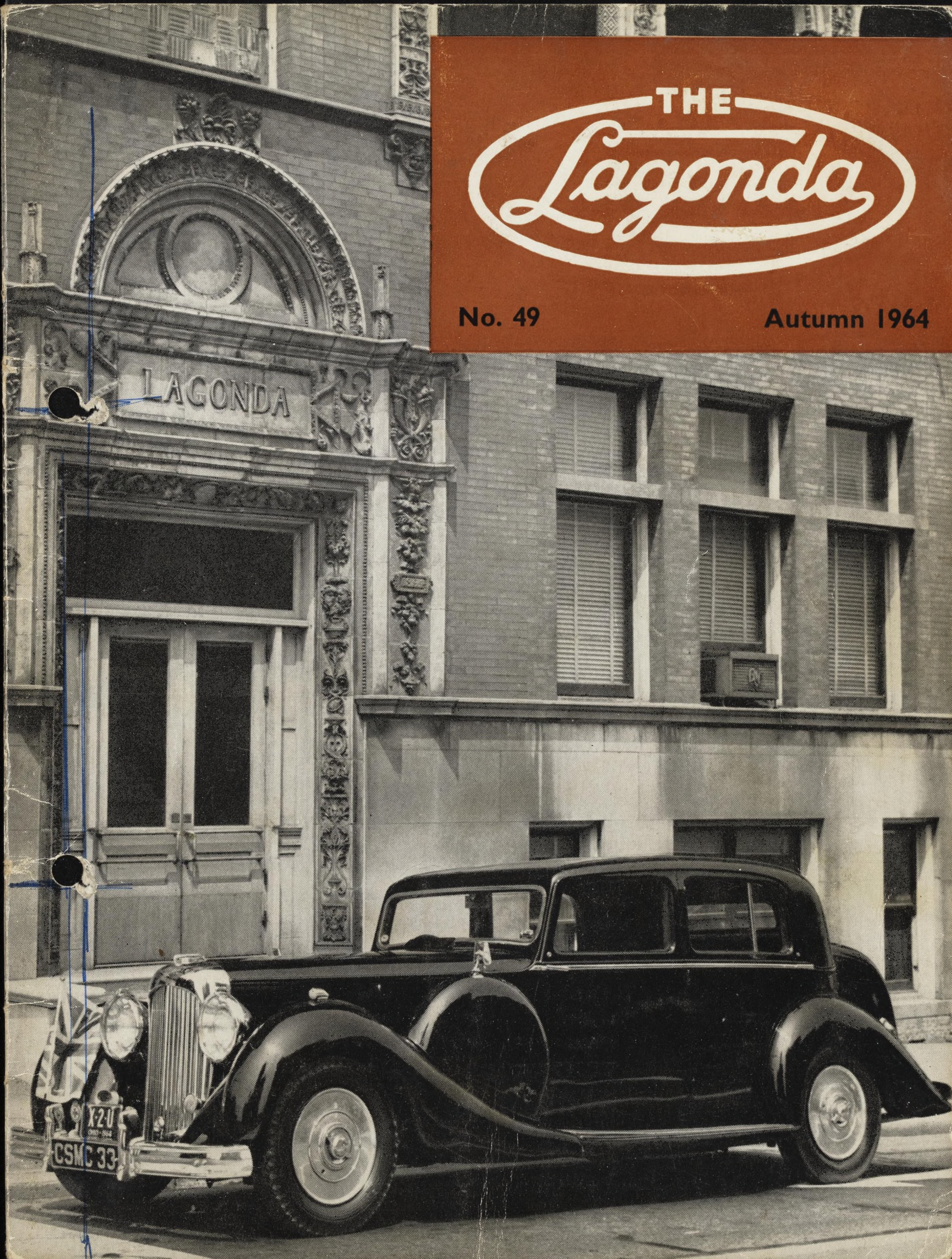


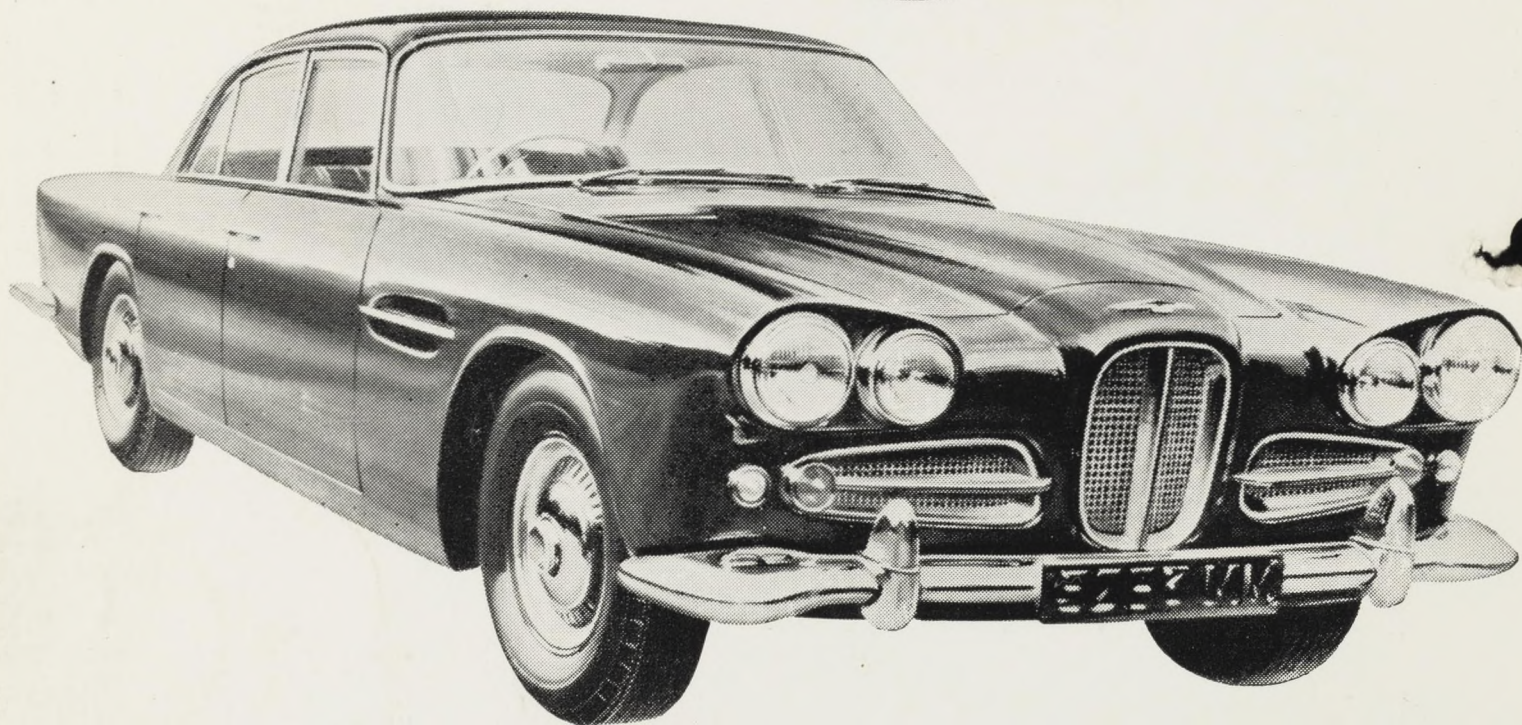
THE *Lagonda*

No. 49

Autumn 1964



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MAGAZINE

Issue No. 49

Autumn 1964

PUBLISHED QUARTERLY

Editorial Committee:

A. W. MAY, M. GABER, J. W. T. CROCKER,

M. H. WILBY, I. R. MACGREGOR

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FRONT COVER. For the story about this issue's cover please see Page 3.

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

NEWS AND COMMENTS BY THE EDITOR

HARRY GOSTLING reports that he has booked the Osterley Hotel on Saturday, February 6th, for the next Club Dinner/Dance. With the promise of a good evening's entertainment and ample parking space this popular event is something to look forward to with anticipation.

★ ★ ★ ★ ★

Our Chairman's LG45 Rapide has now changed hands after a long and successful partnership. It has passed into good care and we hope to see this well-known car in competition work before long.

★ ★ ★ ★ ★

Members will be very sorry to learn that our President, Arthur Fox, is still seriously ill following injuries he sustained in an accident earlier this year. The Committee, on behalf of club members, has sent him flowers as a token of our good wishes for his speedy recovery. We learn from Mrs. Fox that has given him much pleasure.

★ ★ ★ ★ ★

JEFF ODY is arranging for the Christmas Film Show to be held on 10th December at the Pavours Arms, Westminster, full details will appear in the Newsletter. Note date change.

★ ★ ★ ★ ★

Has any member an original copy of the Meadows engine catalogue (No. 70/2) that the Secretary can borrow for a short period so that photographic copies can be made from it? Without this document it is not possible to provide any further copies of this catalogue.



CLUB CHRISTMAS CARD

We show here the illustration by Mike Gaber which will form this year's Christmas Card for the Club.

Order early from
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Price 1/- each, inc. envelope.

The Green Dragon AN INN OF UNTOLD ANTIQUITY STOKE FLEMING DARTMOUTH

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DIARY OF EVENTS

Sunday 11th October . . .

Autumn Social Rally (Yorkshire)

*The November Rally will
not now take place*

Thursday 10th December . . .

Christmas Film Show



"I hope your lights are in working order. This one is 10 laps, remember."

The Story behind the Cover

by EDWARD F. McCLINTICK

The photograph shows my LG.6 Town car, with body by Barker, standing in front of the original Lagonda Club in Springfield, Ohio. This was a club formed for the wealthy and the elite for strictly social functions and was built in 1894. Apparently nothing was spared to make this fine building into a lavish headquarters for the club. Who knows, perhaps John and Wilbur Gunn became members there.

By 1900 however, the club became hard-pressed to maintain this expensive property and it became necessary to rent out the club's facilities to the general public and finally with the increased popularity of the motor car the club eventually became defunct. Early in 1964 a local family named Raup bought the building to prevent it being demolished and today it stands empty, a reminder of more leisurely and graceful days. Should it ever become necessary for it to come down then I shall try to save the stone plaque bearing the club's name.

E. F. McC. Springfield, Ohio.

NORTHERN NOTES

from HERB SCHOFIELD

HAVE YOU NOTICED SOME OF THE PRICES THAT people are asking for their vintage motor cars recently? Are there really enthusiasts in Britain who will pay over £3,000 for an 8-litre Bentley? over £4,000 for a 6-litre Bentley and over £4,000 for a J-type Duesenberg Saloon? Desirable though these cars may be I think personally I would prefer a brand new Ferrari or Aston-Martin for the same sort of money.

We enjoy our old motor cars for their craftsmanship, beauty, and the pleasure in owning something of individuality from an age gone by. Because of this we put up with all the inconveniences associated with vintage cars. But when some of the more desirable of these vehicles presumably change hands at comparable prices to modern thoroughbreds then something is wrong surely. For let's not kid ourselves very high quality (plus superior roadholding, brakes

and comfort) can still be bought. The modern G.T. cars, best illustrated perhaps by the Ferrari or D.B.5 have great beauty of line and are true 'vintage' cars. What would you buy if you had £4,000? A desirable concours conditioned vintage car, or an Aston-Martin? Probably not either, buy an old Lagonda instead and keep the rest in the bank!

That bit in the last issue of the magazine about exporting cars abroad comes at a rather inconvenient time for one of our members. Recently I learned that an LG45 tourer had been sold to Canada. A very great pity indeed for there are now only about six of these most desirable cars left in the country. However the car has gone to a very good friend of ours in Andy Watson, a club member who used to attend our Northern Pub Meetings. We hope that one day he might return to this country bringing the Lagonda with him—a double pleasure.

This 'Vintage' business

A 1930, 2-litre Lagonda is a 'vintage' car. A 1931, 2-litre Lagonda is not, why?—both are identical cars. Because December 1930 was the date fixed by the originators of the V.S.C.C. back in the mid-thirties. But this was 30 years ago and I wonder if the time is now ripe for revision. Might it not be a good idea to accept all 2-litre Lagondas as 'vintage' cars, and of course at the same time apply this also to other marques whose models ran into the thirties. But better still why not now call *all* P.V.T. cars 'vintage', and at the same time weed out some of the horrible heaps made in the twenties, and choose 'vintage' cars by *merit* instead of date.

V.S.C.C. Oulton Park Meeting

Another dry sunny day but very cold. A few Lags racing including Crocker's LG45R, Crowe's 3-litre, and the Abson (very, very) special Rapier. Roy Paterson was having a bash in the Special. Abson had a very good day with two 2nd places. The Rapier was towed down from Edinburgh behind Elliot Elder's impressive V12 Drop Head. Entered for the racing but having to scratch due to mechanical bothers was Crabtrees' 'Room at the Top' LG45R—pity really for I suspect Crabtree is a member of the

desperate breed. Ron Gee's 16/80 was once again turned down by the scrutineers, but made up for it on the following day by taking 2nd place in class at the Alvis Owner Club Driving Tests, there were however only two entrants!

