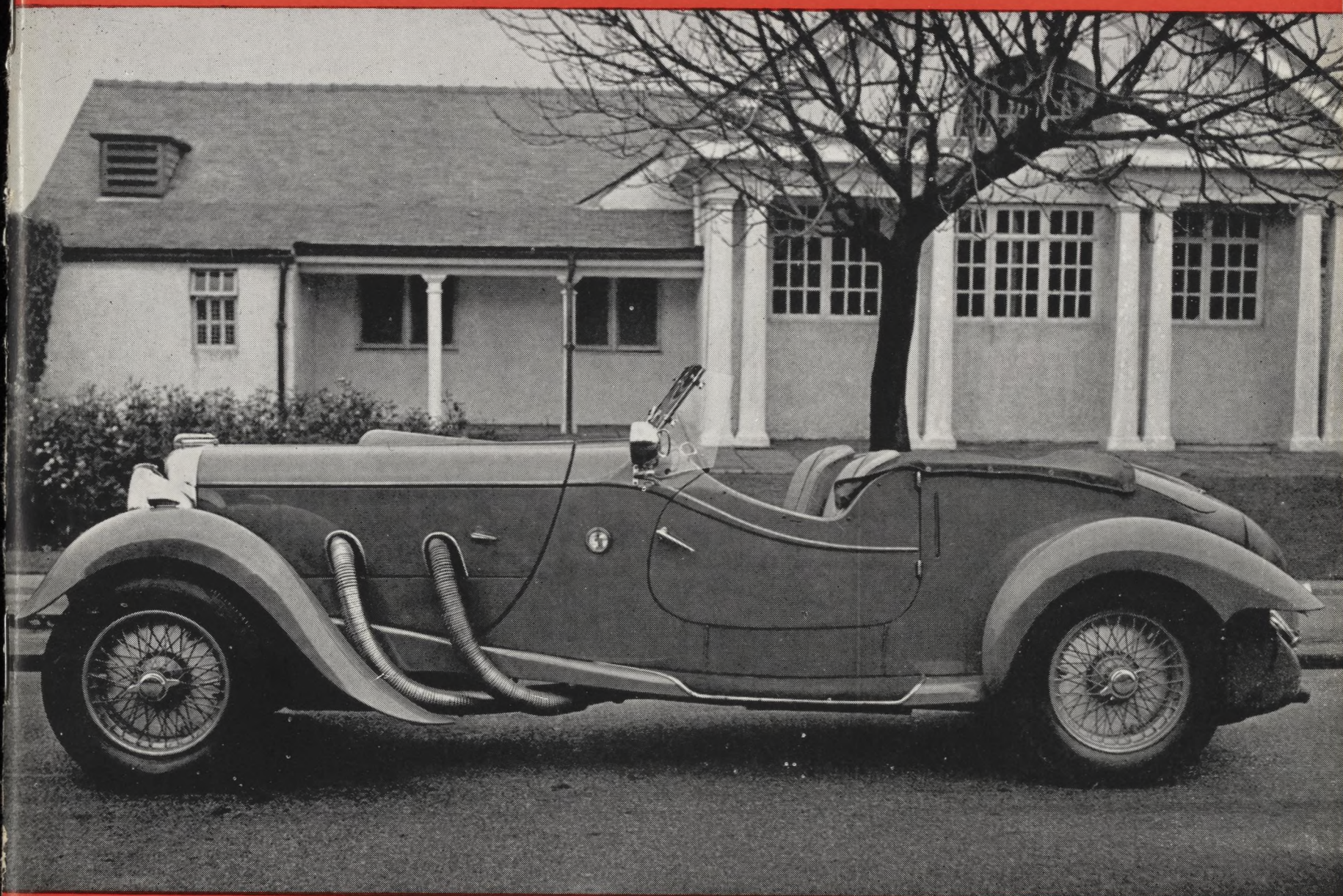


# THE *Lagonda*

No. 46

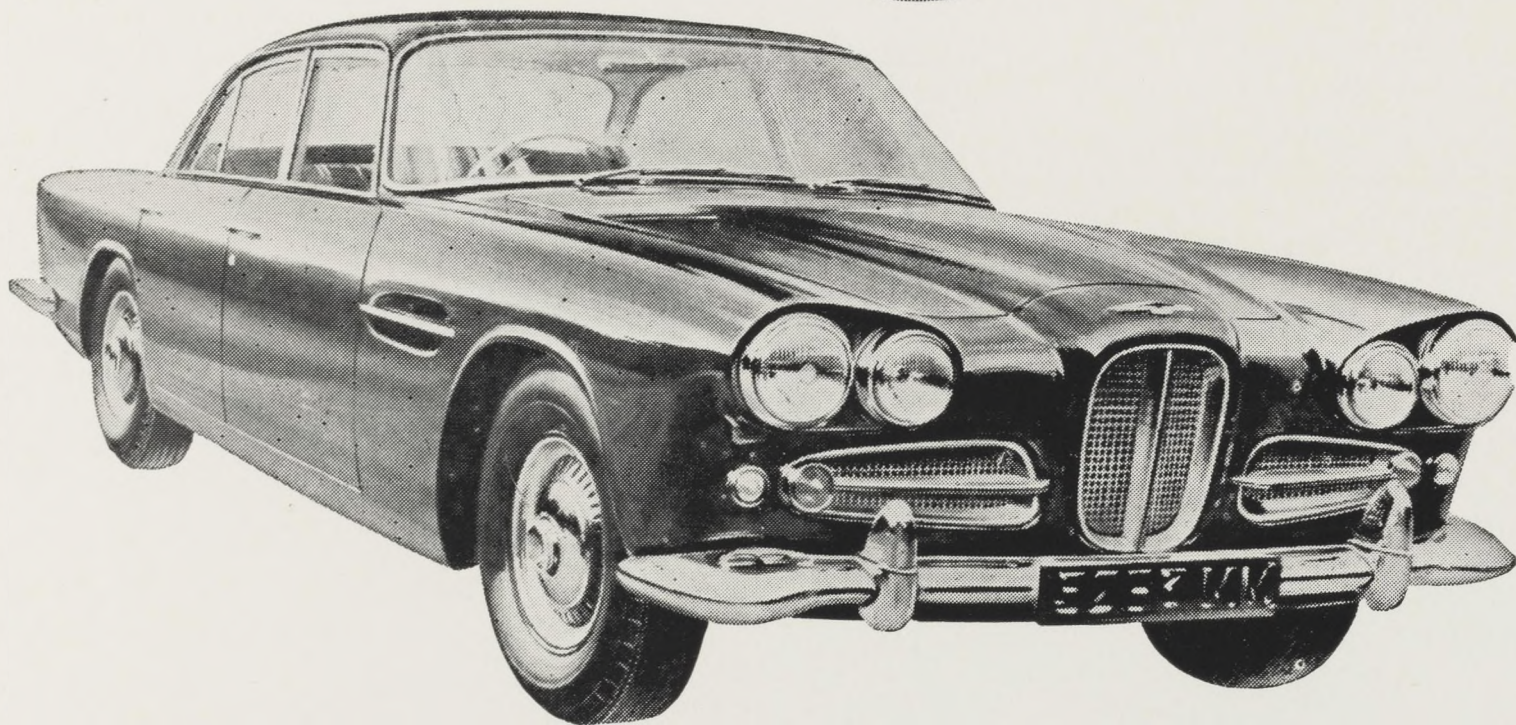
Winter 1963



THE MAGAZINE OF THE LAGONDA CLUB



# Once again



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# LAGONDA

# RAPIDE



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## EDITORIAL

THE END OF THE YEAR IS PERHAPS AN OPPORTUNE time to look back over the past twelve months and review the trials and tribulations of the Magazine and its Committee during that time. There was no issue of the Magazine in the Spring as at this time the Editorial Committee was being reorganised.

The first objective is to ensure a regular appearance of the magazine. I feel this is close to being achieved, although for various reasons I regret it was not possible to produce this current issue before Christmas.

Our next objective is to strike a happy medium in content; a balance of news, technical topics and articles of general interest. In doing this we hope that more advertising revenue will accrue, releasing more money to spend on bigger issues.

Like any other publication we are largely dependent upon the contributions of articles and/or photographs from Members. The response so far has been quite encouraging and we hope this will continue during 1964.

I take this opportunity to thank my helpers on the Editorial Committee for their efforts with the three issues that have appeared so far, and together may we send our best wishes for the New Year to our readers at home and abroad.

A.W.M.

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

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FRONT COVER. Messrs. Thompson-Doxey Ltd.'s own Rapide, one of the finest in the country. Chassis No. 12143/R. Note air-scoop on bonnet, and luggage locker at rear. This car for a time ran supercharged.



## NOTES, NEWS AND ANNOUNCEMENTS

Who has the CLUB PHOTOGRAPH ALBUM? This has been out of the Committee's possession for some time and they are now anxious to recover it so that it can be brought up to date. Mike Wilby did track it down but having agreed to give the holder more time to look at it he has now forgotten who it was! Will this person now please contact Mike at 26 Howitt Road, London, N.W.3 as soon as possible.

★ ★ ★

Members rebuilding their cars often have difficulty in finding someone to undertake blast cleaning of components, zinc spraying to prevent corrosion and spraying of exhaust systems. An industrial firm with works both in London and Manchester has told us that they are happy to undertake this work for individuals. Address details from Mike Wilby.

★ ★ ★

SUBSCRIPTIONS were due 1st October last. If you have not already done so, please send yours to: Peter Densham, The Dell, Bickenhill Lane, Catherine de Barnes, Solihull, Warwicks.

Ordinary membership	...	31s. 6d.
Family membership	...	35s.
Overseas membership	...	15s.

★ ★ ★

HERB SCHOFIELD's new address is 81 Green Lane, Hollingworth, via Hyde, Cheshire.

★ ★ ★

Congratulations to TREVOR PEERLESS on gaining 1st place in Class D (Associates Cars) at the Aston Martin Owners Club Concours at Fort Belvedere with his 1930 2 litre. A.M.O.C. commented upon the extremely high standard of turn-out in this Class. Runners-up to Trevor included an E-Type Jaguar and a Ferrari.

★ ★ ★

TOM PINGUEY is writing a history of the 3 litre and would welcome information from members, especially with regard to the 16/65 model, and any details of the competitive

history of the 3 litres and 3½ litres. His address is: 121 Copers Cope Road, Beckenham, Kent.

★ ★ ★

On Saturday the 27th July last, the Royal Automobile Club celebrated its fiftieth year of ownership of its Country Club and Estate at Woodcote Park, Epsom.

As a theme of its Jubilee, a Cavalcade of Cars was arranged, which consisted of a car of each year from 1913 to 1963, and CHARLES LONG was invited to represent 1929 with his 2-litre Team Car.

By a miracle, it was a day of perfect weather and the proceedings, graced by the presence of Lord Louis Mountbatten, were attended by a great number of people.

Each car was driven round the drive in front of the Club and stopped at the "saluting base" where the driver was presented with a memento of the occasion in the shape of a bronze plaque and a cigarette box, whilst a bevy of press photographers let off their cameras.

The cars were then lined up in a special Park, bonnets opened, with drivers standing by to answer questions from interested spectators. This proved the most arduous part of the day!

★ ★ ★

The missing Car Club Trophy is being replaced and in order to make the reproduction as accurate as possible, it is hoped that the names of all the past winners can be engraved thereon. Will members who have previously held this Trophy, please send a post card with their name and *date of winning* to M. H. Wilby, 26 Howitt Road, Hampstead, London, N.W.3.

★ ★ ★

**IMPORTANT NOTICE.** Enclosed with this magazine is a Pre-paid reply post card relating to attendance or non-attendance at the A.G.M. It is vital for the well-being of the Club that members complete and return this card, so that we can plan the location of the A.G.M. in the future. No effort is required, not even the finding, licking and effacing of a postage stamp. **PLEASE POST THIS CARD NOW.** (This does not of course, apply to Overseas members.)



**"I SAY, WOULD  
YOU MIND  
REPEATING  
THAT"**



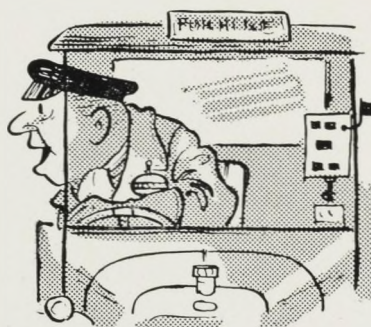
"WHY CERTAINLY, SIR, PARK  
JUST WHEREVER YOU LIKE."



"IT'S BEEN SUCH A TREAT WORKING  
ON THIS GRAND OLD THOROUGHbred  
THAT WE ARE KNOCKING £10 OFF  
THE LABOUR CHARGE."



"DARLING, WHY DON'T WE SELL  
THE MINI AND BUY AN OLD  
LAONDA FOR YOU TO PLAY  
AROUND WITH AT WEEKENDS?"



"I OWE YOU AN APOLOGY, SIR, —  
I OUGHT NEVER TO 'AVE PULLED  
OUT SUDDEN LIKE THAT RIGHT  
IN FRONT OF YOU, DID I, SIR?"



"LOOK HERE, FORSHAW, I DON'T  
BELIEVE YOU KNOW THE FIRST  
THING ABOUT LAONDAS!"

G.W. ALLEN ~

## ANNUAL DINNER DANCE AND PRIZE GIVING

**Osterley Hotel, Great West Road,  
Isleworth.**

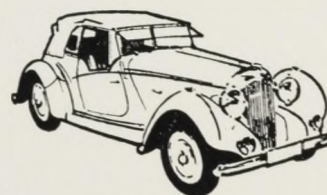
**Saturday, 15th February, 1964  
6.30 for 7 p.m.**

OUR EXPERIMENT IN MOVING THIS EVENT TO A Saturday has proved a great success. This year the record breaking number of 120 people turned out in the worst weather of the century. What better tribute to the event could you find.

If you haven't yet been along—why not come on the 15th February next and find out for yourself why the event is so enjoyable and popular. For new members it carries an extra recommendation, it is the biggest social event of the club year and a chance to meet most of the other members of the club gathered together under one roof.

The Hotel is easy to reach from any direction via the North or South Circular roads or simply head west down the Cromwell Road. It is  $\frac{1}{4}$  mile past the Firestone and Gillette factories. There is a large private lounge bar attached to the Ballroom and also a large car park. For the sake of the ladies—we have to say "dress or lounge suits please".

If you are not a regular attender please drop a P.C. to Harry Gostling, 8 Ridgeway Road, Isleworth, Middlesex, so that he can send you a ticket order form nearer the event.





# NORTHERN NOTES

by Herbert Schofield

THE NORTHERN SECRETARY WHO HAS AT LAST realized that it is impossible to take a Lagonda to bed has done the next best thing and got married! Letters should now be directed to his new garage with house attached, at 81 Green Lane, Hollingworth, via Hyde, Cheshire, where Club members who bring their own food and drink will be made most welcome!

## SILVERSTONE—AUGUST B.D.C. MEETING

Three Northern members considered the journey worthwhile, no doubt influenced by the fact that the preceeding eight days were hot and sunny. Naturally of course on the day of the meeting it rained and rained. I passengered Alan Brown down in his rather stark and purposeful 2-litre. It was good to be in a 2-litre again (until I got wet through), and admire the skilful gear changes made by the driver. There must have been something wrong with the box in *my* old 2-litre because I couldn't change until I'd played 'God save the Queen' three times over. Anyway to return to the subject.

Northern members racing included MacDonald with his lovely LG45, Alan Brown, and the intrepid John Abson in one of those small Lagondas which seem to go quite well.

It was still raining hard when the old Lags were let loose for their 7 lapper—add to this a confusing handicap system necessitated by the vast differences in performance of our cars, and racing is hard to follow for dim blokes like myself. However, one thing stood out, John Abson is as fast in the rain as anyone and he certainly deserved his victory. Is he the fastest Rapier man about these days?

## IN GENERAL

On the cover of this issue is a photograph kindly loaned to us by Thompson-Doxey

Limited, the well-known Lagonda specialists in Southport. I have been privileged to browse through part of their priceless collection of photographs which they have gathered over the years. It would appear that a photograph has been taken of pretty well every car they have handled, and being a firm which specializes in proper motor cars the collection is indeed a delight to the eyes of vintage, thoroughbred and modern thoroughbred car enthusiast. It is hoped to include more in future issues of the magazine.

