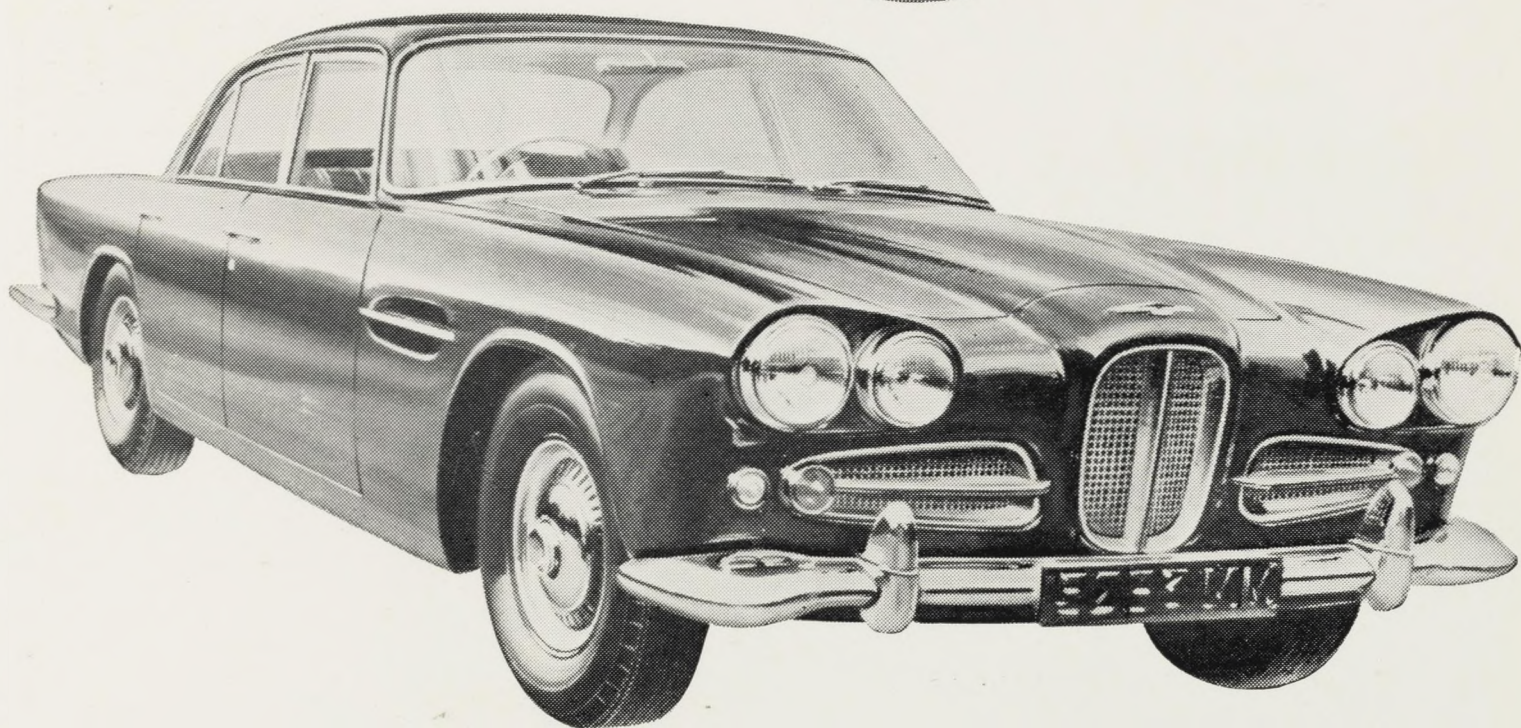




No. 50 Winter 64'5

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MAGAZINE

Issue No. 50

Winter 1964

PUBLISHED QUARTERLY

Editorial Committee:

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

M. H. WILBY

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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.

Cover design by Mike Gaber.

NEWS AND COMMENTS BY THE EDITOR

A milestone has been reached in that this issue marks the fiftieth appearance of "The Lagonda". During the years of its existence the magazine has been compiled by many different hands but despite these changes in the editorial team the contents of the magazine seem to have been consistently high in quality. Perhaps the layout and photographs have sometimes been of a lesser quality but in recent years the standard of production has risen steadily.

Now that we seem to have a settled team working on the magazine, production has consequently been easier and regular appearances of the magazine have been maintained. From comments recently received and indeed ACTUAL LETTERS OF PRAISE(!) we appear to be giving club members what they want in the way of a magazine.

However, ideas for new features are always welcomed as are the many excellent photographs and articles that have been contributed in the past issues. It is our intention to make each new magazine better than the last.

★ ★ ★ ★ ★

We hear from HENRY COATES and ROY PATERSON that the landlord of the "Half Moon" at Skidby has recently retired. Mr. George Duncan has been a popular and genial host and now that he has left the "Half Moon" the Hull Pub meet has moved amicably to fresh headquarters.

To mark the end of a seven-and-a-half-year-long association between Mr. Duncan and Lagonda members a presentation was made to him by the "regulars" in the shape of an inscribed tankard. A photograph appears on page 6 of this issue showing Henry Coates and Mr. Duncan at the time of the presentation. We all add our good wishes to theirs and hope Mr. Duncan has a long and happy retirement.

***The Committee and Editorial
team wish all Club members
at home and overseas
a happy motoring year
in 1965.***

***DON'T FORGET!
The Club Dinner Dance will
be held at the Osterley Hotel
on SATURDAY, FEBRUARY 6th.
Details from H. Gostling,
8 Ridgeway Road, Isleworth, Middx.***

NORTHERN NOTES by HERB SCHOFIELD

WINTER DRAWS IN AND THE EVENINGS ARE LONGER, but in an old garage somewhere in Oldham can be heard—grunts, sawing, curses, and all sorts of funny noises as the Hine/Schofield LG45 competition car slowly takes shape, to be ready in time for the 1965 season. A full report, which we hope will prove of interest to you will be included in a future issue of the magazine. Because of the pressure of this spare time occupation Northern Notes this time will be rather short.

Social Meeting—Newby Hall, Ripon. September 6th

A purely social gathering this, with the added attraction of a Concours d'Elegance. Newby Hall is set in lovely surroundings, and the Meeting attracted near 50 motor cars, proving conclusively that the majority of members prefer looking at Lagondas and talking about them rather than competing seriously.

The Northern Secretary and Bernard Raines, the organisers, noted that the general standard of Lagonda cars is steadily improving up North, and it is hoped that the concours, with the award of a trophy to be competed for annually, will in some small way help at least maintain, and maybe



"Yes Darling, the fog is getting thicker. Yes Darling, I am being careful. Yes Darling, it is late. Yes Darling, and cold. Yes Darling, I know I'm on the wrong side. Yes Darling, I am trying to find the way. Yes Darling, you did want us to use the Mini. Yes Darling, it has got a heater. Yes Darling, it would have been better in the fog. Yes Darling, and warmer. Yes Darling, I do wish we had used it. YES YOU WERE RIGHT! YES I DO NEED TO LOSE MY TEMPER!!"

improve this standard.

Sincere thanks to Brian Dearden-Briggs (V.S.C.C., Rapier Register, Austro-Daimler Register, Lagonda Club) and Frank Sowden (V.S.C.C., Bentley Drivers Club) for most ably judging the concours.

Lagonda Exports

My outpourings in recent issues of the magazine about exporting desirable Lagondas abroad has caused some considerable comment, verbally, but not yet in print. I agree with the Editor that the amount of work done by Mr. Crane on the Club's behalf in America must be considerable, and my comments have not intended to be a personal condemnation of his efforts, nor a broadside at our wealthy foreign friends for pinching our cars! I only wish to point out that I think too many of our exotic models are going out of the country—never to return. Unfortunately there does not appear to be any solution. We all like to make money, and the Americans in particular seem prepared to pay

very high prices, so whether *you* can resist making a big profit, in preference to a reasonable price in England depends I suppose on whether you are a businessman or an enthusiast. It is however a situation in which many of us will find ourselves during the next few years.

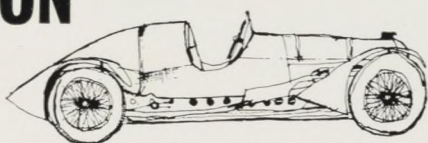
"Northern Cars and Faces"

If you have a good photograph (full plate) of yourself and car why not send it to the Northern Secretary for possible inclusion in a future issue of the magazine?

The next issue will be published in March. Members should send to the Editor contributions and photographs for publication as soon as possible and not later than the 10th February.

COMPETITION

NOTES



THE SUBJECT OF COMPETITIONS IS ONE THAT IS being much debated just now. What will the new regulations do to road rallies? Is enthusiasm swinging from the more serious type of event or to the lighter social one? Is enthusiasm dying altogether? One feels that the Competition Secretary has a job not unlike that of the Prime Minister in one respect (only one, thank heaven!) in that he is faced with the needs of various elements in the club; for example, the pot hunters and protest raisers, the picnickers and polishers, how to satisfy them and at the same time please the lunatic fringe who never dress up, and the socialites who never change out of their white collars? The self-styled Jim Clarke's, the Tom Trana's and the Pat Moss's—the drinkers, the bird-watchers, married, single, young and old—all pay their sub, and all want their pound of flesh.

With all these factors in mind, the Committee is taking a new look at the fixture list and is trying gradually to shape it to suit all tastes. Please be patient with us, or the Competition Secretary may be out of a job before the Prime Minister!

Several useful suggestions were made at the A.G.M. for the more social kind of event, such as more New Forest type picnics, protracted tours of stately homes and hostelrys in suitable motor cars, and even just social gatherings in some likely beauty spot where the children can gambol and the grown-ups natter. These are all very good ideas and could be organised by anybody who felt so inclined, with plenty of publicity through the News Letter. Those who wish to run an event are perfectly entitled to do so, but any proposals must be approved by the Committee before being carried out. R.A.C. regulations must at all times be observed, otherwise the club may easily lose its reputation, and even its licence.

On the whole, it's been a jolly good year, most of the time the sun has smiled upon us, the meetings have been well attended and the competitive spirit kept very much alive. Reports on the meetings held since the autumn magazine will

appear on other pages, but some comments are made here:

Brands Hatch Sprint, August 23rd

This event was run very successfully this year by the A.C.O.C. but was unfortunately grossly over subscribed by moderns. However, about a dozen Lagondas formed quite an interesting handicap, which was won by R. A. Robarts in his 4½-litre Special. A newcomer to our sprint meetings, this intrepid young man managed to beat the handicappers even after having his handicap re-adjusted at practice! (They only do it once!) Still, it's very nice to see this sort of thing happen now and again. David Dickson and Geoff Hibbert almost tied for second place. A splendid tea was arranged by Ron Gee afterwards at his home in Sidcup for all members moving towards London.

Firle Hill Climb, September 13th

Twelve good men and true arrived to do battle on this wonderful autumn day—does it never rain at Firle? Scratch man on the Lagonda handicap was R. D. A. Wills with his D.B. Rapide saloon who, the day before, made fastest time of the day at Brighton Speed Trials in the saloon car class. (That's the stuff, Bags of Lag-Flag-Wagging!) Robarts also ran here but the handicappers were ready for him this time. Many good times were put up among the faster cars, the three 2-litres of Jones, Gostling and Woollard presented an interesting study of still life, and the day was carried by Ron Kerridge in his black/green/blue Rapier Special. What a grand day out Firle always proves to be, both for entrant and spectator. Thanks once again to the B.D.C. for their very kind invitation.

Rapier Driving Tests, September 19th

This was the Register's first organised event, held at Brackley, on the same site as the Southern Driving Tests in May. About twenty cars took part, Jonathan Abson organised the meeting very well, and should get a larger entry next year. More Rapiers really should have supported this meeting, and it is hoped they will do so another time. Results are still somewhere in the pipeline between Edinburgh and Woburn Sands!

The November Rally was not held this year for a number of reasons. The main one being the anticipated new R.A.C. ruling on road rallies, which so far has not materialised. Subject to the new rules approving such a rally next year, it will

be run as in the past. Anyone who feels he has the flair to run this event in a suitable area should contact the Competition Secretary not later than April 1965!