Lowe's LG45R was entered in the Concours and now sports the correct shade of green, very nice it looked too, as did Thorneycroft's 3½-litre tourer.

Northern Driving Tests

This year we had fine weather and a good sprinkling of Southern members. First the results:

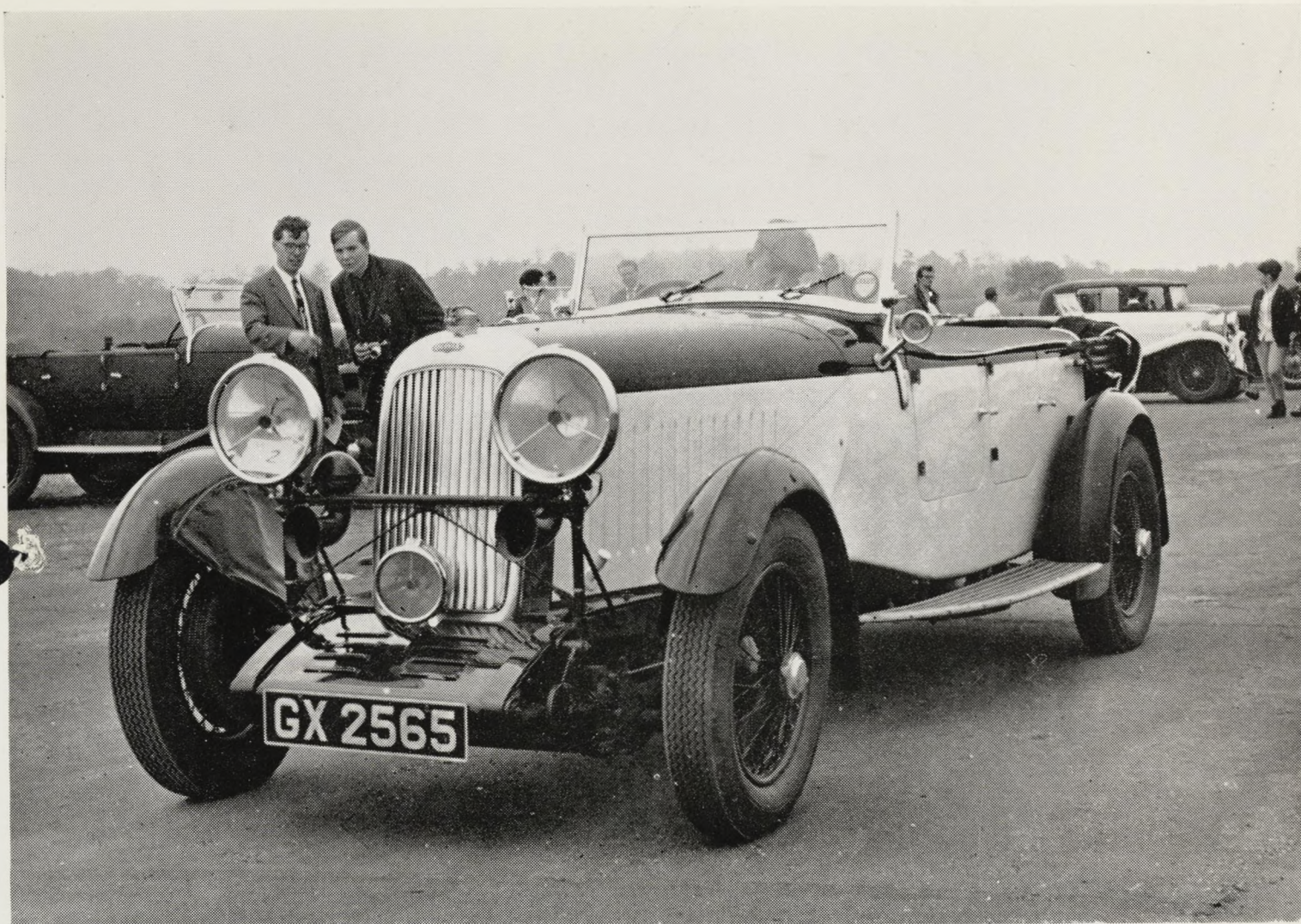
- Premier—Harry Gostling, 2-litre.
- 2nd Class I—James Woollard, 2-litre.
- 3rd Class I—Colin Bugler, 2-litre.
- 1st Class II—Ron Gee, D.B. 2.6-litre.
- 2nd Class II—David Dickson, M45.
- 3rd Class II—John Davenport, LG45R.

Good to see a 2-litre soundly beating all the faster stuff—nevertheless the most meritorious performance was surely made by Ron Gee who handled the ungainly looking David Brown Lagonda with great skill.

The weather was fine at Sandtoft. The biggest flaw in the organisation was discovered by members who had consumed one or two beers before the meeting commenced—so now you know why so many men walked so far just to apparently gaze vacantly at the sky!

Without boring you with a breakdown on every test herewith a few observations. David Dickson was enjoyable to watch but still sports his peculiar hat (Let's hope it blows off on the M1 someday!) Dearden in his newly acquired Rapier had no success at all. Dennis Roberts was fast, furious and flung his car all over the show, unfortunately in the wrong places and at the wrong time—but if this considerable energy could be harnessed correctly then we could have a new driving test expert. Anyway he did very well for his first time out, and certainly provided spectator appeal. John Davenport relies more on skill than outright speed, and it paid off. David Hine finished well up in the results this year, and it was good to see Alan Ogden and his M45 competing in driving tests for the first time.

Neither of the two Specials entered managed to overcome their handicaps. However both myself and Stewards Bernard Raine and John Abson contend that handicapping Specials is the



Victor at Sandtoft—Harry Gostling and Continental 2-litre

Photo: H. Schofield

correct thing to do, giving the owners of standard cars a chance for top honours.

Members who were free retired afterwards to the 'Crown' at Bawtry for a meal, which was not very enjoyable, but later in the evening to consume ale, which *was* enjoyable, and in the early hours the 'slurred' voices of David Dickson, Harry Gostling, David Hine, Henry Coates, Dearden-Briggs, Gordon Rider and writer could still be heard. Dearden-Briggs decided in the interests of road safety to spend the night at the hotel!

A most enjoyable day. Our sincere thanks to Mr. Hurst who generously allows us to use Sandtoft airfield free of charge. Thanks also to Michele, John and Bernard for helping run the event.

OTHER NEWS

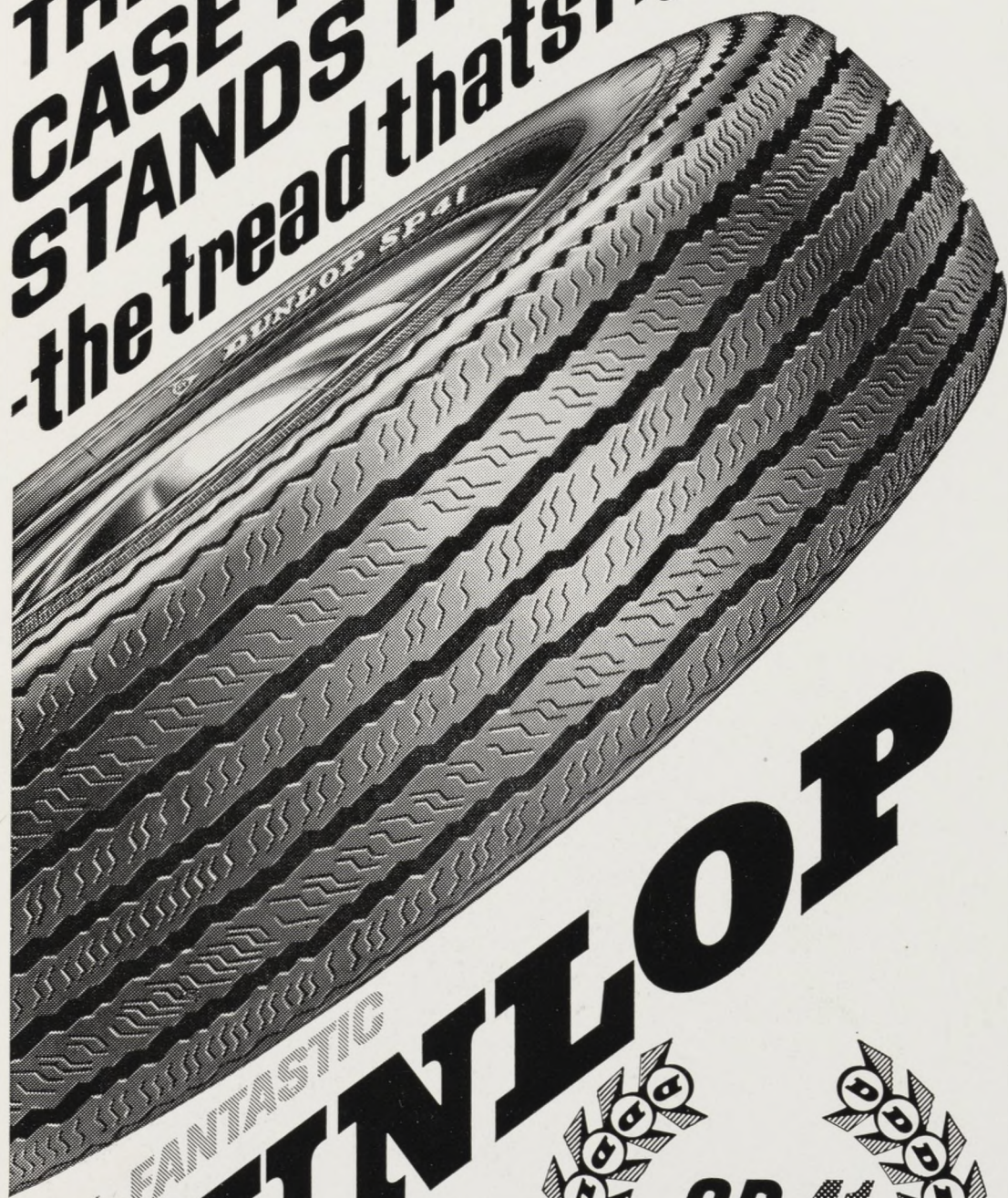
DEARDEN-BRIGGS sells his LG45 tourer and buys the following: two Eagle Rapiers, one 2-litre tourer, one 3-litre tourer and one 3-litre

saloon. DOC EVANS, who you will remember was featured in the last magazine, sells his M45 tourer and buys a 2-litre. DENNIS ROBERTS whom I understand eventually aims to own *every* Lagonda in the country adds an M45 tourer and an LG6 saloon to his open air stable of cars (admission tickets now being printed). Incidentally the M45 is an interesting car and I hope might be the subject of a magazine article from Roberts—when he puts his pre-war fountain pen in working condition! TOMMY LONGBOTTOM has for sale a 3½-litre chassis complete and DAVID HINE a M45 engine.

Thanks Mr. Editor for informing me that the Lagonda used in the "Avengers" is that of Chris Lee. But here is another one. A 2-litre tourer appeared recently in the B.B.C.-TV series "Detective", Reg. No. GT609, and driven by a most delightful-looking girl. One is caught between two stools here but remembering the performance of the 2-litre I think in this instance I would prefer the girl!

H.S.

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NOW TWO KINDS OF BEST

The introduction of this latest Dunlop tyre now means that motorists have the choice of 'two kinds of best'—SP41, the best in radial-ply construction or C41, the best in conventional design. Ask your usual tyre supplier what's 'best' for your kind of car, your type of motoring—SP41 or C41.

**AND FOR TOP
 TYRE SERVICE
 LOOK FOR
 THIS SIGN**



NORTHERN CARS AND FACES

No. 2

JOHN DAVENPORT

Various 2-litres and a M45 tourer, these are the cars which John owned before buying his present car, a LG45 Rapide, the famous ex-Monte Carlo Rally car driven in the 1937 event by Alan Good, then Chairman of the Lagonda company.

John has been a club member for many, many years and during this time has actively supported club events. Success has been achieved in 1964 by winning the North Riding Rally and Northern Spring Social, and a 3rd Class award in the Northern Driving Tests.

John has no ambition to own any other Lagonda models for he reckons the LG45R is the ultimate.

Photo: HERBERT SCHOFIELD



MIDLAND NOTES

THE CHAIRMAN HAS DISPOSED OF HIS FAMOUS Rapide, and the fortunate new owner is the Midland Secretary. Behind this brief announcement (which is all you will get on this subject from either party) lies an intense, prolonged negotiation lasting at least twenty-four hours.

It is hoped the car will visit regularly the Midland and Northern pub meetings, as well as other social events, but no decision has yet been made about competitive events.

In Abersoch at the end of July we saw in the distance a very nice 2-litre but were unable to make contact—we hope the owner is a club member. The Northern and Midland Secretaries foregathered again at Nevin and Abersoch for their annual conference. This is where many people sail their yachts, a most curious pastime, and hazardous, because apparently when they come near the South Caernarvonshire Yacht Club there is a man on the balcony who fires a gun at them. Fortunately he is a bad shot; we did not see a single boat sunk!

