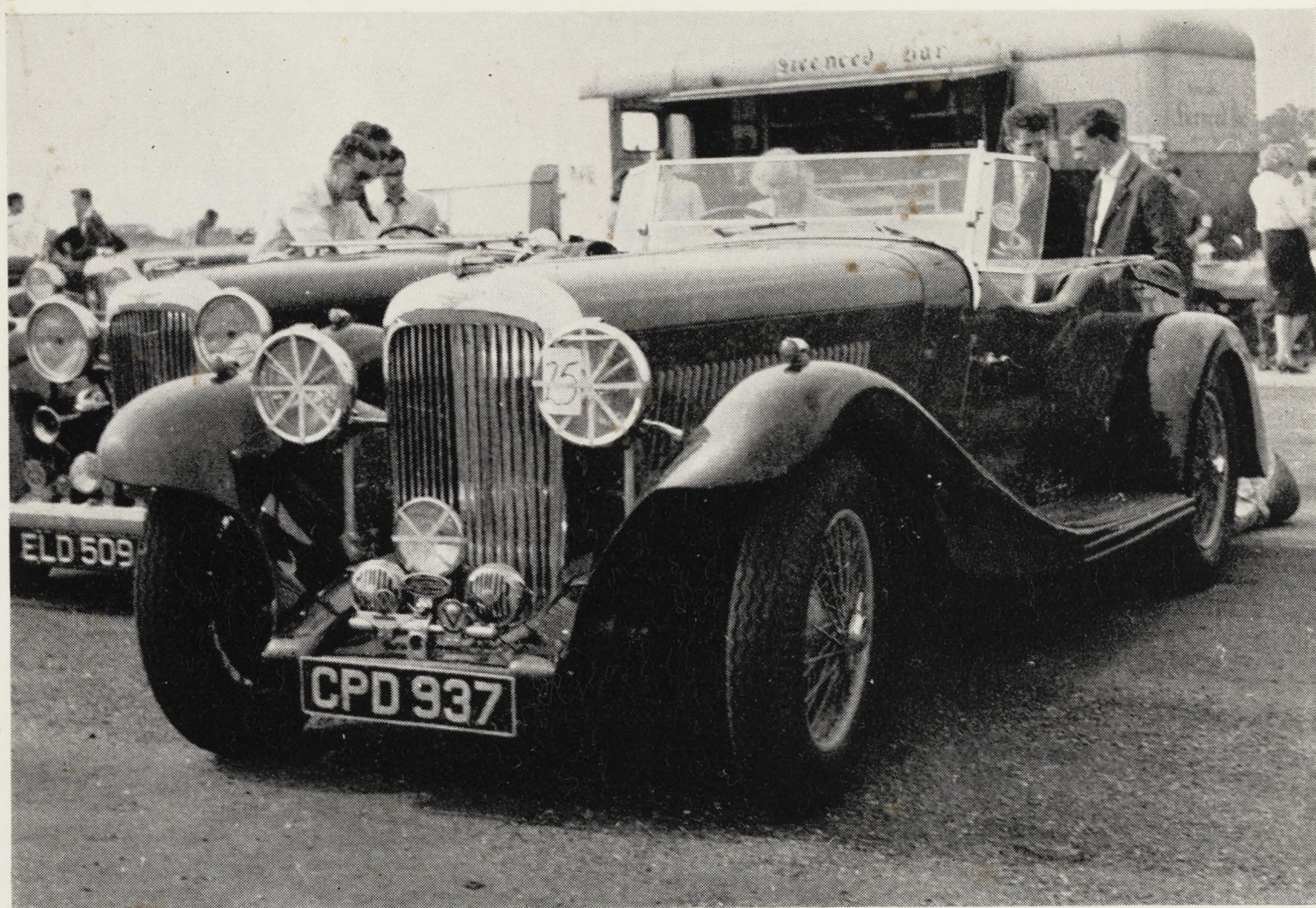
Final instructions and details of tests were handed to the drivers who then tended to wander over the course, the layout of the tests being extended along a length of runway. The instructions for the tests were in the form of a small book and its presentation was excellent. It was printed and made up by a friend of Harry Wareham free of charge. Thanks to Harry and his friend (Harry, please pass the word on).