V.S.C.C. Eastern Road Rally

Your reporter again took part in this excellent vintage rally, a run of 70 miles through charming Northamptonshire countryside at an average speed of 24 m.p.h. with 22 undisclosed checkpoints en route. Navigation by grid refs and spot heights and a very good timekeeper! Pateson, Nuttall and Lee also competed in a field of 60 starters. This is a very popular rally, not too strenuous and well worth entering.

This finally brings the competition year to a close, and all we now have to do is to add up the marks to find the trophy winners. Anyone who has not sent in their claim for marks will be marked on their efforts in club events only.

Now that the competition year finishes at the A.G.M. it gives everybody plenty of time to send in their claims by the end of November.

When you've read this magazine, don't drop off by the fire—drag yourself out to the garage and get the car ready for next Spring!

J.C.W.



JOTTINGS FROM SCOTLAND

WE TRIED TO BE COPY CATS AND START WITH A photograph but from the reactions of Scottish members consulted it would seem that one half feel that the magazine might fall into the hands of the Constabulary and the other half seem unaware that the Hitler War is over and that the Military Police are no longer interested in their whereabouts.

Surely one of the greatest assets that the Club has is the wide divergency of interests catered for by the label "Lagonda"—V12's with their Bentley-type association to 11·9's with their cycle-car leanings, this being also I suppose one of the Club's weaknesses. Whereas one can at a V.S.C.C. meeting readily identify the Bentley-type and the Frazer Nash fanatics turn out to be rather earnest types, the Lagonda type is "a faceless one", the thing being I suppose that with the vast permutation available there is somewhere a Lagonda to suit you. Mind you, 16/80, 2-litres and Rapiers were not popular when new in Scotland for very obvious reasons—paragraphs have been written by the ladies on how to dismount gracefully from the passenger's seat, volumes could be written by hairy-kneed Highlanders on the same topic regarding the driver's seat. These remarks are prompted by the appeal for competitors made at the A.G.M.

This is all getting away from the point which is to say that the season ends/begins in Scotland, depends on whether you drive for pleasure or merely to road test between overhauls of which there are an inordinate amount going on in Scotland, at least one decoke and a brake adjustment have been discussed in the writer's presence, they concerned Minis, but there you are. To round out the year we held a small treasure hunt cum social meeting ably won by James Crerar. We then ate a splendid meal followed by a lecture on types of whisky by that eminent authority, Alex Dick, who came with his wife. Alex curiously enough lives in a "dry" area and it was dry before he went there.

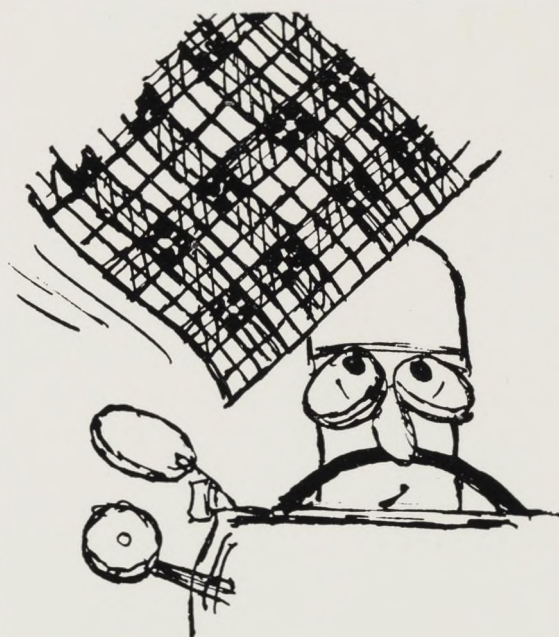
Approximately 10% of the Scottish members, after having seen their Bank Managers, travelled down to the A.G.M. and returned home with tales of having met a lower percentage of English members. It strikes me that a case can be made

out for holding the next A.G.M. on the esplanade at Stirling Castle. This suggestion may sound far-fetched but, when you realise that as much as 300 odd miles separate some of the Scottish members from the others, you may feel that it is not such a bad idea after all. This band of hardy adventurers came back with a great fund of stories and suitably impressed by the very high standard of the cars, many notes were taken and who knows maybe one day a Scottish car will figure in the list of the award winners.

And so we finish, wishing all those who read these notes all of the very best and a special vote of thanks to all those members who we saw during the year at Scottish events.

May your exhaust pipe never reek.

JIMMY CAIRNS



Henry Coates makes a presentation to George Duncan (see Editor's News).

Photo: Roy Paterson

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1964 A.G.M. REPORT

by **ARNOLD DAVEY**

THE CHAIRMAN'S ONE-MAN PUBLIC OPINION POLL not having shown any great hostility to Overstone Solarium, the A.G.M. was held there again this year and was much better attended than the last one. The new owners have spent a lot of time and money on the place and have brightened it up no end; even going so far as to install a "death ray" in the men's loo which thoroughly alarmed all those who had been to see "Gold-finger" recently.

The meeting was organised by Harry Gostling with his usual efficiency, in fact better than usual, because at last he managed to get the Concours entrants to park in class order which should have made the judge's job a little bit easier. Early arrivals saw the first stage of the popular new game "Musical Lagondas" when Charles Green arrived in James Crocker's old Rapide, closely followed by Ian Smith in Charles Green's 2-litre but I was unable to find who had Ian Smith's car.

The Concours

The Concours this year was divided into three classes, based on models and the old class of "previous winners" was abandoned. The judges were G. T. Preece and R. W. Kerridge and the results were as follows:

Overall Winner:

R. I. Last—3-litre.

Class I (2-litre, 16/80):

1st C. L. Schofield—14/60.

2nd W. F. Lakin-Smith—2-litre.

Class II (3-, 3½-, 4½-litre):

1st B. J. H. Martin—LG6.

2nd G. C. Thorneycroft—3½-litre.

Class III (V12 and DB):

1st J. H. Lancaster—DB3L.

Inevitably, everybody was so engrossed with peering under bonnets that the meeting was slow to assemble. It was opened by the Chairman who welcomed us and introduced our guest, Mr. Bamford, Sales Manager of Aston Martin Lagonda Ltd., whose magnificent DB5 drophead had been conspicuous in the car park. There were sixty-four Lagondas present, representing nearly every type but with more 2-litres than any other. James mentioned Arthur Fox's accident

and felt sure that the meeting would want to send him its best wishes for a speedy recovery. He explained why there was to be no November Handicap this year and transmitted Valerie May's apologies for not being present. Tony and Valerie are heavily engaged in moving house, which is difficult anyway, but when you add 'n' hundredweight of the Lagonda Club's bric-a-brac, one lorry will never be enough.

The Treasurer Reports

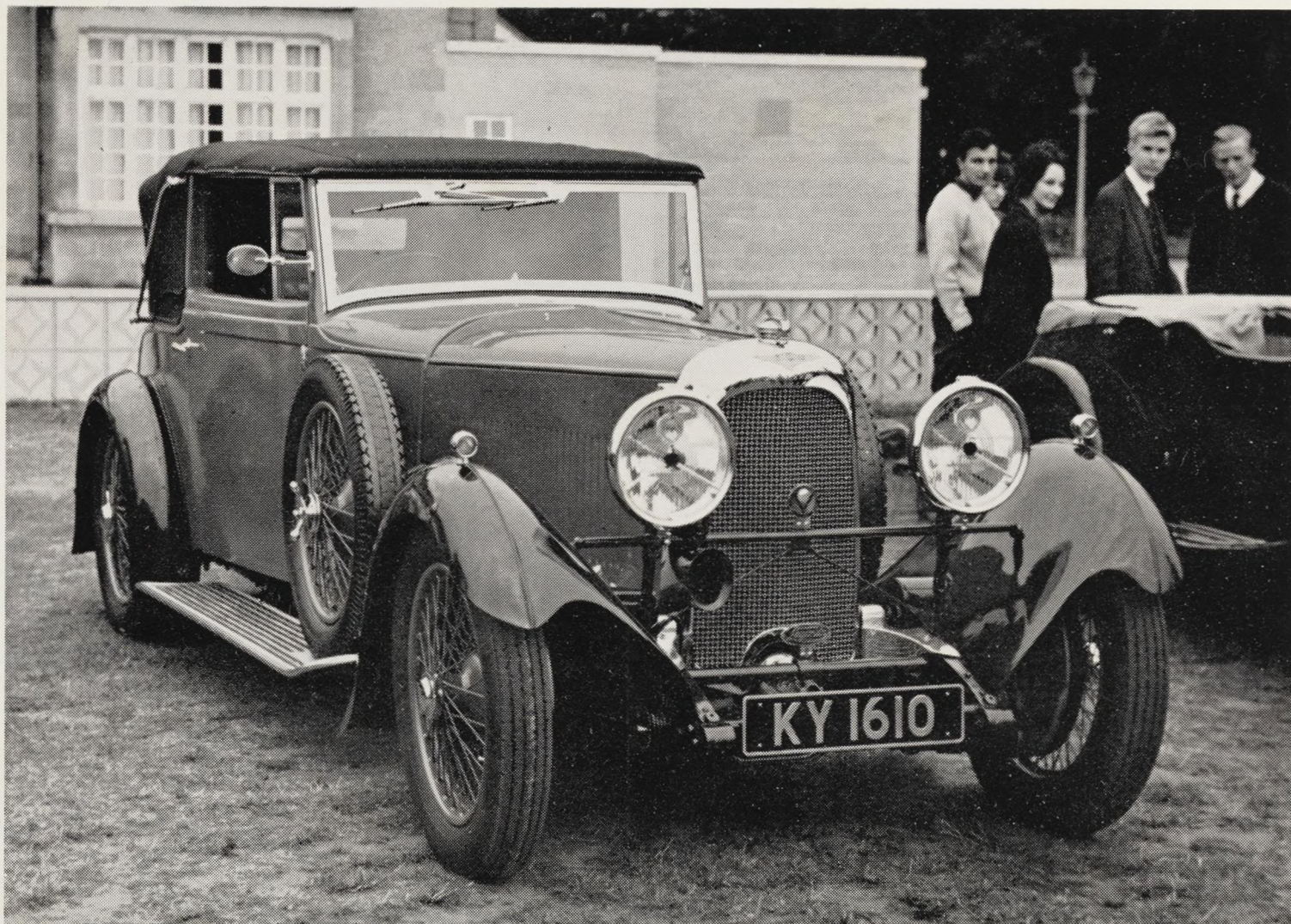
Peter Densham started his first Treasurer's report with an ultimatum: subs had better be paid promptly this year or the club would get in the red permanently. He followed the noble tradition of our Treasurers in refusing to attempt to explain the accounts, but did mention that the hundred pounds-worth of Premium Bonds which were bought last year had been put in James Crocker's name, as the club cannot hold them as a body. It is of course purely a coincidence that during the year he has held them, James has bought himself an 'R' type Bentley and his wife an Aston Martin.

Secretarial Report

Mike Wilby read Valerie May's Secretarial report in which she promised to continue as Secretary after her move to Eastbourne. Our numbers remain about the 850 mark, as always, but the adverts in *Motor Sport* about which there had been some adverse criticism, had proved surprisingly effective and it was proposed to continue them. Apparently no-one can remember from whom the Meadows engine catalogue was borrowed to take photostat copies, and as it was now necessary to get some more, Valerie asked for the loan of an original one to do this. Richard Hare is no longer in the Committee, but still does a lot of work behind the scenes, and he and Bob Crane in America were thanked for their help, as was Sherry Woollard for running the "book-stall" at the meeting.

The Competitive Year

In his Competition report James Woollard quickly ran over the year's programme and gave the number of competitors each event had attracted and the results. He explained that the November Handicap was not dead, only in abeyance, but its form may have to be changed when the new rally rules come into force. To



Concours Winner.