Martin Pollard has a 2-litre oil-pump defect which results in the system becoming unprimed.

The offending unit was taken to Measurements Ltd., Hydraulic and Rotaplunge Division, Oldham, who were thought to be the original makers. However, a young man in a white coat turned up his nose and said it was not their make and they did not particularly want to recondition it. They would do it of course, but the price would be uneconomic. Martin assures us that the internal parts of the pump are not particularly worn—can anyone comment usefully on his problem, or suggest a firm who might undertake hard-chrome-plating and grinding at reasonable prices should this prove necessary?

The Midland Secretary has unfortunately been away from the district on business for the last two pub meetings, but gathers that beer is now consumed in the generous car park at the Coys Inn, rather than inside the pub—which is as it should be.

Some of our very welcome visitors are bringing magnificent examples of their *marques*. Our own members still provide the hard core, but we ought to have more cars present. (Perhaps the Podmore Rapier will be appearing soon!)

Competitions

One or two members have complained recently because they have not received entry forms and

THE CHEQUERS INN

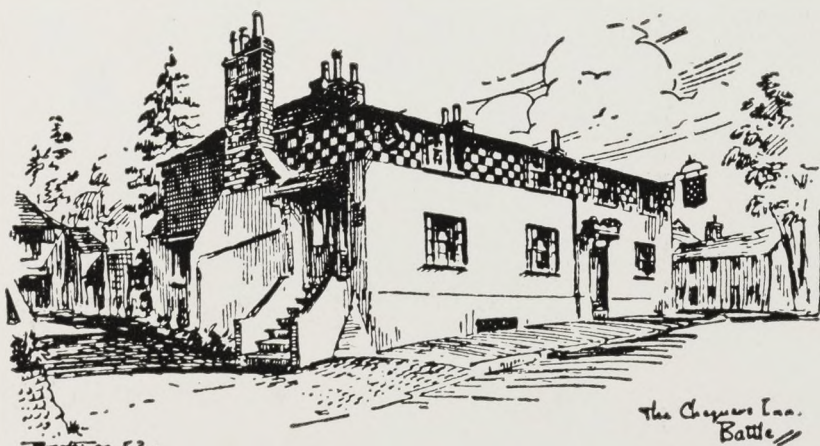
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(Members 35/-).

Mr. and Mrs. P. J. Staermose

regulations for certain events and have thus been unable to compete. Now let us have this matter in proper perspective straight away.

If the Competition Secretary, who has to do an enormous amount of thankless work for the Club, was to send out regulations to every member, for every event, well over ninety per cent of the cost and time would be wasted. The Competition Secretary's time you get for nothing; the cost of printing and postage comes out of your pocket. The result would certainly mean a reduction in the size of the magazine and a search for a new Competition Secretary.

Thus arises the old and difficult question of whether the Competition Secretary should in any case undertake the detailed work involved in running individual events. There are those who say he should not, and that his real task is to inform and guide the Committee and Area Secretaries on general regulations issued by the governing bodies, including statutory documents, and to help organisers of individual events with difficulties in the procedure—which in any case is clearly laid down by the R.A.C.

All individual events would be run by members approved by the Committee. Such a member would then have considerable authority, including direct access to the Competition Section of the R.A.C., contacts with Invited Clubs, Police, etc. Such responsibility is not given lightly by the Committee, but anyone who wishes to start running events for the Club should not hesitate to ask for authority and every help will be given.

To return to the complaining members; help yourself gentlemen, by helping the Competition Secretary, by sending him a postcard if you are interested in a particular event. No stamp? Well, ring him up. (What a useful addition to the Register it would be if telephone numbers were included.) And next year you too can have the chance of running the event!

C.S.G.

CLUB CHRISTMAS CARDS!
Don't forget to order them
from James Crocker,
54 Gracechurch Street,
London E.C.3.

APATHY

**(or 'Why my Rapier has
no body')**

WHAT AILS THE CLUB MEMBER? WHY DOESN'T HE show up at meetings? All the committees I know call it 'apathy'; but is this right? Apathy is want of feeling, passion or interest; but these people eventually pay subscriptions, so there is some interest, however slight. My difficulty is priorities—too much interest in too many activities, and this also applies to several people I know.

I have yet to get to a Lagonda Club A.G.M., but this always occurs in the hockey season (September to March), and one daren't risk losing a first team place at the time of the year when everyone is keen, and there are two matches every weekend. Cycling, cricket and tennis conflict with motoring for attention in the summer. If it happens to be my year for pedalling a "24 hour" this deserves preparation (more than it usually gets) and other interests suffer.

However, take 1964; a good year for a weekend

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of every
description**

including aluminium

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at Le Mans, forgetting the possibility of entry in the Flixton Cycling Club 50. But this was not to be; I never miss Vintage Oulton, and this, too, was 20th June.

A previous promise to support Derby Rowing Club at Stratford Regatta and subsequently take a girl-friend to the theatre was retracted. Ultimately the postcard went off: Marshalling at Oulton Park, it was. Responsibilities to a Tennis Club Garden Party were neglected—that always clashes with Oulton, they should rearrange it!

Later a more significant responsibility obtruded; the 20th was the only possible date for Derby Tech Students Union Annual Tea and the vice-president should attend. Prior arrangements took precedence, perhaps wrongly. I had to refuse to play in a tennis match, but that was about all the possibilities of that Saturday. The Sunday was simplified because of late information; I entered driving tests in Derby before I knew anything about a Rapier Register meeting at Ilam. Judging by the results I would have had more satisfaction at Ilam, but *c'est la vie*.

The Lagonda Club A.G.M. is my next major problem weekend: Old Boys' Hot Pot at School in Manchester, Hockey trials and Tennis Club Treasure Hunt all competing for my 'apathy'; not to mention the Rapier, of course, which is winning the apathy stakes by a large margin.

KEITH M. GARDINER,

LAGONDA CLUB, RAPIER REGISTER, V.S.C.C., etc., etc.

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1934 LAGONDA LE MANS

Nowadays, the cult of the vintage sports car collector has reached the stage where some of our English friends are beginning to get alarmed over the rate at which many of their rare bits of machinery are slipping westward across the ocean. While we can sympathise with this feeling, we must remind them that our preoccupation with the problems of the early Thirties lost for us the few great names we once had in the automobile world. And wartime scrap drives saw priceless classics disappear before anyone ever dreamed that a DV-32 Stutz or 734 Packard would someday be worth more than its original price, to collectors of rare classic automobiles.

This Lagonda is one of those rare classics that performs as well, in fact, as it seems to in nostalgia. With 122 genuine horses under its bonnet, a test weight of just over 4,000 lb., and well chosen gear ratios it moves away a little slowly—but once underway the performance is quite exceptional for a car of this era. Our performance estimates appear in the data panel and in this case are based on empirical formulae and extrapolated from known information on similar (but not identical) cars.

IN THE LATE SUMMER OF 1934, three brand new 4.5-litre Lagonda M-45 Rapides were entered in the Tourist Trophy in Northern Ireland. The cars created a mild sensation, due in part to their paint jobs: Italian racing red, from front to back and top to bottom.

The three-car team was formed and managed by Arthur Fox, of the Fox and Nicholl Garage, at the request of Sir Edgar Holbertson, who was then Chairman of the Lagonda firm.

The Tourist Trophy, at that time, was a fixed-distance (478 miles) handicap race which lasted about 6 hours. The regulations for the race included such items as: no special alloys, no drilling of chassis or any special lightening, *type* of carburettor alterable but not *number* of carburettors, size of gas tank alterable but not location, engines could be "tuned in the usual way," special crankshafts were permitted, cars over 1500 c.c. had to have 4-seater bodies, all cars had to have tops and had to be raced in "full touring trim" with fenders and windshields, but not necessarily lights.

The three cars were assigned to Brian Lewis, J. S. Hindmarsh and John Cobb for the race and



G. B. Calkins and family parade in BPK-201

Lewis's duel with E. R. Hall's 3.5-litre Bentley for 2nd place in the 1934 TT was undoubtedly one of the finest races ever waged with a Lagonda. Lewis's tyres gave out, for the second time, on the 33rd lap of the 35-lap race, and Hall beat him, taking 2nd place only 17 sec. behind the winning G Magnette driven by Dodson.

In 1935, two of the cars were entered at Le Mans. One, driven by J. S. Hindmarsh and Luis Fontes, was the eventual winner; the other was driven by Ronald Gunter and Dr. Benjafield. Two faster Alfa Romeos led, but retired, leaving Hindmarsh and Fontes in the lead. Shortly after 3 p.m. on Sunday, with less than one hour to go, Fontes pitted with no oil pressure. After returning to the track he continued at cruising speed to save his engine. At 3.40 p.m., the public address system announced that the Hindmarsh/Fontes Lagonda led by 55 sec., not one lap and 55 sec. as everyone believed. On orders from its

pit, an Alfa supposedly running 2nd place increased speed and passed the ailing Lagonda, then, still on orders from its pit, slowed. Two minutes before the end of the race the PA reversed itself, but it was now too late for the Alfa driver to get word, much less do anything about it. The Lagonda won at an average speed of 77.85 m.p.h. and finished the race with one pint of oil left in the sump. The other Lagonda had gearbox trouble and finished in 13th place with only 4th gear usable.

The engine used by Lagonda was the sturdy, pushrod o.h.v. Meadows unit which was also used in the Invicta. As designed by R. S. Crump, the original dimensions were 63 × 120 mm in 1925, but were increased to 88.5 × 120 mm in 1928.

The engines used in the three cars were assembled at the Lagonda factory. The original engines had 103 b.h.p. at 3,000 r.p.m., their revs limited by the flexibility of the crankcase. This

was now cast in a new alloy and the stud size increased. Special connecting rods, machined all over and with the big end diameters enlarged from 2 to 2.5 in., were used. Valves, rocker arms, tappets and pushrods were modified and the ports polished. These modifications brought the usable revolutions up to 3,800.

The oil pan or sump, crankcase and valve cover were all of aluminium alloy. The block and head were cast iron. The combustion chambers were machined and dual ignition was used, with six plugs on each side of the engine and twin magnetos. Dual SU carburettors were fed by two SU electric fuel pumps (actually, by only one pump at a time; the other was a spare). A triple chain drove the generator, water pump and magnetos and there was no cooling fan (it had been removed for competition), so the engine boiled if driven under 25 m.p.h. in summer weather.

The transmission was a 4-speed crash box with "silent 3rd" (first and 2nd were very noisy, and 4th, of course, was direct). The gearshift lever was on the right, despite the fact that these were right-hand drive cars. An interesting "extra" was a transmission shaft brake which was engaged when the clutch pedal was depressed, slowing down the spinning transmission shaft and enabling the next higher gear to be engaged more rapidly.

Semi-elliptic springs were used all around, and the springs were "flattened," leaving 3 in. of bounce space. One friction and one hydraulic shock damper were used at each wheel and the brakes were Girling "rod-in-tension" on all four wheels. The brake-backing plates were cast of solid aluminium alloy. The brake drums were 16 in. diameter, cast iron, and deeply finned. The handbrake, on the driver's right along with the gearshift, operated on the rear wheels only.

In preparing the cars for the 1934 TT, Fox had bodies built to his own design and mounted on the three chassis, which were modified with Lagonda co-operation.

The car pictured on these pages is owned by G. B. Calkins of Bethesda, Maryland. Negotiations to acquire the car started in 1953 when Calkins, then working for Chrysler Engineering, saw its picture in a Chiltern Cars ad in *Motor Sport* magazine.

An exchange of letters with Chiltern and a subsequent inspection by an English pen-pal convinced Calkins that it was in a condition

commensurate with the price—he bought it sight unseen. The car was shipped to New York and Calkins picked it up at the dock at the start of a two-week vacation. During this period he drove it up and down the East Coast, visiting friends, then home to Detroit.

