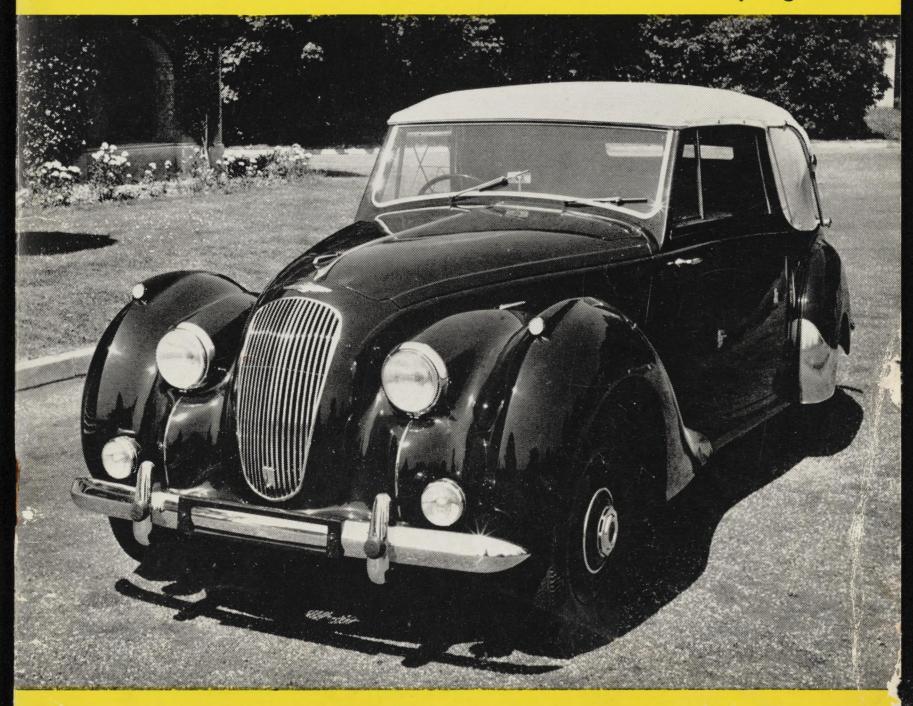


No. 51

Spring 1965



THE MAGAZINE OF THE LAGONDA CLUB

# Once again



THE DAVID BROWN

# LAGONDA

# RAPIDE

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The illustrious Lagonda can be judged by the most exacting standards; truly "the finest of fast cars." Its power, silence and docility are remarkable; the fully automatic transmission enables it to glide through traffic with ease and grace, or to accelerate effortlessly to speeds in excess of 125 m.p.h. Here is a car which serves with distinction every business and social purpose.

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**MAGAZINE** 

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Spring 1965

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

Front cover: Lagonda 2.6 Coupé.

# NEWS AND COMMENTS BY THE EDITOR

WE HEAR THAT MEMBER DAVID P. CROWE SHOULD, if all has gone well, be on his way overland to Thailand in his 1930 3 litre Lagonda. The route planned was via France, Spain, Gibraltar, North Africa, India to Thailand and then back through Central Europe. We look forward to hearing some early news of his travels.

EARL KULGOSKE AND BOB CRANE are trying to collect together some specific information on Wilbur Gunn's journey to England from the States in 1898. Does anyone know whether Wilbur Gunn became an English citizen? Any information will be forwarded by the Editor.

BOB DUNLAP, a new recruit to Lagonda membership in the U.S.A., writes to suggest that an album of photographs of Lagondas could well be assembled for the use and interest of American members generally. The Committee feel that this idea is well worthy of support from home members. So if you have any spare photos you have taken over the years please send them direct to Bob at 3028 Oneida Street, Pasadena, California, together with any brief notes you can give. They will be very much appreciated and put to good use.

COLVIN MEIK, whose culinary attainments when in Dorset attracted the interest of the national press and consequently local fame, has moved his Safari Room to Brighton. This news should please our more food-conscious members in Southern England.