Photo: Arnold Davey

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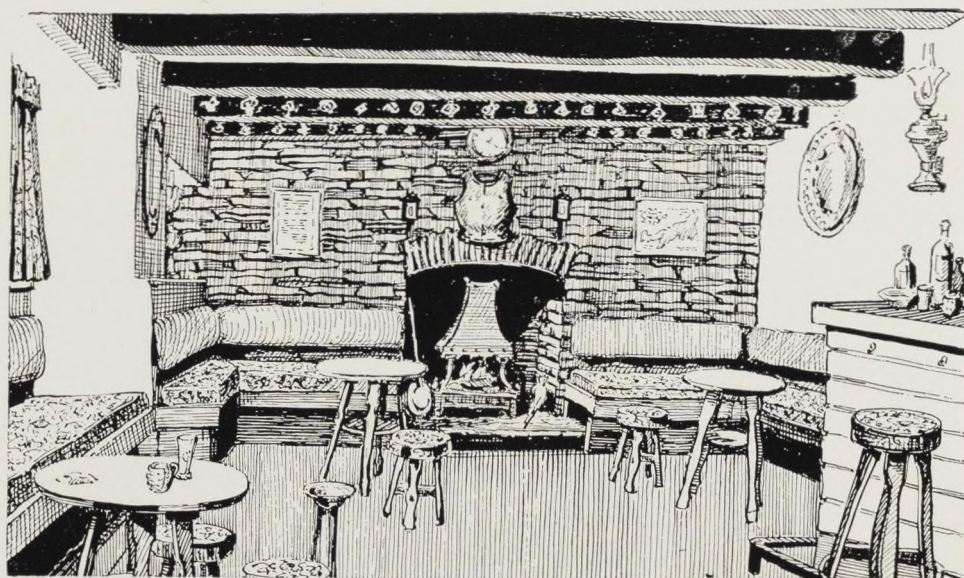
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show that the programme for next year was not already crystallised, he asked for suggestions for new events and this resulted in a considerable number of speakers from the body of the hall. Most of them wanted more social events of a non-competitive nature; picnics and the like. There was a proposal for an economy run (a Rapier owner, I'll be bound) and for a weekend club tour, which sounds rather attractive, if a bit difficult to organise. One exception to this trend was Ron Gee, who wanted to enter a club team in the six-hour relay that the Singer O.C. are proposing to run for non-FIA licence holders, but he got more shudders than takers.

Ivan Speaks

After all this demand for social events Ivan Forshaw said he felt sure that the next New Forest picnic would be absolutely overwhelmed with Lagondas. Ivan's address ranged far and wide as ever, but he remembered to fit in a survey of the spares position, saying that the club was now benefiting from the policy of buying up lots of cars when they were available cheaply. On the

subject of telephone calls he claimed to be the only member never to have watched a television programme right through.

The Committee

The last business of the meeting was the annual Committee reshuffle under Rule whatever-it-is. Retirements this year were Messrs. Westall, Green and Woollard. The latter two stood for, and gained, re-election. There were no items on the agenda for "any other business", and nobody could think of any quickly enough to stop James Crocker winding up the meeting in nice time to have tea and still get in some more under-bonnet peering before dark.

The Coach & Horses

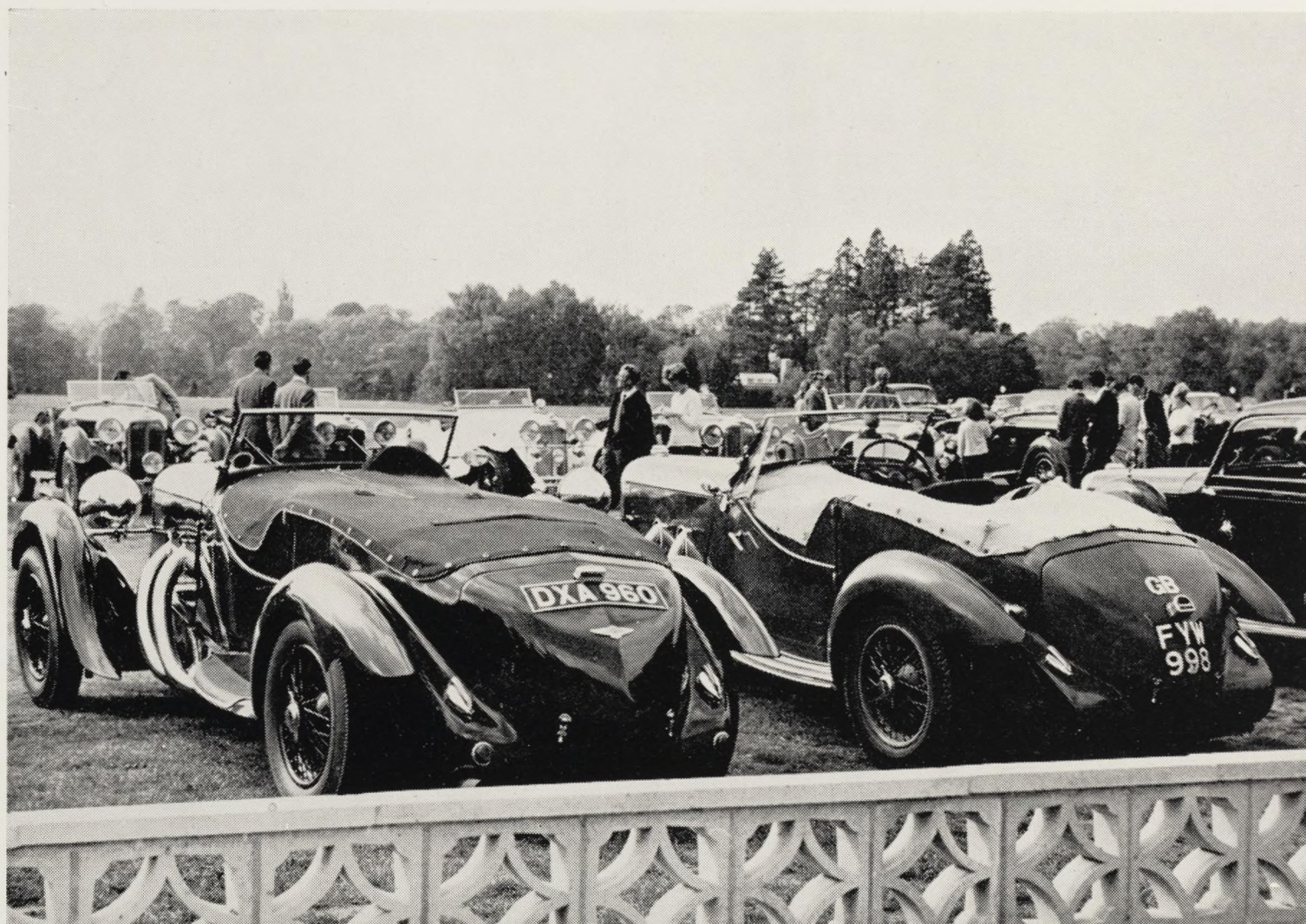
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Beers · Spirits · Wines · Snack Buffet

A trio of tailpieces.

Photo: Arnold Davey





Rapides at the A.G.M.

Photo: Arnold Davey

Rapide Rediscovered by Mark Walker

REGISTRATION NUMBER AT 1 WAS, IN 1939, attached to a particularly splendid Lagonda V12 Rapide, as can be seen from the cover photograph of the *Lagonda Magazine* for Summer 1956. The car was well known at the time in the East Riding of Yorkshire, and the number had been the first ever issued in Hull in about 1900, to a family well-known in the area who have kept it to this day, although they sold the car. The number now adorns a Standard, I believe; but then W. O. Bentley only drives a Morris 1000 now, in the Supermarket Age. And what of the Rapide? That is another story. . . .

When I was at school, my favourite book on cars was 'British Sports Cars' by Gregor Grant, which at least shows that I am younger than the car, if only just! I liked the book largely because there was a photograph in it of the most magni-

ficent car I had ever seen, a Lagonda Rapide, AT1. I knew little about Lagondas at the time, although the Lagonda Club was well-established, and before that my father had owned a Continental 2-litre between the wars. The same photograph appeared again in the *Lagonda Magazine*, with a caption stating that it was not known what became of the car. It did not appear in the 'Where are they now?' series, perhaps because the Editor thought that the Gods had become too fond of it, and had snatched it away from an undeserving world!

Some years after I left school, when Grant's book had been temporarily forgotten, I saw an advertisement in the local paper of a V12 for sale. I went into Guildford to the garage mentioned, and enquired. It is owned by two brothers who have since become great friends of mine; one of them did his apprenticeship at Lagondas when they were making the V12. I later learnt how he had been unofficially required to make many special V12 spanners for himself out of spring leaves. Also, as a car tester, he had driven V12's

at 100 m.p.h., taken his hands from the steering wheel, and applied the brakes hard, to check that the car would pull up in a straight line. He told me he had once unintentionally accelerated up to 30 m.p.h. in bottom with the handbrake on. The car stopped rather suddenly when he tried to change gear!

Yes, the brothers said, the car was still unsold although they had had about 15 enquiries, as the owner had rung up instructing them not to sell it after all. But would I like to look at it?

LPF158 sat in the garage, looking rather haughty. It was a black drophead, and as I gazed at it the brother from Lagondas remarked, "It's not the usual drophead body, it's smaller".

Its owner lived locally, and had bought it soon after the war. Apparently it was his wife who had persuaded him to keep it, perhaps unlike many Lagonda wives! He told me how he had bought it for £2,000, had it serviced only at Lagondas, and had done around 120 m.p.h. in it along the Portsmouth Road when he first got it. Eighteen months later he sold it to me, though whether with his wife's consent I never found out.

I went to collect the car one late afternoon in the jolly winter of 1962/63. Half an hour of shovelling away frozen snow revealed the garage doors, which opened unwillingly. Having replaced the batteries I started to pour warm water into the radiator in what seemed to be sub-zero surroundings. Day 1 ended as the water poured out cheerfully round my ankles, turning instantly to ice. Fitting a radiator tap that worked in Day 2 helped, although water still poured from a split hose. The engine, firing on about eight cylinders, got us home, but bore out reports that I had heard that the last owner had only had the chance to drive it about 200 miles in five years, and most of that in very short journeys.

A month and 100 hours work later the car was in quite good fettle again. With an almost completely reconditioned ignition system from Delco, new tyres, wiper motor and thermostat from Ivan Forshaw, oil from Castrol and beer from Friary Meux, it became something of its former self. Enough sludge came out of the oil filters to fill the bilges of the Queen Mary, when the filters could be persuaded to come out themselves! I see now what many mechanics mean when they say that lack of use, as well as lack of attention is so bad for a car. The first time I drove it with all 12 cylinders doing their bit I also understood what the foreman of the

garage felt when he said that he had never felt such power. Since then both Maurice Leo and Peter Hunt have assisted. No one could have been kinder than Mr. and Mrs. Leo. Once I went to see Maurice with a friend. "How do you find all these people with Lagondas?" enquired my naive friend of Maurice. Maurice looked at him with a withering glance and said, "I don't find them, they find me". He even managed to make the original Smiths Jackall system work again, although he confessed surprise himself. He also did other work on the car including a decoke, fitting all new exhaust valves, while I worked for my Finals at Oxford.

Now most of the work has been done. A tendency to oil plugs was a nuisance until after a number of unsuccessful experiments I found an electrical cure for 25s. which was lucky, as I did not want to disturb the bottom half of the engine to fit new rings. I would be pleased to pass on the name of the cure to anyone who has similar trouble. Oil control rings have been the Achilles' heel of many Lagondas, I think. Soon I hope to send the car to Hoopers for a respray worthy of the original paint. The rechroming is largely completed, the leather has been Connollised and a new hood has been fitted. All under-car woodwork has been creosoted, and the metal undersealed, and a host of other jobs have been done, many taking far longer than I had anticipated. The car had been resprayed black after the war, and when I stripped the paint from the window fillets, I found that they had been beautifully inlaid with pewter, having been covered up by some pharisee with a spray gun! The original carpets have not yet been replaced although they will have to be done shortly. I took a sample from them to a shop specialising in domestic carpets to look for new material of a similar colour, and gave it to the manager, who examined it under a light and said, "This is an extraordinarily fine quality piece of Wilton", as he inspected my 24-year old moth-eaten two-inch square, "we can't get anything like that nowadays". He boggled slightly when I told him that it had come from a motor car, but was not surprised to learn that it had lasted so long.