The trip wasn't uneventful. The clutch slipped,

FROM THE "ROAD AND TRACK" CLASSIC TEST 34

1934 LAGONDA LE MANS

Specifications

List price (1934)	\$4,850
Curb weight	3,725
Test weight	4,025
distribution, %	48/52
Dimensions, length	170
width	67.5
height	57.0
Wheelbase	123
Tread, f and r	56.4/57.8
Tyre size	6-00-19
Brake lining area	n.a.
Steering, turns	1.4
turning circle, ft.	41
Engine type	6 cyl., o.h.v.
Bore and stroke	3.48 x 4.72
Displacement, cu. in.	270.2
c.c.	4,429
Compression ratio	7.50
B.h.p. at r.p.m.	122 at 3,600
equivalent m.p.h.	103
Torque, lb.-ft. (est)	210 at 1,800
equivalent m.p.h.	51.6

Gear Ratios

4th (1-00)	3.14
3rd (1-29)	4.05
2nd (1-83)	5.75
1st (2-84)	8.94

Calculated Data

Lb./h.p. (test wt.)	33.0
Cu. ft./ton mile	81.3
M.p.h./1,000 r.p.m.	
(4th)	28.7
Engine revs/mile	2,090
Piston travel, ft./mile	1,648
R.p.m. at 2,500	
ft./min.	3,170
equivalent m.p.h.	91.0
R and T wear index	34.4

Performance

Top speed (4th),	
m.p.h.	110
best timed run	n.a.
3rd (3,800)	84
2nd (3,800)	59
1st (3,800)	38

Fuel Consumption

Normal range, m.p.g.	10/15
----------------------	-------

Acceleration

0-30 m.p.h., sec.	4.8
0-40 m.p.h.	7.3
0-50 m.p.h.	10.7
0-60 m.p.h.	15.5
0-70 m.p.h.	22.0
0-80 m.p.h.	28.6
0-90 m.p.h.	41.5
0-100 m.p.h.	62.0
Standing ¼ mile	19.5
speed at end, m.p.h.	67

Tapley Data

4th, lb./ton at m.p.h.	
	200 at 50
3rd	260 at 44
2nd	370 at 34
1st	480 at 30
Total drag at	
60 m.p.h., lb.	220

Speedometer Error

30 m.p.h.	actual n.a.
40 m.p.h.	
50 m.p.h.	
60 m.p.h.	
70 m.p.h.	
80 m.p.h.	
90 m.p.h.	
100 m.p.h.	

the new pistons had an inclination to seize in the bores, the radiator boiled in city traffic, a screw vibrated out of a carburettor, leaving him stalled at a traffic light in New York, and a wheel was broken when someone ran into the back of the car while it was parked in Philadelphia. But he had no flat tyres.

Occasionally there was a complete failure of the

electrical system, which was finally traced to the battery terminal connections.

Everyone admired the car on Calkins' trip to Detroit and, strangely enough, no one ever asked him how fast it would go until he got to Detroit. There, no one asked anything else.

After showing the car at the 1954 Greenfield Village Sports Car Show, he began disassembling the Lagonda and started a restoration which was to consume the better part of the next five years. In 1958 Calkins moved to Washington, D.C., and left the car in Detroit with Ray Jones, a man of considerable skill at restoration. Ray did all the bodywork and (Calkins admits) reworked a lot of what had already been done to the chassis. In September, 1959, Jones was finished and the car was driven to Washington, D.C., by its most enthusiastic owner.

Notes by the owner, G. B. Calkins:

My car (BPK-201) has a heavy, solid feel, a firm ride, and rather heavy but fast and accurate steering. Despite these characteristics, it is also somewhat flexible in feeling, handles easily, and feels wonderful. It starts immediately, whatever the weather. Acceleration probably isn't up to today's stock car performance, but the sensations produced by the exhaust note, gear noises, vibrations, road bumps and so forth have the expected effect on one's psyche, and the overall result is exhilarating. The brakes are effective, though they require more than average pressure.

Space for my 6 ft. 5 in. frame isn't all one could ask for, but it's adequate. The front seat holds two adults in comparative comfort. The rear seat is there because the regulations called for it, and makes a nice spot for the kids.

The car is now painted black, with red wheels and red leather upholstery. Black carpets cover the floor. The exhaust manifold has been porcelainised, the muffler given a stainless jacket, and the exhaust and tail pipes made out of stainless—all non-regulation. In almost all other respects, the car as now restored is exactly as I found it.

The electrical system is 12 volt, with the battery under the rear seat. Lights include headlights, pass light (the headlights go out and the pass light goes on when the dip switch is depressed), fog light, parking lights on the front fenders, tail lights, stop light, two work lights under the hood (one for each side of the engine) and two pull-out lights for illuminating the instrument panel.

The spare tyre is housed under the tailpiece, on a swing-out bracket. The team cars had "inside" exhausts when first raced, and the outside arrangement occasionally seen in photographs appeared in the 1935 TT. The body is all aluminium, mounted on a sub structure made of wood.

While the wheelbase on my car measures 123 in., the references list a wheelbase of 129. However, in one place (*Lagonda* magazine, Spring, 1958) it refers to the "short chassis" that Arthur Fox wished he had owned but never got, saying this was 6 in. shorter. How I got a short chassis is beyond me.

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TECHNICAL NOTES

More Philosophy

WITH LESS AND LESS LAGONDA OWNERS USING their cars for the purpose for which they were made it is probably worth-while to examine the reasons for this. The main reason is now that almost all Lagonda owners have at least one modern car, and many of them have more. It takes a great deal of trouble to keep a Vintage or p.v.t. car in such condition that it will give good service under modern traffic conditions. Given good maintenance one can use any good car of this kind with complete confidence and with an almost complete absence of involuntary stops.

The chief reason for the great deal of maintenance required on Lagondas is that what is now normal driving would have been considered quite high performance in the middle thirties and would then have been thought to need great care in keeping the car in good order. The high speeds now commonly used on ordinary roads, other than motorways, are frequently not needed and the time saved is of no significance. This can be proved by comparing times over a well-known route between journeys made at maximum speed and those made with a limit of fifty or even forty miles per hour. Speed is often forced up needlessly by what Dalton has called the "fallacy of supposed urgency". It is this fallacy which causes so many to forget that it is better to arrive than to travel rapidly.

Noises Off

The golden nature of silence is well shown by the cost of obtaining it in a motor car. The Spares Registrar has told us that one of the occupational hazards of his office is to be taken for a ride up the road to listen to a noise in an engine, gearbox or axle. This can be a terrifying experience: I well remember an occasion on which I was invited to drive a sports car (not a Lagonda) and after the first hundred yards I got out and walked home. Yet this car could have been given a test certificate without straining the regulations at all. Its main fault was a pair of loose chassis cross-members.

The worst class of noises are body noises: these seem to come and go quite capriciously. But it is always surprising how many of them can be cured by doing up a nut, or putting in a wood-

screw. Cycle type wings can usually be silenced completely by repairing the mountings, which is rarely a long job: although it can be tedious if the stays have been welded up before and the weld has failed owing to slag inclusion or decay. Sometimes, however, the source of a rattle cannot be found by external inspection: then it is necessary to find out how the body was constructed. The wood in coachbuilt bodies shrinks, and is eaten, like Herod the Tetrarch, of worms. Like Herod also, it is expendable: but unfortunately less easily replaced. Lagondas used in the 4½-litre bodies some wood which is particularly tasty: and, of course, all plywood except marine or boil-proof plywood, is greatly enjoyed by the woodworm. These voracious little creatures have been known to eat practically the whole of the frame of the back end of a saloon body. Any new wood put in should be treated with some preservative, and so should any of the old wood that is exposed or can be got at.

Big end shims in Meadows Engines

These are not now obtainable from the manufacturers, and they must always be replaced when the shaft is ground to avoid loss of oil along the journals and consequent lowering of oil pressure. Suitable replacements can be made from duralumin flat bar, or, if this is not readily to be had, from brass sheet or strip with the edge that runs against the rod metalled with the same metal that is used in the big end bearings, i.e. R or X metal according to choice.

ANDRE KENNY

BOOK RECEIVED

'The Motorist's Miscellany', Edited by Anthony Harding. Published by B. T. Batsford Ltd. 272 pp. 30s.

Following on after the successful "Motorist's Weekend Book" and the "Motorist's Bedside Book", this latest collection of motoring stories, anecdotes and photographs from Batsford will bring readers a great deal of pleasure. This is essentially a book to pick up and browse through, reading whatever takes one's fancy. There is something to be found that covers all aspects of the motoring world, both serious and humorous and there are many excellent illustrations.

Jot the particulars down on a scrap of paper and have it to hand when the girl friend/wife/children/relatives/ask "Is there anything in particular you would like for Christmas?"

A.W.M.

In the Dartmoor National Park

Ring O' Bells Hotel

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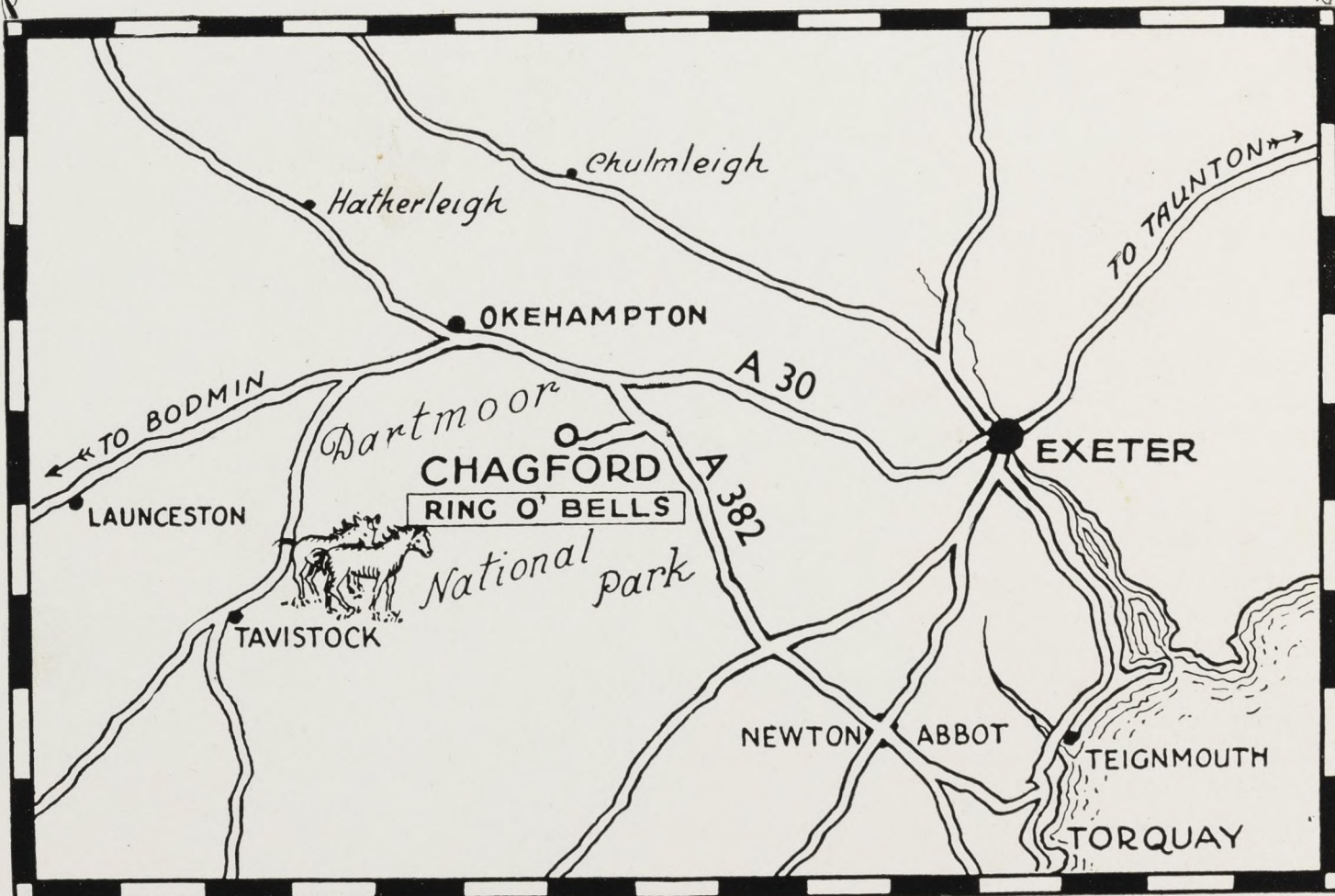
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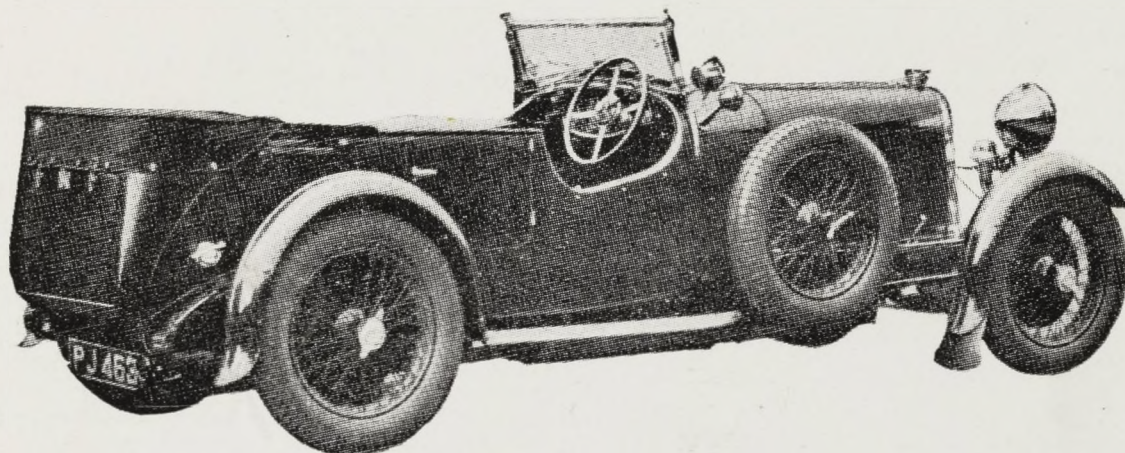
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THE LAGONDA "SELECTOR"
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Eight forward speeds automatic-
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Amazing acceleration and im-
proved braking.
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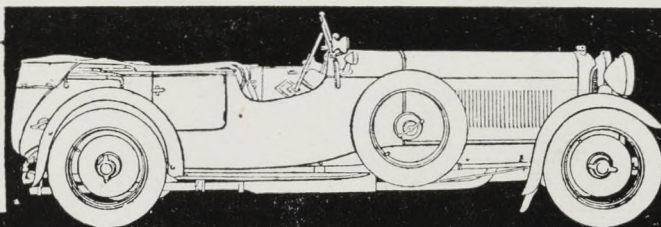
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Lagonda coachwork has won num-
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Few cars have taken Olympia by such storm as the new LAGONDA SELEC-
TOR. The universal praise showered upon this latest product of our Staines works is most gratifying—but impressive as the car may *look*, we maintain that its performance will be found even more satisfying. Take the SELECTOR upon the road for yourself and feel the new thrill that it has added to sports car driving.