# FORTHCOMING FIXTURES

\*Sunday—2nd May Spring Social (Lancashire)

Sunday—16th May Yorkshire Treasure Hunt

\*Sunday—23rd May
Southern Driving Tests—Brackley

Sunday—13th June Border Rally

\*Saturday—3rd July
Northern Driving Tests and
Concours

Saturday—17th July I.M.I. Rally (Surrey)

\*Saturday—21st August Bentley D.C. Silverstone (Lagonda Race)

\*Event counts towards the Fox Trophy

# **NORTHERN NOTES**

The Northern Secretary apologises that these will be held over until the next issue, and in their place offers the following account, which he helped David Hine to prepare.

# THE BUILDING OF A 4½-LITRE COMPETITION CAR

From rusty chassis frame to complete car in 4 months

by David Hine

I SUPPOSE AT SOMETIME ANYONE WHO HAS AN interest in vintage cars feels that he (or she) would like to tackle a really big job, whether it be a concours rebuild or a racing "special". In most cases there are too many material or domestic obstacles which I won't bother to enumerate here. There is often, however, the mental obstacle—a feeling that the task is one almost insurmountable for the non-engineer with only the conventional tool kit. I hope therefore that this article will encourage rather than discourage anyone who is toying with the idea.



"Well anyway, it's jolly nice meeting another Lagonda Owner".

Herb Schofield had for many years been contemplating building a Lagonda competition car since the time when he realised that his own LG45R was far too valuable for the more exacting type of club event. His intention had been to find an LG45 saloon with a good running chassis but rotten bodywork, rip the latter from the former and build bodywork to his own design on it. Such a car, however, did not materialise and when the chance came of getting a reasonably priced LG45 chassis from Brian Dearden-Briggs he took it. The chassis in fact was from a 1937 Sanct. 111 and consisted of the two girders, front and back axles and braking system.

It would be at the September Marple Pub Meet when Herb approached me for the spare engine he knew I had taken out of my M45 the previous Christmas. I agreed to let him have it and help him fit it.

On Saturday, the 12th September, I made the 25 mile journey from the green fields of Alderley Edge to the desolation of Oldham (the first of many such journeys) to find the chassis in a

garage near Herb's factory. We wandered round and round the thing and then over a pint (the first of many) at a nearby tavern we decided that we would pool our resources and both go it on an equal basis.

I think at this stage it is right to mention the very pleasant way in which Dennis Roberts and Brian Dearden-Briggs put up with us borrowing and stealing Lagonda components from their respective collections. Without this I don't think the job could have been completed without incurring great expense, and their assistance has been quite invaluable as you will find out as you read on.

The following work was done on the chassis commencing 12th September. The components to hand were all cleaned using 2 gallons of "Gunk" and three wire brushes and the chassis was primed and painted blue. The petrol tank was in position and Herb spent some time obtaining a beautiful coach enamel finish on it which we were to subsequently ruin when fitting the rear springs.

### Front Axle

The steering system was found to be extremely stiff, the previous owner, when the car was in running order, must have developed enormous shoulders and muscular arms without knowledge of a seized nearside king pin. The offending pin was removed after some difficulty and it was found that the backing plate was out of true. A new backing plate, king pin and bushes were found in my collection of spares. All were duly fitted and a new cotter pin fabricated at the local garage.

Herb's collection provided two apparently useless track rod ends but the joy of vintage components is that a little time and trouble can render them as good as new. Remember one T.R.E. has a left hand thread—I didn't know this and wasted ten minutes—an admission of inexperience I'm afraid.

The drop arm, drag link and steering box were removed, cleaned, found to be in good condition and duly re-assembled. The offside king pin was free and without play so had to be content with a clean up. New split cotters fitted throughout.

### Back Axle

The rear springs when relieved of the copious saloon body work had assumed rather a semicircular shape, and as very light bodywork was intended they were removed to be replaced by some very fine LG45R set rear springs which Herb had acquired—much flatter in appearance. The rear bronze bushes in the chassis had worn right away and the shackle pins had just begun to attack the chassis itself. The cause was lack of previous maintenance and the so-called chassis lubrication Why later Lagonda cars had this, system. worked using dirty sump oil rather than a separate reservoir, as did vintage Sunbeams P.V.T., Rolls and Bentleys, I fail to comprehend. Most Lagondas must be running with this system