The car had a new Sanction 2 engine fitted after the war, and this has only done about 28,000 miles, although the rest of the car must have done 70,000. The Sanction 2 engine is quite similar to the Sanction 1, except in a few detail modifications including valve stem length and a more accessible

oil filler cap. The replacement engine has four carburettors, and may be one of those specially developed for the Admiralty for use in Boom boats during the war. These developed around 220 b.h.p. instead of the usual 180 b.h.p. of the standard engine, according to W. O. Bentley. The Admiralty ordered 50, and those that were not used were returned to Lagondas and installed in cars, where the exhaust systems would have brought the power down a bit. I found this out recently; it puts paid to my hope of finding lots of new cocooned V12 engines still hidden in some dark corner of the Navy Stockpile!

The original V12 Rapides did not necessarily have more powerful engines by the way; this was to individual specification, and the designation 'Rapide' referred only to the shorter 2-3 seater body with the 4.25 axle ratio, finished either as a drophead or tourer. It is of course considerably lighter than the standard drophead, giving more b.h.p. per ton. Unfortunately it is not possible to say exactly how many Rapides were made, although the figure 24 has sometimes been quoted. The reason for this is that the body style was not always entered on the Factory Record Card, and many chassis were sent to coachbuilders such as

James Young to have special bodies fitted, which were often similar to the Rapide. Lagonda bodies were outstandingly good, the equal at least of the top coachbuilders and have lasted as well as, if not better than, anything fitted to chassis from Crewe of similar age.

I have found original evidence of at least twenty V12 Rapides, and a further number of LG6 Rapides, which look the same from outside except for one fewer exhaust pipe. The Club has fourteen V12 Rapides, but there must be more in England, at any rate, whose owners are not members.

Many celebrities bought V12's before the war; John Wayne had a V12 Rapide, and several others started life in the U.S.A., although some have been exported recently. It would be very sad if the few remaining were all to leave England, although of course if one has to sell a Rapide it is better for it to go to a really good home in the U.S.A. than to an indifferent one here. Other owners who had new V12's included the Duke of Marlborough, Sir Ralph Richardson and several Maharajahs. One of these specified two separate sets of sidelights, one set to be blue, the other red, on a special Gurney Nutting body. I have never

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found out what they were for, but it certainly makes for fascinating speculation!

Each car had an individual Factory Record Card, and I have recently come across mine. It gives the detail even down to the name of the man who made the original hood and the special requirements of the purchaser, including a stainless steel dashboard. The card also gives details of all work carried out on the car later on, continuing up to the time when Davis retired. All changes of ownership are recorded, and it was interesting to find that the car had been owned by Dick Watney, then Managing Director of Lagondas, and later by Lord Selsdon, who drove a Le Mans V12 to 4th place in 1939. (This is the only one of the two to survive today; but I hear that there may be plans in the U.S.A. to rebuild the other.) During the war, when production had stopped, two offers of over £4,000 were made for my car. This shows how popular the Rapide had become, as £4,000 then is about £12,000 now!

But the item of information that fascinated me most on the card was a small insertion dated July 4th, 1946, which read: 'Car sold. Remove number plates AT1 and fit LPF158'.

I would be more than delighted to hear from anyone else with a V12 Rapide. It would be a great day for Lagondas if a tome on the lines of the Bugatti Book could be compiled, where such personal detail would be useful. For instance, what has happened to the aerodynamic V12 with the Lancefield coachwork? I would be only too pleased to try and assist in the production of the "Lagonda Livre"!

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: 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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SPRINT 1964

THE POPULARITY OF THIS EVENT WAS FURTHER confirmed this year when some 120 entries were received before the organisers called a halt. Not only did this number far exceed those allowed by the regulations but was more than could comfortably be coped with.

Unfortunately most of the members dithered about so long regarding their entry that they had to be turned away and only 11 were accepted which did not make a very brave show compared with former years. It also meant that the cars were spread about in various classes although there were enough 2- and 3-litres to provide a separate class. The Rapiers had to do battle with a Marendaz and an A.C.-engined Frazer-Nash which one might have thought should have been elsewhere. The 4½-litres took on Alvis Specials, Invictas, Aston Martin and A.C. and so were in for a tough time although Mike Wilby driving Bill Michael's 1936 team car should have had some advantage over the others.

It was this class that brought the first Lagondas onto the circuit and it was a pleasure to welcome Richard Robarts a very new newcomer in a very stark M45, and our old friend Geoff Hibbert in his newly completed M45 Special in place of his usual blown 2-litre.

Robarts had gone very well in practice, a fact that made those responsible for the Lagonda Club handicap retire to a quiet corner to redo their sums. He proceeded to go quicker and quicker in this his first competition and finally returned 2 min. 32.6 sec. with a flying lap at 1 min. 12.6 sec. which was most impressive for a near standard engine. Geoff Hibbert took things a little more quietly with his newly completed car but 2 min. 38.8 sec. should have left him well pleased.

David Dickson, naturally enough, found his standard M45 unable to cope with these times but pressed on with great determination and much screaming of tyres to record 2 min. 46.8 sec.

It was a great disappointment that Bill Michael was prevented by business from challenging the rapid Alvis Special of Tony Charnock but so that the car could be seen he very trustingly and sportingly gave Mike Wilby a drive. In spite of

being a bit strange to the car Mike gave Charnock a fair run for his money and made best Lagonda lap in 1 min. 10.6 sec. with a total time of 2 min. 26.6 sec., the Alvis fastest lap being 1 min. 10.2 sec. with a total of 2 min. 24.2 sec.

The Rapiers showed their usual good road holding and braking but couldn't do much against the Nash with a weight of about 13 cwt. and 2-litres of engine. Ron Kerridge's pretty little lowered and lightened car was as always neatly and quickly driven to record a time 0.2 sec. quicker than David Dickson's 4½, so honour was really satisfied.

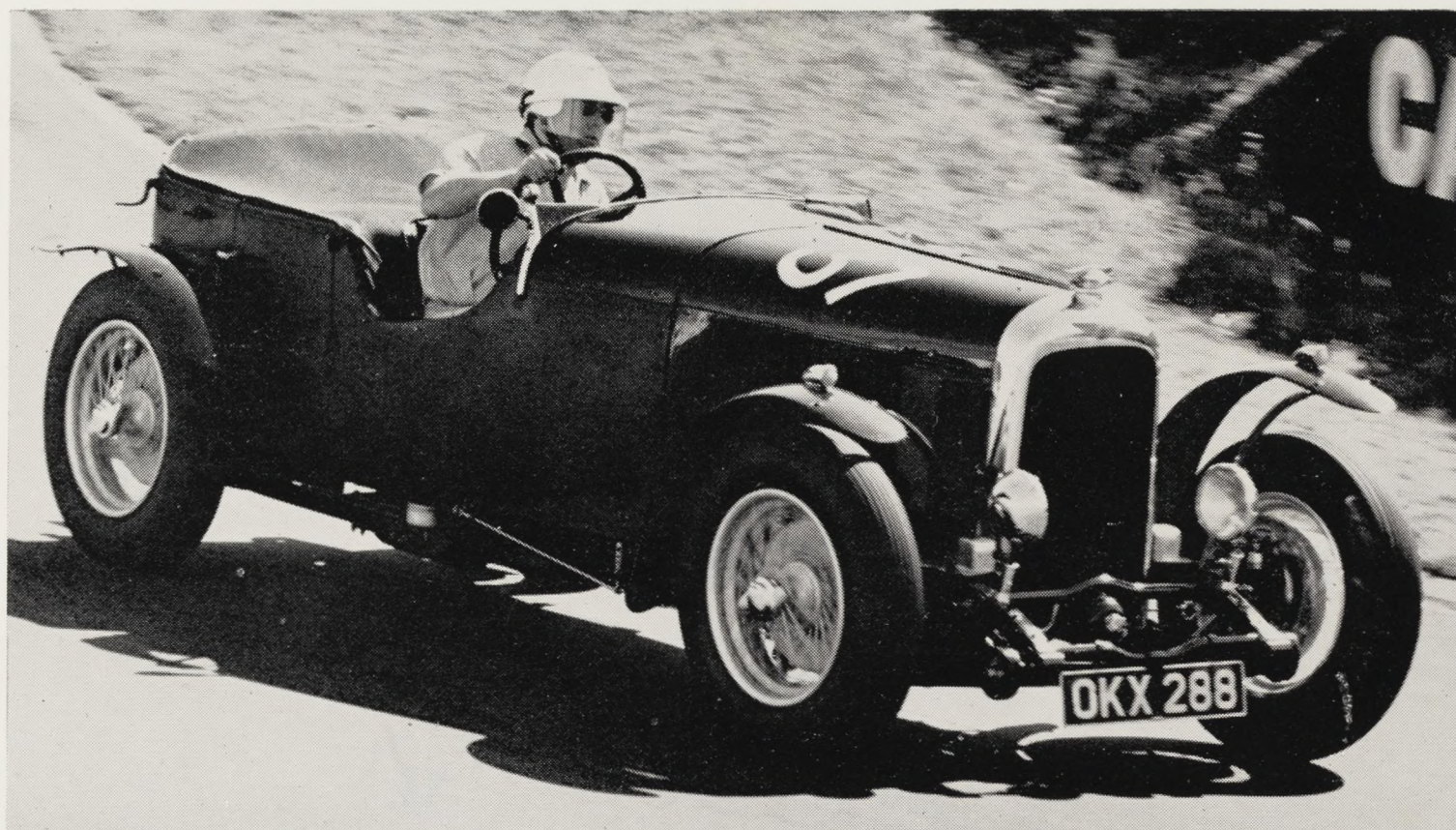
The class for 2- and 3-litres was naturally somewhat dominated by Maurice Leo in his very well-prepared and turned-out blown 2-litre. He drove with his usual skill and lack of fuss (but not noise!) to return 2 min. 39.4 sec. with a best flying lap of 1 min. 17.4 sec. The poor man's Fangio in the guise of Ron Gee did the best he could in his 16/80 but soon came to the conclusion that going backwards all the way from Paddock to Druids really slows one down. (*All the way? —Mate! Ed.*) Chris Lee and Jeff Clark took it in turns to row acres of 3-litre saloon round and then spent the remainder of the afternoon arguing who was driving at the time the oil pressure went all odd—they are still good friends. Harry Gostling has the art of always enjoying himself and this time he did so in his new 'Continental' which possibly explains why he didn't press on quite so hard as usual. John King produced a L/C 2-litre in even more immaculate condition to bring this class and the Lagonda entries to a close.

When all the sums had been done it was a pleasure to see that in spite of a severe re-handicap Robarts still carried off the handicap with Geoff Hibbert and David Dickson equal second a mere 0.2 sec. behind. Ron Kerridge also re-handicapped was fourth just 2 sec. further back. A very close fight indeed.

Congratulations to all the competitors for carrying the flag and special words of thanks to Richard Hare, Arnold Davey and James and Sherry Woollard who kept the whole meeting going by running race control all day.

On a personal note, how nice it was of Ron Gee's parents to provide tea and food for all the hungry, dirty, car-talking people who descended on them after the meeting.

M.H.W.



A fine study of Maurice Leo descending Druids.

Photo: Jeremy Mason



Lined-up at Brands, with some good advice to the Army in the background. *Left to right: Mike Wilby—LG45R, Ron Kerridge—Rapier, Alan Blunt—AC, Harry Gostling—2-litre.*

Photo: Jeremy Mason



Is it time to go home yet? (Geoff Hibbert's Patient Dog).