There were three classes: the first for Lagondas of 2- and 3-litres, the second for other types of Lagondas, and the third for other types.



Henry Buckley's immaculate V12 Rapide.

Photo by H. Schofield.



Ian MacGregor's M45 Rapide

Photo by H. Schofield.

The first test was a simple warming run round two pylons and finishing across a line, here "Bags of Power" Mike Wilby in the Coates Special seemed, on both runs, to have to fight to keep the car near the test, but seemed to finish in the correct place, only to be pipped by Henry Coates who did fastest time. It is not gentlemanly to go faster than the owner driving his own car! This set Henry a problem as Mike went earlier in the tests.

The second test gave some the opportunity to go fast in a straight line for a short distance, and then back in and out of a garage. The snag, after the first straight section getting in and out of the garage entailed a zig-zag. Maurice Leo in his blown 2-litre car took the honours here, while at least two competitors got lost—lost it, perhaps—or just could not read the instructions.

Slowly advancing along the runway it was

proved that a V12 can also go slowly and/or fast, the next test being a Slow-Fast test, the difference in time between the two sections giving the time of test. Henry Buckley was pilot in this case. Following this a Le Mans Start, passing between two pylons and stopping astride a line. This showed Northerner Brian Dearden-Briggs to be fleet of foot or has a car which moves off the mark quicker than others. Remembering his twisting at the Annual Dance and the LG45 it was possibly a little of both.

The fifth test was a trial for the transmission of the car and agility of hand and gear lever. Rush across a line, back across another and finish astride another. Tony Loch was best here. It may be interesting that apart from one modern car M45s got two best times with Wilby driving Coates' LG Special (described in some quarters as a M45 Special) third best.

The penultimate test was designed for

those who drive accurately; after going forward one had to back between two pylons and finish with the nearside wheels between two lines and astride another. Results showed that only Metcalf (3/3½-litre), Leo (blown 2-litre), Wood (Rapier), Coates (own Special) and Loch (M45) know how to park their cars fairly quickly. The last-named doing best—he must practise on some huge grit-covered squares. The majority of owners just did not know where their cars were. The seventh and last test entailed moving off as fast as possible and stopping with near wheels between a line, here Henry Coates, the eventual winner of the day, was fastest.

Some modern cars took part, Ken Pape winning the class and almost beating Henry Coates in the final marking. Analysis of the results showed that although a modern car made best time in each test, they were very slow compared with Lagondas considering their modern suspension, etc. Metcalf, who won his class with his 3½-litre-engined 3-litre, was going well and would have held his own among the 4½-litre cars. The 2-litre cars were led by R. D. C. Taylor coming 2nd

in his class ahead of the 2-litre of Whitman and the 3-litres of Clark and Lee. Henry Coates dominated the 4½-litres, with Tony Loch 2nd and Maurice Leo in the blown 2-litre not far behind. The Rapiers of Organ, Kerridge and Wood were there, Wood being the fastest overall maybe because he could park his car accurately in text six, in fact a significant point here is that all but one or two who completed this test were featured in the awards list.

Seen at the tests were Richard Hare and his LG45, marshalling this time, Peter Densham (also marshalling) in his Special-bodied M45, and Herb Schofield (stop watch)—no car seen—perhaps still polishing hard for Oulton Park. To these and the many unnamed helpers, thank you for being there and making the day such a success.

In conclusion, it was really a pity to see James Woollard running the event, even if it was one of the best we have had; we like to see him competing. If anyone who does not enter these type of events or does not own a Lagonda and likes organising, contact the Committee at once.