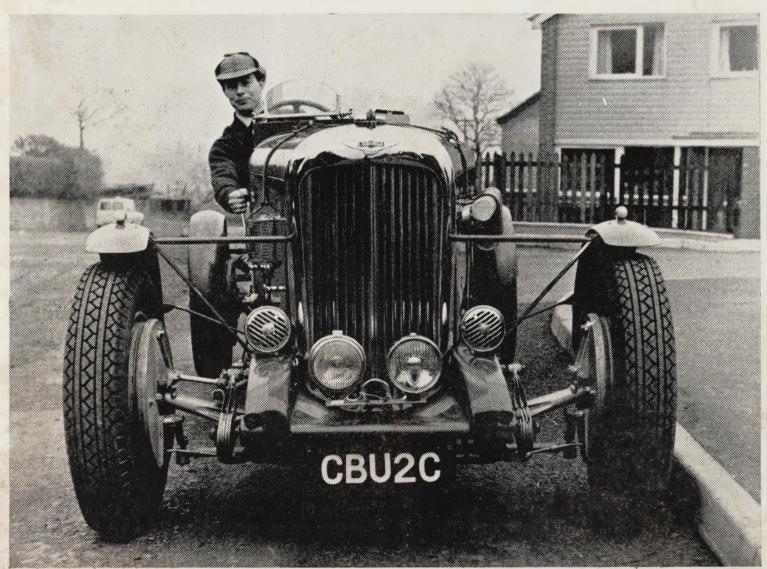


Photo: Herb Schofield

either totally or partially out of commission and this car had been no exception. Grease nipples have now replaced this system on our car.

The remains of the rear bushes were removed and new ones fitted together with new rear shackle pins and shackles. The springs were then changed and all bolted up with lock nuts on the "U" bolts and split cotters for the shackle pins.

### **Braking System**

Most of the linkages were all present and correct, although the sliding link, aft of the footbrake was seized up and the cables needed a bit of grease. Little play exists in most of the linkages, so, apart from fitting a few new cotters, little was done here.

New brake drums were stolen from Dearden and drilled with holes for lightness (so that they will now fill with mud and water) and stove enamelled by a contact, for a packet of fags.

### **Engine**

The cheapest engine to hand was the old engine from my M45 (BLP494) which some years ago performed creditably in the hands of Ron Newman. I had always felt it to be a little rough,



and had swapped it for a good one I acquired that had only done 15,000 miles. This engine is fitted with a view to using it as a prototype, if the car proves to be a success, a Sanct. 111 may be done up and fitted at a later date.

I prepared the engine at Alderley Edge in the comfort of my own workshop and re-fitted it out with new coil and magneto, carburettors, etc. Finally hoisted it on a beam and Herb came over and collected it in the firm's Bedford one afternoon.

That evening found us at Oldham trying to lower it into the chassis using an outside unloading hoist, a crude block and tackle and a DB4 Aston-Martin for lifting power!

Difficulties were soon encountered as the Meadows clutch bell housing projects much further than the chassis cross member will allow. The next day, therefore, the engine had to be removed and a section of the said member cut away, as in the M45 chassis. This involved the drilling of 67 holes, as no gas cutting equipment was available, and an oval piece of metal removed to allow the spyder to turn freely. In view of the considerably lightened bodywork to be fitted, it was decided not to strengthen the member again—no doubt time will tell the wisdom of this decision. It would have meant a lot of work with little to show for it. This is an undesirable thing with a big job as enthusiasm is kept alive by visual progression rather than time consumption and an optimum balance must be carefully sought.

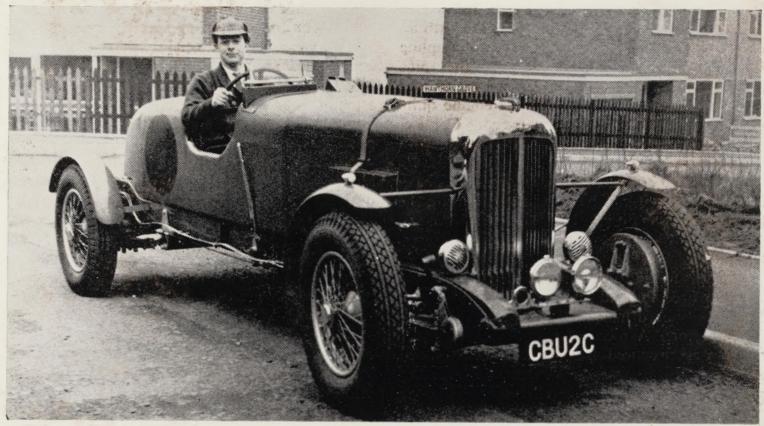
Apart from this minor set back the engine sat in very well after persuasion with a crowbar!