Photo: Jeremy Mason

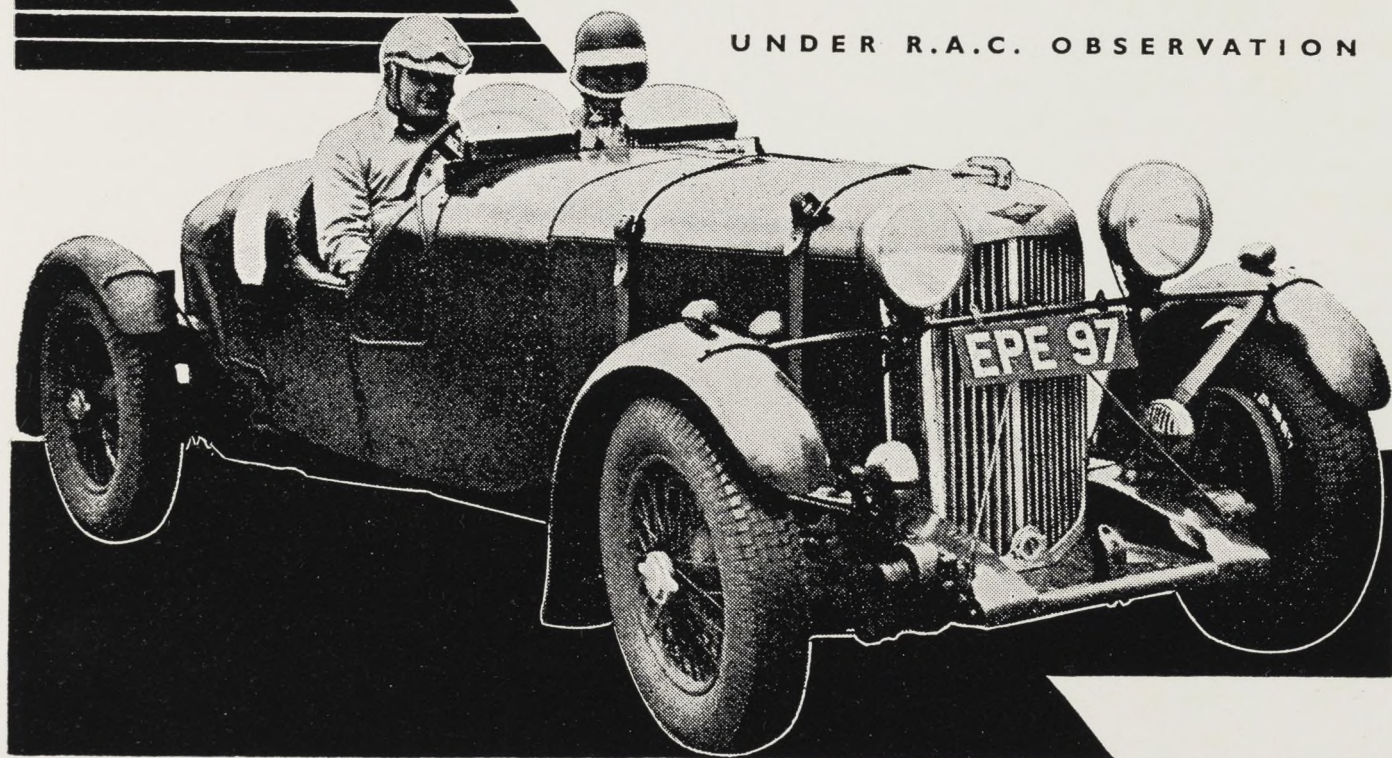


2 litre on the grid at Brands. Driver G. W. King.

Photo: Jeremy Mason

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UNDER R.A.C. OBSERVATION



U S I N G

Entered by Mr. Fox, of Fox & Nicholl, and driven by Mr. Alan Hess, this 4½ litre SPORTS LAGONDA, carrying touring equipment such as lamps, wings, number plates, etc., covered 104.44 miles in one hour under R.A.C. observation on Brooklands.

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WHERE ARE THEY NOW? No. 7

(being the last in the present series)

THE words "4½-litre Sports Lagonda" seem a very vague introduction to any advertisement by a motor manufacturer about one of their models so it comes as no surprise to see that whilst this advertisement which appeared in *The Motor* in 1937 proclaimed a fine Lagonda achievement, it made clear that it was carried out using "Castrol"—not all the 4½ gallons in the sump it is hoped.

Back in the late 1930's as has been recalled earlier in this series, one hundred miles in the hour was still quite something for a production car and to be able to do so afforded useful publicity. Earlier in 1937 A.F.N. Ltd. who imported that fine motor car the type 328 B.M.W. set the ball rolling by covering something over 102 miles in such a model, and from this followed the run by the LG45R shown.

This particular car was one of two built for the 1936 24-hour race at Le Mans but apart from the lighter body, a modified exhaust system, higher rear axle ratio and minor detailed improvements it was a standard Rapide. By the time the autumn of 1937 came round it had had plenty of exercise. Although the 1936 Le Mans did not take place, the car ran in stripped form in the 500 miles race at Brooklands and aided by huge rear wheels and tyres which looked as if they had come from an aeroplane romped home in third place at a rousing average of 113 miles an hour. It had also won its class in the Spa 24-hour race and finished in the TT, and in the following year ran at Le Mans and in the TT again (this time at Donnington Park) so was considered nicely run in and capable of being driven for one hour non-stop.

Needless to say in all these events the car was entered and prepared by our President, Arthur Fox, and he again supervised this run, so technically it was not a works attempt. Alan Hess, a sporting motorist cum journalist, presumably drove the car as thus the field of publicity was much extended and one can only hope he enjoyed being pounded about by the many bumps of Brooklands on a wet and windy October day. The car was driven to and from the track from the garage of Fox & Nicholl on the Kingston By-pass at Tolworth and after its many earlier adventures must have taken such a gentle day's run in its stride.

A great car and truly a sports car giving quite a lot of comfort if not much luggage space but nevertheless an admirable car to use on the road. Incidentally the doors which look a bit of an afterthought were hastily cut in to meet the regulations for the 1937 TT and had not been necessary the year before when the body was built.

Has EPE97 quietly rested on its laurels since those far off days, has it retired quietly into the country for a well earned rest? Not a bit of it—true it rests in the country at Beaconsfield but since motor sport restarted after the war it has been most active indeed, firstly in the hands of Joe Goodhew who lowered and shortened it, and then Bill Michael who still owns this historic car and drives it with great determination when business permits.

Happily also the sister car is still with us and in original form residing with its owner Lord Dunleath in Northern Ireland.

M.H.W.

The advertisement opposite first appeared in *The Motor*, October 19th, 1937, and is reproduced here by kind permission of the Editor of that journal.

THE LAGONDA LG45 RAPIDE

Vivid Acceleration, High Cruising Speeds and Silent Comfortable Travel are features of this Striking 4½-litre Car

THE ANNOUNCEMENT OF A 4½-LITRE LAGONDA AT the end of 1933 was an event which brought real satisfaction to the large-car enthusiasts and the new Rapide, which made its bow to the public in such striking fashion at the 1934 T.T., when three of these cars finished fourth, fifth and eighth, and carried off the Team Prize, marks a further step in safe high-speed travel. The Rapide differs from the earlier model, which is still retained, in having a high-compression engine modified to withstand the extra power developed, a specially strengthened chassis six inches shorter than its prototype, and Girling mechanical brakes. These alterations have still further improved handling and performance, making the Rapide the equal of any unsupercharged sports car, British or Continental on the road today.

We tested one of these cars for a distance of 500 miles over a variety of conditions varying from the densest London traffic to wide and deserted roads in the West Country, and found that its high all-out speed and acceleration has not been obtained at the expense of flexibility and smooth running. Only on the open road, of course, can it come to its own, and then sweeping along at 70 to 80 m.p.h., behind the shapely bonnet with the wind rushing past and the ghost of a low-pitched exhaust note in one's ears, the driver really feels the full satisfaction of driving a car that is a thoroughbred. At 85 m.p.h. the engine speed is under 3,000 r.p.m., and if roads permit the car can be kept at this speed indefinitely, without giving the impression of being forced, while an effortless 70 can be maintained on half throttle or less.

Where the roads are winding or hilly, the natural instinct is to drop into third gear, which permits a maximum of 80 m.p.h. With third engaged the car can be hurled along in difficult country in the most satisfying way, and only by glancing at the speedometer can one realise how fast the bends and corners are being taken. Unlike a previous generation of fast cars the

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Lagonda shows no tendency to "hop" when put fast into a corner, and makes no bones about road-holding on adverse cambers, while the adoption of a wheelbase six inches shorter than that of the Long Chassis makes one forget that the car one is handling is one of the largest on the English market.

While on the subject of cornering, some mention must be made of the type of steering fitted. It was particularly high geared, requiring only 1½ turns to swing the front wheels from lock to lock. There is a strong caster action too, and the car holds its course perfectly on straight roads with the minimum of effort on the part of the driver, and only a slight movement is needed when taking fast bends. On the other hand a good deal of effort is needed when taking sharp corners, and especially when manoeuvring at low speeds.

With this type of steering we should have preferred a larger steering wheel and more cut-away at the side of the body, though there is also the question of weather protection to be considered. Alternatively the lower-geared steering

fitted to the long-chassis model may be substituted, and this would probably be preferred by those who used their car in town and country as well, leaving the high-g geared type for owners who prefer the quick movement undoubtedly welcome when the car is to be used for competition purposes.

With the institution of 30 m.p.h. limits in all parts of Great Britain, smooth running at low speeds is a matter of considerable importance. The Lagonda showed itself excellent in this respect and sailed along without a murmur through the built-up areas, giving foot passengers and cyclists a much better chance of admiring the lines of the car than they would have had in the days when one could use one's discretion when passing through such places. 30 m.p.h. by no means represents the minimum on top, 15 and even 12 m.p.h. being possible, though naturally a change of gear was called for when getting way from the latter speed.

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	...	...	...	Out of print
"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.

Most magazines back to No. 31 are available at 2s. 6d. each.

It goes without saying that these built-up areas when they form a large proportion of the route to be negotiated made a great difference to the average speed obtainable on the normal car as compared with those one found possible before the limit came into operation, but this latest product of the Staines factory does much to restore the status quo. Every time a de-restricting sign comes into sight, the driver only need drop into third and wait until he has crossed the invisible "starting line," and then tread on the accelerator. The car gets away in a really striking manner and the driver finds his speed restored to 75 m.p.h. with the minimum of fuss and within a quarter of a mile of the black and white disc. It must be a very heavily restricted route on which the Lagonda will not average 40 m.p.h., 50 m.p.h. is normal on good main roads, while on open, deserted, but by no means straight roads we attained the very unusual "moyenne" of sixty miles an hour.

Brief Specification

Engine: 6-cylinders, bore 88.5 mm., stroke 120.64 mm., capacity 4,467 c.c. R.A.C. Rating 29.13 h.p. Push rod operated overhead valves. Two S.U. carburettors. Dual ignition coil and magneto.

Gearbox: 4 speeds and reverse, with free wheel. Constant mesh, third gear. Ratios 3.3, 4.2, 6.6, and 10.3 to 1.

Brakes: Girling mechanical.

Suspension: Half-elliptic springs.

Dimensions: Wheelbase 10 ft. 3 in.

Track: 4 ft. 10 in.

Dimensions: Wheelbase, 10 ft. 3 in., Track, 4 ft. 10 in., Weight with four-seater sports body, 32 cwt.

Price: £1,000.

One of the finest features of the car are the Girling brakes, which allow one to maintain the highest average speeds with confidence and perfect safety. Light enough in action for easy operation under normal conditions, a full pressure on the pedal brings terrific stopping power into play. One occasion which we remember vividly was when driving at considerable speed at night-time with heavy rain beating down and very considerably cutting down our range of vision. Suddenly we sighted a level-crossing gate, the only warning

of which was a dim red lamp and that obscured until the Lagonda was almost upon it, by a stationary car. We had no hesitation in applying the brakes with full force, and found we pulled up safely and with an ample margin, without locking the wheels or deviating from the straight. From 40 m.p.h. the car can be brought to rest on dry roads in 52 feet, a figure which gives some idea of the efficiency of the brakes.

The maximum speed on the indirect gears is respectively 32, 55 and 85 m.p.h., with an engine speed of 4,000 r.p.m., while on top, the engine is only doing 3,200 r.p.m. at ninety, which should ensure a long life and an ample margin for those long and tempting 110 m.p.h. slopes one occasionally finds on the Continent.

The gearbox is light to handle, with a short lever under the right hand, but the change down into second needs to be accurately judged to avoid making a noise. First and second gears are closer than one usually finds, making it possible to get away promptly from low speeds, second to third is slower, with third to top close again, and the changes can be speeded up still further by using the clutch stop. Third is completely silent and the other two gears hardly audible. The clutch is light in action, and a free-wheel is fitted.

The engine is dead smooth up to 3,500 r.p.m., and only slightly less so up to its maximum, though thanks to the fine torque low down one seldom needs to take it to the limit. A small amount of tappet noise can be heard when ticking over or running below 20 m.p.h. on top, but disappears at higher speeds. The engine is flexible, picks up smoothly without flat-spots and in fact shows none of the faults one associates with smaller engines tuned to give high power-output, while it revs up with commendable speed when a rapid change-down is required.