“HOUNSLOW.”

THE CHEQUERS INN

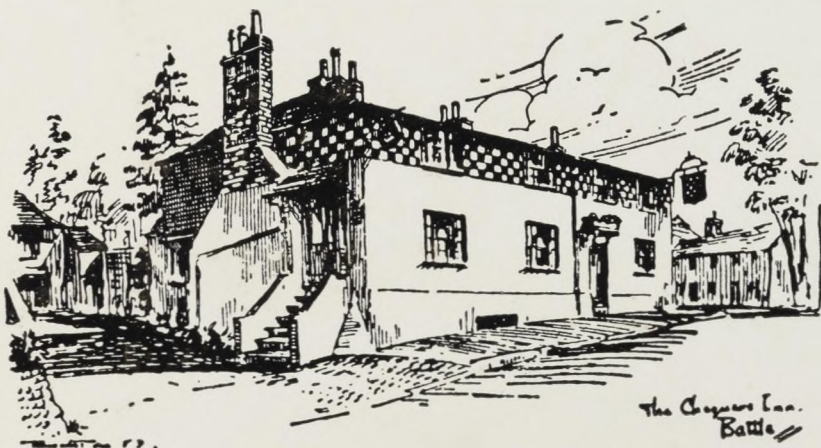
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ONE FLOWERING SHRUB AND A PACKET OF SANDWICHES

A COUPLE OF YEARS AGO I VISITED IVAN Forshaw in order to purchase a new back axle for my 16/80. I decided to go by train as an excursion return trip cost only 18s. from my home in Sidcup to Bournemouth.

Having arrived at Ivan's home and negotiated the purchase of the axle I was then faced with the problem of getting it back home.

Flowering Shrub

Now it may not be common knowledge that the holder of an excursion ticket on British Railways can, as far as the rules are concerned, only carry a small bag of food and no other luggage. Ivan, however, did not subscribe to this idea so he carefully wrapped the axle casing in paper and said that he thought that it could be passed off as a flowering shrub. Similarly, the axle centre when wrapped could be described as a box of sandwiches. I had stowed the "U" bolts in my shoulder bag.

Laden in this fashion I made my way to the station, Ivan coming along to give me moral as well as physical help. I had made up my mind that honesty was the best policy as far as the axle casing was concerned. So we staggered into the parcels office and I asked for the casing to be weighed as luggage for Waterloo.

"That's not luggage," cried the man in charge, "that's merchandise, I can see that it's an axle." He said the fare would be 30s. for the axle. I thought this too much

so I asked for it to be sent by goods train. Here the cost was only 10s. door-to-door.

"Sandwiches, Sir?"

While I had consigned the axle casing to another train I still had the axle centre to lug home. I staggered past the ticket collector with this 60 lb. load in my arms.

"Sandwiches, sir?" said the collector with a grin.

Ivan and I manhandled the box into a compartment and I relaxed and gathered energy for my trial of strength at Waterloo.

Arriving in London, I had previously arranged for a friend to meet me at Waterloo with a car. I had decided that I could not carry this tremendous dead-weight all the way from the incoming train to the Sidcup train on another far-away platform. This proved to be the correct thing to do as it was a back-breaking job to lug the axle centre and my small pack to the barrier. That was certainly the heaviest packet of sandwiches I have ever carried!

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EVOLUTIONS IN THE EAST RIDING

"RICCALL" IS LIABLE TO BECOME IMPRINTED on the hearts of Lagonda owners—like Waterloo and other such battles. Whether one likes it that way or not rather depends on which side one is on—or whether the occasion was on our side.

Having made a nonsense of some of the manœuvres and done a bit better in others, the casting vote of good weather, good company and pleasant surroundings helped us decide that the whole thing was capital fun.