3 Litre "Selector" Chassis - - - £827



CVS.—48

WHERE ARE THEY NOW? No. 6

IN 1931 when this advertisement appeared, the 3-litre in "Selector" form may have been unusual, even novel, but surely not 'the most exhilarating motor car in the world'.

In the early 1930's the world was already getting lazy and drivers less skilful and less interested in driving as an art so that attempts were made to make gear changing a more simple business. It was the fitting of the Maybach automatic gearbox to the normal 3-litre that transformed it into a "Selector" model but the difference between this and the "Selector Special" remains somewhat obscure. In any case the price was the same for both types being £75 more than the normal gearbox model.

The Maybach box which was made under licence by Lagonda certainly was different. The four forward gears were selected in turn by various movements of two small levers by the steering wheel. Any gear could of course be preselected and the change effected by momentarily releasing the accelerator, the actual movement of the gears being by dog clutches and servo cylinders controlled by engine power. What if the engine stops? A reservoir allowed about three more changes in such emergencies and should slow the car up before going through the vicarage wall at the bottom of the hill.

To get the car under way from rest it was necessary to do a bit of coupling up and this was achieved by moving the normal looking gear lever that stuck out from the top of the gearbox. In fact, 1st gear was selected, the clutch depressed, "drive lever" on gearbox moved appropriately, clutch released and away the 3-litre goes. From then on very quick changes could be made by wagging the levers about and lifting the accelerator.

But wait! There is more to come yet, in fact four more speeds!

If the lever on the gearbox was moved to another position a whole new set of "emergency low" ratios become available (rather like a Land Rover) but as these only had a maximum of 30, 42 and 62 miles per hour in the upper three ratios it was difficult to know what to do with them unless it was intended to dash up and down the Alps all day. The normal ratios of course suited the car well, being 3.66, 5.27, 6.95 and 10.61 to 1.

Although this gearbox had many features of interest it never caught on or became universally used as did the Wilson pre-selective box used in the 16/80 and Rapier amongst many other cars.

The rear end treatment of the body shown in the illustration is of interest and was also to be seen on some blown 2-litres around this time.

What of PJ.463? Is it still selecting mad computations of its many ratios, perhaps some enthusiastic owner dismantled the box years ago and is still trying to find four let alone eight of its gears, perhaps it has weathered the years in true Lagonda fashion and is still accepting the universal praise mentioned in the advertisement. The questions are unanswered as there is no record of this car but the memory of "Selector Special" remains with many.

M.H.W.

Advertisement opposite first appeared in the *Autocar*, October 30th, 1931, and is reproduced by kind permission of the Editor of that journal.

COMPETITION NOTES

THE GOOD START TO THE COMPETITION SEASON as reported in the last magazine has been well maintained throughout the summer. Including invitation events there have been at least eight meetings where Lagondas have taken part in force.

On looking through the list of award winners, it is pleasing to note several lesser-known names amongst the hardy annuals. The battle between North and South goes on apace with the South perhaps having the advantage at the moment. It would be an interesting experiment to have regional teams of say three cars competing against each other in certain events. It would certainly add spice to driving test meetings! (I look forward to reading members' views on this idea in "Letters to the Editor.")

Now some comments on some of the summer's events.

Southern Rally, May 24th

These driving tests were held once again on Turweston Airfield, near Brackley. This venue appears to be well favoured as there were 34 entries (only three non-starters)—a good turnout by any standard. The meeting provided a lot of fun for competitors and spectators alike.

Colin Bugler was first in Class I driving with consistent skill and economy of movement; in second place came Chris Lee in his 3-litre saloon—a very creditable performance; in third position a high chassis 2-litre driven by Gordon Murray who is a welcome newcomer to the awards list.

The larger machinery in Class II were dominated not only by Henry Coates' "Red Devil" but also by Roy Paterson's "Red Devil", with a very intimidating performance put up by both drivers. ("Intimidated—I was just plain scared!" says a marshall on one the tests.)

Their main challenge came from Ron Kerridge in his black Rapier who succeeded in splitting this fiery pair to gain second place. Henry's winning time was the fastest of the day for Lagondas by quite a margin and only 0.7 seconds slower than Ken Winder's Hillman Imp in Class III.

There was an interesting collection of entries in this third class: a Mini-Cooper, an XK120, 4½-litre Bentley and an Austin Chummy! Where could one find such diversity in a class? Not even the V.S.C.C. could approach that! Ken Winder won this class in a Hillman Imp with Geof Love a worthy second.

Border Rally, June 14th

This event is held so far North that not much information has filtered through on its whereabouts or other details. Rumour has it that Iain Macdonald ably organised the event and that twelve cars took part. Further, that Rapiers of Messrs. Rennie and Crerar took first and second places. It appears that there was some language difficulty in the route and instructions which finally led to an illegal Protest Committee meeting at dead of night under a rowan tree hard by Hoselaw Parish Church. What else can one expect so far North!

Northern Driving Tests, July 4th

By way of a change from previous years the "Northern" enjoyed much better weather this year and a total of 19 cars fought out the honours. The Southern contingent included Harry Gostling, Colin Bugler, Ron Gee, David Dickson and James Woollard who were determined to put in some good times after the Northern boys had captured two awards in the Southern Rally. As the results will show they fought to good effect but not without some spirited competition.

The Premier Award went to Harry Gostling who neatly manoeuvred his black and white Continental in the right places at the right time. Second and third places in Class I were taken by James Woollard and Colin Bugler respectively and Class II went to the intrepid Ron Gee rolling his 2.6 saloon through the tests with great aplomb—good spectator value! In second position came David Dickson in M.45 with the LG45R of John Davenport close on his heels in third place. The Northern entries triumphed in Class III with Ken Winder, Hillman Imp, Doc Rider, Mini, and Schofield junior in an Austin Healey "hot rod", finishing in first, second and third places respectively. A most enjoyable day, ably organised by the Northern Secretary.



Brian Dearden-Briggs and Ron Gee discuss tactics.

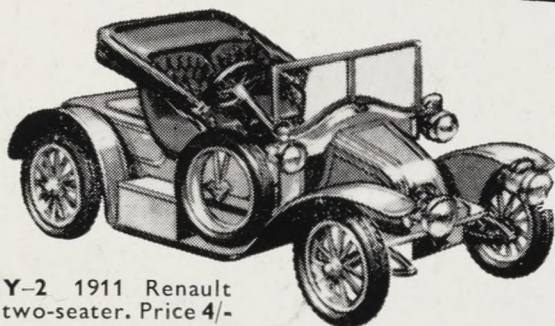
Photo: H. Schofield.



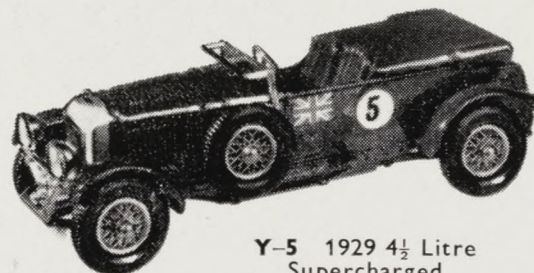
Dearden-Briggs moving fast at the Southern Rally

Photo: H. Schofield.

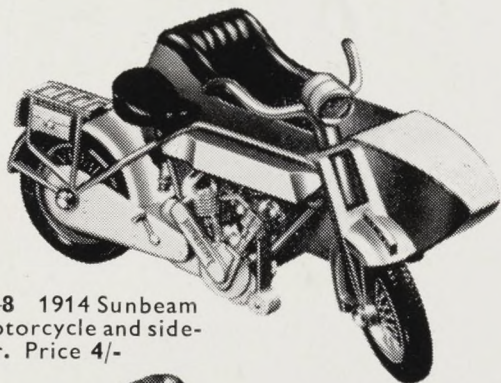
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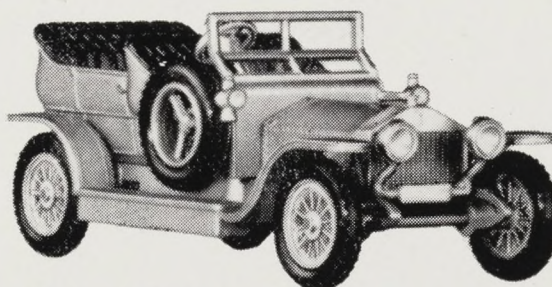
Y-2 1911 Renault
two-seater. Price 4/-



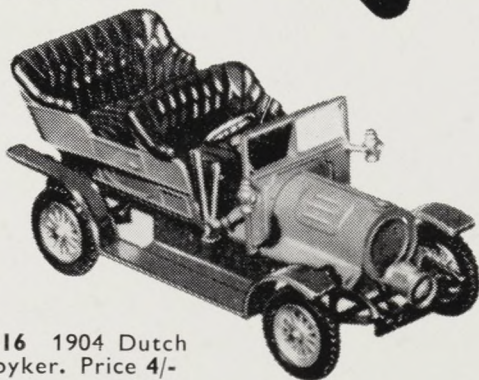
Y-5 1929 4½ Litre
Supercharged
Bentley. Price 4/-



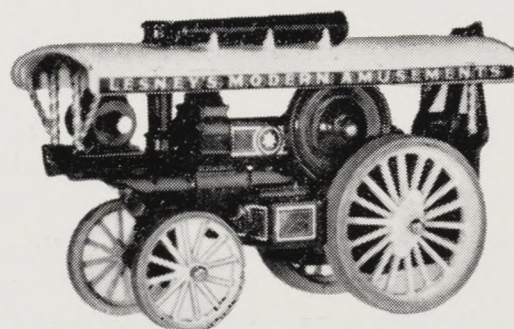
Y-8 1914 Sunbeam
Motorcycle and side-
car. Price 4/-



Y-15 1907 Rolls Royce
"Silver Ghost." Price 4/-



Y-16 1904 Dutch
Spyker. Price 4/-

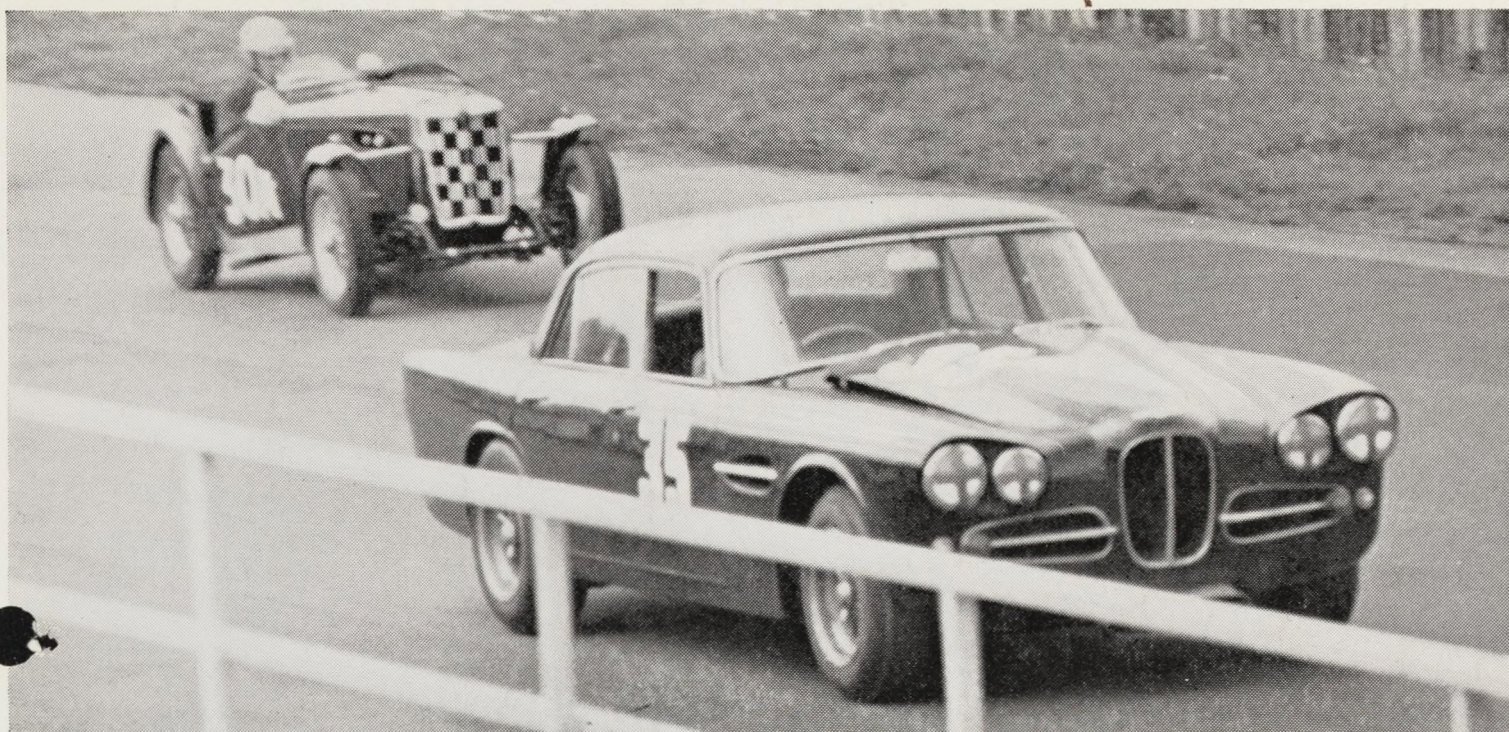


Y-9 1924 Fowler "Big Lion"
Showman's Traction Engine. Price 5/-

Over 120 super-detailed true-
scale models are shown in
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"Matchbox" International
Catalogue.