The competition side of the Club's events are now almost over for 1963. I am pleased indeed to report that enthusiasm in the North is still very much on the increase. Of course we are very lucky up here for apart from some quiet roads and fine scenery, we do have many wonderful people who are willing to spend their spare time in organizing meetings, and all they ask in return is a big entry—this is now happening, and at least one of our Socials this year attracted only ten less cars than were present at the A.G.M.

Northern members who have been doing well include, MacDonald and Dearden-Briggs and their large LG45 tourers, Alan Brown, 2-litre, the Townsley 4½ special, Rider, M45R, and John Abson, who deserves a really big mention for motoring all the way down from Scotland to support Lagonda Club and V.S.C.C. meetings. I hope that he won't take exception to what I say next (being a Rapier enthusiast), but I do feel that equipped with a well-tuned M45 or a Rapide he would be one of the fastest combinations in vintage racing. His efforts with the Rapier have shown him to be a very fast driver indeed and he gets remarkable results with this 1100 c.c. car.

All Northern events this year brought out people who had not indulged very much, or not at all in our events in the past, and we hope to see much more of Joe Unsworth (2-litre s/c), David Hine (M45 tourer), Brian Bradbury (2-litre tourer) and many others; who knows in



1964 you may have *your* mantelpiece loaded with trophies like Henry Coates, Charlie Green or James Crocker! To those of you who have not yet had a go, come along in 1964, we do like meeting new people and new cars. We would for example like to see Goodman's Fox & Nichol Team car again, also get a look at Crabtrees' 'Room at the Top' LG45R, and Dr. Cree's ex. 'The Saint' M45R, just to mention three of the many interesting cars up here.

#### SEPTEMBER SOCIAL. SHIBDEN HALL. HALIFAX

Owing to some unfortunate misunderstandings Bernard Raine laid on for us a purely social event in the grounds of Shibden Hall, Folk museum of the North Riding. Bernard who has been laying on this event for years says that this might well be the last one he will organise (we hope not). He must have felt very proud as dozens of vintage and thoroughbred motor cars passed through his entrance control. Lagondas of all types—25 in total. Our friends in the B.D.C. brought ten Bentleys. Our equally good friends in the Alvis Owners' Club brought 3 cars, and we had one each of Riley Imp, Alfa, Lancia, Talbot, Austin 7, ex. works C-type Jaguar, and a Fraser Nash of the early fifties. Drivers came from Darlington, Gainsborough, Grantham (where's that?), Nottingham, Walsall, Hull (of course), Preston and Southport, as well as our more local members from Lancashire and the West Riding. As nothing was organised for the afternoon people were left to their own means and this provided the men with an excellent opportunity to mooch around the cars and talk of matters technical.

It was good to see Ian Smith again with his LG45 coupe, both looking impressively large! Unfortunately the Northern Secretary who had a Rapide load of attractive young females bent on other pleasures, had to leave before the meeting broke up, but thanks to Bernard for a wonderful afternoon, who must have felt very happy to have organised the gathering of so many fine motor cars. We do hope that after

all it will not be for the last time. (Henry Coates reports further on this event in this issue. Ed.)

#### OTHER NEWS

Not much I'm afraid. Nobody seems to have sold many cars. Dennis Roberts is restoring an ancient lawn mower, not apparently of Lagonda manufacture. Henry Coates however adds an LG6 to his stable so farming must have been good in 1963.

Questions I ask in the Club magazine never seem to get answered, but whose was the Lagonda which appeared in an I.T.V. play, starring Kenneth More on August 29th? Please someone answer!

#### MOAN

By the time you receive this issue of the Magazine it will be Winter. Probably you will have locked away the old Lag for the duration of the bad weather, and will be motoring in modern transport private or public. Now whilst it is true that most of our cars are respectable, a certain minority are in really tatty condition. Such vehicles give the marque a bad name and unfortunately also provide a source of great amusement to other road users, who seem to find ancient motor cars with yellow cracked windows, torn fabric and shapeless vibrating wings very funny. But providing amusement to the public at large is surely not our intention. So whilst the car is in the garage why not do a bit of painting, re-chroming, re-fabricing or just give it a jolly good clean, all this doesn't cost much, is worthwhile anyway, and will make owning your Lagonda so much more enjoyable.

You will have noticed in 1963 that the Minister of Transport continues to clamp down on the freedom of motorists, it would be wise therefore as part of the Vintage movement, to keep our cars up to scratch in all departments and thoroughly roadworthy, otherwise . . .



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# TRY ANYTHING TWICE

by Quack

WE CANNOT BELIEVE, SAYS WILBY, WITH OLD-WORLD courtesy and as one really wanting to know, that Quack has left us. Can he, continues Wilby inexorably, be extinct, inebriated or just lumbered with Lagondas?

To tell the truth, if such a commodity may logically be linked with the kind of motor cars you and I know of, things in this neck of the woods are considerably more complicated than that.

Some years ago, Quack acquired in desperate moment a scruffy 3 litre station wagon, to keep mobile while completing work on his LG45 saloon. This went terribly well, cracked block and all, and, with LG in commission, the thought occurred that it might go better still with less body. The old one was off and burnt in a trice, whereupon one reasons for liveness was apparent. The old frame was corroded near the limit of safety, and a lot lighter already than anybody thought.

Conference with Ivan produced a 10' 3" chassis from a 3½, with Girling braked axles; this was towed back with the LG, and work began—3 litre machinery to be put in new frame, open body constructed, and so forth. Those who have tried will know what grief is implied by those two little words.

The old rad crumbled at a glance—the kind you get after coming home from just a nice, clean little job in the garage before lunch, my dear—and it seemed at the time a pity not to get shot of some of the fresh air between rocker cover and bonnet top. New rad therefore bespoke, three inches smaller than the old, correspondingly thicker, shell cut to suit, soldered edge to edge with incredible skill by charming old gentleman working in fearful confusion in old tin shed. Bottom water tank, with tunnel to take generator and offtake on one side only looked odd, so flange connection

made on other side too. Extra plumbing supplied by local central heating expert, and radiator tilted back to line up top connections.

Body frame built by eye of 1" by 1½" ash, reinforced with blacksmithery, scuttle same height as rad, sides same height as bonnet hinge, panelling in 20 gauge aluminium sheet, all single radius curves except two rear quarter panels, which have to be done by tin bashers down by the harbour. Cost of body shell so far, about £25.

At this juncture, Quack's wife unwisely detached him from the job long enough to get him to a cocktail party, where the talk turned—you know how it is—to the inevitable, and a chap said have you seen the old Lag lying up yonder on the edge of Dartmoor? Well, this turned out to be a 16/80 with the Van den Plas two seater and dickey body, and dash it, you can't let 'em go to the knacker, can you? Oddly enough, there don't seem to have been any more cocktail parties.

Not enough room in the drive to swing a 2 litre in by now, and work on the rebuild going slowly because bits fall off LG45 faster than Quack can stick 'em on again, especially when it has to rush up to Scotland to lend tone to aged relation's obsequies. LG does 460 miles up there in fine style, then bites two teeth off second gear right outside the church. Keep on mourning garb to ring Ivan, and say here I am in the middle of a field with car in pieces; Ivan says you should see me, but gets bits to Scotland in 48 hours, so LG only gets four days off.

Something must be done about replacing LG, and answer emerges during thirsty conference with V.S.C.C. bods. Why not a Bentley? Dash it, why didn't we think of this before? Looking back now, you'd hardly believe, would you? However, early 4½ with early perpendicular Mulliner body turns up, and does very well, having glorious gearbox, plenty of puff, and goes round the bend better than LG; but back springs are undoubtedly flat, especially with Quack's offspring, picnic,



dog, dog's bone, and whatnot in the back. So while springs are away at the blacksmith, naive decision to rewire the thing is made, since insulation dripping on floor in various places promises interesting complications if not. But Bentley wiring lives in delightful little conduits, bolted on every way with 2BA bolts whose nuts either rotate happily buried under Bostik, felt, and fragile trim or else went on before the body did. By the time this lark is done, Quack has had to take a week off work and purchase hair dye.

Limp back to the fray, and 3 litre takes shape. Fifty thou off head, plain drain plug replaces ingenious sump drain valve which has ingeniously cracked ageing sump, drums skimmed and new linings packed out with spacers. Skimpy mudguards from the accommodating Mr. Ferguson of the Old Bath Road, manifolds and separate pipes and silencers for front three and back three, lengths according to Campbell, more or less, the whole metal sprayed, as are the wheels before painting. Much trial and more error get brake rod lengths right, sets of Hartford and hydraulic telescopes applied, ghastly struggle with the wiring—Mr. Lucas is always one up on Quack—and drop the body on.

Tentative enquiry as to cost of professional paint job send Quack rocketing off to where they sell small compressors for portable hand drills; and much experiment results in acceptable shade of Valspar green thin enough to spray but thick enough to go on looking like fabric finish. In the dark. Four coats get the car quite green; so is Quack and junior apprentice has to scrape all the light bulbs before we can do any more overtime.

About this time senior apprentice returns for the vac. adopts VdP.16/80 and does much work getting it fit to take away. Big sister says she will come too if car will hold her luggage and maybe pay for some petrol. Endless procession then flows of cabin trunk, suitcases, hatbox, lacrosse stick, hockey gear,

climbing boots; she then climbs into sleeping bag, wraps rug, produces crochet, and says "I'm ready". Magnificent send off from entire neighbourhood, saying isn't she brave? Quack gets back from hard day at the office to find junior apprentice laughing like a bucket and saying big brother has rung up with news that he has found a bridge 200 miles away and written off 16/80 with it. Bridge apparently all right.

Fortunately, Quack has by now become fascinated by a hard top diesel Land Rover in local dealer and has swapped Bentley for it, so this comes in for dragging back remains of 16/80, whose driver has prudently continued journey before dad gets there. 16/80 is now blocking the drive again and at bottom of queue awaiting restoration.

Everybody needs fresh air, so 3 litre is entered for the "Pom"; air is fresh enough for frostbite, and loads of muck in filters keeps us late for everything except the beer afterwards. Subsequent expedition to wettest Silverstone ever for Jag.-B.D.C. meeting, where pilot disgraced by not seeing starter drop flag in downpour; B.D.C. gazette reporter later says Young's 3 litre understeered, perhaps being charitable about the time we went water skiing up escape road at Becketts. Also to wonderful meeting at Firle; all gears wrong size for hill but company delightful.

Of course this idyll simply cannot go on. Quack is climbing into bed one night long after he ought, when the phone goes off; but instead of some character claiming to be ill, it is a chap deep down in Cornwall saying I say I've just been talking to my baker; I really think you ought to ring him. When calmly asked whatever for, further states this splendid chap has just found a 1926 two owner 2 litre, languishing in somebody's shed, about to be sold. So of course this excellent man is rung up forthwith; the find seems to be an early 14/60, with barrel sided steel body and V screen, used at first for London-Exeter, London-Land's End



and that sort of thing, descending later to pulling hay rakes and taking the porkers to market. For the last six or seven years it has shared their house with the chickens . . . .

Your sudden hush and downcast mien indicates the need to say no more; this fabulous find is among us; everything else has gone to the wall, and another rebuild is under way.

A tendency to stamp the foot and say things like just one more Lagonda and I'm leaving is perhaps not entirely unknown in member's households; the thing to do is find a fine day, and extra cushion, and an excuse for a run in the country. All is bliss—no windscreen, no hood, glorious sunshine, and 120 miles before tea. Then the toasted muffins, the tea, enough people to preclude really bad language, and say casually how did you like the new car, honey?

How inexplicable it is that honey will so often say "Oh, it's all right, you know, but the damn thing just HASN'T ENOUGH ROOM FOR MY KNITTING!"

QUACK



## VINTAGE QUIZ

*Compiled by Arnold Davey*

EVERY OTHER MAGAZINE IN THE WORLD HAS A quiz from time to time to occupy its readers. Since we can't lick 'em, here we are joining 'em. All questions relate to the years 1919 to 1939 except 4(d) and 6.

(1) In what year was the starting method known as the "Le Mans start" first used at Le Mans?

(2) In what year was toughened glass first introduced for wind-screens in this country?

(3) The 1933 Monte Carlo Rally was unusual in having two starting points in the British Isles as well as ten on the continent. One of them was John O' Groats where 29 started. Can you guess the make of the only starter from the other one? Do you know where it was?

(4) Can you identify the following cars?

(a) A Grand Prix car with a 3-litre straight eight engine, running in three main bearings, its valve clearances were adjusted by bending the rockers with a special tool. It had hydraulic brakes on all four wheels using water and glycerine as the fluid, taken to the front brakes via the hollow front axle.

(b) A four-cylinder two litre production car, single overhead cam. At a time when front wheel brakes were rare, this car had them, but it didn't have any rear wheel brakes.

(c) Front wheel drive, independent suspension all round using rubber springs, this one sounds like a mini but it was French and it was introduced twenty years before the B.M.C. car.

(d) When first introduced this car had a three-speed gearbox, half elliptic suspension and a multi-plate clutch. The firm appear to have had their design office working in reverse, however, because later examples although sporting four gears, have three-



quarter elliptic springs at the rear and a cone clutch.

(5) The badge of the Auto-Union company is four rings, representing the four constituent companies. Can you name them?

(6) Who had the nickname "Ciccio"?

(7) In May 1925 a certain Count Conecci, driving a Talbot, came second in the G.P. de la Ouverture at Monthlery in about the most extraordinary finish ever seen in a motor race. Do you know what was odd about it?

*(Answers on page 33.)*

## MIDLAND NOTES

by  
**Charles Green**

THE RECENT A.G.M. WAS THE FIRST TO BE HELD within the area of the Midland Section. The Committee and the organisers are to be congratulated on making the experiment, but in terms of numbers it was not an outstanding success (approximately 60 cars).

It was to be expected that some of the Southern members would not find it so convenient to come, but where, oh where, were the Midland and Northern members, who should have more than made up this loss? Perhaps we shall learn something when the reply-paid post cards are returned.

If the Spares Registrar can find his way from Bournemouth, and our old friend Ken Duckworth can come from Devon, there is no excuse for Midland members, and little enough for the Manchester party.

For the benefit of people who hoard 2-litre spares in the hope of obtaining inflated prices for them, it can be disclosed that a Midland member has had a set of early die-cast main-bearing shells successfully re-metalled. This is going to come as an awful shock to those who think a set of bronze shells are worth £12 10s.!

Another rumour, which so far remains unconfirmed, is that this member is running with Moskeiwitz pistons.

Michael Podmore, who now has his Rapier spread all over the house in little pieces, and who has also found that some of the better known sources of spares are not economic, has discovered that the starter ring from a pre-war Triumph Gloria can be successfully applied to a Rapier flywheel with only minor adjustment.

Whilst on this subject of modern replacements for worn parts it seems that a register of these items would be extremely useful in the Club. The Midland Secretary will gladly prepare, and duplicate, a copy of such a register if members will send information about items they have used. For instance we all know the old chesnut about Morris commercial shackles fitting 2-litre chassis, with only very slight modification. Perhaps the Spares Registrar and Mr. Hartop would care to let me know of any items known to them so that a comprehensive list can be compiled.