As will be seen from the chart, the car displays really striking acceleration, but unfortunately we were unable to determine the all-out speed, as the sparking plugs fitted would not withstand full throttle for long periods. On Brooklands we achieved a timed speed of 94 m.p.h., before pre-ignition set in and we are informed by the makers that this particular car has previously been timed at 98 under unfavourable weather conditions, and the elusive hundred should be possible with everything functioning correctly.

These figures were established with the wind-screen folded down, which allowed us to try out the detachable aero screens supplied with the car;

these proved extremely effective. With the wind-screen raised the car will still do over 90 on the level, no small achievement in view of the fairly high radiator and the very ample mudguarding. A good point is that the whole of the off-side and the top of the near-side mudguard can be seen from the driver's seat.

The body fitted to the Rapide is as handsome as it is practical, and a high standard of finish is reached both in the paintwork, and the upholstery. The car we tested was finished with silver-grey, a special cellulose paint with a metallic lustre being used and contrasted effectively with the light blue of the hood. The hood stows neatly and without complication into a well at the rear of the body, where it is secured by a close fitting cover, and the tonneau cover is held stiff and free from wrinkles by elastic bands sewn to the underside. The side curtains are secured against rattle and chafing in large pockets in the front doors and are quickly reached by undoing two clips and a pair of zip fasteners. The all-weather equipment is really efficient and gives complete protection against rain and draughts.

Text illustrations by David Gordon

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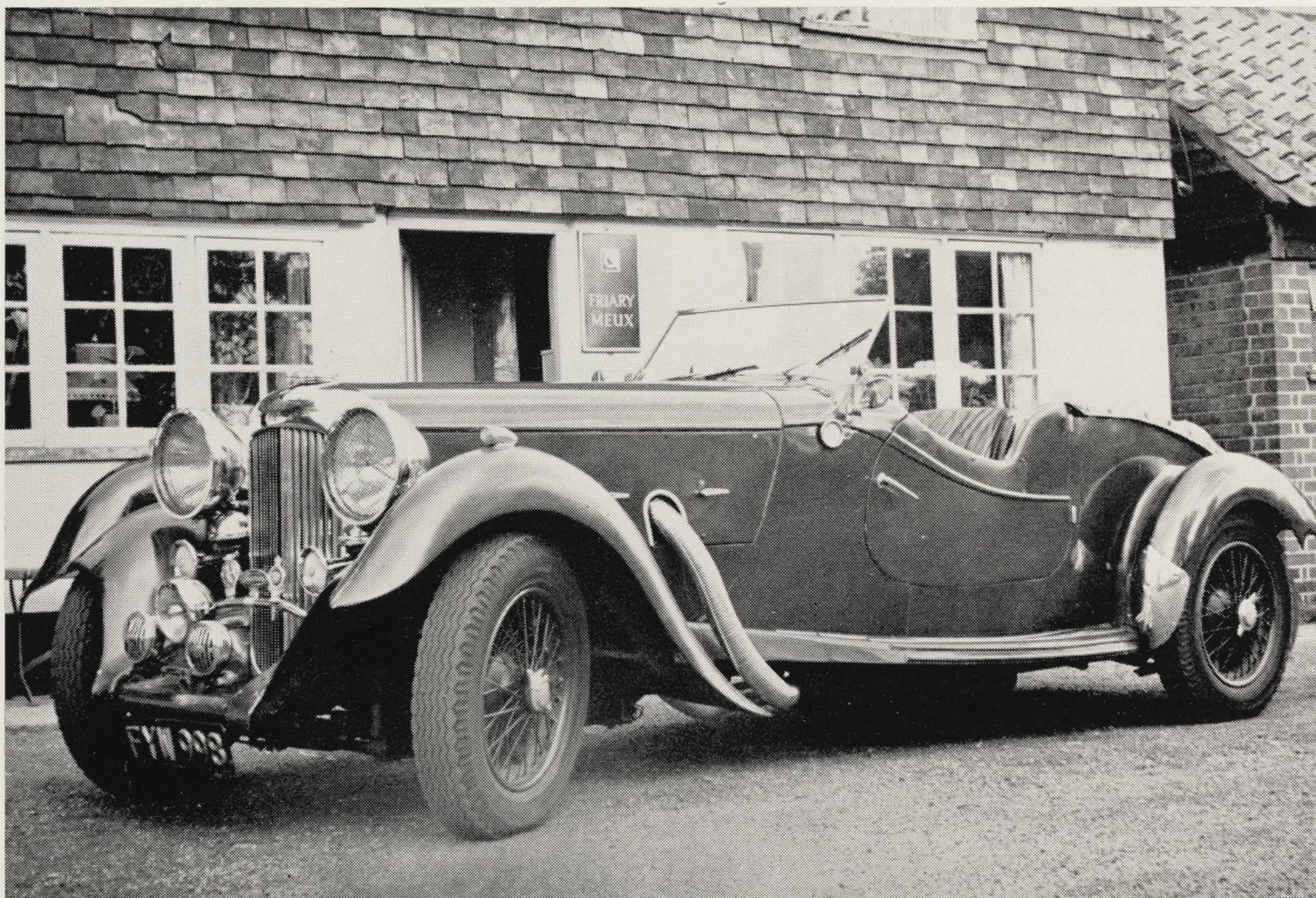
The front seats have pneumatic cushions and squabs and give the comfort and support one expects from a car costing £1,000. Those at the back seem more limited as regards space, but actually there is ample room for two six-foot passengers owing to the cunningly designed foot wells.

There is at least six inches of head room with the hood erected and all those who occupied the back seats during the course of our test were agreeably surprised by the steadiness and easy riding in this position.

The spare wheel on the car we tested was stowed in a special locker under the petrol tank, while the top part of the sloping rear panel swings down to form a luggage platform. On

a chromidium cylinder block and head and an aluminium crankcase. Push-rod overhead valves are used with the usual set-screws and lock-nuts for adjusting the clearances, while the oil filter is fitted to the top of the cover and provided with a filter. Two S.U. carburetters are used, with a double electric petrol pump, and a two-way tap which allows the last 4 gallons to be drawn from the 20 gallon rear tank.

The petrol consumption over the whole of our strenuous test was about $12\frac{1}{2}$ miles per gallon. Esso Ethyl may be used for ordinary running but the ignition lever has to be used freely at low speeds to avoid pinking. We found Cleveland Discol very satisfactory in this respect but consider that for maximum performance a small



A fine example of a LG45 Tourer owned by H. D. Raincock.

Photo: K. R. Hughes

another type of body design the wheel is attached to the outside of the rear panel which then swings to reveal a locker capable of taking two or three suitcases.

Turning now to the chassis specification, the engine is a special $4\frac{1}{2}$ -litre, 6-cylinder engine made by Meadows for the Lagonda Company, and has

proportion of neat benzol should be added to the fuel.

Two sets of plugs are used, those on the offside being fired by a Scintilla magneto while a coil is used on the other side. This system of dual ignition in conjunction with a Kigass primer ensures a certain start under all conditions.

A water pump is fitted on the off-side of the engine and a fan is also supplied though this was disconnected during our test. Thermostatically controlled radiator shutters are a good feature and we found that the engine warmed up within two or three minutes of starting.

The crank-shaft is carried in four main bearings, and this, the tappets, and all other engine parts are force-fed. Three gallons of oil are carried in the ribbed sump, and an edge-type oil filter is used.

The clutch is of the single-disc dry type, and the four-speed gearbox embodies helical pinions for the constant mesh and silent-third gears, and all gears are ground.

Behind the gearbox comes the free-wheel, which is locked at will by a lever between the two front seats, then an open propellor shaft with two universal joints, driving the back axle with its spiral bevel gears.

The chassis is a sturdy structure with channel section side-members and swept over the back axle. It is braced by tubular cross-members, two particularly stout ones being placed in the centre part of the chassis. The underslung springs are half-elliptics with shackles at the rear ends, and hydraulic and telecontrol adjustable friction shock-absorbers are fitted to the two axles. The spring shackles and other chassis parts are lubricated from a set of grouped nipples on either side of the engine.

The massive 16-in. brake drums are heavily ribbed and cadmium plated and this same finish is used for the springs. The brake mechanism is of the Girling type, in which the whole system of operating rods is under tension. The shoes are expanded by wedges, giving the minimum of friction, the hand brake is fitted with a racing ratchet which flies off when the lever is pulled.

The 12-volt lighting system has compensated voltage control, and P.100 headlamps are fitted as standard, on the car we tried, the more streamlined Long Distance type were fitted, and gave a fine driving light which showed five to six telegraph poles on the main road. The dip and switch mechanism is controlled by a foot-switch placed within easy reach of the driver's left foot.

To the long-distance motorist who expects his car to stand up to prolonged spells of hard driving without losing its tune or calling for constant adjustments the Lagonda Rapide undoubtedly will make a strong appeal.

A high-geared car of this type would be a

special joy on the Continent, where the long straight roads call for a steady "75" without fuss, while the body lines could scarcely fail to excite admiration even amongst the critical inhabitants of the Cote d'Azur. Definitely a worthy member of the exclusive circle of luxury sports cars and a car one would be proud to own.

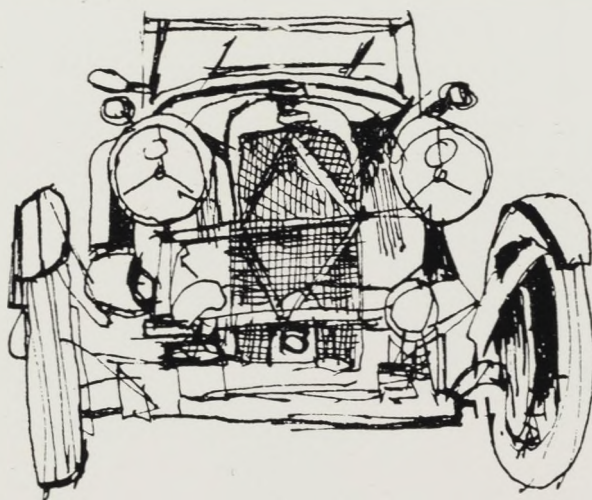
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Motorcycle and side-
car. Price 4/-



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 full colour in the latest "Matchbox" International Catalogue.



LESNEY PRODUCTS & CO. LTD.
Eastway, Hackney Wick,
London, E.9.

I'LL BE THE ORGANISER

TO RUN A CLUB SUCCESSFULLY AND TO KEEP THE members happy when the engine is not in pieces on the kitchen table, one must have motoring events for them to take part in so that the cars can be used enough to provide the excuse to take it to pieces again on the kitchen table.

We in the Lagonda Club have in recent years had hard working Competition Secretaries who have led the way in organising events, and to add to this good fortune we have the Area Secretaries and local members who willingly volunteer to be the organiser of a variety of events and so provide a full and interesting fixture list every year.

We are more than grateful to this hard working band who we know will continue with the good work, and to encourage others to join this happy throng we will explain how easy it all is.

Of course there is nothing to stop any small time tennis club or anyone else running a motoring event and nine times out of ten, apart from considerable annoyance caused to the Great British Public, no harm is done. On the odd occasion something goes wrong and a large legal action may result, and if there is no insurance cover the result is obvious.

The R.A.C. of course control all organised Motor Sport and through them clubs are registered to promote competitions in accordance with the rules laid down. These rules are framed to give protection to all who have any connection with a meeting.

One aspect that looms large is the question of insurance and for a great many of the events organised by a club this is covered by policies held by the R.A.C. which name a Registered Club and its officials as insured persons. This, of course, is a very happy state of affairs and saves a lot of worry on the part of any organiser BUT the conditions of the policies require inter alia:

- (1) All insured events must first be approved by the R.A.C. and where necessary a permit issued.
- (2) The insured club shall conform to all regulations and stipulations of the R.A.C.