LESNEY PRODUCTS & CO. LTD.
 Eastway, Hackney Wick,
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The Rapide, noisy but impressively fast.

Photo: A. Davey

Inter-marque Invitation Event, July 12th

A full report of the rally appears elsewhere in this issue.

V.S.C.C. Silverstone, July 25th

A massive attendance of spectators, a close, heavy day though dry, and some very good racing were the main features of this event. A lot of Lagonda Club members were to be seen browsing round the Paddock but sadly very few actually entering the events and upholding the club's name. Good intentions from both Jonathan Abson and Brin Edwards who were due to take part but were let down by mechanical failure. Your reporter saw George Stanton in the Paddock but never saw him in action. Three likely lads these and we look forward to seeing more of them in next season's events. Of members who did race in this meeting, Iain Macdonald did very well despite a fierce handicap and engine seizure during practice! Donald Overy circulated steadily and smoothly as always but the bright spot of the day for Lagonda fans was surely Geoffrey Purnell's performance in his low chassis 2-litre. He finished second in a 5-lap handicap and turned in a lap of 1:41.4 seconds which surely must be a record for this model. All congratulations to Geoffrey.

B.D.C./J.D.C. Meeting, Silverstone, August 1st

A nice friendly meeting this with fewer spectators than the Vintage Day at the same place the week before. Fourteen Lagondas entered and with four non-starters there were still sufficient entries to make an interesting race. The handicappers were given quite a puzzle when the Rapide that was down to run turned out to be the 1963 version! Surely the first time one has taken part in a Lagonda race.

Kirkby in a 2-litre was limit man and led for the first lap before eventually being passed by Ron Gee (16/80) who then held onto his lead to finish first. Ron Kerridge (Rapier) and Doc Young (3-litre Special) took second and third places. Wills' 1963 Rapide started on scratch and worked through the field to finish fourth which speaks well of the handicappers. The black Rapide, driven by P. Fergusson, was noisy but impressively fast down the straights and we hope we shall see more of this team in the future.

Two newcomers to Lagonda racing were D. Mahoney (LG45) and D. Besant (M.45) who we hope enjoyed themselves and will carry on competing. We hear that Jonathan Abson gained two second places in handicap races at the Oulton Park Vintage meeting driving his new racier Rapier in a consistently fast manner.

J.C.W.

SUPERCHARGED 2-LITRE LAGONDA

Smooth Engine, Ease of Handling, and Extremely Rapid Acceleration

First published in the "Autocar", 12th September, 1930, and reprinted by kind permission of its Editor.

THERE ARE A CERTAIN LIMITED NUMBER OF exceptional cars, of which the Lagonda is one, that are best regarded as a whole—almost as a living entity—in the sense that it is what they do and the way they do it which stand out above all else; and tiny details of specification such as might be considered in thinking of another type of machine are relatively unimportant.

The addition of the supercharger to the 2-litre was a logical development, especially since today rapid acceleration is more important, really, than an abnormally high maximum. The acceleration figures in the table tell their own story, while, in addition, there is not the slightest doubt that the actual maximum on top is increased by as much as ten miles an hour. Moreover, this type has as high a maximum on third gear as the unblown car on top; in fact, running up to 4,500 r.p.m. on the indirects—well within the limit of engine speed—the speedometer readings on first, second and third are 32, 52 and 82 m.p.h.

While as to the maximum itself the car will certainly reach 90, the reading during the timed test varying from 92 to 89 m.p.h., the day in question being one of those occasions when there is a summer gale, yet the wind seems to help the machine nowhere. That is sufficiently fast for most people, but figures alone are not always illuminating, and the greatest value of the performance is the way in which a cruising speed of anything up to seventy can be reached on even a short stretch of suitable road, and the ability of the machine to maintain that cruising speed effortlessly and tirelessly for mile upon mile with plenty of reserve—the car steady, absolutely under the control of one hand, if the driver chooses, and cornering exactly as a speed model should. With the shock absorbers set to make the car steady and comfortable at speed the suspension is not unduly harsh running slowly.

Withal, there is not too much noise, and the

engine is very smooth, the effect of the supercharger being particularly noticeable at low speeds in the matter of mixture distribution; moreover, the car will pull without snatch at 6 m.p.h. on top and then accelerate away. Just as the driver pleases, he can have what is called a touring car type of performance far above the average for the most part on top gear alone, or, bringing the indirects into use, the performance becomes terrific, the difference between the two things being in method alone; either way the tractability of the car is most marked. It is interesting, too, that from inside the car the supercharger gears are hardly audible at all, and that the engine is not oversensitive to the ignition retard control in the way that the type sometimes is.

The controls handle as would be expected, everything being properly to hand, with the racing-type brake lever inside the body. The clutch was set so as to require fairly heavy pressure on the pedal, and the clutch stop so close as to need knowing in changing up, though that is a question of taste. The brakes are light, even, and excellent, and the steering has just the right castor action, with the thin-rim spring-spoked wheel exactly where it is best. It is interesting that the steering lock is not appreciably lessened by reason of the cycle-type mudguards. The steering column, incidentally, is adjustable for angle, and both the separate bucket front seats are easily adjusted while occupied, so that driving position can be a matter of taste too.

The instruments are grouped in a panel and indirectly lighted, among them being a good engine thermometer, a clock and an electrical fuel tank gauge which gives a reading when a button alongside is pressed, while to the right of the panel, immediately before the driver, are the revolution counter and supercharger pressure gauge. The double-panel screen has an electric wiper, with twin arms, and still has, by the way, a rubber strip extending right across to keep rain from blowing in between the panes, though actually the strip can be removed in reasonable weather.

Pneumatic cushions

The seats are comfortable, with pneumatic upholstery, and wells are provided so that the back passengers sit definitely in the car. There is no reason why the sports car owner should not appreciate details of convenience and the two

doors now fitted to the back compartment, the cubby hole in the instrument board, the pockets in two of the doors, and the spot lamp, which can be used also as a fog lamp, are worth having. Most of the tools are carried in a locker concealed in the left-hand scuttle side.

The engine is remarkably clean, and the supercharger has next to nothing of the appearance of being an addition. There is a separate tank, which is filled with oil for the requirements of the blower, fuel feed is by a mechanical pump with a glass-bowl filter, and a two-way tap traps a reverse supply of fuel, while the sparking plugs and the magneto are exceptionally accessible. It has been found perfectly feasible, by the way, to run the car on less expensive grades of petrol without pinking, and, curiously enough, any tendency to oil up the plugs appears to have been eliminated since the supercharger was put on.

On the chassis there are the two extremely convenient groups of grease nipples, reached from the side of the car, which have been a Lagonda feature for a long while, and the main brake adjustment, accessible when the bonnet is lifted, is excellent; the bonnet clips, by the way, being a particularly good type. The radiator has, in addition to the stone guard, a clip filler

and the fuel tank will probably have one as well. The big head lamps, mounted high, give a most powerful beam, and help the front appearance of the car a lot, too, while the dimming switch is very convenient. With all lights on, including the instrument illumination, at 40 m.p.h. the current output balances the consumption.

A delightful car to handle, which shows most definitely what a supercharger, properly applied, can do.

DATA FOR THE DRIVER

12.8 h.p., four cylinders, 72 × 120 mm. (1,954 c.c.).

Tax £13.

Wheelbase 10 ft., track 4 ft. 8 in.

Overall length 14 ft. 3 in., width 5 ft. 7 in., height 5 ft. 6 in.

Tyres: 31 in × 5.25 in. on detachable wire wheels.

Engine rear axle gear ratios	Acceleration from steady 10 to 30 m.p.h.	Timed speed over $\frac{1}{4}$ mile
13.2 to 1	4 $\frac{3}{4}$ sec.	
8.25 to 1	6 sec.	
5.28 to 1	10 $\frac{1}{2}$ sec.	
4.2 to 1	11 $\frac{1}{2}$ sec.	88.23 m.p.h.

Turning circle: 41 ft.

Tank capacity 20 gallons; fuel consumption 18 m.p.g.

12-volt lighting set cuts in at 20 m.p.h., 14 amps at 40 m.p.h.

Weight: 29 cwt.

Price, with four-seater tourer body, £775.

Specialist work at prices you can afford

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SPECIALISTS FOR
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SOUTHERN RALLY

MAY 24th, 1964

TURWESTON AIRFIELD IS RAPIDLY BECOMING A popular spot for our annual Southern Driving Tests and attendance was up on previous years. Ideal for a family outing as there is plenty of room for picnics, children and dogs.

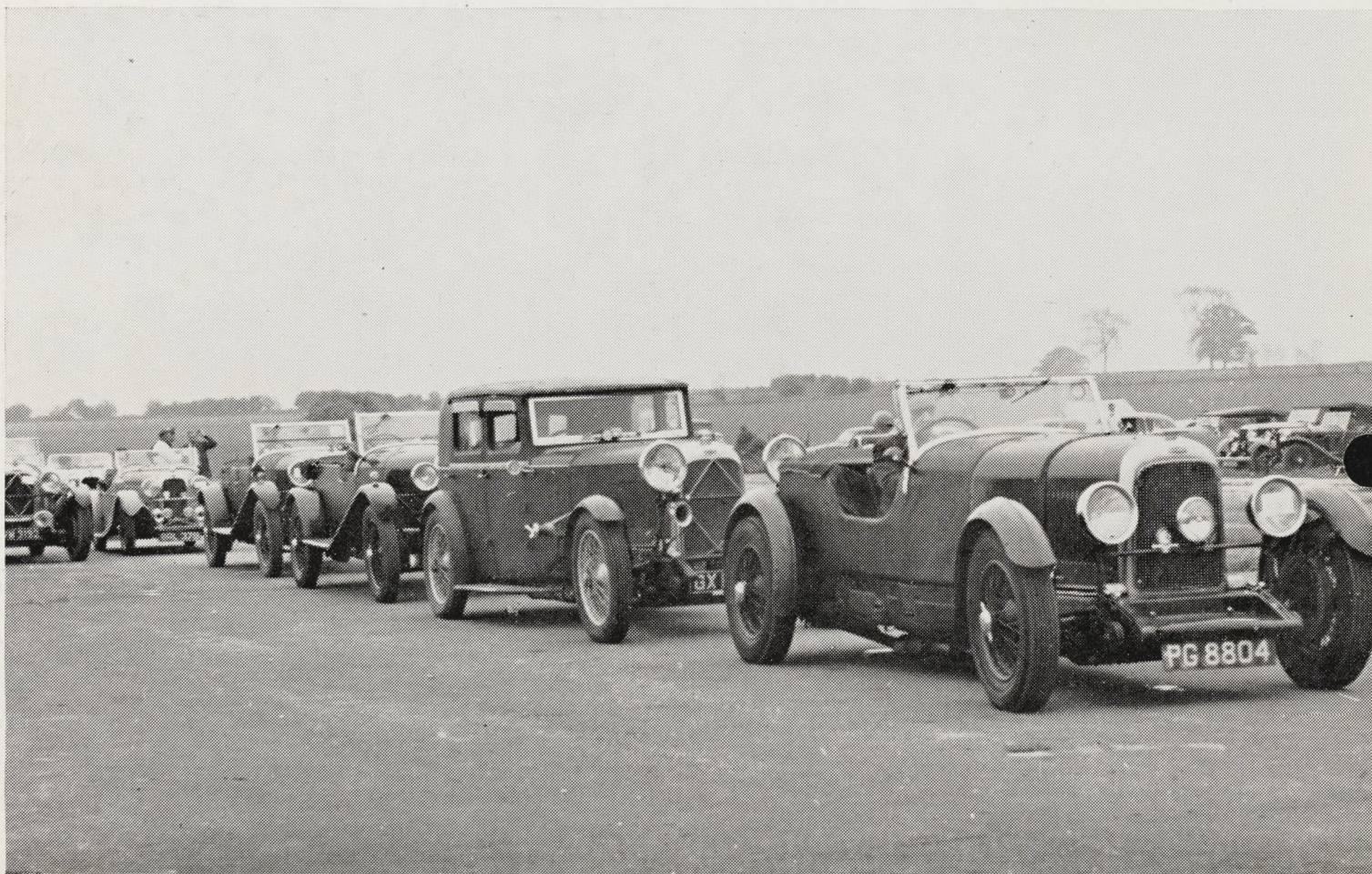
Organisers arriving early for the event found the airfield not quite deserted. A large bright green tent was in evidence and positioned in a spot Charles Long had previously earmarked for his portable loos! Squatters probably, who would take a great deal of persuasion to move. A quick reconnoitre and it was discovered that the "intruders" were none other than the esteemed Club Treasurer Peter Densham and his wife who had come down the previous evening and had camped out so as to avoid a hurried drive on the morning of the event.