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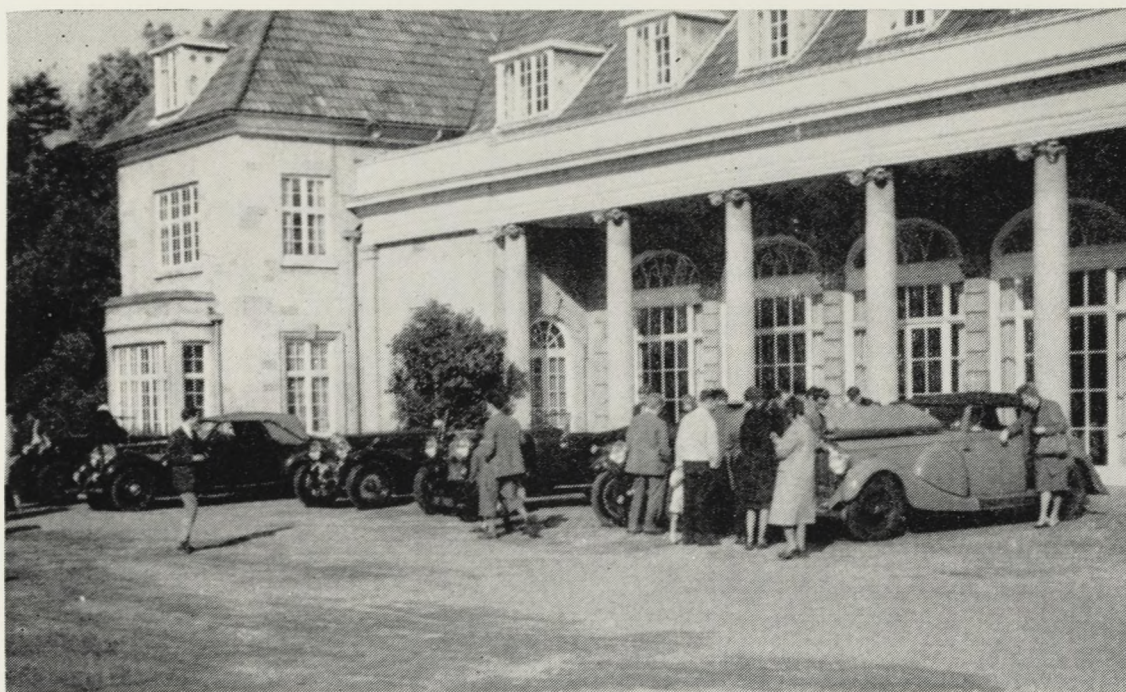
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# AGM

by  
**Arnold  
Davey**

THE LAGONDA CLUB APPEARS TO BE TAKING ON some of the characteristics of the legendary Wandering Jew, doomed to roam the world without home or shelter, or in our case, with nowhere to hold an A.G.M. The Brimpton Grange having turned us out, the Bell House burned itself down rather than have us, and now the Royal Ascot has given up and is pulling itself down in defeat, with the result that this year we moved to the Overstone Solarium near Northampton. This being definitely in the Midlands and not just the London idea of them (Hatfield) it was thought that a bumper turn-out would follow, but far from it, there were only 53 Lagondas—half of the number at Ascot last year. True, there were a few new faces but what happened to all the others, presumably from London and the south? Is Northampton too far? We are a MOTORING club after all and Overstone is only 70 miles from Charing Cross. Perhaps fifty cars absent-mindedly went to Ascot. It's all a mystery and if anyone can find out what it is that the missing tribes want I am sure Harry Gostling will do his best to supply it. We shall never know, I am afraid, unless our members surprise us by returning the enclosed postcard! Oddly enough, there seemed to be

just as many people there as ever, so perhaps all that happened was that everybody thumbed lifts.

Anyway 53 Lagondas and assorted other makes made it to Overstone on September 29th and as space is virtually unlimited there, the cars were parked according to types; two-litres here, four-and-a-halves over there, other makes behind the bushes and so on. Unfortunately the distinctions got a bit blurred as the afternoon wore on and the normal chaos had set in by Concours time. This was judged by Messrs. Prees and Roberts in accordance with the marking scale set out in the notice of the meeting. The entries were low in number but as high as ever in quality. The results were:

Class 1 (Previous winners)	J. W. King	2-litre
Class 2 (Others)	1st T. J. Peerless	2-litre
	2nd B. J. H. Martin	LG 6

Opening the meeting, the Chairman welcomed members to the club's most important function but had to deplore the indifferent attendance. He thanked two retiring officers, Richard Hare and Donald Overy for their fine work, respectively six years as Competition Secretary and five years as Treasurer and he mentioned casually that no replacement for Richard Hare had yet been found. Equally



casually, the meeting failed to provide one. Geof Love was also thanked for producing the newsletter, this job going to Jeff Ody in the future. During the year Ian Smith gave up Editorship of the Magazine, his place being taken by Tony May, who, as James Crocker said, must be mad when the house was already full of the secretarial clobber. (So right! Ed.)

The Christmas card design, by G. Allen, was on show and the Chairman said that this year the price would have to be one shilling each, as we were only just breaking even on them. He thanked the Concours judges for their work and Harry Gostling for organising the meeting, and in doing so brought up the question of where to hold the next one. The Crystal Palace was suggested but apparently would be very expensive, so was ruled out. After some discussion an informal vote was taken and this was in favour of Overstone, by a large majority.

Donald Overy was the next speaker, making his last report as Treasurer. He said that we had not had a very good year, financially, with a loss of about £160, which we could not afford to repeat. The subscription was felt to be just about adequate but he and the Committee felt that the overseas members were getting the expensive part of the club's services (the Magazine) rather cheaply and it was proposed to raise the overseas subscription to twenty-five shillings. There being no overseas members present to protest, this was passed unanimously. Competitions were supposed to be self-supporting and normally were, but last year the accounts showed a substantial loss and Donald asked organisers either to put their entry fees up or to cut down the number of awards. After all, every additional prize reduces the value in achieving the premier one. The club has invested £100 of its loose cash in Premium Bonds and the Treasurer promised everybody free life membership if we win the top prize. At the end of his report Donald and Betty Overy were presented with a pair of wine goblets in appreciation of their services.

In making her Secretarial report Valerie May said that, as always, we never quite reach the numbers we would really like to keep us solvent, the new members each year about cancelling out those we lose. She said that, due to a rise in printing costs, we will have to pay more for instruction books in the future and reminded members that there was a stall outside at which these and badges, ties, etc., were on sale. An appeal for an original Rapier handbook to take photo-copies from was met at once. Two social events were still to come, the film show at the Duke of York's Barracks and the Dinner-dance at Osterley.

The next speaker was our Northern Secretary, Herb Schofield, surely the outright winner of the enthusiasm prize, for he had come to the A.G.M. on the day after his wedding. Not only present, but properly dressed and sober enough to make a nasty crack about Northern members not being very keen on "polishing events" but preferring functions of a more combative nature.

Richard Hare, also giving his last report, said that it had been a good season on the whole. Bryn Edwards' dashing driving in race meetings had been missed but Ron Gee had done his level best to make up for it. As the cars got older, however, and correspondingly scarcer and more fragile, it was inevitable that the main direction of the competitive programme should be away from the more desperate events, in favour of gentler affairs and it was unfortunate that these seemed to cost more. He asked prospective organisers to try to do their sums beforehand and set the entry fees at a realistic level; competitors should not have their fun for nothing. The only event still to come was the November Rally, which this year is moving back to Surrey in an attempt to find the lost entrants. Richard warned that this may be the last one we hold, as opposition



to rallies is growing and we may have to follow the Bentley club and abandon ours. In concluding, he warned his successor that the Competition Secretary acquires a long list of other jobs, nothing to do with competition, that take up more time in the end than the primary job and that it was as much these as anything that had made him resign. He thanked Mike Wilby for his help at all times and particularly at the beginning of his term of office. The Chairman then presented a goblet to Richard as a token of the club's appreciation.

Ivan Forshaw described the past year as an average one and said that he felt there was some danger of his making an average speech, it being difficult to remember which stories he had already told. He welcomed the return to club office of Peter Densham, who has been a member since 'way back', and said that he had noticed a change in the way that the cars were increasingly being kept as pets, whereas when he had first joined they had usually been their owner's only car and as such came in for all the everyday jobs as well. Ivan had as usual received and written astronomic numbers of letters during the year and he entertained the meeting with extracts. There was the owner who said his car had "semi-epileptic front suspension" (probably explains all that shimmy) and another who wrote a letter with umpteen pages of questions from some South American republic. Ivan's reply was virtually a "Teach Yourself Lagonda Rebuilding" book, since when there has been no reply. I imagine the man is busy fomenting a revolution to pay for the job.

The policy of manufacturing new parts was proceeding, particularly 2-litre spares, the difficulty being that fairly large numbers had to be made to keep the price down to a reasonable level, and then these large numbers had to be sold. Obviously with this latter in view he went on to suggest that members should lay down a cellar, as it were, of parts which they knew they would want in the future, and not

just wait till the old one broke.

We then came to the annual Committee shuffle. Retirements were Messrs. Hare, Love and Overy, as mentioned above and Messrs. Davey and Kenny, retired under rule 9. Both the latter offered themselves for, and obtained, re-election, Peter Densham, our Vice-President, becomes Treasurer as well. The orderly queue for the job of Competition Secretary having failed to materialise and all attempts by the Committee at blackmail or hypnosis being unsuccessful, this post was left vacant for the time being, it being understood that the work would get done somehow.

The most interesting part of the meeting must have been the last item, for this was the only one to produce many speakers from the body of the hall. The motion was one by Harry Gostling that the club should change its name to the Lagonda Car Club, as it was before the war and for some time after. There were several arguments both for and against, and the balance of opinion appeared to change several times. Peter Densham gave the history of the 2-litre Register and of the artificial revival of the Lagonda Car Club to be its rival, this rivalry ending in amalgamation. It was in order to reach a compromise, he said, that the present name and badge were evolved. There was a lot of talk about "Much water having flowed under the bridge since then" and "sounds like a cheap night club"; some were all for any sort of change, others would resist any. Some were even suspicious of a plot by the Treasurer to sell eight hundred new badges and ties and so get the finances rosy again. Finally, after a good airing, the motion was put to the vote and was defeated.

The meeting was then concluded and tea was served to all those who weren't outside inspecting the David Brown Lagonda Rapide that James Crocker had been lent by the factory for the day. Finally it got to be opening time and the crowd dispersed like magic to their favourite boozers.



# AUTUMN SOCIAL

FOR REASONS OF HIS OWN (possibly just to be different!) Bernard Raines did this twice this year. Dare we flatter ourselves that he likes us so much that he want to have us around more?—Probably not. We are quite ready to go out and meet Bernard and his good lady twice though—he says something about a swan song—I hope he won't try and set up as a vocalist, he is much better at organising affairs for the Lagonda Club.

**AN EPIC IN TWO PARTS** Would we meet at Shibden Hall near Halifax? There used to be a crack about Hell, Hull and Halifax being equally not nice places. We have as yet no definite views on the first, the second varies, the third we always find difficult to get out of, and seems a trifle industrial. Having on a previous occasion had one's expectations of grimness set at naught in respect of Barnsley, the prospect of Halifax was viewed with less suspicion. In fact the only tiresome part of the adventure was getting into the narrow entrance. What an attractive house. Not very big, but quite beautiful, inside and out, and such a splendid outlook over the valley. Lovely oak panelling everywhere—grateful one has not to polish it once a week.

No competition, so no reports of derring-do by this or that member. But very pleasant to explore the place—the outbuildings too with old farm implements, a clog shop, fire engines, carriages (did you notice the convenient one?)

A lot of members turned up too, and Bentleys, and some Alvis and even an unlicensed Alfa. Pleasant to meet old friends and look at fresh cars. "What would Ivan say?" is apt to be the thought when confronted with (or driving in) a Lagonda not quite as Staines conceived. To chuck right away a completely wood-rotted body, and be quite original with a timber boat-built (but not boat-shape) two seater, seemed very well worth while. Beautifully executed and a trim shape and still truly Lagonda, the L.G.45 of L. Allen has great appeal. Ogle-Scan emulates the snail—one hastens to add, only in carrying his home about with him (or his home carrying him—you KNOW what I mean!) and beautifully appointed too and very comfortable. How nice to see the Smiths (Ian and wife) from Grantham—those drop-heads are smart—a trifle more compact than the L.G.6 version.

## SHIBDEN HALL LINE-UP

L. to R. Jim Crossley's 4½ Bentley, Jaguar, Herb Schofield's LG45 Rapide, and Frank Sowden's 8-litre Bentley.  
*By G. E. Sutherland F.R.P.S.*





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Having picnicked, and gossiped, we went home. It was a jolly afternoon, and a good idea.

### Part Two

#### WANDERINGS IN WASHBURNDALE

The route began on Ilkley Moor at the Cow and Calf Hotel—thence by Askwith and Blubberhouses to Washburndale. This is a charming little valley, unfortunately doomed to be flooded to supplement Bradford's water supply (can't think what all that water is likely to do to the Bradfordians' insides). The route passed close to the new dam, but just missed West End Staircase, which we used to hurry up with the V.S.C.C. A bit of Nidderdale was visited, then back to what had been more of Washburndale, but is now reservoirs—established these, and with a beauty all their own. The earnest crews had not time to do full justice to the views or to the points of interest on the route, as set out on the route card. One remembers (or should do) the Fairfaxes in the

history lessons, but the Indian love lyrics have not come our way.

The eight controls were relatively straightforward to find, though some were cleverer than the management at No. 3 and picked the less obvious, and incorrect, Stop Valve.

The questions were fun, though as usual, their position on the route card had no connection with their place on the route—so, with fingers firmly crossed, one travelled with palsied stealth, stopping to inspect every notice, house name or odd object. Long Stoop, a farm just off the road was magnificent for a “slipped disc”. Leighton would run in our mind, to the exclusion of the correct Snowdon, for an artistic commoner turned peer; and this time an agricultural background led one crew astray, as Agricastrol was not sufficient of a surprise.

The entry was good—25, of which three were from Bentley D.C. and three from Alvis O.C. Useful contingents from Manchester area and Hull, but any of those, who



thought they had come a fair way, were well and truly put in the shade by Colquhoun from Northumberland, and McKellar-Cairns from Edinburgh—and both in such nice cars too. It is understood that Mrs. Colquhoun might be persuaded to use her art on others' machinery—or have we got that wrong?

Dearden-Briggs was comfortably 1st (had lots less penalties than anyone else—we won't say anything about the Ford seats he and his crew used), Colquhoun 2nd and McKellar-Cairns 3rd. Mrs. Rider was the better lady—unfortunately not a quorum, so no award.

This must be considered a very successful and pleasant day out. A nice day, for which Bernard Raine will be too modest to claim credit; really lovely country, the choice of which Bernard must indeed admit responsibility for (or was it his assistants and stooges the Randles?) good organisation, and good company.

D.H.C.

#### BOOKS RECEIVED

'My Life on Wheels' by Maurice Wiggin. Published by John Baker. 142 pp. 16s.

Over a period of thirty-odd years the author has owned upon average a different car each year. As can be imagined this has led to a great many varied experiences which Mr. Wiggin relates with forthright honesty and humour. (One needs a sense of humour to have had that many dealings with the second-hand car market!) Unfortunately Mr. Wiggin has never succumbed to the charms of a Lagonda and so it might be said that his motoring education is not yet complete. The author's experiences with such makes as Morgan, Austin Sevens, Sunbeam, A.C., Alfa, etc., and some chapters on early motor cycles, make entertaining reading and the book carries some excellent illustrations by Will Nickless.

Altogether an interesting piece of reading.

A.W.M.

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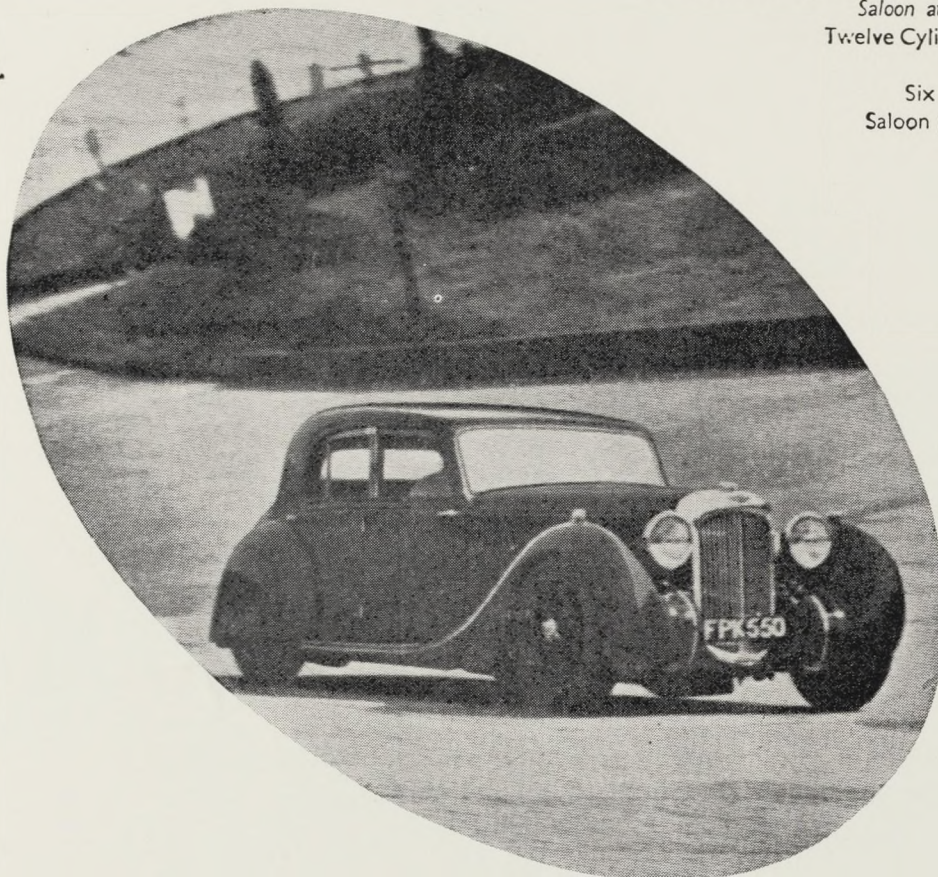
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"Motor"  
photograph.