The first manœuvre was a jolly sort of elaboration of the classic wiggle-wobble or bending race. It was less jolly when a glass (fortunately unbustable) full of water was placed on the bonnet and one was told that if one spilled the contents one had made a mistake. Excuses for spilling ranged from wind (non-abdominal), the glass being put on the less level parts of the bonnet, or merely lack of any level part.

Three pylons in a row round which one was asked to gyrate in correct order at great speed favoured small cars, but Dearden-Briggs put in a phenomenal time. Organisers of the North Riding consider they invented this, which has been copied since by others, including M.G.'s. The said organisers wonder whether the invention was wise, having had to undergo the ordeal themselves!

A couple of string affairs followed. Rush round a pylon with the end of a long string in one's hand, the other attached to a mobile pylon. Very dicey. I'm afraid a few crafty ones cottoned on to the fact that each "touch" counted a penalty, so it paid to let the string stay on the ground once dropped. The first rush was forwards, then we tried it backwards—very educational!

A sort of the repeat of No. 1 without the glass but with rather more backward motor-

ing, cheered up some who had muffed things earlier.

A certain Mr. Winder proved to have put up the best performance—in his mother-in-law's Ford! Best Lagonda—David Townsley—the special going well. Other members disporting were Dr. Rider, Unsworth, Dr. Turner, Coates and Dearden-Briggs in Lagondas, and Brooks, Broadbank, K. Pape, C. Pape and Mrs. Harrison in OTHER MAKES. Our hosts and organisers mustered a fleet of one Lagonda Special, already noted, one sumptuous Armstrong Siddeley and one Land Rover. The last belonging to Maureen Townsley, and we thought the short wheelbase hardly fair; but it was not to play in, but house and transport a couple of hairy animals of contrasting colours and considerable moisture as to lips.

We look forward to a repeat performance in the same place, run by the same people, approximately the same time, next year. Many thanks to them.

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THE NEXT ISSUE

will be published

EARLY DECEMBER

Members should send contri-
butions and photographs for
publication in the Winter
issue as soon as possible and
certainly not later than the
25th of October.

CLUB CORRESPONDENCE

LETTERS BETWEEN CHARLES LONG AND SHOTARO KOBAYASHI

Dear Mr. Long,

Mr. Robert T. Crane, who acts as U.S. representative of Lagonda Club has given your name as an owner of the prettiest 2-litre Lagonda ex-team car. It is in this connection that I took the liberty to write to you.

I am a 32-years-old motoring writer and Vintage car enthusiast. I am one of the founder members of the Classic Car Club of Japan since 1956 and now own a 1936 Alvis Speed Twenty-five and 1928 Austin Seven. In the past I have owned a 1935 Lagonda Rapier which is now in my friend's possession.

For sometime I have been working on a graphic book on Vintage sports and Classic cars. This project will be in three volumes and first of them, "Classic Cars, America," was published in early Spring. A brochure of it I enclose here.

For my next book I am very anxious to have good photographs showing three-quarter view, engine and cockpit. Better still, I wonder if you could lend me negatives and I could make photographs and return as soon as possible. I hope all this does not sound asking too much to you. If you could help me I should be most grateful.

In Tokyo only one Lagonda lives other than aforementioned Rapier. It is a 1937 LG45 Freestone and Webb saloon owned by an Englishman named Eric Barrett who is a member of Lagonda Club. It is an actual London show model and is real beauty. A photograph of it I enclose here will be of some interest to you.

I hope to hear from you in the near future.

Sincerely yours,

SHOTARO KOBAYASHI.

1-154, Tamagawa Okusawa,
Setagayaku, Tokyo, Japan.

Dear Mr. Kobayashi,

Please forgive my delay in replying to your letter of September last. I have been

away a lot, and although I had some pictures of the car taken for you, I do seem to have been very dilatory in sending them on.