### Bulkhead and Bonnet, etc.

One sunny day in late October I motored over to Dearden's place at Huddersfield, and having convinced the daily help that I was not a vagabond, proceeded to remove the aluminium bulkhead from a 3-litre chassis and cart it off to Oldham. I handed it over to Herb who cleaned it up, stove enamelled it, and affixed it to the chassis. He then sawed down the sides of it so that it only overlapped the chassis width by one inch either side.

A radiator, which we subsequently fitted with a new block, was acquired from Dennis and fixed with no trouble to the bearers. A tie bar and all wing brackets were then fitted.

The old bonnet was given to us with the chassis but of course whilst it fitted the radiator it was



Ready for the road.

Photo: Herb Schofield

much too wide aft. Herb had it fixed in his head that the retention of the rather slick LG45 bonnet hinge system would put our special a cut above other special brethren, and hence suffered many hours (and saw blades) cutting the appropriate metal out of the bonnet. The result is admittedly rewarding. Herb also scientifically designed an air scoop for the carburettors and affixed same.

By this time the rough general shape of things to come was beginning, and the car was run out of the garage at intervals to be photographed.

### Gearbox

The problem of the gearbox had been in the background from the start of the exercise. The rarity and price of such things for Lagondas is surprising and people who have them tend to guard them fiercely.

Having acquired an E.N.V. preselector from Dearden in exchange for a kiss, I decided I wasn't experienced enough to fit it and also persuaded Herb not to press on with it, with a promise to review the situation in twelve months.

A type G10 box would fit in the chassis straight away and we knew Dennis Roberts had two or three not actually in use. For two weeks he stood firm, but finally with blackmail and a promise to re-upholster his LG6 we prevailed upon him to

let us have the box out of the "Whale", a streamlined heap some of the older members may recall with merriment.

The 10th of October found Herb, myself and Dennis at Buxton, deep within the bowels of the "Whale", sheltered from the hail but not the smell, by a polythene sheet, hammer and chisel hard at work removing the said G10. The lever selector mechanism is secured by four bolts only. Having disconnected the propshaft, clutch spyder and bearer nuts the gearbox may be juggled out rear nearside bearer pin last; it's about an hour's job we found, unfortunately in our case the box slipped on to Herb's foot who immediately, and at the top of his voice, suggested that Dennis and myself were born out of wedlock!

On arriving victoriously with our booty at Oldham we found that the bell housing of the M45 engine got in the way of the gear selectors. This problem was overcome by cutting away a piece of the aluminium casting of the bell housing to allow the selector box to be located. This job took  $4\frac{1}{2}$  hours on Sunday, 11th October, a task I shall not quickly forget. It was considered that the support for the rear clutch bearing was still ample.

The gearbox was slid under the car on a plank (two man job), the offside bearer was slackened

off. The rear nearside pin was located in the chassis cross member and the box lifted with an up and clockwise motion so that the rear coupling avoided the rear member, and the other pins lined up. We were pleasantly surprised to find that the gearbox lined up with the engine quite easily with little adjustment required. Connections were made using an M45 spyder with spacing washers.

On the G10 box once the selector settings have been disturbed it can be quite tricky getting the lever to select again.

### Dashboard

This was found to be a most satisfying job, and one that I recommend for cold winter's night. A smart dashboard makes all the difference to the cars interior. A piece of walnut veneered plywood was procured for ten shillings and the appropriate holes marked and cut out using a fret saw. Four coats of Polyurethane varnish were then applied, rubbing down between each coat. The final rubbing down was done with fine wet and dry emery paper to give a matt effect finish, before polishing with furniture polish.