Lord Howe, driving the 12-Cylinder Lagonda Standard Short Saloon at Brooklands on Monday last.

Twelve Cylinder Lagonda Short Saloon  
(10' 4" w.b. chassis) £1,550

Six Cylinder Lagonda Short Saloon (10' 7½" w.b. chassis) £1,225

## "LAGONDA MAKE HISTORY

For the first time in history a standard production saloon has covered over 100 miles in the hour; it was done by Lord Howe, driving a 12-cylinder Lagonda at Brooklands on Monday last. Timed by Mr. Ebbelwhite, he actually covered 101.5 miles, a very fine achievement indeed, but one which would have been even better but for the fact that they had to change a tyre. This happened after 21 laps, when the average was 105.52 m.p.h.; the car jacking equipment was used and the change took 2 mins. 42 secs. On the last lap, Earl Howe opened up and averaged 108.27 m.p.h. for the lap.

At the same time S. Ivermee, chief of the Lagonda experimental department, drove a six-cylinder model and covered 95.87 miles in the hour, also an achievement of which to be proud. His fastest lap (the last) was at 98.43 m.p.h. Both cars were full saloons on the short chassis, and both had covered some 40,000 miles before being used for this event. They ran on standard pump fuel and oil, and were in production trim, except for the tyres."

**THE Motor**

October 12th, 1938

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## WHERE ARE THEY NOW? No. 3

THERE has always been magic about one hundred miles covered in sixty minutes, and if memory is correct this was first achieved by Percy Lambert in a racing Talbot just before or after the first World War. In the mid 1930's it became a target for production cars but not many made it as then a car with a maximum of 100 m.p.h. or more was a pretty hairy beast and the chance of sustaining this speed for one hour non-stop was pretty slight.

All this being so, the V.12 did indeed make history and the performance by a large comfortable saloon weighing close to a couple of tons was in 1938, and indeed even today, worth shouting about. At that speed the V.12 engine must have been running at around 5,000 r.p.m. but smoothness being one of the big virtues of this design it would cause no hardship except to the petrol consumption which at a guess must have been done to 8 m.p.g. or so!

The V.12, of course, was the masterpiece of W. O. Bentley who joined the Company when it was reformed in 1935. It was a design far ahead of its time and had not the second World War interrupted development it would have gone a long way indeed. The engine was intended to run 100,000 miles between overhauls but once disturbed required a lot of careful screwing together again if it was to continue in the same smooth and reliable state. As an experiment two very near standard cars (apart from the coachwork) ran at Le Mans in 1939 and finished 3rd and 4th without being extended in any way.

When sanity returned in 1945 the world was a different place and such luxuries had to be put on one side. Instead W. O. produced the 2.6 and whilst the car itself had a short life the basic engine grew and grew and still propels Aston-Martin as well as Lagonda.

S. Iverhill, who as recorded in this advertisement in the *Autocar* had a go at "The Hour" in an LG.6 at the same time was an old associate of W.O. and had been with him in the heyday of the Bentley in the 1920's. 95 miles in the hour in the Meadows engine 6-cylinder car is also quite respectable and it is interesting to note that these two models and chassis of different wheelbase which will confound all those who always argue that the V.12 and LG.6 had the same chassis.

What of FPK.550? Was it to modestly retire after this history-making run, or become the works demonstrator, or quietly chauffeur stockbrokers to the City? Was it able to prove its reliability and survive the years and perhaps even today it is in loving hands gliding quietly through the Surrey countryside, the County in which it was first registered? It is not amongst us but it is remembered.

M.H.W.

Advertisement on opposite page  
reproduced by courtesy of *Autocar*.



# LAGONDA CLUTCH

By IVAN FORSHAW

THE 2-LITRE LAGONDA CLUTCH FIRST APPEARED in 1925, and was as brilliant a piece of design as the engine to which it was fitted. It was used also on 16/65, 3-litre and 3½-litre engines, remaining in production for more than ten years almost entirely without modification, and finally transmitting almost double the power of the engine for which it was originally intended. It is smooth and consistent in performance, and capable of long periods of service with the minimum of attention, but it will not tolerate abuse. The clutch should not be held disengaged with the engine running any longer than is necessary—select neutral gear and re-engage the clutch until moving off; do not hold the car on gradients by use of the clutch, and do not ride the pedal with the foot. Misuse of the clutch will cause violent overheating of the steel driven plate, followed by ridging and warping of the plate and excessive wear on the friction linings.

## GENERAL DESCRIPTION

There is an adequate description of the component parts of the clutch in the handbooks relating to the models to which it is fitted. It will be sufficient to say here that it is a fully enclosed unit, having five main members—the flywheel, the floating plate, the driven plate, the cover plate and the pressure plate. Friction linings are rivetted to floating plate and cover plate, and interposed is the steel driven plate to which is rivetted the clutch output shaft. Clutch springs are pocketed in the flywheel. The clutch depends for operation and alignment on six driving pins carried in phosphor bronze bushes in the flywheel and the cover plate.

## DISMANTLING THE CLUTCH

The work is within the capacity of any owner and no special tools are necessary.

Remove the front seats, floorboard and toe

boards. There will probably be a wooden rail on the top of the chassis frame cross-member immediately behind the engine—remove this also. Remove the driving shaft and fabric couplings between the engine and gearbox; dismantle the clutch ejector stop mechanism at the end of the clutch output shaft. Disconnect battery terminals, slacken starter motor clamps and slide the starter motor backwards on its cradle; remove the short driving shaft and fabric couplings to the Bendix gear. Remove three nuts securing flange of aluminium housing for the Bendix starter drive and withdraw housing and drive as a complete assembly—this is sometimes rather tricky, but bear in mind that the starter pinion must be persuaded past the flywheel, and that the shaft is eccentrically situated in the housing; no force is necessary and none must be used or the flange of the housing may be damaged.

Now remove the nuts and bolts securing the aluminium cross-member carrying the clutch withdrawal shaft and lift this past the clutch output shaft and away—this is the most common stumbling block in dismantling the clutch. It may be necessary to remove the studs passing through the aluminium cross-member, so that this can be turned into a vertical position, when ordinarily there will be sufficient room to wriggle it past the end of the clutch output shaft. It may help to remove the clutch pedal and the withdrawal shaft from the aluminium cross-member first of all.

Now remove the six nuts securing the pressure plate to the clutch driving pins, and remove pressure plate and bearing assembly. Observe that the clutch cover plate is secured to the flywheel by six bolts near the periphery, and in the same pitch circle are three tapped holes at 120° intervals. Remove three of these bolts, alternately, and slacken the remaining three approximately ⅛ in.; now screw the three bolts just removed into the tapped holes mentioned above, and the cover plate will be jacked from its register. Slacken the three bolts now



holding the clutch assembly, a little at a time and equally, and the pressure of the clutch springs will force the clutch apart as this is done; there will be no "spring" at the end.

Check the fit of the brearing in the counter-bore of the output shaft on the crankshaft spigot. Making all parts scrupulously clean. Lubricate driving pins with a light grease on re-assembly and the spigot with engine oil. Re-assembly of the clutch is the reverse of the above procedure.

When assembled by Lagonda all clutch parts were marked with the letter 'O' to show their mating points with each other. If these marks cannot be found, use a centre punch to indicate mating points as the clutch is stripped.

If new friction linings are to be fitted the holes for the rivets may be countersunk to  $\frac{2}{3}$  or even  $\frac{3}{4}$  of their depth. The steel driven plate should be renewed each time the clutch is relined. In removing the worn plate from the output shaft the approach should be made to the heads of the rivets; spot the centre of each, drill with a pilot to a point below the head, follow up with a  $\frac{3}{8}$  in. drill and the heads will spin off, or can be removed readily with a chisel; support the underside of the output shaft flange on a piece of thick-walled tube, and knock out the rivets with a suitable small drift or pin punch. In this way, damage to the output shaft flange will be avoided. In fitting the new plate the heads of the rivets should be placed against the steel driven plate, not against the output shaft flange.

#### REPLACEMENTS

The following new replacement parts are immediately available from me:

Clutch Friction Linings of the best type,  
and the fixing Rivets.

Steel Driven Plate, and machined flat-headed Rivets for fitting Thrust Race.

Driving Pins, both fully floating and locked types.

Splined Output Shafts, and the Coupling Spiders.

Hardy Fabric Universal Couplings for the driving shaft to the gearbox.

Clutch Pin Greasing Adaptors.

#### LUBRICATION

Provision is made for the automatic lubrication of the spigot bearing; the spigot end of the crankshaft is bored and tightly packed with wick, oil being fed from the main crankshaft supply through the wick and a metering hole in the plug sealing the end of the spigot. In practice this rarely works satisfactorily; do not interfere with the wick packing or the clutch may be drenched in oil as a result. It may be thought advisable to plug the metering hole and to rely upon periodic lubrication of the bearing by oilcan; there is a screwdriver plug provided for this purpose in the output shaft, near the root of the splines—remove this plug at intervals of about 2,000 miles and squirt in a little engine oil; excessive lubrication is undesirable, as the bearing is only at work when the clutch is disengaged; lubricate the output shaft splines at the same time. Oil spill from the spigot bearing, if any, is prevented from reaching the friction faces by thrower rings riveted to the steel driven plate. Theoretically, oil thrown by the forward slinger will be deposited in a catcher ring rivetted to the face of the flywheel, and distributed thence by centrifugal force through radial drillings in the flywheel to the driving pins. This is highly ingenious and imaginative, but it would be unwise to depend upon it. Fortunately the driving pins are drilled and provision is made for external lubrication by means of a small greasing adaptor with a screwdowndown cap. This should be used at intervals of about 2,000 miles, and one or two caps of very light grease forced into each driving pin. The greasing adaptor screws on to the protruding thread of the driving pin—clean this with a wire brush



before applying the adaptor; half nuts were originally used on the driving pins—if these have been replaced by full nuts it may be necessary to remove the nuts in turn to screw on the adaptor. Do not overtighten the nuts on the driving pins, as the drilling greatly weakens the pins and they are easily sheared. Replacement of a driving pin involves dismantling the clutch. The clutch thrust race is a single row ballrace and should be lubricated with a general purpose grease such as Filtrate Super Lithium, at intervals of about 2,000 miles; here again over-lubrication is undesirable; there are two diametrically opposed hexagonal nipples on the thrust race housing for use with the standard type of gun. Clutch tappets, withdrawal shaft bearings, and clutch brake pivot should also be lubricated at intervals, using a light oil.

#### ADJUSTMENTS

The clutch ejector stop mechanism at the end of the output shaft is designed to assist the steel driven plate in freeing itself from the friction faces when the clutch is disengaged. The clearance between the finger and the stop bolt should be approximately  $3/64$  in. The clutch tappets are spring loaded to keep them out of contact with the pressure plate; press them forward to check the clearance between tappets and operating fingers on the withdrawal shaft—this clearance should be approximately .020 in., and it is important that there should be identical clearance on both tappets. There is a stop bolt governing pedal movement at the bottom end of the pedal shank, and the pedal arm has a good range of adjustment on the shank itself. It is of great importance that there should be an inch or so for slack movement on the clutch pedal before clutch disengagement begins; take care that the toe-boards are not allowed to interfere with this slack movement.

#### MODIFICATIONS

Very early clutches used a different drilling pattern for fixing the friction linings, and a

much smaller number of rivets. Few such clutches would survive.

Spigot bearings before 1931 were of solid white metal and a press fit in the counterbore of the output shaft. This bearing was replaced by two phosphor bronze bushes of equal length, fully floating, and retained by a steel circlip located in an annulus machined near the mouth of the counterbore. The earlier output shafts can readily be modified in this way, or the white metal bearing can simply be replaced by a press fit phosphor bronze bearing.

## 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. Last 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.

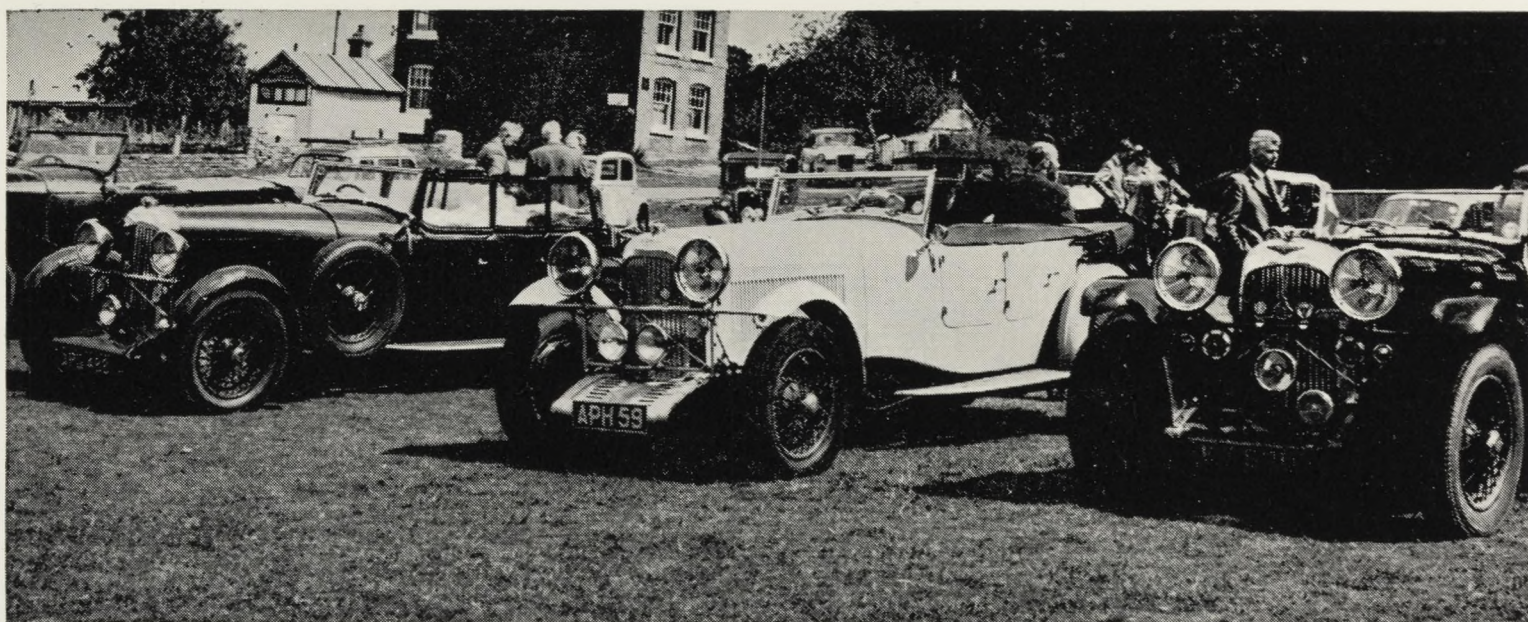
**NEWCASTLE:** (Staffs.): Cock Inn, Stapleford. Last Wednesday of each month.