Very soon all the tests were laid out on the tarmac and by 1.30 p.m. the thirty-four entries were all in line for the start with plenty of spectators positioned along the runway to watch

the fun. Colin Bugler was consistently fast in nearly all the tests which earned him number one place in Class I. Tweedie Walker was seen to be putting up a good show and enjoying himself—how very pleasant (and nostalgic) to him at the Club meetings again. Phil Ridout was also a welcome entrant with his beautifully restored high chassis 2-litre. Chris Lee produced a neat second place in his half of Clarke's 3-litre saloon with Gordon Murray a very close third.

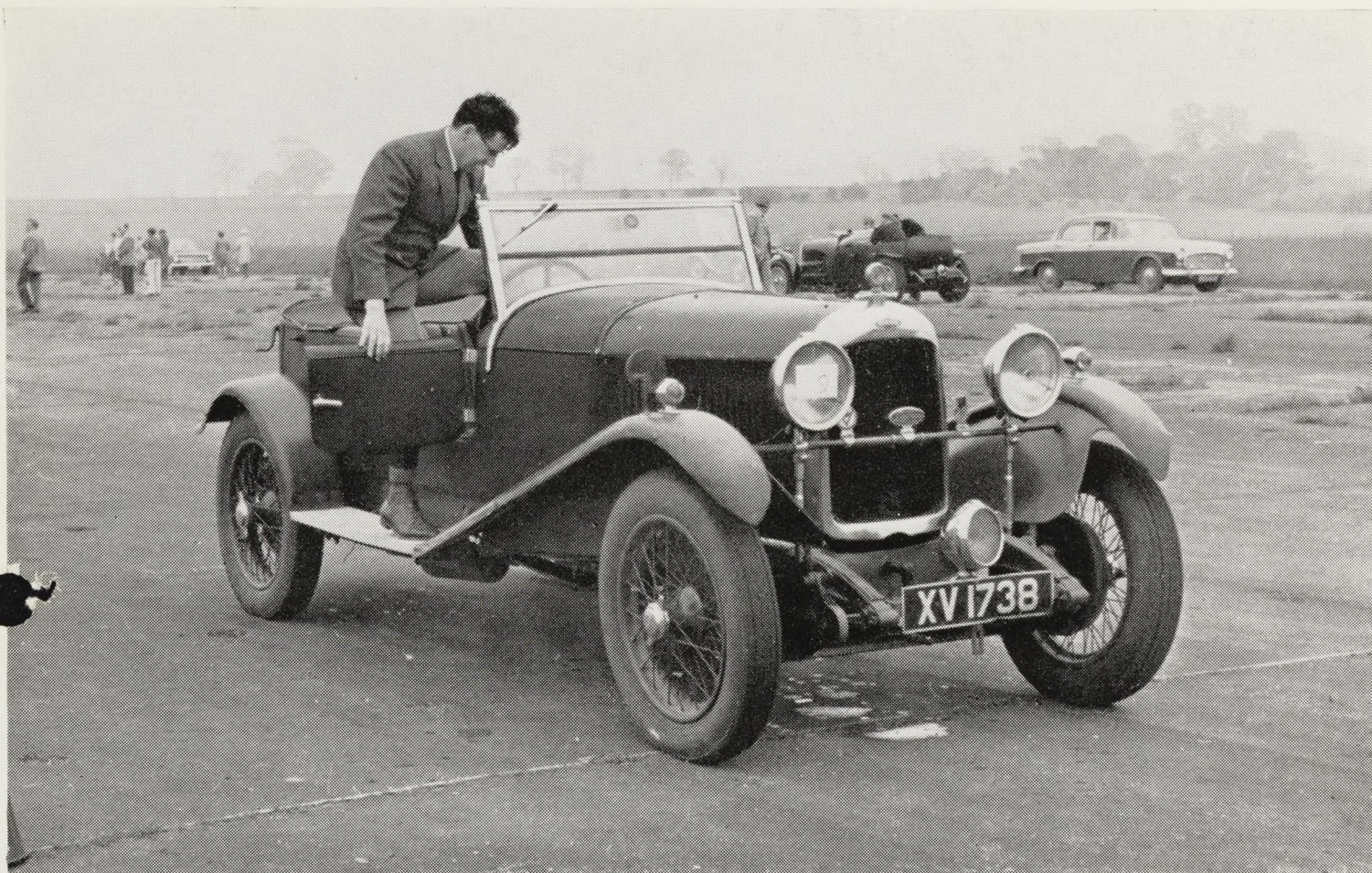
Competition from the North was very keen in Classes II and III. Roy Paterson, now the owner of Henry Coate's M45 special, kindly offered Henry a drive in his old car. Henry gladly accepted and drove with his customary skill to win the Premier award of the day. Ron Kerridge drove his Rapier with neat precision to gain second place to Henry and Roy Paterson gained well-merited third place in the M45 special, which cannot be the easiest of cars to handle in tests of this nature.

A variety of entries presented itself in Class III. James Crocker drove his very pretty Austin Chummy and put up a gallant performance. He had some minor mechanical trouble before the programme started which meant driving off to a



The 2-litre brigade line up for the start.

Photo: Herb Schofield



D. S. Johnson ascending into 2-litre.

Photo: Herb Schofield

garage to get a new part. Harry Wareham offered him a fast lift in a Rapier and caused many an eyebrow to lift as they were seen travelling at high speed in a direction away from the event. Fastest time of the day back on the tests was put up by Ken Winder in a Hillman Imp with Geof Love a spirited second in a Mini.

By five o'clock the organisers had retired to Chez Densham and armed with test sheets and slide rules proceeded to work out the results. Meanwhile everyone else packed up and motored off to the local Sun Inn at Whitfield where they all enjoyed an excellent spread of hot soup and cold meats. So finished a splendid day out, satisfying for both competitors and organisers.

J.C.W.

CARS FOR SALE

1939 V12 LAGONDA DE VILLE II. Saloon coachwork by Lagonda. Fitted P.6. Fair condition. £120. N. A. WEST, RED BUNGALOW, HORTON-CUM-STUDLEY, OXFORD.

2-lt. high chassis tourer. Condition fair, clutch relined and three new tyres and rear windscreen. £100. BOWNS, THE CHANTRY, THORNBURY, BRISTOL, GLOS.

(Advertisements continued on page 27)

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NEWS FROM AMERICA

BOB CRANE REPORTS: NOW THAT LAGONDAS ARE becoming so popular in this country I am snowed under in trying to keep up my duties to our members on this side of the Atlantic, from a list of three known Lagonda owners living in this country in 1952, I have just reached the grand total of 100 known Lagondas and owners. One can imagine the time required to keep in touch with these enthusiasts. In common with any motoring club cars are frequently changing hands which means my records have to be kept up to date. For example, since January this year I have added nine new Lagondas to the roll while fourteen existing members have exchanged cars. If any of our American members feel that they are able to lend me a hand in this ever-increasing task I should be glad to hear from them.

On the progressive side we gathered together seven Lagondas for our annual football meet and, wider afield, an LG6 drophead coupe was awarded first place in the Mid-West Grand Classic of the Classic Car Club of America. The judging rated this motor car at 100 points—the maximum marks. The 1964 roster of the C.C.C.A. lists 29 Lagondas which is a new record. For the benefit of our other overseas members I should explain that the Classic Car Club of America is a national organisation that caters in the greatest extent to owners of such cars as Lagondas, etc. The definition of membership is that C.C.C.A. members are owners or admirers of cars built between 1929 and 1940 that were regarded as mechanically advanced vehicles constructed of the best materials. This inevitably applies to cars built in small numbers and were usually expensive.

During the last winter I called upon a number of Lagonda owners in a 2,500 mile trip through our Southern States. Most of the cars that I saw were in good shape and their owners working hard to restore them to greater perfection. Most of these Lagondas are used frequently and are not turned out just for Concours events. Naturally our biggest problem is spare parts.

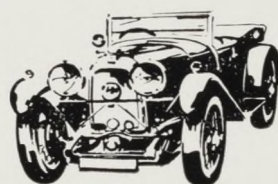
In my personal experience, Ivan Forshaw is and has been of immeasurable assistance. Nevertheless, if an American member hopes to restore a Lagonda using authentic British-made parts it is usually a protracted affair. I know that members over here are grateful for the

assistance they are getting from British members in this respect and look forward to an even closer exchange of information on the spare parts position. News of cars being broken for spares would be especially valuable.

At the present time my V12 is being de-carbonised and being a spare time job only I am trying hard to finish the work in time to take the car to the next Football Meet on November 7th.

Congratulations to the Club on the No. 48 issue of the Magazine. I found its technical detail on various models most valuable together with the interesting articles and photographs. All news for now.

R.C.



FOR SALE

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

Car Badges	25s. each
Lapel Badges	5s. each
Terylene Ties	16s. 6d. each
Instructional Manuals for 2-litre high chassis, 3-litre, 3½-litre, LG6, LG45, M45	45s. each
2-litre low chassis and Rapier	63s. each
V12 Instruction Manuals available to order through the Secretary or direct from Ivan Forshaw... ..	63s. each
Meadows ESC Catalogues	25s. each
"Motor Trader" Service Data Sheets for V12	12s. 6d. each
LG45 Wiring Diagrams	1s. 6d. each

Photostat copies of the following original Catalogues:—

1926/27	2-litre	20s.
1929	2-litre High Chassis, all models, and 16/65 and 3-litre cars	25s.
1930	2-litre and 3-litre (one book)	35s.
1932	2-litre and 3-litre (one book)	30s.
1932/33	16/80 Special Six	10s. 6d.
1934	16/80, 3-litre and M45 4½-litre (one book)	22s. 6d.
1936/37	Rapier	10s. 6d.
1937	LG45 4½-litre	32s. 6d.
1939	LG6 and V12 (one book)	40s.

Issues of magazines back to No. 31 available at 2s. 6d. each.

FOR SALE

Lagonda 1952, 2½-litre D.H.C. Twin overhead cams. Dual S.U. carbs. Polychromatic Blue. Overhauled September 1953. This car is in superb condition throughout, and must be seen to be appreciated. £350.

Contact: MR. KEITH ALLINSON, C/O PREFIT LTD., BRADFORD ROAD, STANNINGLY, PUDSEY, YORKS. (TEL.: PUDSEY 5572).

LG6 drophead coupé 1937, good tyres, batteries and coachwork. Engine very good. Upholstery not good. £150.

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Fastidiously cared for **1951 2.6 lt. convertible**, over £200 spent, full details on application. £215. LANE, 104 WOODCOTE VALLEY ROAD, PURLEY, SURREY. (Uplands 3709).