However, here they are, and I hope they give you what you want. For the record the car is one of four built in 1929 as a team to compete in the Le Mans 24-hour race. Apart from this, the car ran in the 1929 Brooklands Double-twelve, and in races in Ireland. Since the war I have owned and re-built it, and its performance figures today match those it was built to do 35 years ago. I regularly race it at Silverstone, Goodwood and Brands Hatch circuits where I have had several wins and places to place to its credit. It has also gained a good reputation at Hill Climbs and Rallies.

It really is a lovely car both to look at and to handle.

All success to your book.

I am, yours sincerely,

H. C. LONG,

Sutton, Surrey.

Dear Mr. Long,

I was delighted to receive your very interesting letter together with fine pictures of the 2-litre Lagonda today. The PK9201 looks really handsome and its history sounds exciting. Your pictures are particularly appreciated because those of 2-litre have been "missing links" in my file for long.

I always marvel that you Englishmen travel in these Vintage cars very fast and very far. Here, in Japan, we can never dream of that kind of thing. The road is very rough, spares and particularly tyres are not available at all. All that we can do is to take one out for a short run on temporary licence. It is extremely difficult to licence these old cars because of severe Government test. For these reasons, very few old cars are used on the road in Japan. However, import restrictions are expected to be lifted in the near future and I am intending to import some used parts from England for my poor Alvis Speed 25. In coming May, there will be held the first real motor racing at newly-built Suzuka circuit near Nagoya.

A friend and I are preparing my old Austin A50 for production car racing. The engine will be modified to ZB Magnette specification and final drive ratio will be slightly raised because the Suzuka is a rather

fast circuit. Mr. Barrett also might possibly take part in the coming race if he could borrow a suitable car.

Being the editor of monthly motor journal, *The Car Graphic*, I have many chances to try all kinds of foreign cars. In the past twelve months, I have driven E-Type, 300SL, 190SL, Elite, Abarth 850 and 1600, Volvo P1800, DS19, Morris 1100, Triumph Vitesse 6, etc. I have also tried for a short time the Honda 500 Sport. Considering its engine size it is very fast, but has rather narrow range of effective torque necessitating very frequent gear shift. All in all, very exciting motor sport.

Yours very sincerely,

SHOTARO KOBAYASHI,
Tokyo, Japan.

LETTERS TO THE EDITOR

ERRATUM

Dear Sir,

I note with some surprise in the last issue of the magazine that Dearden-Briggs has been credited with taking the photograph of Frank Sowden and his 8-litre Bentley. This of course is incorrect, for it is a well known fact that Dearden takes photographs only of his *own* car with his Edwardian pinhole camera. The photograph was taken by the Hon. Northern Secretary, who, not wishing to boast of his skill, prefers to remain anonymous.

(Apologies all round.—Ed.)

VINTAGE & P.V.T. SUPERCHARGING

Dear Sir,

Interest in supercharging, especially of Vintage and P.V.T. cars seems to be increasing. However, there is very little information available on superchargers, particularly for pre-war makes such as Zoller and Cozette which were fitted to Lagonda cars. The information necessary to maintain or restore superchargers is therefore difficult to obtain and to remedy this I would welcome

information under any of the following headings:—

1. Specification and technical details.
2. Applications to various cars (particularly Lagondas).
3. Operating and maintenance details (particularly Lagondas).
4. Personal experiences.
5. Literature of any sort.
6. Worthwhile modifications.
7. Sources of spares and addresses of firms willing to undertake work on blowers.

With the intention of collating it and writing a General Summary. Where sufficient information is forthcoming on any particular make or model (Cozette No. 9 and Zoller No. 5?) separate data sheets will be prepared. These will be made available to club members and other interested people such as the secretaries of One Make Car Clubs and The V.S.C.C. They will also be very useful as records for future owners of blown cars.

I do hope that anyone with any information however little and however apparently trivial, will help me in this undertaking.

Yours sincerely,

D. A. WESTON,
(W40).

55, St. Andrew's Road,
Henley-on-Thames, Oxon.

(Readers with information should contact Mr. Weston direct.—Ed.)