**DORSET:** Hambro Arms, Milton Abbas. First Friday of each month. (Note change.)

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







## NEW FOREST PICNIC

THE COINCIDENCE OF VINTAGE PRESCOTT, THE shocking weather of the days preceding, and the absence of many members on holiday, might have conspired to ruin the New Forest Picnic. But, in fact a total of 16 Lagondas arrived with a miscellaneous collection of nine cars of other breeds. The weather was kind and the only untoward incident was the

Grazing Lags in the New Forest. Photo by G. E. Baughan.

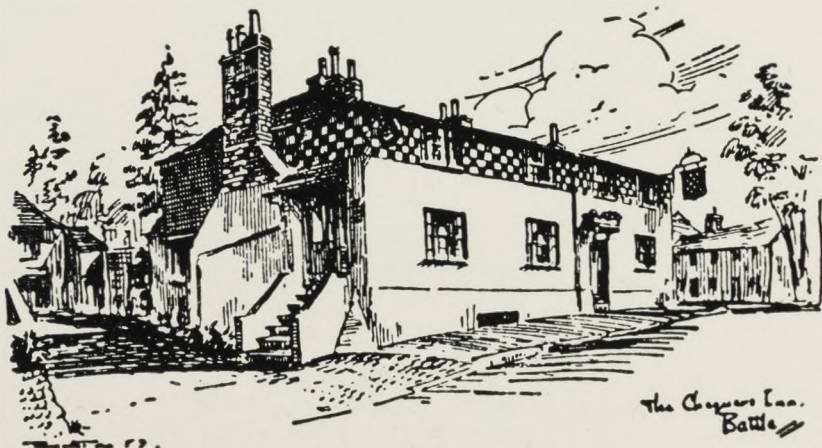
bogging down of Kenneth Lywood's beautiful V12 in a patch of marshy ground. The prize for distance, had there been such a thing, would surely have gone to Richard Hore from Newcastle-on-Tyne.

There is undoubted support and demand for informal meetings of this kind, but an earlier date should be requested for next year. I.F.

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## SURREY TREASURE HUNT

IN ORDER TO GET SOME SUPPORT FOR THE EVENT, 200 circulars were sent to South-East members, and the clerk of the course did some personal canvassing at the "Coach and Horses" meeting, and at the AC/Lagonda Brands Hatch Sprint. No entry forms or fees had to be sent in the post beforehand—all one had to do was to arrive at the start on time, entry form filling and fee paying taking place there. In spite of all this, only 10 cars entered. Only club members in Lagondas were allowed to enter, and as the afternoon progressed, the "owner drivers" were soon sorted out from the "owners". However, congratulations to the ten for turning up well before the 2.30 start.

The results were as follows: 1st. Charles Long, 2nd. P. Besley, 3rd. B. Dearden-Briggs.

There were one or two interesting answers to questions, in section one, the question which asked "Where do the lucky spinsters go?" should have had the answer: "Bridel(al) Path to Dorking". However, one crew thought they should have gone to the "Youth Hostel".

The second section was broken by a quiz for both the driver and navigator, three and five questions respectively. Charles Long was the only chap who knew when it was "lighting-up time", but he didn't know which way to do up an off-side wing nut! B. Dearden-Briggs and C. Lee did well to know the speed limit for a vehicle towing a two wheeled or close coupled four wheeled trailer on a motorway. (40 m.p.h.)

Charles Long and crew very sensibly opened one of the little envelopes attached to the clue sheet when lost at the end of section one, saving themselves penalty points which most other crews suffered by arriving at the check point late. Miss S. Charnock, who, we understand, has never been on one of these events before did very well to get P. F. Besley's car to be the only machine to complete the whole course in the correct way. Better luck next time!

T.P.

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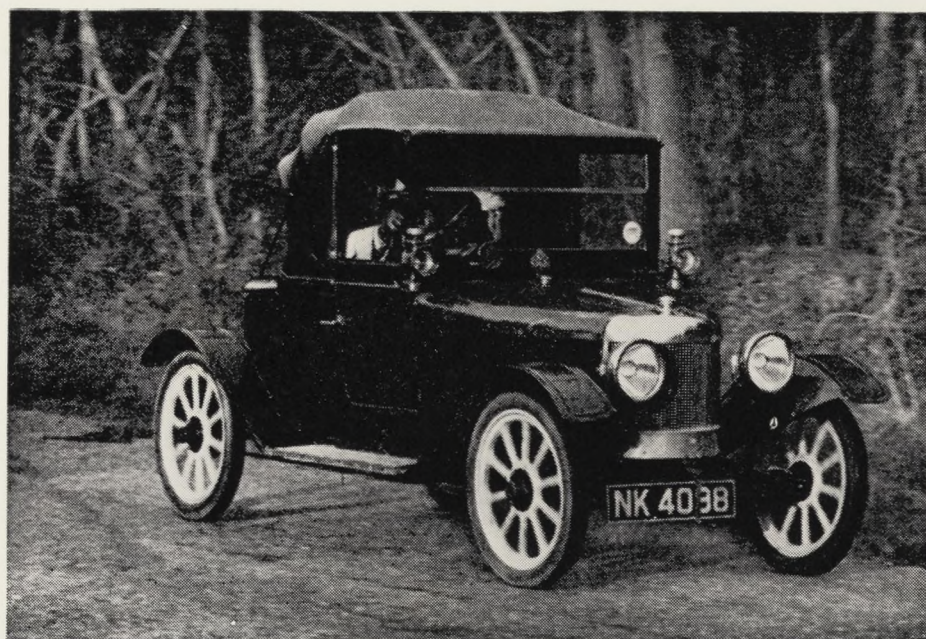
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# GIRALDA THE OLD LAG

by  
Ronald Barker

In its youth, 49 years ago, the 11.1 h.p. Lagonda was a familiar sight in lanes like this. It was also a frequent award winner in reliability trials. Reprinted from the *Autocar*, 23.12.1960, by kind permission of its Editor.

TO PIECE TOGETHER THE BACKGROUND of this story one has to start at Springfield in the Mad River Valley of Ohio, U.S.A., during the last century. One of its citizens was Wilbur Gunn, a qualified engineer who had served his time on steam locomotives and who sailed to England in the 1890s, never to return. His first known achievement on this side of the Atlantic was the manufacture of a steam plant for a steel-hulled river launch, built by Taylor of Staines. The launch was named *Giralda*, and one of its duties was to carry the umpires for the Oxford and Cambridge boat race.

Next, Gunn started making motor cycles, then tricycles and forecars, and later proper four-wheeled cars at a works which grew out of his back garden in Staines. They were given the American-Indian name of Lagonda, after a creek which runs into the Mad River, just west of his native Springfield. There are still in Springfield a Lagonda National Bank, a Lagonda Hotel, and even a Lagonda Club—but no Indians. During the period 1910-12 Gunn built some orthodox four- and six-cylinder cars of 20 and 30 h.p., all or most of which were exported to Czarist Russia for civil service use there; none of these is known to have survived.

Next he designed an inexpensive light car of 11.1 h.p., which was introduced to the public in the autumn of 1913 and might have put Lagondas on a level with the mass producers of today, had World War I not intervened and had Gunn not succumbed to a mortal illness in 1920. The 11.1 h.p. incorporated several very ingenious and unorthodox features for those days: first, it was of truly integral construction, the frame being of angle iron to which the tinned sheet steel body panels were riveted. The main frame side members were each, in effect, two lengths of angle iron joined by sheet steel strip to form a channel section, this being 9½ in. deep midway along the car and reduced towards its extremities. These members were swept round to meet and form blunt ends at front and rear. Dashboard and fuel tank were permanent fixtures to stiffen the front, and a single body panel, running right round the tail from door to door and flush-riveted to the frame members, kept that end together. The structural design was also remarkable in that wood was used only to frame the screen and side windows, and for the hood sticks.

Further ingenuity was to be found under the bonnet, the power unit being a 1,099 c.c. four-cylinder (bore and stroke 67 x 78 mm) with



caged, overhead inlet valves and side exhausts. The inlet rockers were carried above the cast aluminium induction manifold, and rocked on transverse fulcra. A single bath-shaped aluminium casting formed a base for the working parts of the engine, complete with flywheel and leather-faced cone clutch, which were dropped in from above; a three-speed-and-reverse gearbox was bolted to the back of this casting.

It seems probable that this Lagonda pioneered the remote control centre gear-change, with a short vertical lever sprouting from an extension of the gearbox lid. The handbrake lever was carried beside it in the same casting; when the 11.1 h.p. car was superseded by one of 11.9 h.p. soon after World War I, a fly-off handbrake was fitted—perhaps another Lagonda innovation.

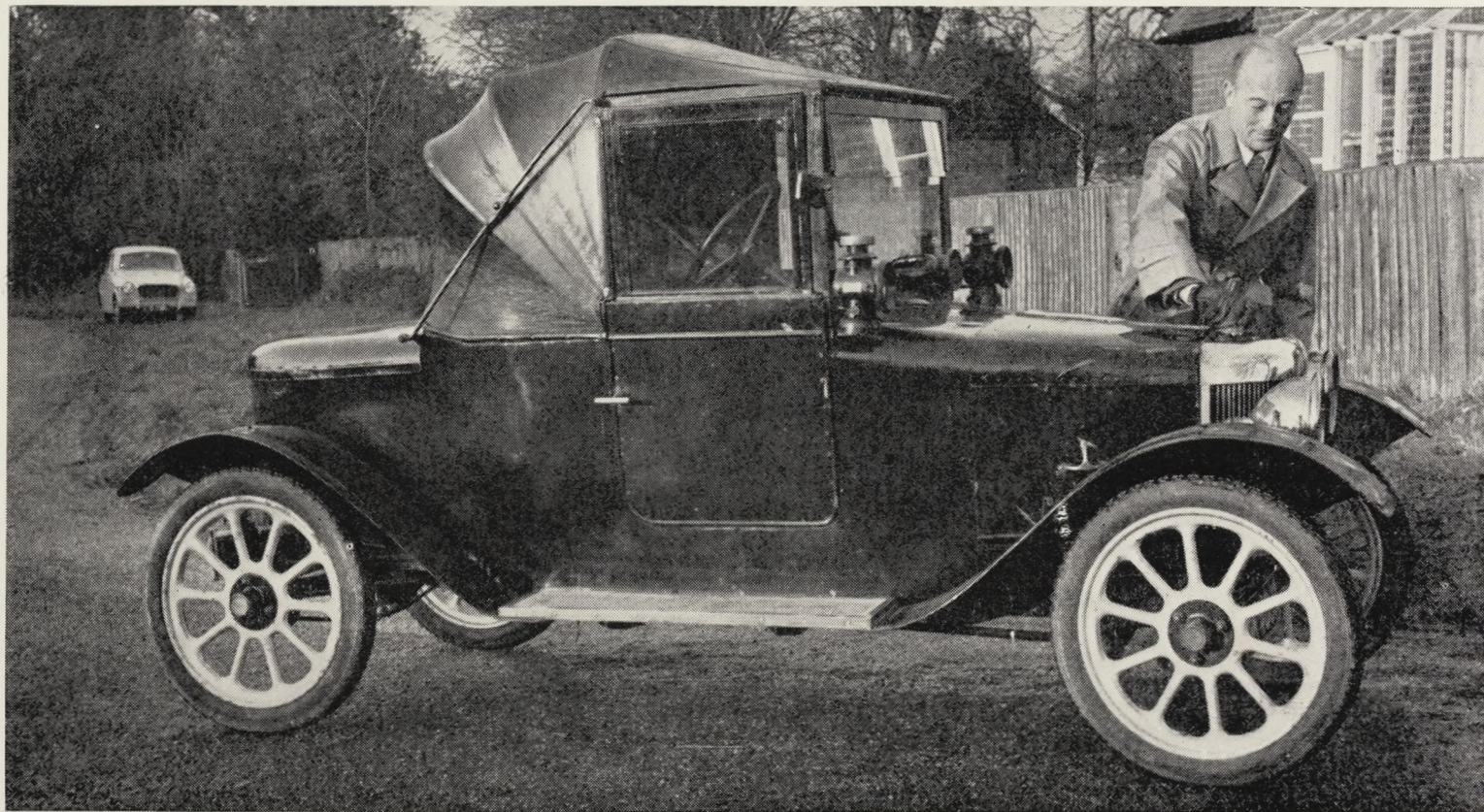
Final drive was by an overhead worm axle with torque tube drive, and to save the expense and complication of a spherical mounting at the gearbox end, the Lagonda system was to support the weight of the tube, plus all drive and braking torque, solely by the universal joint. To take this extra loading, the gearbox

output shaft was carried in a pair of large Timken taper-roller bearings. *Giralda* was fitted with a bevel axle following serious worm trouble.

With cabriolet two-seater body and equipped with lamps, spare wheel and a toolkit, the little Lagonda cost only £150. A road fund licence at that time cost 3 guineas, and petrol only one and nine a gallon, which would take this car 45–50 miles.

My first sight of an 11.1 h.p. Lagonda was in a scrap yard near Braughing in Hertfordshire in the late 'thirties. Until I saw that little brass radiator with vertical copper water tubes, I had known Lagondas only as big, imposing sports cars—plus, of course, the little 1,100 c.c. Rapier. When I next visited Braughing after the war, it was still there but unutterably dejected and looking far too gone for reclamation. Its registration number was NK4098, date of origin probably late 1914.

Then, in about 1950, I told a keen devotee of the make—Arthur Jeddere Fisher—about it, who thereafter paid periodic visits to Braughing until he could beat the proprietor down to the



Charles topping-up. Source: *The 'Autocar'*.

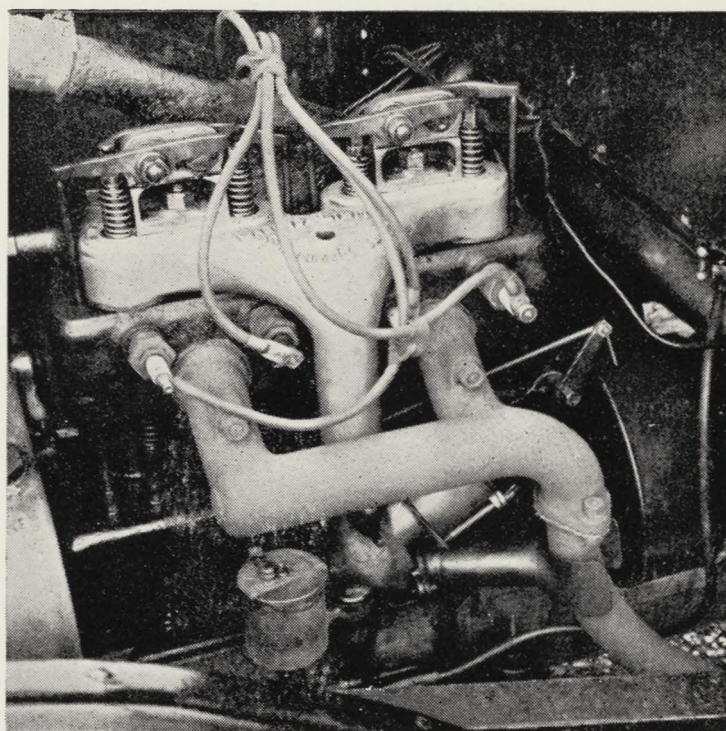


song appropriate to the wreckage. It was entrusted for restoration to Bert Hammond, who had joined Wilbur Gunn in 1904, stayed with him until the end and still lives in Staines. J.F. named it *Giralda* after the 1898-99 steam launch. *Giralda*, almost miraculously rehabilitated, thereafter played her part in Light Car rallies of the V.S.C.C. until J.F. took his family away to the Fiji Islands, passing it on to another Lagonda fan, Charles Elphinstone. That completes the background.

On a recent cold morning, the air heavy with moisture, we went to pay *Giralda* a social call. The poor old thing hadn't been run for a month or two, and at first simply couldn't respond to our winding and pushing—good, warming exercise. It would fire occasionally—"fuff"—and one little ball of blue smoke would pop out of the exhaust pipe. Sometimes it went "fuff-fuff", and then no more. We filled it with warm water, cranked again and pushed, and cranked; wiped the plugs, checked the magneto and cranked again. We had strength for just *one* more try—and then, of course, it started. Thereafter it never missed a beat, climbed a long, steep hill off Berkhamstead High Street with terrific self-assurance, and was soon in quiet country lanes not so very much changed, perhaps, since 1914.