Two new LG45 instruments were fitted for amps, oil, petrol and water, and reconditioned speedometer and rev. counter gauges were obtained from Dearden.

The car was wired up from a Mini-Minor wiring diagram (apart from magneto) and a new voltage control regulator was fitted. Attention was paid to simplicity of wiring, using 2 fuses, 100 feet of normal cable and 20 feet of heavy duty for the ammeter. 15 feet of battery cable was used to convey current via the solenoid to the starter motor.

At this stage I should like to mention a few of the small but time consuming jobs undertaken.

The petrol lines were in position as far as the bulkhead. New lines from there via the filter and S.U. pumps to the carburettors were made from copper. The throttle control system was made from scratch, using steel rod and linkages. New floorboards were made throughout from resin bonded  $\frac{5}{8}$  in. plywood—a bit tricky round the foot pedals. New battery trays were made from "Dexion" angle and fixed to the rear of the driving seat.

### The Bodywork

Herb had rather fixed views on the style to be adopted, the basic idea being to build something like Lagondas themselves might have done, and not an out and out racing special in which style and character are sacrificed in exchange for greater acceleration and speed. The chassis was therefore left at standard length (10 ft. 9 in.) and no attempt was made to lower the bodywork—although obviously weight was saved where possible.

As explained earlier a proper Lagonda cast aluminium bulkhead was fixed to the chassis to obliviate any possible scuttle float, and the rest of the framework and cross members were made out of hardwood, glued, screwed and bolted into position on the frame.

When this position had been reached measurements were taken for the seating position and other controls, and very careful consideration was given to this point as one of us has long legs and the other is stocky. All the woodwork was then undercoated and painted to protect it from the weather.

The possible methods of making the body proper were then discussed at some length, we finally reached the conclusion that the fabric covering method as used on the vintage 2-litre and 3-litre cars would perhaps be the most satisfactory and easy for amateurs to attempt. This has proved to be a wise decision as we were able to build up the general shape of the body out of comparatively small sections of 18 s.w.g. aluminium. By employing this method we found it possible to beat out and form the shapes quite easily and screw each section of the aluminium on to the wooden frames. All this of course does take a considerable amount of time as each screw head must obviously finish flush with the surface of the metal, and all joints filled and buffed down. For this purpose we used "Loy" metal which proved to be most satisfactory for the job.

It must be stressed to other intending rebuilders that the aluminium surface must be almost as smooth for a fabric covered body as for a cellulosed finish, as even wadding and fabric will certainly not hide bad workmanship—it hasn't on ours!

To beat out the two way curves for the tail section was work which we thought was best left to the talents of a proper panel beater. The local man made an excellent job for us, and vaguely captured the line of that most delightful of all tails—the LG45R. When this was placed in the correct position on the chassis the bodywork was completed and ready for covering.

The whole body mass was then removed from the chassis and carried into Herb's factory with ease for the final operation. 3 m.m. plastic foam was spot glued on to the aluminium, this work must be very carefully done avoiding straight line joins which will only show through the final covering. For the final covering itself we used about six yards of knitted back expanded vinyl as manufactured by I.C.I. or Bernard Wardle Ltd. This type of P.V.C. has a great amount of stretch, is completely weatherproof and therefore ideal for rebuilding work. The whole job of covering took 12 hours of continuous work, and the result being satisfactory was placed back on the chassis and firmly bolted down.

### The Interior

As the bodywork at its widest point only extends the chassis width 1 in. either side we had to make our own seating. The cockpit being narrow we decided on a bench type seat and backrest. The backrest was moulded for adequate support. This was formed out of thin plywood sheeting, bending, forming and gluing each layer until the correct shape and thickness had been obtained. The seat was a substantial lump of rubber foam of the correct size. All the upholstery work and door panels presented no

problems as Herb can do this type of work, and proper fluted upholstery to a professional standard was made in six hours.