1932 3 litre Guy Salmon Saloon. Still needs some attention if to be entered for Concours but most of the donkey work done. First £100. Apply: K. W. SMITH, 8 HOWARD ROAD, SOUTH NORWOOD, LONDON, S.E.25

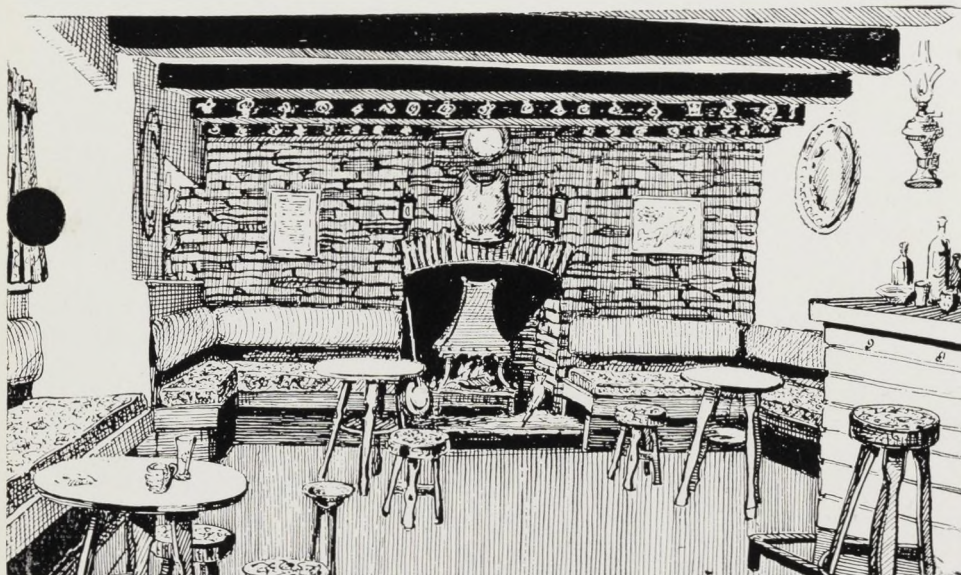
1939 V.12 Lagonda Saloon. Excellent streamlined alloy body by James Young. Black with blue hide interior. Photographs available. Exchange for d.h.c. Lagonda, or any interesting car, cash either way or sell.

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WANTED

For V12 Lagonda Speedster. Pair of excellent P100 headlamps complete with lenses; good usable 18 in. wire wheel; both cam covers, prefer oil filler in one; radiator overflow control valve; radiator crank hole cover; original horns; complete dash panel including all instruments, sending units, fixing devices, indirect lighting sockets and lamps, especially speedometer and tachometer with cables and indirect lighting fixing reflectors, rebuilt distributors, new or rebuilt SU carbs including starting carb with all pipes, fittings and throttle linkage; folding windscreen as on Rapide; racing screens, suitable front and rear bumpers.

For 2-litre (1929 high chassis tourer). Original or correct horn(s), chassis lubricator, offside chassis to brake pedal, complete with connectors. V. M. CAMPBELL, 4535 LEAVENWORTH STREET, OMAHA, NEBRASKA 68106, U.S.A.



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Scottish Miscellany

THIS PART OF THE WORLD HAS BEEN ENLIVENED BY the arrival of the Donne and Harris families. On a visit to Fort William to view the scenery, the Harris family were found ostensibly parked in their caravan, in actual fact running a coffee bar to help pay running costs on their Bristol! George Donne lends tone to the Edinburgh scene by touring around in a fine 2-litre saloon.

David Crerar of Rapier note has purchased Ellison's fine Gardner-engined 4½ which had just returned from a visit to Italy. Robin Brownlie managed to finish a complete restoration of a 2-litre tourer, and get married, all practically on the same day. Perhaps because marriage seems synonymous with overhauls, Leslie Thornton's rebuild hangs fire, as does also Hamish Gunn's. The latter it is reported is awaiting his son's obtaining a driving licence before venturing his Continental to the roads. Nothing can be said about Ron Siggins' car which, unlike other 16/80s, burns diesel, but like all 16/80s just goes on. Betts Brown, after a great deal of trouble, proved once again—if it needs to be proved—the excellence of Ivan's service, having bent a wing beyond the capabilities of either Mr. Baker or Mr. Davis. Consultation with our revered Spares Registrar confirmed that a spare wing was available—although on a car—and could be removed and forwarded forthwith, to such good effect that the replacement arrived per Beeching's Rail Service before the local panel bashers had removed the damaged wing! Might have been quicker to send the car to Ivan to have the wing fitted! This leads us to the thought that LG6 wings seem to be made of such a heavy gauge as to render them bullet and splinter-proof if not shell-proof.

The Elliot Elder/Jonathan Abson combine proved almost unbeatable twice at Oulton with what was an untried and tight car, which proved quite a credit to both of them. Elliot advises me that final tuning was carried out by a local garage proprietor who, lucky fellow, owns a magnificent V12 saloon. This might be the only car that would let Elliot and Jonathan stretch their long legs. Elliot has purchased a fine V12 coupe, the envy of all!

So we finish, to dash off and track down a rumour, "1928, 2-litre, overhauled completely and never run, and the body of which has no doors!"

JIMMY CAIRNS

The next issue will be published in December. Members should send to the Editor contributions and photographs for publications as soon as possible and not later than the 1st of November.

Pub Meets

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

LONDON: Coach & Horses, Avery 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: Tiger Inn, Beverley. 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.

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

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THE INTER-MARQUE INVITATION EVENT, July 12th

THIS EVENT WAS DESIGNED TO BE A NAVIGATION and observation exercise open to members of the Lagonda Club and certain other invited clubs in alphabetical order. 1964 was to be year "A" and so the invited clubs were A.C., Amilcar, Alfa-Romeo, Alvis Register, and Aston Martin with the entrants driving cars of the relevant marque. No previous exertions were called for from the competitors, they just had to assemble at the right place and at the right time. The Inter-Marque award was intended for the club with the three highest placed competitors together with individual awards.

Regrettably the bad weather dawning on the day of the event put off a good many would-be entrants but nevertheless twenty assorted cars appeared for the start at the "Tudor Rose" at Coulsdon. The first section lay over seventeen miles and the question sheets required twenty answers, in order, from the route which took in Bletchingly, Home and Burstow. After passing through this attractive Surrey countryside the section finished up near Gatwick Airport. Tea was taken at this point to refresh the crews for the next part. By this time it was apparent that

many entrants had underestimated the standard of navigation and observation required and when the Route sheets and questions were distributed for the second half of the rally, heads were bent low over maps for some time before the cars made off. This route ran through Newdigate, which had a ring road round it and all but three competitors went round it the wrong way and so lost 100 points! Then on to Beare Green, up to Coldharbour and through the rhododendrons on Leith Hill to the finishing point at Leith Hill Place. About twenty miles distance in all. After handing in question sheets entrants went on to the "Parrot" at Forest Green for stronger refreshment and find out where everyone *else* had gone wrong.

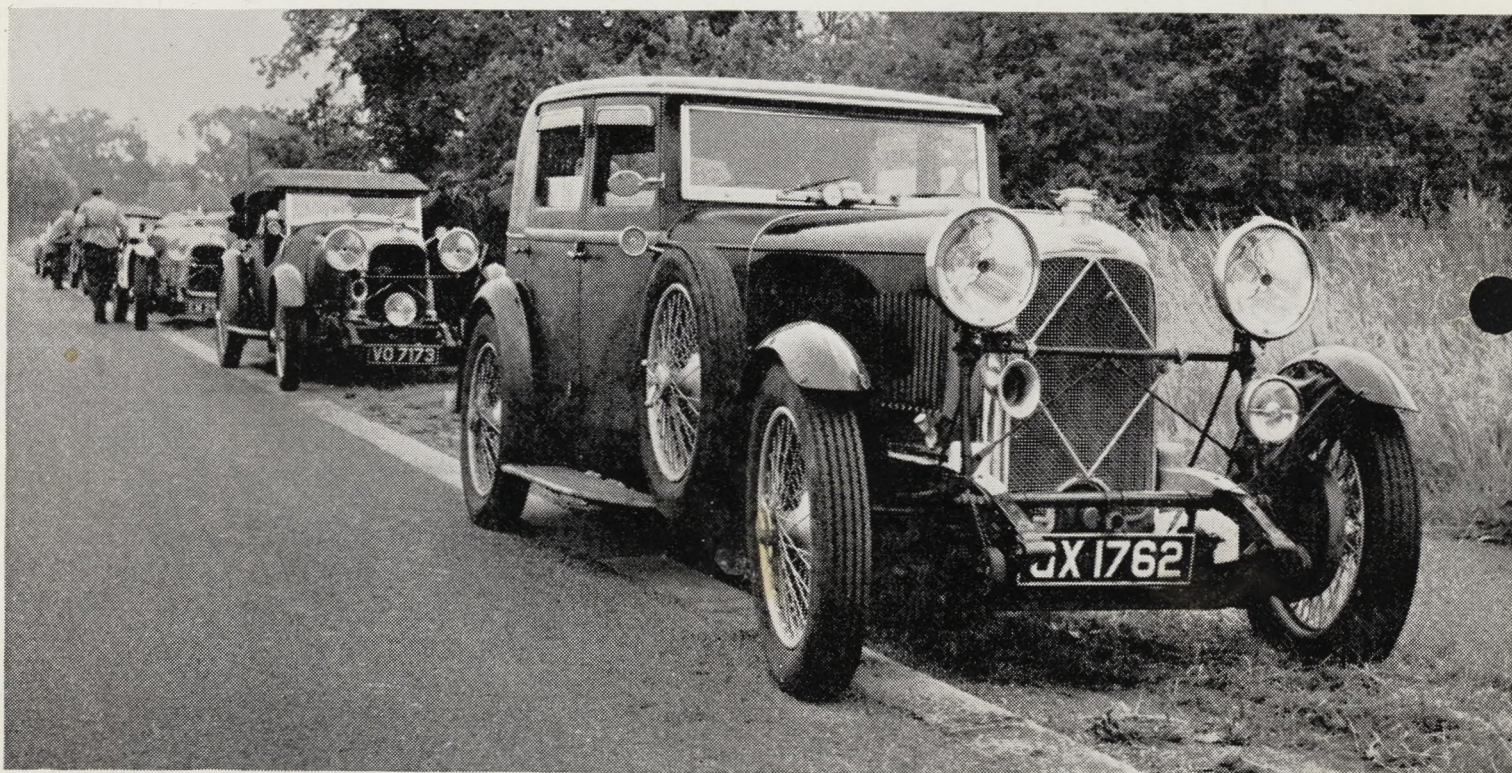
As three marques were not suitably represented the Inter-Marque Award was withheld but congratulations to Alvis Register for gaining first and second places; the Lagonda Club got a look in with third place.

Brief details of the winners are:

- 1st Alvis 12/50. N. Martin and Miss H. Mason.
- 2nd Alvis 12/50. A. Collins and B. Ducker.
- 3rd Lagonda 16/80. K. Hill and C. Blyth.
- 4th Lagonda 2-litre. M. Gaber and C. Pëx.

From comments received it appears that everyone enjoyed themselves despite the incessant rain and for my part I gained pleasure in organising it.

TREVOR PEERLESS



A selection from Staines passing halfway.

Photo: G. S. Baughan



Lagondas at Coldharbour—Mike Gaber in 2-litre.

Photo: G. S. Baughan



The ultimate winners: N. Martin and Miss H. Mason.

Photo: G. S. Baughan

LETTERS TO THE EDITOR

Selector Special

Dear Sir, I have bought the ex-John Hawes Selector Special and unfortunately have no information on this car whatsoever.

I would be extremely grateful if anyone can let me have what information they may have on the car, so that I at least may be able to establish its identity. I have been told it has a Meadows engine and that these were first introduced in 1928, but even this information is rather vague.

L. GONCALVES,

13 Aberdare Gardens, N.W.6.

[Editor's Note—This particular car appeared on the front cover of the *Lagonda*, Autumn 1963.]

News from India

Dear Sir, Just a line to say that we will be home once more on September 10th for four months, which is a lovely thought.

The other piece of news is that we have found a 1930 Bentley Van der Plas and with, believe it or not, only 24,000 miles on the clock! She had been kept in store for 30 years in the Maharajah's stables and is in beautiful order with the exception of some pretty exciting electrical wiring which I have since renewed. I am sorry it could not have been a Lagonda but good cars are rare here although I have heard of an LG6 up on chocks in Mysore if anyone wants to make an offer!

TONY SPARROW,

Bangalore, S. India.

Lagonda Exports

Dear Sir, Members who have read my articles in the Magazine about the exporting desirable Lagondas abroad will be disturbed to learn that a M45R and V12R are currently being advertised in an American motor magazine. This is a very serious situation and the day would seem to be fast approaching when we will have no exotic Lagondas left in Britain at all. Can anything be done?

HERBERT SCHOFIELD,

Hollingworth, Cheshire.

[Editor's Note—Without wishing to take sides in this controversial subject it is pertinent to remember that the American Section of the club is held in high regard over here and through Bob Crane's indefatigable work there are some sixty enthusiastic club members in the States.]

"If you can't bear them—join them!"

Dear Sir. Poor Bernard's friend—how I feel for him! In any case, however, the boot is somewhat on the other foot. An innocent, wifely remark such as—"I am just going out to do the shopping"—calls for immediate action on my part if I do not wish to be incarcerated in a T*I*M*H H*R*LD. For if I am not there first I usually catch a fleeting, but enchanting, glimpse of the 16/80 wending its way down the drive under the pilotage of my wife making ambiguous hand signals with the dog sitting rather smugly in the back.

Initially, I inadvertently adopted a slightly insidious policy—magnetos barring the way to the oven, engine parts scattered in strategic spots for twisting ankles and barking shins. All this was borne with a dangerously silent patience and, on many occasions, I received willing assistance. I thought I was winning—I suppose I was in a way but I like driving the 16/80 too. My wife's comment on the subject: "If you can't beat them—join them!"

P.S. Our honeymoon chariot also was a 16/80!
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Weybridge, Devon.

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