Here we put it through its paces, admittedly with instrumentation which would not be acceptable for a full road test by *The Autocar*, and recorded maxima in first and second of 15 and 25 m.p.h. In top the limit seemed to be about 37 m.p.h., and it accelerated through the gears from rest to 20 m.p.h. in 15sec to 30 m.p.h. in 25sec.

*Giralda* has one-to-one direct steering by a lever on the end of the steering column attached directly to the transverse drag-link. There is, therefore, only a quarter turn of the small wheel from lock to lock. Thus one guides more by pressure on the rim than by movement, and after stepping out of a modern car with a steering ratio perhaps 16 times



Under the bonnet. Source: *The 'Autocar'*.

lower, this fundamental difference has to be remembered. If you arrive at a slight bend and turn the rim about 3in., you are instantly on full lock. In fact, control is much easier than it sounds, for the effort required is fairly high and within a minute or two the process becomes instinctive. A habitual motor-cyclist, in particular, would immediately feel "at one" with *Giralda* in this respect.

Otherwise the controls are simple in the extreme. For braking, the hand lever expands cast iron C-shaped shoes in the rear wheel drums, which react powerfully but rather fiercely; and a tiny brake pedal wraps another shoe round a drum which is integral with the forward half of the front universal joint. This, too, is surprisingly effective. There is a four-slot gate for the gear lever—left and back for reverse, left forward for first, right back for second and forward into top. Lever movement is light and positive, and the box conciliatory; if you know the rudiments of double-declutching, there's nothing to it.

No choke is provided for cold starts, so one has to flood the carburettor (a bronze S.U. with sloping dashpot and leather bellows) and wrap rag round the intake where it snugs up



against the exhaust downpipe—an elementary form of hot spot.

There is plenty of room for two, and in cold or wet weather one is protected by the cabriolet hood, very quickly erected, and by pull-up side windows which can be clamped in any position by means of threaded pressure plates. Very neat, out-of-the-way stowage for the spare wheel is provided beneath the lid of the luggage boot, which has considerable capacity.

The Elphinstones hope that it could just happen in 1977 their young son Andrew might prefer old cars to space ships. . . .

## NOVEMBER RALLY

THERE WAS A TIME WHEN THIS EVENT WAS incomplete without a good measure of fog, a curse to the driver but something of a blessing to the organiser sorting out the sheep from the lambs and almost certainly finding a winner on the road section alone. There was no need for outside help from the elements this year. Mike Bosworth had with his usual thoroughness put together an event intended to test the most stouthearted rallyist. But no tricks, just application by the driver and navigator, preferably two navigators!

The competitors warmed up on a series of driving tests, the marks this year counting in the overall total. The first test was garaging, straight forward into one and then in reverse round a brute of a corner (two bites for a  $4\frac{1}{2}$ ), backwards through pylons laid out for Austin 7's and into another garage. All credit therefore to Coates for beating everyone including the moderns with a time of 26 secs. Next fastest was Broadbank in a Mini (26.2 secs.) and Leo, Volkswagen (28.2 secs.).

The second test with a gymkhana flavour involved grabbing two potatoes, diving into the car, removing the handbrake from up the

trouser leg, accelerating up a slight incline, coasting backwards, dropping a potato in each of two buckets and then flat out to stop astride the far line. This favoured no particular car. Brockdorff in an Austin Cambridge was best with 49 secs. followed by Gostling—2 litre (54.6 secs.) and the Chairman— $4\frac{1}{2}$  litre (55 secs.).

The last test was another tight one. Sharp bend to the right into a garage, reverse out and back round the corner the other way. It was not surprising therefore that Duckett in his Prinz who returned 21.2 secs. lead the way. Gray in a Morris 1000 was next (23.2 secs.), and Coates a fantastic third (24 secs.).

Best totals among the proper cars were Coates (122 secs.) and Woollard (124.6 secs.); the moderns, Brockdorff (102.4 secs.) and Leo (103.8 secs.).

And so on to the first of the road sections. Competitors were handed a sheet containing ten, roughly inch square photocopy extracts from the 1 in. map. The information shown was meagre, in one case consisting only of a spot height and the beginning of a name "Ea . . ." The secret was the spot heights which featured in most of the "squares". These immediately narrowed down the possible areas and once one or two were plotted, a pattern of points began to show up. But getting those first few plots! There was only one clean sheet on this section Gee in his 2.6 litre, everyone else having at least a time penalty.

The second leg was a true *Bosworthian* section, chasing after imaginary gangs of workmen down the length of a stretch of overhead electricity line. The purpose, to find the gang and obtain the foreman's signature or make a note of their report on the state of the line, shown by markers. The line had to be crossed and recrossed in opposite directions to find either. The early starters who set off in daylight had some advantage here as it was possible to spot where the lines crossed the road and not rely wholly on map reading. Once again there was only one unpenalised car, Coates'  $4\frac{1}{2}$  litre.



After a short break for a cup of tea which gave the navigators a chance to relocate their eyeballs, off went the field once again. But already sadly depleted, eight of twenty-five starters being retired, voluntarily or involuntarily by reason of lateness. The last section was in two parts. The first was one of those devilish "straight-line" routes where every turning which you do *not* take is diagrammatically shown. It is at this stage that drivers send up a prayer that they *are* driving and those who are still speaking to their navigators only do so fortissimo. As if this was not enough, there still remained ten of those maddening sign posts to find, each one of which could be at about four different junctions. But then we only do it for the fun. Or do we? Yet again there was one penalty free Competitor only, Crocker in his Rapide.

The finish was at The Red Barn, near Blindley Heath and a welcome sight to all. To add to the Competitors' pleasures torrential rain had fallen during the last section when some diehards were still running open. At the end, only eight cars were left in the competition. This was certainly an exacting rally with tight time schedules. Not impossible however, and just the event for those who like to get their teeth into things. And just in case there may be those, almost certainly non-competitors, who mutter about the familiar look of the award winners, bear in mind that all these gentlemen were beginners at some time. Why, therefore, not cease muttering and have a try yourself.

The results are given below. The well-deserved winner was Henry Coates and his sole navigator Mr. Dixon-Payne. Henry Coates has been a regular competitor in the November Rally but the trophy has eluded him until this year. His old adversary James Crocker was second. Third place went to Ian Smith, a good effort with not the most suitable rally car.

*Premier Award.* D. H. COATES. Navigator: Mr. DIXON-PAYNE (412 marks).

*Awards—Class I.* J. W. T. CROCKER. Navigator: Major A. J. LOCH (537.4 marks), I. G. SMITH (767.2 marks).

*Class II.* R. GEE. Navigator: Mr. BLEAKLEY (1071.6 marks).

*Vintage Award.* P. R. KEELEY (949.4 marks).  
J.W.T.C.

## FOR SALE

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

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# COMPETITION

## NOTES

by "Lepus"

NO LONGER YOUR COMPETITION SECRETARY, I began clearing hundredweights of papers which there had never been time to sort and file. Then, as a cold shock, came reminders of jobs still to be done. At least I can say anything in these notes without fear of summary dismissal. It has been a lot of fun; but the work grew until there was little time for anything else.

James Woollard would like to hear from you, in future, about Lagonda competitions. His address is:

*J. C. Woollard, 14, Hill Way, Woburn Sands, Bletchley, Buckinghamshire.*

The year's meetings show that fewer members are willing to take part in competitions which might strain ageing mechanisms. Whilst it becomes more difficult, and expensive, to obtain replacement parts and skilful repairs to our cars, many are used only for motoring as a pastime, which is just the thing your committee tries to provide. Modern racing cars are so small, so alike and unspectacular as to be rather boring.

Some difficulty in arranging suitable meetings arises because motoring at weekends, near big cities, is not much fun any more. That leaves speed events and driving tests on circuits or private land, for which a fairly stiff hire charge may be demanded. A small entry makes the whole thing impossible. We have not yet attempted a hill-climb. Our friends, the Bentley Drivers, invite us to theirs. They have some jolly electric timing apparatus, light signals and other gear, which we have not. They have access to a suitable hill and know how to run a good meeting.

I am often surprised by people who will spend much time and money preparing for an event; but who will devote little to reading their instructions and the regulations. Rules

are an awful bind, we know. However, they have been made by experienced chaps to produce order and fair results, rather than chaos and frustration. All competitors should have a copy of the R.A.C. publications, Motor Sport Year Book and General Competition Rules, and should read the sections which concern them.

At every meeting, someone risks exclusion by failing to get a competition licence or brings the wrong map. But, after arranging these things correctly, careful study of the regulations can help you to finish nearer the top. It may be assumed that the organisers have set a task which will be difficult to perform very quickly. Shall you concentrate on doing the thing correctly or in the shortest time?

Having read the rules, you can now decide whether to take more time aligning your car in a test, or to go like a dingbat and care naught for the extra inches; whether to arrive on time at the control with a marshal's stamp missing, or to collect a penalty for lateness and none for controls omitted. One thing is certain; if you reach a time control 31 minutes late, your journey will have been in vain. On November 2nd several people were out of the rally quite early for this reason—including the chap who did not want a time check because they had no watches!

### BENTLEY D.C.—SILVERSTONE RACES

The day was notable chiefly as our wettest race meeting ever. Heavy rain fell all the afternoon. It was quite torrential for the Lagonda Handicap. None the less, of our fourteen Lagondas, only Joe Goodhew failed to reach the start line—with scavenge pump trouble on the David Brown V.12. Bill Michael was thus left as scratch man; and he, too, was seen plodding damply round the paddock in search of oil. Ted Townsley came from Yorkshire with his LG.45 special to have dreadful conditions for a first race. Iain Macdonald left the hood and sidescreens up, a



sound strategy as the results show. Doc. Young arrived with what he modestly called a 3-litre "bitza"—quite nice and tidy.

In the ensuing motor boat race Kirkby was limit man. He clung grimly to his lead almost to the end. Gee ran into floating driftwood at Becketts on lap 1 and left the course without serious damage. Michael was not able to get past, through all the spray, making little impression on his handicap. Abson and Macdonald (both Scotsmen, keen enough to make the long journey south) moved steadily up through the field. Kerridge and Long started together. Kerridge led from the flag and just managed to stay in front. Charles crossed the finishing line only a few yards behind.

Jonathan Abson squeezed past John Kirkby on the very last lap to win by a mere two-fifths of a second, Iain Macdonald followed into third place. (He gained second place in the next race as well). Donald Overy recorded the best lap in 1 min. 40.2 secs. which was quite fast enough through all the blinding spray from other cars.

#### BENTLEY D.C.—FIRLE HILL CLIMB

Weather for this meeting was fine and dry as usual, without too much hot sun. The hill road surface has been improved, so good performances could be expected. Thirteen Lagondas were down to run, with another three late entries as reserves. Thirteenth man was Paul Staermose and he could not start because of some confusion over formalities. Jonathan Abson did not feel like coming all the way from Edinburgh to be third reserve, but with 120 entries, he could have been fairly sure of a run.

We were allowed our own handicap class by the Bentley Boys. Joe Goodhew was on scratch. He did make the fastest time by a Lagonda but the car did not sound right, hesitating at the top bend, and he had recorded, previously, the second best time of all cars, in 27.72 seconds. Jack Kibble, in the high-g geared Le Mans 4½, was fast and consistent; Henry

Buckley—the svelte V.12 always draws admiring comment—smooth and swift; Ron Gee much quicker than before; Iain Macdonald, with his tourer, putting up a time that would be good for an LG.45 Rapide. Maurice Leo was fastest of all the pre-war Lagondas—and we did not need earplugs. Woollard and Kirkby prepared for a private duel, which the latter won with the aid of smaller back wheels. Kerridge's beautifully made little Rapier special climbed well.

David Dickson, going much better in his recently acquired M.45, fooled the handicappers, who had only his Brands Hatch times to guide them. Donald Overy arrived in his smallest motor car, a shiny, new Mercedes 300 SL—guess what colour! Altogether it was a most enjoyable day and many excellent times were recorded.

Goodhew	DB V 12	32.17
Leo	2 L S/c	32.76
Kibble	M 45 R	34.25
Macdonald	LG 45	34.61
Hibbert	2 L S/c	35.72
Buckley	V 12	36.73
Dickson	M 45	36.38
Kerridge	Rapier	38.79
Gee	16/80	41.40
Young	3 L	41.51
McCann	3 L	44.16
Kirkby	2 L	46.08
Woollard	2 L	50.74
Overy	Merc 300 SL	31.59

#### Handicap result:

1.	Dickson	25.38
2.	Macdonald	25.61
3.	Kirkby	26.08
4.	Gee	26.40
5.	Kibble	26.75
6.	Kerridge	26.79

#### ANNUAL TROPHIES

Richard Hare, the ex-competition secretary, is preparing a list of award winners in events during 1963. Will members send him a post-



card with details of the events they have taken part in. The marking system for Club Trophies is shown on the back of your fixture card. Most of the meetings we know about, *but* it's really up to you to claim credit for any appearances or successes.

**NEW MEMBERS**—please note the following names which were omitted in error from the list published in the November Newsletter:

- J. HABERSIN, 14735 N.W. 11th Court, Miami 68, U.S.A. Rapier.  
 G. C. MAGGS, 67 Iverna Court, London, W.8. 16/80.  
 R. W. ALDRED, P.O. Box 995, Kitwe, N. Rhodesia. M.45.  
 MR. & MRS. D. C. A. CROWHURST, Hillcrest, Nether Stowey, Somerset. 2 lt.  
 R. A. O. SPENCER, Tippet House, Smithills, Bolton, Lancs. 2 lt.  
 MR. & MRS. P. A. DARBY, 4 Holland Road, Sutton Coldfield, Warwicks. 16/80.  
 MR. & MRS. F. G. EDWARDS, 3 Easton Court, Beverley Road, Hull, Yorks. 2 lt.  
 I. A. RONALD, Holm Bank, Great Urswick, Lancs. 2 lt.  
 MR. & MRS. D. EVANS, 2 Croft Lane, Letchworth, Herts. LG.6.  
 P. L. EDWARDS, 19 Parkgate, Blackheath, S.E.3. 2 lt.  
 MR. & MRS. J. A. MONKS, 140 Wistaston Green Road, Wistaston, Cheshire. LG.6.  
 MR. & MRS. M. J. FURNESS-LANE, 67 Melbourne Grove, London, S.E.22. V.12.  
 A. F. LOYENS, 4 Richard Wagnerstraat, Amsterdam (Z), Holland. Non-owner.  
 A. LISTER, 89 Hamilton Terrace, London, N.W.8. LG.6R.  
 M. MAGUIRE, 26 Upper Richmond Road, London, S.W.15. LG.6.  
 R. H. BOND, 16 Midland Road, Hemel Hempstead, Herts. 3½ lt.  
 R. J. CAMPBELL, Keasden, Felden, Hemel Hempstead, Herts. M.45.  
 E. G. HEFFORD, No. 1 Cattle Hill, Great Billing, Northampton. V.12.  
 F. W. J. KNIGHT, 35 Allenby Avenue, Deal, Kent. V.12.  
 R. T. RAE, 176 Rue Oroganoff, Villa Planalto, Sao Bernado de Campo, Brazil. LG.45.  
 H. W. GRIFFITH, 3 Kenwood Bank, Sheffield 7, Yorks. LG.6.  
 DR. A. R. GRIEW, 48 Bancroft Avenue, London, N.2. 2 lt.  
 G. E. BAUGHAN, 27 Colston Avenue, Carshalton, Surrey. Non-owner.  
 A. T. H. KIRKWOOD, Wittenham House, Little Wittenham, Berks. Non-owner.

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## Answers to Vintage Quiz

- (1) 1925
- (2) 1933
- (3) Lagonda (you might have known), Harrogate.
- (4) (a) 1921 Duesenberg, winner of the French G.P. that year.  
      (b) 1925 Chenard-Walcker  
      (c) 1939 Georges Irat  
      (d) The 15T Hispano-Suiza, introduced in 1911, and commonly called the "King Alfonso" model.
- (5) Audi, DKW, Horch and Wanderer
- (6) Alberto Ascari—it means "tubby"
- (7) The worthy Count crashed in attempting to pass another competitor and actually crossed the finishing line to take second place UPSIDE DOWN.