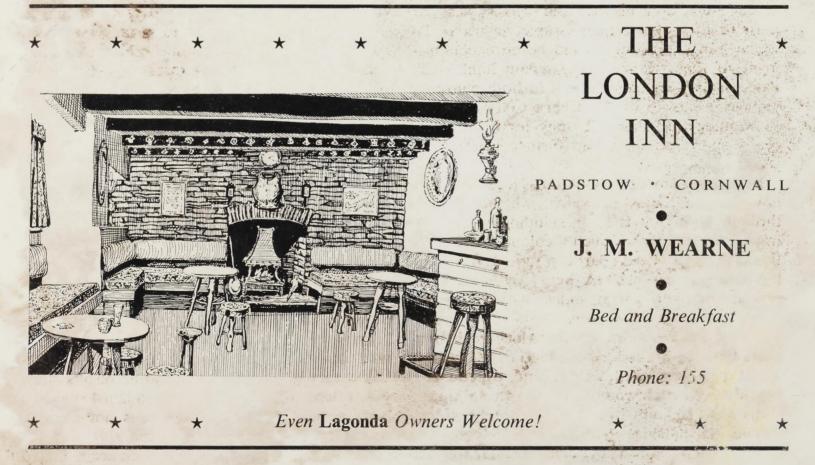
### The Exhaust System

We took one look at the standard  $4\frac{1}{2}$ -litre exhaust system and threw it away, and decided to make a complete new system. This now consists of six  $1\frac{5}{8}$  in. steel pipes suitably bent to flow into a single  $2\frac{1}{2}$  in. o.d. copper pipe and thence to the copper silencer which is supported on the body side.

### In Conclusion

We would again like to express our sincere thanks to Brian Dearden-Briggs and Dennis Roberts for their very great help in providing us with the spares we required.

It is indeed pleasant to be able to record that in these days when Lagondas and Lagonda spares are rarer and expensive, that these two Club members have been prepared to help us with little or no financial gain. This is surely the true spirit of a one-make car club and without their help, and the help and encouragement of other people inside and outside the Club, this project would have cost a great deal of money and would certainly not have been completed in four months.



# **COMPETITION NOTES**

A GOOD YEAR FOR WINE IS A GOOD YEAR FOR vintage motoring, and 1964 must surely have been nearly perfect for both. A fine wine is savoured many times in retrospect, and the sunny days of last summer enhance the memory of the season's events. Looking back through that season, it was indeed enjoyable, with nearly all the meetings well attended and many newcomers hitting the highlights in lap times and class awards. The list of award winners printed on the menu of the Annual Dinner and Dance, makes interesting reading, and shows that awards don't always go to the same people. A detailed description of the annual trophies, their function and origin, appears later in this article, but a word or two about the winners at this stage must be appropriate.

John Davenport had a most successful year and fully deserves the Northern Trophy for his efforts. A relative newcomer to club events, he has upheld the sporting spirit of the Northerers right through the season. Pat and Brian Dearden-Briggs have done very well again this year, Pat winning the ladies' Thomson Trophy and Brian the much coveted Michael Trophy. How good to see Ron Kerridge among the trophy winners this year. A good, steady and reliable competitor at any event, both his skill and his very neat car must be the envy of many Rapier owners. To watch him competing should be an encouragement to them to try and emulate him. Roy Paterson has driven very well in both club and vintage events in his ex Henry Coates special. In winning the Allison Trophy for his first full year's sport, we wish him further success this year.

Every club must surely have its' Ron Gee, and how exciting he is to watch, whether rolling through a driving test, or skidding round the track. We havn't had such a colourful driver in the club since Peter Bartleet retired from his hip-bath contortions. A very well and hard earned Fox Trophy Ron, and we look forward to seeing you again this season.

Lastly, the Densham Trophy which goes on a share basis to Maurice Leo and Harry Gostling. These two very well known and experienced warriors have each won this trophy several times, and with their joint win this year, surely offer a formidable challenge to other 2 litre drivers.

A brief look now at the club calendar for this

season. Basically much the same as last year, one or two dates have been changed. It is now possible to enter both Spring Socials as the Southern is on 18th April and the Northern on 2nd May. The I.M.I. Rally is on a Saturday this year, which may be better for some people. The Yorkshire autumn social is on Sunday 29th August instead of early September. With the changing of August Bank holiday to the 30th, The Bentley Drivers Club are now running their Silverstone meeting on Saturday 21st August, the day before Brands Hatch. This change of date is important as it does not appear in the Fixture List. Even more important is the news that the B.D.C. are running this event entirely on their own this year, and that support from our club either marshalling or competing will be welcome. It would be a great encouragement both to the B.D.C. and ourselves if the club could enter a really worthwhile number of cars at this meeting. It is not pressing the point too far to say that the future of this event may largely depend on how much support we can give them. We shall never have another race meeting as well suited to our tastes as this, so it is up to us to help ensure its success.