The folly of an unregistered club running an event now becomes clear and equally so if a registered club does so *without approval by the R.A.C.*

The more serious events require individual approval of the governing body who make sure everything is in accordance with the General Competition Rules but for the milder type of event exemption is granted provided application is made prior to any announcement of the event. This is normally done by submitting the list of fixtures and the nature of the event before the start of every season. Therefore it is important that the event is exactly in accordance with the status shown and the following are some which could be included:

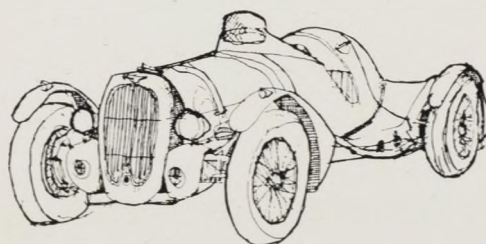
- (1) A touring rally or assembly as defined by G.C.R. No. 25(c) and in which there is no individual timing except for the purpose of preventing competitors from travelling too fast.
- (2) A gymkhana which is an event wholly within private grounds and in which no event or test is determined solely by the speed of the competing vehicle or the skill of the driver in controlling the vehicle, and in which there will be at least an equal number of untimed events or tests.
- (3) A treasure hunt in which participants are not required to travel more than 50 miles on a highway and in which no task or problem set is likely to inconvenience or offend any person not taking part in the event.

Each Area Secretary not only has a copy of the R.A.C. Motor Sport Year Book which sets out all the requirements of running a competition but he actually understands it, so whoever runs an event on behalf of the Club will they *please* give him the details so that if there are any questions of doubt, the Competition Secretary can be consulted.

The Committee are anxious that the fixture list will continue to be as varied and interesting as in the past, and will give all help and encouragement to anyone who will organise something for the members.

You will? Good, write in or phone the Competition Secretary at once.

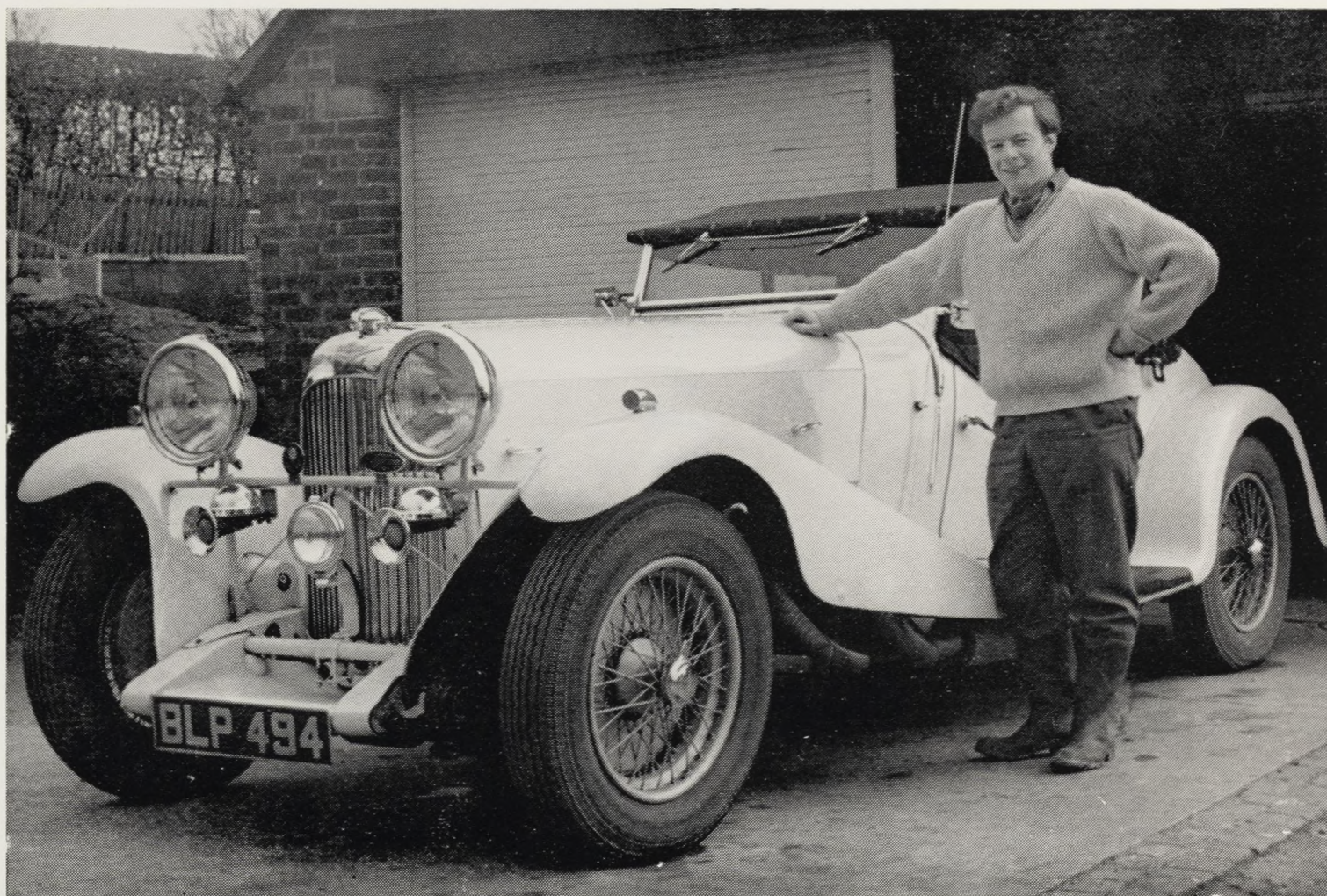
M.H.W.



NORTHERN CARS AND FACES

NO. 3

DAVID R. HINE



THIS time we feature a young man who only arrived in this world when his car, a 'Daz' white M45 tourer was already rather ancient!

It is surely a good thing for the vintage movement that despite the advances in automobile engineering, and vintage cars being no longer 'cheap transport', the younger generation which now forms a substantial part of our club, can appreciate and enjoy fine old motor cars, and indeed prefer them to modern sporting machinery.

David graduated to Lagondas via an old Ford and a couple of 3½-litre Bentleys. He wouldn't change his present model for any other type of Lagonda, and thinks the M45 has the bonnet strap and bathing helmet appeal of the great vintage sports-cars, with the power and speed of most moderns.

Sensible modifications in the form of LG45 'Rapide' type exhaust manifolds, and an LG45 engine have been carried out on the car.

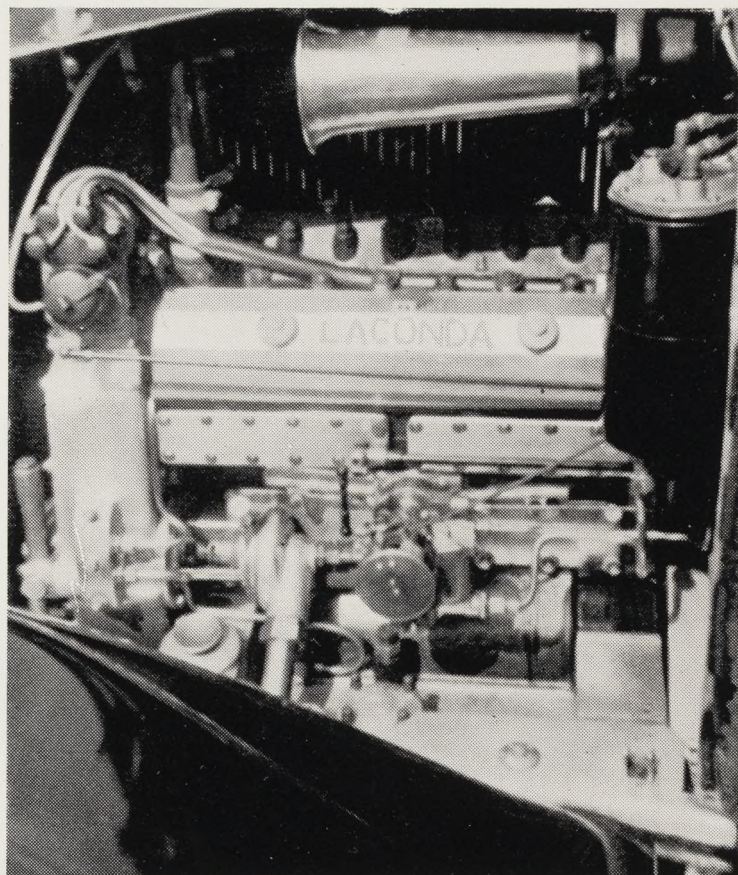
Photo: HERB SCHOFIELD.

LIFER

or the pride and joy of Gwen and Charles Schofield - a 1926 14/60

'THE OLD DUN CAR—SHE'S DUN FER NAR'. . . . WELL, in the first place LIFER is not a COW and, although nearly 40 years old, she is far from 'DUN FER'—as Members who attended the A.G.M. on that beautiful summer day September 27th, 1964 can vouch for. It was her first appearance at a Lagonda Club Concours where she received a flattering share of admiration. At times the 'drooling' made her quite damp—in the wrong places! The interest shown and the questions asked would have delighted the heart of any Stand Salesman at Earls Court. LIFER accepted this complimentary attention with the dignity of age and addressed herself to the Concours Judge, fully aware that he would certainly be more critical and probably not nearly as complimentary. She was acutely aware of her one departure from 'Original' condition—apart from fair wear and tear replacements—over the years. The Lynx-Eyed Judge gave one glance and promptly pronounced her gleaming aluminium and shapely Front Apron as neither conceived nor made by The 'Phenomenal' Men of Staines. In this connection LIFER would be very pleased to hear from any of her 1926/7 Stable Companions—now Resting or Out To Grass—who would care to pass on their front apron in any condition for a further 8 or 10 useful years of life! The Concours Judge was not her only ordeal. That other Good Judge of a Car—Ivan Forshaw—surveyed her in the most unusual places, eventually predicting a good expectation of life, even to the extent that LIFER would probably be rolling when 4.50 by 21's were NOT! The point—and good advice—were well taken and some rare tyres and a fairly hefty cheque are changing hands. We can only hope that our Grandson takes good care of 'em!

Not un-naturally—at nearly 40 years of age—LIFER does not go to work every day. She leaves that rust-producing chore to a skittish piece of tinware which basks in the reflected glory of the name 'Rapier'—but its Rootes are not in the Lagonda Camp. It must not be inferred from the foregoing that LIFER is a 'Pet' Car or perpetually groomed for Concours or Bovine Rallies only. Whilst she wisely takes The Western



The 2-litre engine.

Photo: Charles Schofield

Brothers' advice during the winter months, there is hardly a fine evening, half-day, week-end or holiday during April to September when she is not out and about visiting Rallies, Driving Tests and Meetings, on runs up to 200 miles as far apart as Yorkshire and the South Coast. (She is particularly fond of the Yorkshire runs because her Crew have taught her the Dialect!)

Some of the questions asked about LIFER at the A.G.M. were repeated so often that they may be worth answering, in general, for the benefit of those who could not attend, and for some of those who did attend—but have a memory like the Writer!

First some Figures—Laden Weight: 1½ tons. Turning Circle: Never had it on a Football Pitch so don't know. Consumption: Now back to original catalogue guarantee—28 m.p.g. Oil—Nil. Speed: Top Gear—comfortable at 5 or 45 m.p.h. Insurance: 'Plus 50%'. Non-Tariff Companies and Brokers seem terrified of the business! 4.50 by 21 Tyres—£10 each. Castrol R for back-axle—Double the price of ordinary oil. Best running temperature: 85°. Oil pressure: 30 lb. at 30 m.p.h. in top and 12 lb. idling, both Hot. Tappets: three thous, hot or cold—if you have a steady hand and a strong nerve! First Registered: January 11th, 1927. At LEAST eleven

owners in 38 years. Value: Well, our thanks are due to the Member at the A.G.M. whose Wealth can only have been equalled by his Judgement, when he offered to 'write a cheque on the bonnet' for £600. Thank you, Sir, but LIFER is not for sale, and if some of the Election Promises as regards Old Age Pensions are fulfilled—she never will be!

Now some answers to popular general questions. . . . They don't make 'em like that today! No, and they wouldn't sell many if they did! . . . What year is it? . . . 1964, Sir! Did you buy it NEW? . . . No, Junior, my SON did! . . . What happens when it rains? . . . You get her nicely pointed in her forward slide, at least 27 yards before the Traffic Lights! . . . Has it got Gate Change? . . . Depends whether you use the Gear Lever or the Barker Manual Headlight Dipper. . . . *Ad Infinitum.*

We left LIFER sat on the grass with her back to the A.G.M. in session, trying not to look at that neat little job which was trying its best to get its 'Previous Winner' ticket blown into such a position that LIFER would HAVE to see it. Then there was that other Desirable Conveyance in

whose crankcase one could see ones face. Come to think of it, the Judge had gone back to have a second look at HER. How goes the time?