The SPRING ISSUE of the Magazine will appear in MARCH. Please send in contributions as soon as possible.



# AMERICAN NOTES

I AM TRYING TO KEEP TRACK NOW OF SOME 70 odd Lagondas and their owners. A few years back there were only twenty. The complexion of Lagonda owning in this country has changed quite a bit. Previously we had but a few cars over here and they were on the whole owned by people who had long had an interest in foreign makes, even before they became as popular as they now are. For example, ten years ago, most of these cars on this side were quite exotic machines, of high original cost and produced before the past War. There were only a comparatively few inexpensive or economy makes of car imported. Perhaps because of the kind of fellow who liked the unusual there was a great camaraderie and it was common for us to wave to each other, if ever we passed on the highway.

By now, foreign automobiles have become so common over here and there are so many of the smaller and newer cars that we have bred an entirely new brand of owner. These people do not have the same interest in the "sport" and overwhelm the few of us who still drive vintage or PVT cars.

Furthermore, a number of Americans have imported English pre-war cars and in many cases, it seems for the sole reason of re-selling at a higher price.

Part of the reason may also be due to the tremendous growth of what we call the Classic Car Movement, which has tended to popularize and glamourize the ownership of cars from the Golden Age. American owners of Lagondas have aligned themselves with the Classic Car Club of America because it provides a pleasant and convenient means of associating with other owners of proud cars. While our members and other owners of Lagondas have been increasing, the cars are spread all over this large country and we have little opportunity to meet with any frequency.

As an indication of growth of the hobby, the membership in the Classic Car Club of America has increased from a handful of enthusiasts ten years ago to over 3,000 this year.

Lagondas listed by C.C.C.A. members have increased as follows:

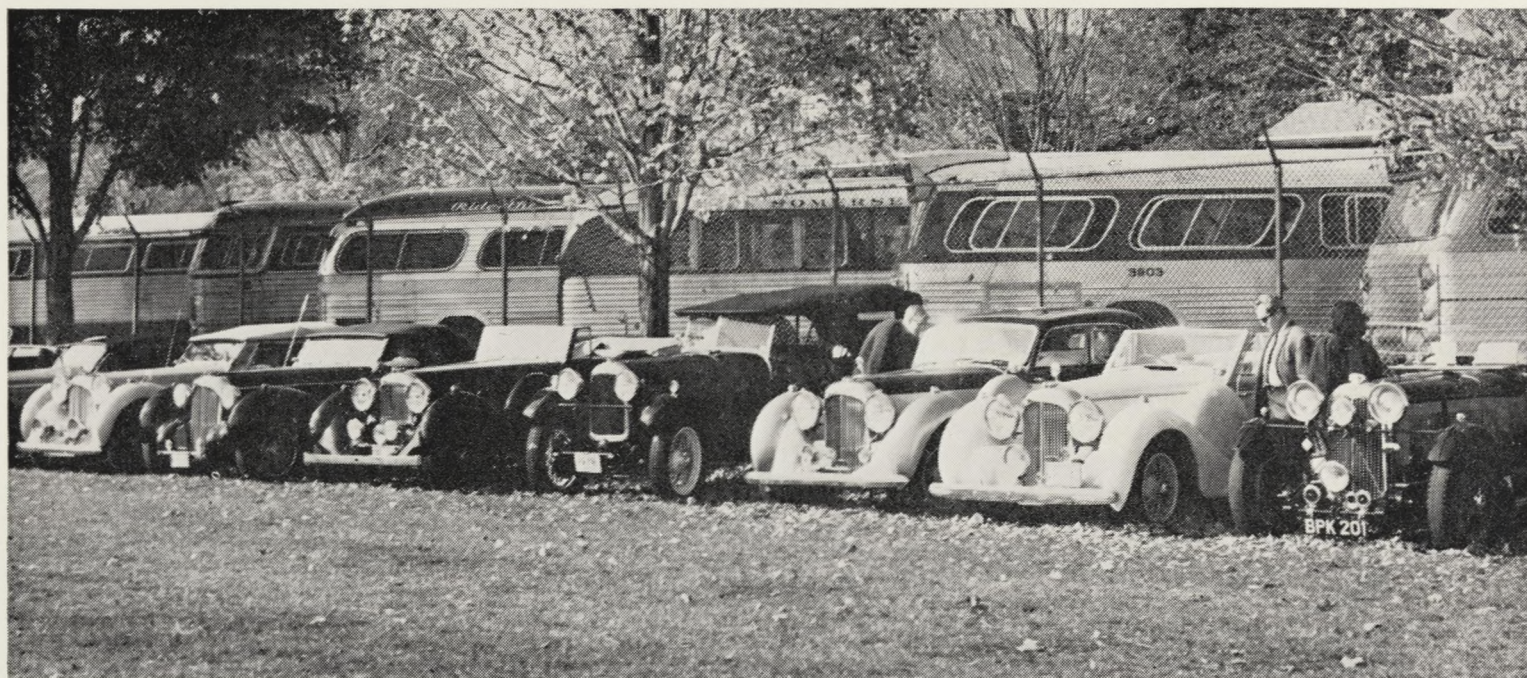
1955/6/7	5	each	year
1958/9	6	„	„
1960	11	„	„
1961	15	„	„
1962	24	„	„
1963	29	„	„

And last July, for the first time, a Lagonda scored 100 points in the judging in a Grand Classic. (This is the Annual Concourse of the Classic Car Club of America which is now held in three sections, the Eastern, at Morristown, N. J., the Mid-Western in Indianapolis, Indiana and the Far Western in Redondo Beach, California.) This Lagonda is owned by David B. Holtzman of Detroit, Michigan, and is a LG-6 drop-head coupe. We are all very proud of his accomplishment.

And now for some constructive criticism. I am sure you can appreciate the real problem we, in this country face, trying to learn the details of our cars and their mechanism and furthermore trying to keep them in running repair. Captain Ivan has been of immeasurable assistance in lending his help and so has Maurice Leo and before that Davies Motors. Regardless, if I might speak for the average American Lagonda Club Member, I am sure the first suggestion would be for more articles of technical interest. We have 1 16/65, 2 Rapiers, 2 2-litres, 3 3-litres, 2 16/80s, 13 M-45s, 2 3½-litres and the remainder are LG-45s, LG-6s and V-12s.

Those owners of Meadows-engined cars do have the Meadows engine manual and the V-12 owners do have the Motor Traders sheet. Except for these two added bits of information, most of the other owners have only the car manual which is limited in its scope. Any





articles on mechanical details would be most welcome.

Secondly, none of us here have the back-log of spares that are available to you who live on the British Isles. A number of our owners would be willing to import complete engines and other running gear for the express purpose of having bits and pieces readily available for the benefit of those in trouble. Would any of our English friends know how we might go about accomplishing these things?

This picture, above, was taken just outside the Princeton University "Palmer Stadium" on 26th October, 1963 on the occasion of the Princeton-Cornell Football Game. The meet is one of the annual events of the Headquarters Region of the Classic Car Club of America.

For the past few years, I have been given the job of running the affair and while definitely a regular event, I have used it as an opportunity to gather together as many Lagonda owners as possible.

Those attending are as follows (from left to right):

LG-6 Rapide, 12,312/R, with custom Tourer body, Eng. Reg. EAO 449 owned by *Gerald P. Roeser*, (R.6) of Lahaska, Pennsylvania; V-12 Rapide, 14,068, Eng. Reg. HPB 438, owned by *Stephen A. Lincoln* (L.42), of Lake

Mohawk, New Jersey; LG-45, Drop Head Coupe, 12,116, Eng. Reg. VA 349, owned by *Richard M. Roy* (R.37), of Newton, New Jersey; 16/65, Tourer, Z 584, Eng. Reg. unknown, owned by *Fred. A. Rouse*, (R.22) of Ithaca, New York; LG-6, Sportsman 4 door sedan, 12,347, Eng. Reg. AFV 499, owned by *Alexander V. McClintock* (M.9), of Narberth, Pennsylvania; V-12, Drop Head Coupe, 14058, Eng. Reg. unknown, owned by *Robert T. Crane*, of Lake Mohawk, New Jersey; M-45/R, Le Mans Team Car, Z11118, Eng. Reg. BPK 201, owned by *G. Burnie Calkins* (C.21), of Bethesda, Maryland.

BOB CRANE

## FOR SALE AND WANTED

FOR SALE: 1937 LG45 L.W.B. Saloon, Sanction III. One previous owner. Mechanically excellent. Maintained by engineer owner for daily use. Every extra. History and full particulars on request. £350. I. C. MACONACHIE, 2 The Gate House, Sandwich, Kent.

1935 4½ LAGONDA RAPIDE converted from Saloon to Tourer, minus hood, some work required to rear end to improve. 5 new tyres, batteries, brakes relined, new radiator block, M.O.T. Cert. Spare diff. and mags. Photo available on request. £65. G. B. CUMMINGS, Market Road, Rye, Sussex.

WANTED: LAGONDA V.12 or LG. D.H. Coupé or Tourer, preferably in good condition. Some restoration not objected to. C. P. BROOKS, "Hillside", Shelleys Lane, Knockholt, Sevenoaks, Kent. (Sevenoaks 3030).



*In the Dartmoor National Park*

# Ring O' Bells Hotel

FREE HOUSE

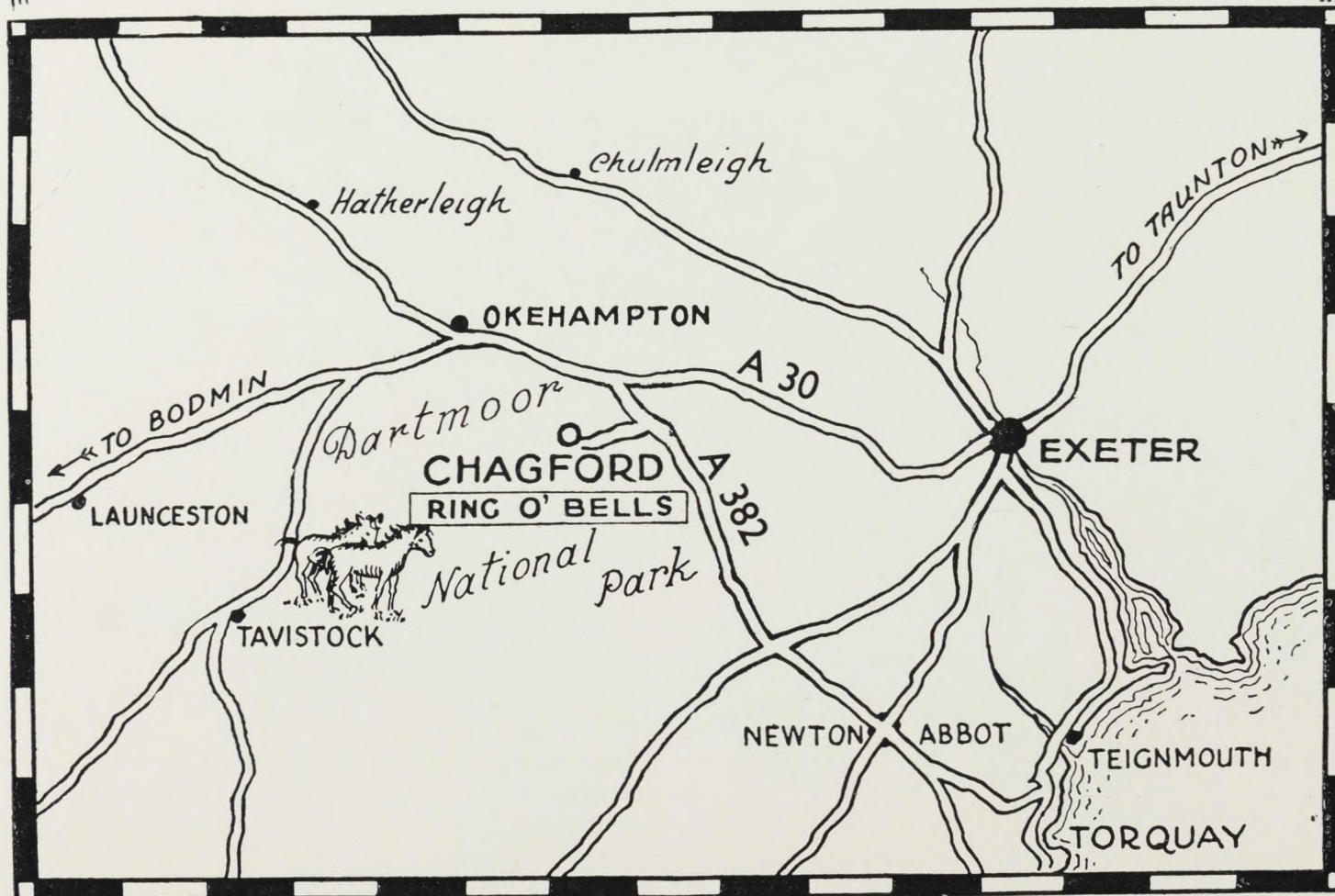
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We now have available Rapide High Compression Pistons 7.25:1. These pistons are specially manufactured by Hepolite. They are most suitable for improving the performance of all 4 $\frac{1}{2}$ -litre engines built after 1935 incorporating the heavy-type connecting rods.

Full advantage of the present-day High Octane fuels can now be obtained by fitting genuine Rapide pistons. Standard size only. Cylinder liners are also available.

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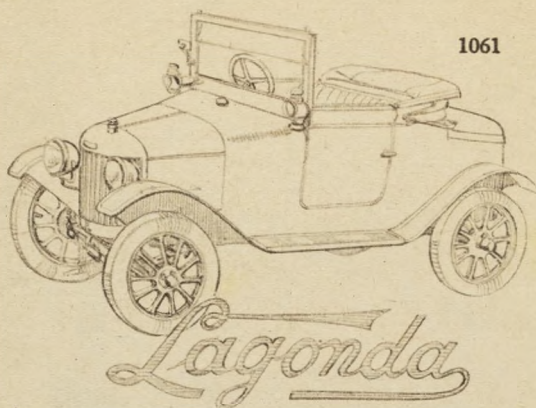


When you use Esso Golden  
you feel you're driving a better car  
*-and you are!*



# Giralda—

## THE OLD LAG



By  
**RONALD  
BARKER**

*In its youth, 46 years ago, the 11.1 h.p. Lagonda was a familiar sight in lanes like this. It was also a frequent award winner in reliability trials*



**T**O piece together the background of this story one has to start at Springfield in the Mad River Valley of Ohio, U.S.A., during the last century. One of its citizens was Wilbur Gunn, a qualified engineer who had served his time on steam locomotives and who sailed to England in the 1890s, never to return. His first known achievement on this side of the Atlantic was the manufacture of a steam plant for a steel-hulled river launch, built by Taylor of Staines. The launch was named *Giralda*, and one of its duties was to carry the umpires for the Oxford and Cambridge boat race.

Next, Gunn started making motor cycles, then tricycles and forecars, and later proper four-wheeled cars at a works which grew out of his back garden in Staines. They were given the American-Indian name of Lagonda, after a creek which runs into the Mad River, just west of his native Springfield. There are still in Springfield a Lagonda National Bank, a Lagonda Hotel, and even a Lagonda Club—but no Indians. During the period 1910-12 Gunn built some orthodox four- and six-cylinder cars of 20 and 30 h.p., all or most of which were exported to Czarist Russia for civil service use there; none of these is known to have survived.

Next he designed an inexpensive light car of 11.1 h.p., which was introduced to the public in the autumn of 1913 and might have put Lagondas on a level with the mass producers of today, had World War I not intervened and had Gunn not succumbed to a mortal illness in 1920. The 11.1 h.p. incorporated several very ingenious and unortho-

dox features for those days: first, it was of truly integral construction, the frame being of angle iron to which the tinned sheet steel body panels were riveted. The main frame side members were each, in effect, two lengths of angle iron joined by sheet steel strip to form a channel section, this being 9½ in. deep midway along the car and reduced towards its extremities. These members were swept round to meet and form blunt ends at front and rear. Dashboard and fuel tank were permanent fixtures to stiffen the front, and a single body panel, running right round the tail from door to door and flush-riveted to the frame members, kept that end together. The structural design was also remarkable in that wood was used only to frame the screen and side windows, and for the hood sticks.