In addition to the regular fixtures, Harry Gostling is arranging his 2 litre tour of France and Spain in late August, all owners of similar cars who are interested should write to him in good time!—It is hoped to arrange a social gathering and picnic at Blenheim Palace or some other beauty spot during the summer. Details of arrangements will appear in subsequent newsletters.

# ANNUAL CHALLENGE TROPHIES

A description of how these trophies came into being and who currently holds them.

# Michael Trophy

Marks for this are gained from all competitions entered and therefore the winner is normally a person who carries out a fairly extensive programme. This is a good thing because it lets a great number of people see that the Lagonda is still a very good motor car and as results show can often still hold its own against modern machinery. To enter of course is not enough, one still has to be successful and this year the greatest number of marks have been accumulated

by BRIAN DEARDEN-BRIGGS driving his LG.45 tourer and later a very hairy LG.45 special.

## Fox Trophy

This historic cup presented by our President is awarded for points gained in a limited number of events that appear regularly in our Club fixture list. The idea thus being to give encouragement to those who can only embark on a fairly limited programme.

RONGEE, who has plenty of dash and enthusiasm, has a go at most things with either a 2.6 saloon or a 16/80 tourer, and it's good to see his press-on spirit rewarded with this trophy for the 1964 season.

# Northern Trophy

This was presented by that well-known Northern Competitor, Henry Coates, on finishing his term as Northern Secretary as at that time it was felt necessary to encourage Northern members to take part in events. The effect can be seen by the regular disappearance Northwards of a good many annual awards and whilst one has to reside in the North (i.e. above about Nottingham) to be eligible for this one the competition is very keen and marking is as for the Michael Trophy.

This year it is a pleasure to see it go to JOHN DAVENPORT and his LG.45R.

# Car Club Trophy

Presented by the old Lagonda Car Club at the time of the amalgamation with the 2 litre Register, this is now awarded at the discretion of the Committee for any aspect of Lagonda motoring.

Often one sees a member carefully prepare a car, give the club plenty of support in many events, do well in some and thus encourage others to keep the name of the marque to the forefront. Such a person is RON KERRIDGE, whose beautifully turned-out Rapier never upsets the scrutineers and it is a pleasure to see this trophy pass into his hands for the next twelve months.

# Densham Trophy

This fine painting by Roy Nockolds was presented by Peter Densham and naturally enough as it commemorates the old 2 litre Register is awarded, on the points system in all events, to drivers of 2 litres or 16/80's.

As the number of entries from 2 litres does not seem to diminish over the years the competition

is keen and the rivalry fierce. In fact so much so that two of our most consistent 2 litre drivers, MAURICE LEO and HARRY GOSTLING, tied for first place at the end of last season. How do you hang half a picture on the wall!

## Allison Trophy

Presented by his friends in the North in memory of Jack Allison, such a staunch supporter of the Club, this cup is awarded by the Committee to "up and coming" competitors or to members who work untiringly for the Club and so by their example spread keenness to others.

It is appropriate therefore that this year it should be awarded to ROY PATERSON from Jack's native Hull who now tries even harder driving the ex-Coates'  $4\frac{1}{2}$  litre special than he did with his large-bodied M.45 tourer.

## Thompson Trophy

Presented by our Northern benefactor this is for the ladies. It is awarded for either taking part in events or for good solid unglamorous work or support behind the scenes. If it wasn't for the backing of the girls, we probably wouldn't be out in Lagondas anyway!

This year it goes to PAT DEARDEN-BRIGGS for navigational services to the winner of the Michael Trophy.

Looking year by year at the names of the winners of the annual awards, it is gratifying to see that they come from all over the country and no one model predominates—needless to say only Lagondas are eligible (except for the Thompson Trophy)—thus it is hoped that the rivalry will always remain keen and friendly and remember it may be your turn next year. You will have to enter for some events of course!