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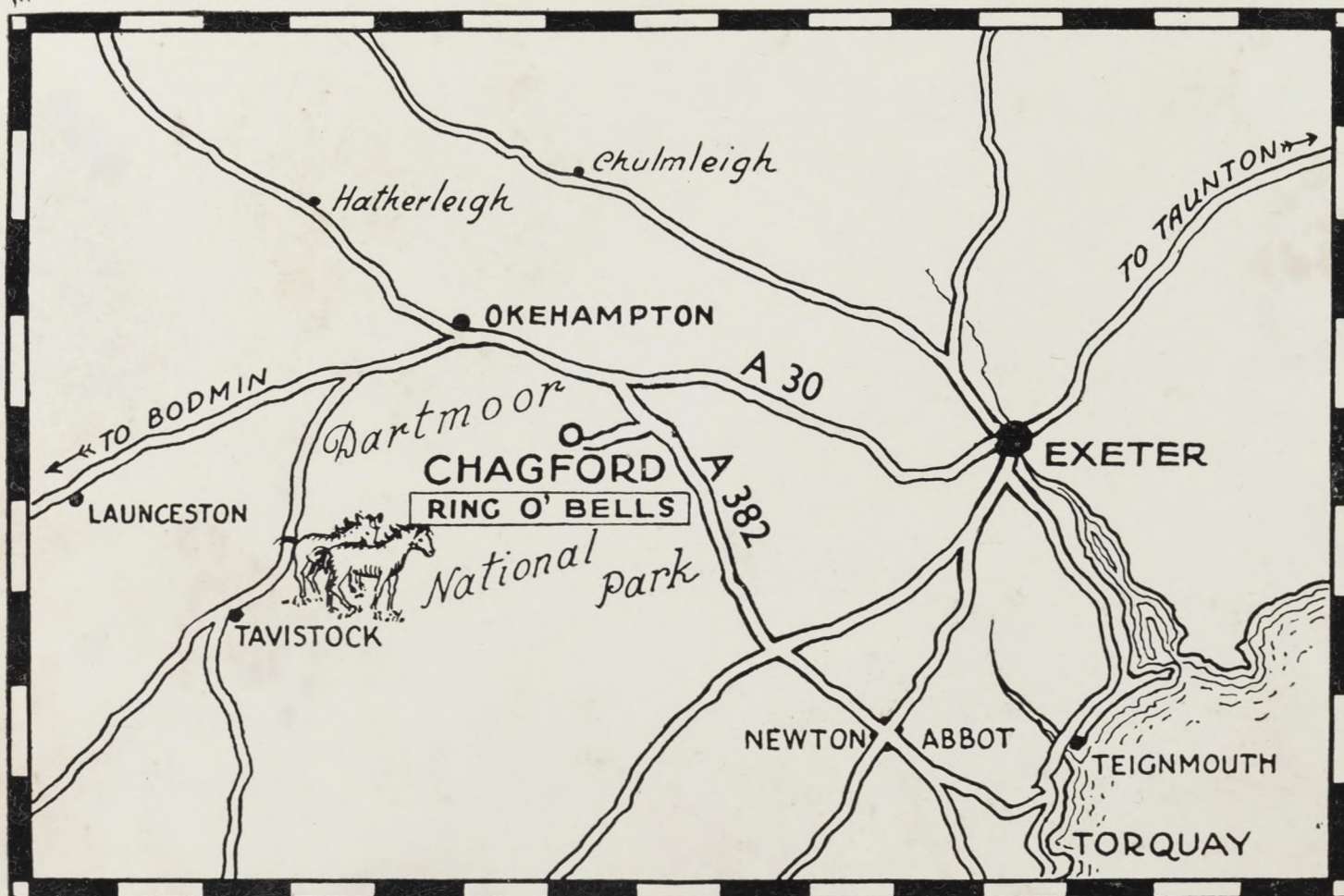
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