Further ingenuity was to be found under the bonnet, the power unit being a 1,099 c.c. four-cylinder (bore and stroke 67×78 mm) with caged, overhead inlet valves and side exhausts. The inlet rockers were carried above the cast aluminium induction manifold, and rocked on transverse fulcra. A single bath-shaped aluminium casting formed a base for the working parts of the engine, complete with

*p.t.o. . .*





# Giralda

## THE OLD LAG...

People used to call it The Beetle, because of its roundness at both ends. Oil side and tail lamps were standard, electric headlamps an extra. Plain copper tubes carry water from top to bottom of the brass-shelled radiator



flywheel and leather-faced cone clutch, which were dropped in from above; a three-speed-and-reverse gearbox was bolted to the back of this casting.

It seems probable that this Lagonda pioneered the remote control centre gear-change, with a short vertical lever sprouting from an extension of the gearbox lid. The handbrake lever was carried beside it in the same casting; when the 11.1 h.p. car was superseded by one of 11.9 h.p. soon after World War I, a fly-off handbrake was fitted—perhaps another Lagonda innovation.

Final drive was by an overhead worm axle with torque tube drive, and to save the expense and complication of a spherical mounting at the gearbox end, the Lagonda system was to support the weight of the tube, plus all drive and braking torque, solely by the universal joint. To take this extra loading, the gearbox output shaft was carried in a pair of large Timken taper-roller bearings. *Giralda* was fitted with a bevel axle following serious worm trouble.

With cabriolet two-seater body and equipped with lamps, spare wheel and a toolkit, the little Lagonda cost only £150. A road fund licence at that time cost 3 guineas, and petrol only one and nine a gallon, which would take this car 45-50 miles.

My first sight of an 11.1 h.p. Lagonda was in a scrap yard near Braughing in Hertfordshire in the late 'thirties, in the days when I used to cycle round to all the local

dumps, scramble over the wreckage and find strange, primitive cars which had been all the rage in my father's youth but were no longer to be seen on the roads. Until I saw that little brass radiator with vertical copper water tubes, I had known Lagondas only as big, imposing sports cars—plus, of course, the little 1,100 c.c. Rapier. When I next visited Braughing after the war, it was still there but unutterably dejected and looking too far gone for reclamation. Its registration number was NK4098, date of origin probably late 1914.

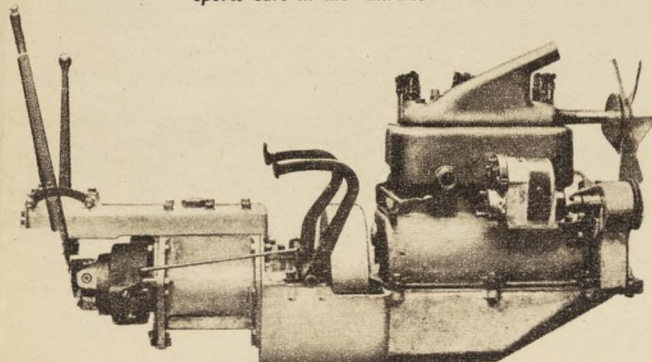
Then, in about 1950, I told a keen devotee of the make—Arthur Jeddere Fisher—about it, who thereafter paid periodic visits to Braughing until he could beat the proprietor down to the song appropriate to the wreckage. It was entrusted for restoration to one Bert Hammond, who had joined Wilbur Gunn in 1904, stayed with him until the end and still lives in Staines. J.F. named it *Giralda* after the 1898-99 steam launch. Is *Giralda* male or female? No one seems to know, but as the car was made in Staines, perhaps it could be Middlesex. It was painted dark blue for Oxford because J.F. went there, but with light blue wheels because it was found near Cambridge—well, Braughing is only about 20 miles from there, and nowhere near Oxford. *Giralda*, almost miraculously rehabilitated, thereafter played her part in Light Car rallies of the V.S.C.C. until J.F. took his family away to the Fiji Islands, passing it on to another Lagonda fan, Charles Elphinstone. That completes the background.

On a recent cold morning, the air heavy with moisture,

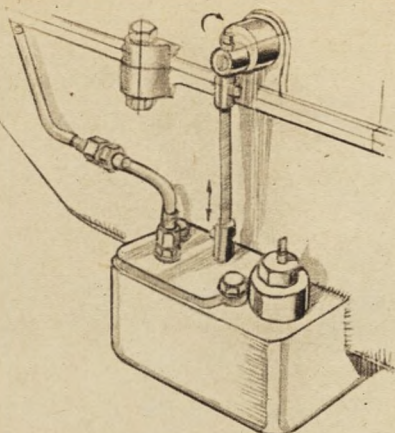


Damp course: The author first drove *Giralda* in a light car rally some years ago. With him is Marcia Jeddere Fisher, whose husband then owned the car. The Fishers parted with it before sailing away to Fiji

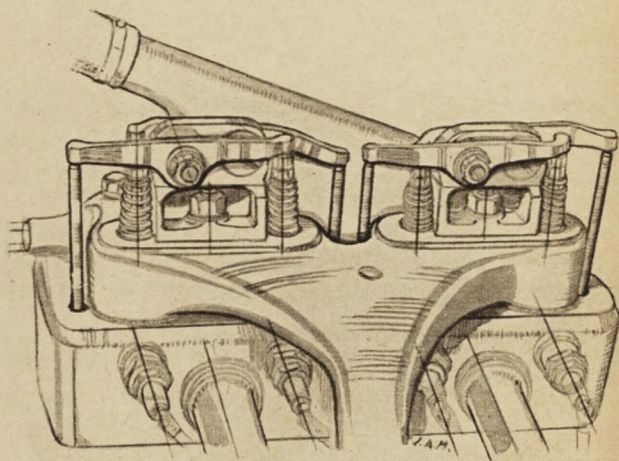
Engine, flywheel and clutch sit in an aluminium bath, with the gearbox bolted to the top end. Remote gear levers like this became popular for sports cars in the 'thirties







Above: The vertical plunger oil pump is worked by a camshaft-driven crank through a flexible steel band. Below: Rockers for the caged overhead inlet valves see-saw fore-and-aft. Right: Few distractions for the driver

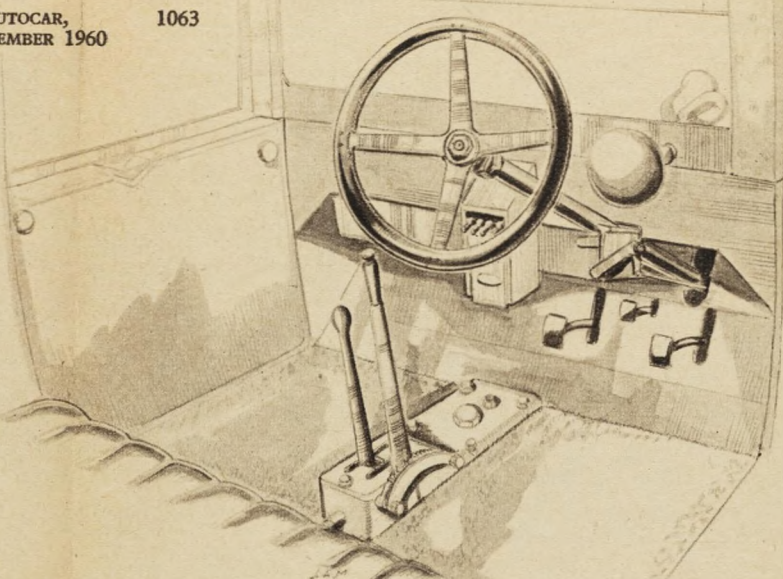


we went to pay *Giralda* a social call. The poor old thing hadn't been run for a month or two, and at first simply couldn't respond to our winding and pushing—good, warming exercise. It would fire occasionally—"fuff"—and one little ball of blue smoke would pop out of the exhaust pipe. Sometimes it went "fuff-fuff," and then no more. We filled it with warm water, cranked again and pushed, and cranked; wiped the plugs, checked the magneto and cranked again. Then it went "fuff (pause) fuff-fuff" and stopped. We had strength for just *one* more try—and then, of course, it started. Thereafter it never missed a beat, climbed a long, steep hill off Berkhamsted High Street with terrific self-assurance, and was soon in quiet country lanes not so very much changed, perhaps, since 1914.

Here we put it through its paces, admittedly with instrumentation which would not be acceptable for a full road test by *The Autocar*, and recorded maxima in first and second of 15 and 25 m.p.h. In top the limit seemed to be about 37 m.p.h., and it accelerated through the gears from rest to 20 m.p.h. in 15sec to 30 m.p.h. in 25sec.

*Giralda* has one-to-one direct steering by a lever on the end of the steering column attached directly to the transverse drag-link. There is, therefore, only a quarter turn of the small wheel from lock to lock. Thus one guides more by pressure on the rim than by movement, and after stepping out of a modern car with a steering ratio perhaps 16 times lower, this fundamental difference has to be remembered. If you arrive at a slight bend and turn the rim about 3in., you are instantly on full lock. In fact, control is much easier than it sounds, for the effort required is fairly high and within a minute or two the process becomes instinctive. A habitual motorcyclist, in particular, would immediately feel "at one" with *Giralda* in this respect.

Otherwise the controls are simple in the extreme. For braking, the hand lever expands cast iron C-shaped shoes in the rear wheel drums, which react powerfully but rather fiercely; and a tiny brake pedal wraps another shoe round a drum which is integral with the forward half of the front



universal joint. This, too, is surprisingly effective. There is a four-slot gate for the gear lever—left and back for reverse, left forward for first, right back for second and forward into top. Lever movement is light and positive, and the box conciliatory; if you know the rudiments of double-declutching, there's nothing to it.

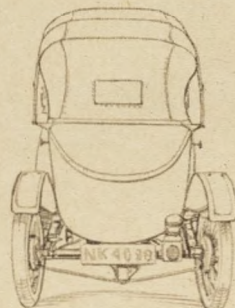
Ignition is by magneto, but a dynamo is fitted to feed the electric headlamps which were an optional extra in 1914. On the dash are no instruments—not even an ammeter; only switches for the magneto earth and lamps, plus two little levers in a quadrant for setting the ignition timing and throttle opening. No choke is provided for cold starts, so one has to flood the carburettor (a bronze S.U. with sloping dashpot and leather bellows) and wrap rag round the intake where it snugs up against the exhaust downpipe—an elementary form of hot spot.

There is plenty of room for two, and in cold or wet weather one is protected by the cabriolet hood, very quickly erected, and by pull-up side windows which can be clamped in any position by means of threaded pressure plates. Very neat, out-of-the-way stowage for the spare wheel is provided beneath the lid of the luggage boot, which has considerable capacity. Indeed, when *The Light Car* tried a similar model in September 1914, the tester and his wife (we assume) made these comments:

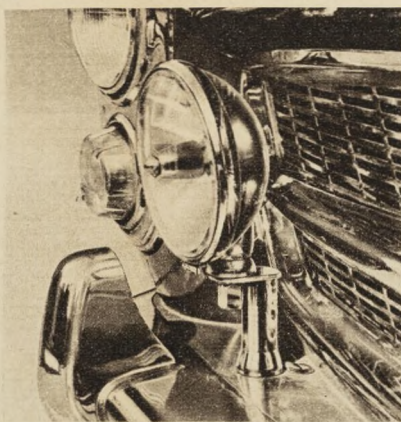
"A LARGE Gladstone bag, and an almost equally large lady's dressing bag, were stowed away in the tail of the Lagonda, in company with a spare tin of petrol, a gallon tin of oil, a work basket, a coat, a large "patience" board, and a case of maps, to say nothing of one or two small spares, such as sparking plugs and a box of Samson tyre repair plugs. Somehow, as each bag and parcel disappeared into this roomy boot, one began to take it for granted that there would still be space for everything one could possibly desire to take on the journey; therefore, it was with an unreasonable feeling of annoyance that no accommodation could be found for a very large reflex camera case. However, this was stowed away finally beneath the knees of the front-seat passenger, where it was easily get-at-able and by no means in the way."

A few months ago the Elphinstones were considering parting with *Giralda*, as spare time was so short for giving her all the attention she deserved without neglecting the other cars in the family stable. Then last August a son and heir arrived, and it could just happen in 1977 that he might prefer old cars to space ships. . . .

*The End*







Clean, delicate printing on a silk scarf; and the Lucas chromium-plated lamp pillar



## Accessories



Bardic torch, with cast body and heavy rubber head containing the switch

### FINE PRINTING

SILK scarves, 2ft 3in. square, have a pattern of small old cars printed on them, in pleasing, subdued colours and the border, red-gold on black, is attractive. The one sent has cream background; others are blue, red, green, all being £1 9s 6d, postage 6d in the U.K. The artists and printers have made a fine job of colour and design.

Sent by Bolders and Co. Ltd., 370, Strand, London, W.C.2.

### ANTI-MIST PANELS

CLEAR plastic, flexible but not wavy or distorting, is used for the Monor anti-mist panel. There are three sizes, 1ft 2in. wide by 9in. deep (7s 3d); 2ft by 10in. (8s 11d); 1ft 8in. by 1ft 1in. (9s 11d); and 2ft 11in. by 1ft 2in. (19s 11d). The

self-adhesive edges grip well, and it is claimed that the adhesive is resistant to ultra-violet light. Makers are Monor Ltd., 73, Rupert Road, Holloway, London, N.19.

These panels seem inexpensive. In our experience of such things, it is best to have the largest which the window will accommodate.

### LAMP BRACKET

A DE LUXE version of the Lucas lamp mounting brackets is of brass, heavily chromium-plated. The head swivels through 180 degrees. This 4FB bracket costs £1 5s, in three sizes: 3in., no. 54052145; 4in., no. 54052146; and 5in., no. 54052147. It suits SFT and SLR 576 and 700-type lamps, but could be used with a lamp of any make.

### TYRE WEAR AND CARE

EVERY motorist wants to make his tyres last as long as possible, and a new booklet brought out by Goodyear gives some useful advice.

Sections show what damage can be done by over- or under-inflation, and how the tread and cover can be affected by scrubbing against kerbs, having wheels out of balance, and out of alignment.

Motorcyclists are also given advice on the care of their tyres, together with an excellent pictorial description of the fitting and removal of covers.

The table below shows just how much tyre wear increases in relation to driving speed.

The booklet is available from the Good-year Tyre and Rubber Co. (Great Britain) Ltd., Bushbury, Wolverhampton.

### BEARS IN CLOVER

A DELIGHTFUL model is the new Corgi circus wagon. With sliding doors, and lifting doors, it has no fewer than seven moving parts. The front axle swivels, and the wheels are sprung. Enjoying this confined luxury are two polar bears, forerunners of a Corgi range of animals. Length is 5in. overall, price 11s 6d. The crane shown is the existing Corgi crane, specially lettered; and that, of course, is not included in the 11s 6d.

Makers are Playcraft Toys Ltd., Finsbury Pavement House, 120 Moorgate, London, E.C.2.

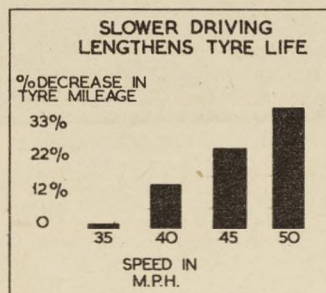
### TOUGH TORCH

TORCHES are often flimsy, especially as regards the switch. That could not be said of the heavy-duty Bardic, with its cast body, and the stout rubber head which seals the torch and, when rotated, operates a very positive switch. Positions are on, off and flash. A pre-focus bulb is used.

Removing the head, we found massive switch contacts, and sealed Ray-o-Vac metal-cased torch batteries. Insulation is nylon. The torch is waterproof and highly shock-resistant. It is the 2-cell model, £1 13s 8½d. There are even more robust models, with official certificates, for use in places where there might be inflammable vapour.

Makers are Bardic Ltd., Northam, Southampton.

Circus wagon, with flaps and end doors, and sliding central partition, for those who need a last-minute Christmas present



Tyre life and speed relation