When one is 40 and ones' comfortable concrete garage is 75 miles away in Cheltenham, one HAS to consider these things. Ah! Hand clapping, Boos and Cheers. . . . What's that? . . . "... 2-litre/16-80 Class. . . . The Old Brown Touring Car. . . !" I TOLD you that Judge knew his stuff! . . . Now for Home, or is The Crew on the beer again?

With Success and Fuel both going to her Head through that mysterious induction system, LIFER made light work of the run right over The Cotswolds in 2 hours 15 minutes—including two brief stops to count the nuts on the steel artillery wheels and to time the oil drips from crankcase to tarmac. (They should be 3 per minute—about the size of a Woman's Tear when she is really trying. . . . Formula NOT supplied by Ivan Forshaw!)

Oh! . . . Yes. . . . There WAS another Question. . . . Why LIFER? Well, after all, she IS a VERY Old Lag . . . isn't she?



The 14/60 at the 1964 A.G.M.

Photo: Arnold Davey



Kerridge and Gostling like the easy life at Brands.

Photo: Jeremy Mason



TWO FAMOUS TRYSTING-SPOTS.—George Du Maurier.

1888

Colonel Sir Talbot Ironsides (of the Scotch Blues) and young Reginald Strongi'th'arm (of the Life Guards Grey) are the two Finest Men in London, and as such are visible a long way off; so that, in crowded Ball-rooms, Young People have got into a way of making use of them, saying to each other, as the case may be—"Meet me at Sir Talbot for the Highland Schottische!" or "Be at Reggie Strongi'th'arm at a Quarter past Twelve, and I will come and take you down to Supper," &c., &c.—or see you by the Gostlings at the Osterley.

(Reprinted from Punch by kind permission)



LETTERS TO THE EDITOR

The Selector Special

Dear Sir—The “Special” relating to 3-litres that bothers M.H.W. means, I believe, that it is the speed model, as distinct from the normal touring 3-litre. The title “Special” ante-dates Selector, and has no connection. There were first 3-litres and 3-litre Specials, and in due course you could have either in Selector form. They were still “Selector” when fitted with Wilson type boxes. I hope the organiser of the Northern Rally reads this carefully!

In answer to L. Gonclaves, the Lagonda 3-litre owes nothing to Meadows. Along with the 2-litre, with which it has many features in common, the engine is regarded as Lagonda built—though it is doubtful if Lagondas had facilities for doing the whole job. Fairly diligent perusal of motoring documents of the time fails to disclose any tie up between the 3-litre Lagonda and any other make of car. This engine first appeared at the 1925 show as the 16-65 with bore of 65 mm and stroke of 120 mm. Bore was increased to 69, then for 1928 (1927 Show) the new 3-litre was there—very much the same but bore 72 mm. At the 1931 show the chassis was new—tapered in plan and with 16 in. cam brakes. (This chassis was used for M45 later) at the same time the bore became 75 mm and the Maybach box was offered in the

Selector models. The 3½-litre is a further enlargement of the same basic design to 80 mm, but with other mods. Meadows did do a 3-litre of about 72 by 120 in the late 1920's—the engine from which was developed the 4½-litre.

Incidentally, those who are inclined to apologise that later Lagondas have not a bearing between each throw, might have been interested in the V. and V. articles in which is described how Rolls Royce built a four bearing engine, similar in every other respect to their then best seven bearing engine, and got 500 further r.p.m. free of torsional vibration!

D. H. COATES,
Hill Farm, Swine, Nr. Hull.

Reprints of motoring articles

Dear Sir—I was recently browsing through some old *Autocars* and came across two items which will be of interest to some Club members. The first article was entitled “The Care and Maintenance of the 2-litre speed model” and appeared in a series of three parts in *Autocars* dated 21/6/29, 5/7/29 and 19/7/29.

If members are interested in obtaining copies of these issues or any other publications, most large libraries now operate a photo-copying service. My source of information is the Patent Office Library and if the relevant information can be given to them, i.e. where and when an article appeared, copies of practically any technical publication can be obtained at 9d. per sheet.

The address of the library is 25 Southampton Buildings, London, W.C.2 and enquiries should be addressed to the Sales Branch. Articles from publications prior to 1930 may need a little time for them to track down but otherwise a “while-you-wait” service is generally operated during library hours.

D. A. H. CARMICHAEL (C.31),
Cherfold, Chiddingfold, Surrey.

“WILBUR WHO?”

“Wilbur who?”

Dear Sir—Despite all my threats nobody has seen the article I promised to write on stopping

the water leaking out of 4½-litre water pumps.

My last appearance at Silverstone did not constitute an advertisement for the latter, however, so I am waiting until people—starting area marshals in particular—have forgotten about it!

On my travels round with my job I came across an article in the *Esso Magazine* of Autumn, 1964, entitled "An aftermath of horsepower". Parts of it are worth commenting on . . . it quotes Thomas Alva Edison thus: "The Motor car ought to have been British. You first invented it in the 1830's".

All very promising and it goes on in praise of motor engineers of all nationalities—principally French and German and Bentley and Ford—but one reads between the lines that all this would have been impossible without the oil companies in general and Esso in particular. I read on hoping for a mention of Lagonda and then it came! A jewel—a veritable Koh-I-Noor! . . . "One of the finest examples of sober but advanced design in the years preceding the Second World War was the Lagonda, first manufactured in England by Wilbur Good who came from Lagonda, Ohio. By 1938—due in no small measure to the work of W. O. Bentley as chief engineer—the Lagonda had been raised to heights of greatness".

I must have made a funny noise upon seeing this because other people sharing the hotel lounge, where I was reading this magazine, looked up in alarm and some made hurried exits!

I forced myself to read on! The last paragraph begins: "But although the carriages have passed into history and the horses that once drew them are doubtless grazing in the Elysian Fields. . . ."

Three cheers for Wilbur Good—Oh God!

IAIN MACDONALD,
Newcastle-on-Tyne.

Rising Prices

Dear Sir—In my opinion anyone who has a sincere interest and enthusiasm about a vintage type car deserves the right to own one whether he lives on British, American or any other countries soil.

In fact I feel a man like G. B. Calkins has done a great job preserving the team car for posterity and Bob Crane does a lot of work upholding the marque in the States.

What I deplore is the narrow mindedness of some grasping souls who make a practice of buying up Lagondas and shipping them abroad for a quick profit regardless of into whose hands they may fall.

Only a year ago a magnificent M45R was shipped away for an extra £70-£100 more than I could pay at the time. It has not been heard of since.

My present car BLP494 was only saved from a similar fate by the sacrifice of two 3½-litre Bentleys!!!

This form of doll's house speculation must be arrested before genuine enthusiasts are forced to give up their hobby by these artificially inflated price dealings.

LG45R's are not worth £1,500 of anybody's money. They are only a £30 LG45 chassis with £700 worth of coach work!!!

DAVID R. HINE,
Alderley Edge, Cheshire.

FOR SALE

Ex-Norman Vokes LG45, Sanction II, BPK520. Runs like a sewing machine but could use some attention to bodywork. Has new hood, tyres, various spares, M.O.T., radio. £300.

R. C. WHITESIDE, TARRYTOWN, DURLEY (365),
SOUTHAMPTON.

Lagonda LG6 Saloon, De Ville. All alloy body and alloy wings. Well shod and sound throughout.

C. HOLLISTER,
54 HIGHFIELD PLACE, SHEFFIELD 2. PHONE: 51729.

1939 Lagonda (Black) V.12. 42 h.p., 1938 Earls' Court Motor Show Model. James Young body, excellent condition being ex-directors car. Offers. M.O.T. tested.

All enquiries to: MR. H. S. BOTHAM, 104 THE LINKS,
WHITLEY BAY, NORTHUMBERLAND.

3½ Litre Lagonda. Offord d.h.c. Engine needs refitting—some work completed. Many spares. Offers?

KENNEDY,
4 GREESTONE MOUNT, LINDUM ROAD, LINCOLN.

4½ LITRE OWNERS

PLEASE NOTE !!



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 4½-litre engines built after 1935 that incorporated 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.

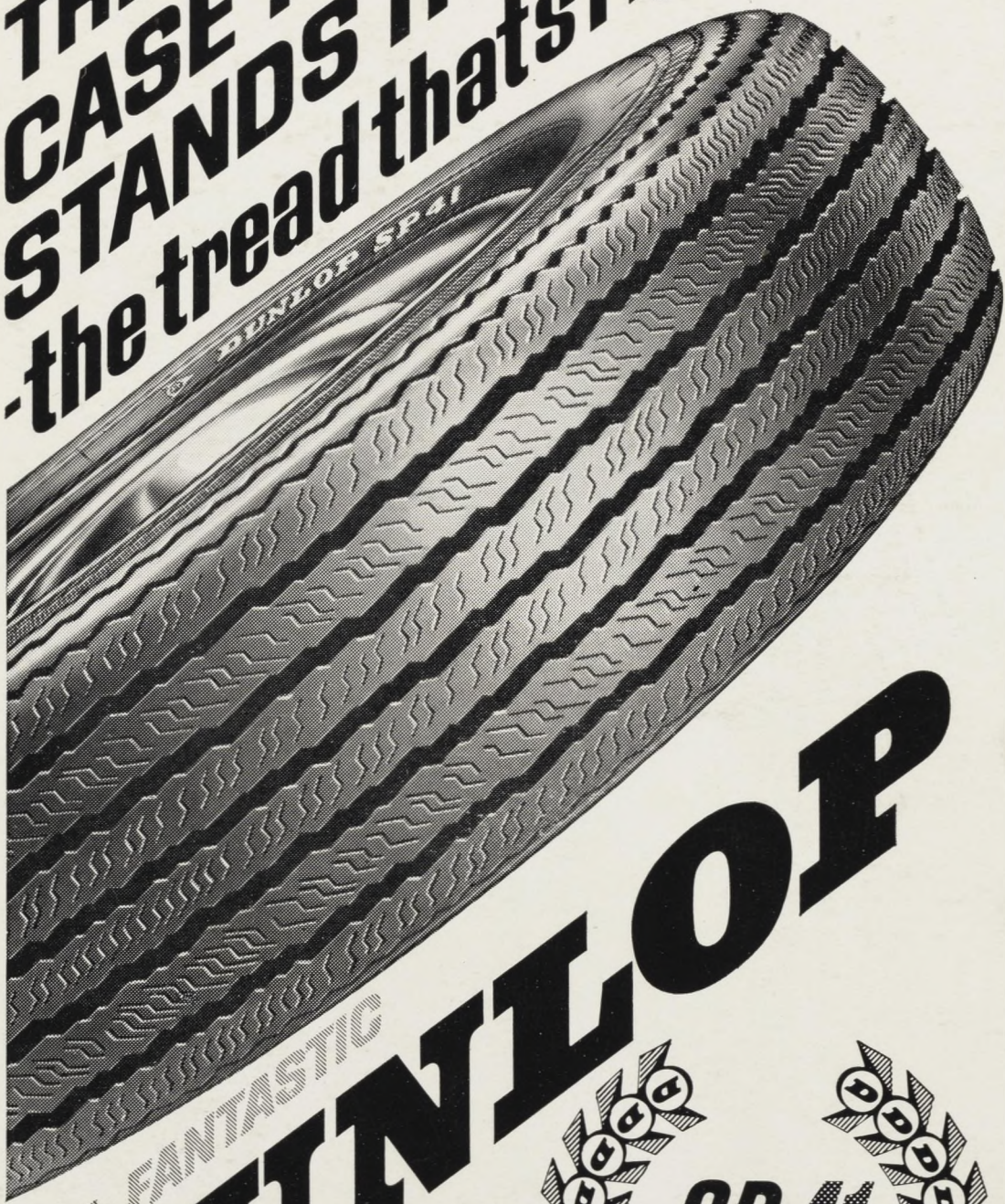
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- freer running to enhance speed and acceleration
- reduced road noise and cornering squeal—less driving fatigue
- small but positive saving in fuel

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.

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