M.H.W.

# The Green Dragon an inn of untold antiquity stoke fleming Dartmouth

On the glorious South Devon Coast, near the famous Blackpool Sands.

A welcome awaits you from JACK AND JOAN POCOCK and LUCY THE 2-LITRE LAG.

Bed and Breakfast only.
Two Furnished Cottages & Holiday Caravan To Let



# NORTHERN CARS AND FACES NO. 4

# Brian Dearden-Briggs and Herb Schofield

THEIR respective cars have been depicted in the magazine often enough to need no further reproduction here and the above photograph is included for your amusement.

Other joint interests apart from motor cars are: women, music, dirty books and drinking. Both are founder members of the Luxor Club and the College Theatre Club—two highly respected centres of pure art and eye strain in Manchester.

Between them they have owned the following Lagondas: 2 high chassis 2-litres, 2 blown 2-litres, a blown M45 Rapide tourer, an LG45 tourer, an LG45 saloon, one Rapier, a V12 an LG6, a 2-litre saloon and an LG45 coupe. Currently Dearden owns a  $4\frac{1}{2}$ -litre Special and a vintage 3-litre tourer, and Herb a competition LG45 and an LG45 Rapide.

Not unnaturally Herb regards the LG45R as being the most desirable Lagonda which Dearden suggests is a rather overdone "tart trap" and himself prefers the lines of his underpowered vintage 3-litre.

ANON.

Dearden-Briggs left, Schofield right.

Photo. Carsh of Cricklewood.

# V12 Rapide Rediscovered

(Concluded from Winter issue)

# by Mark Walker

THE PERFORMANCE OF THE RAPIDE, AND ITS standards of road-holding and comfort are still good by comparison with cars of comparable price and weight being built today. holding is the weakest point of the three, and the car does roll somewhat on sharp bends; I believe that shock absorbers gave a certain amount of trouble before and just after the war. It is extremely comfortable, covers long distance at high average speeds, but does have the disadvantage that one rarely exceeds 11 m.p.g.! But this is made up for by the incomparable sound of 12 cylinders working in front of one, producing an exhaust note with a faint "buzz" to it. This sound disappears if any cylinder has the intention of oiling up, and I can usually pre-determine this event now by ear about five miles before it actually happens.

I am sure that until about 1954, with the coming of the R-type Continental Bentley, that it had no equal anywhere; even by then only a few sports cars such as the Jaguar XK 120 had appeared that were faster, and these were either too uncomfortable or too unreliable. After this date an increasing number of cars appeared with similar performance, such as the Aston Martin DB2. Contrary to David Brown's Sales Literature of the time, the Lagonda 3-litre that appeared in 1955 did not develop anything like as much brake horse power as the standard V12 (140 as opposed to 180), and it is considerably slower than the Rapide of 1939, although its suspension is better. I understand that W. O. Bentley had intended to make the V12 power curve even better, although the war prevented him, as although it is more than adequate after 2,500 r.p.m., its output at lower revs. is relatively, as well as absolutely, smaller. All in all the car has given me more fun than any other car that I have owned.



# "THE MAN IN MY GARAGE"

# J. B. Boothroyd

THE PLACE WHERE I GARAGE MY CAR IS AN L-SHAPED barn of great age, leaky, fungoid and, except where pin-points of light mark the missing tiles, as black as night. The doors, where it has them, are willowy, wayward affairs of twelve-foot-high boards, insecurely cross-barred in a counter-motif of old clothes-props and broom-handles. The door to my bit (which is at the top end of the L) has a sort of supplementary door at one side, narrower but not less tall, and this must be folded back flat against the door proper and pinned with a hasp and bent nail before the whole can be swung, squealing its bottom bolt over the concrete, flat against a lichened and crumbling wall; the bolt drops into a hole, unless the daily excavation of mud and minced leaves has been neglected. It is not a cheap garage; there is a hole in the floor; I have met toads there. But I have been happy in it, really, and I shall be sorry to go. Yet I must. Because of the Man in it.

During my early tenancy I used to take as long as four minutes to get the door open and the car out. My present time is seven seconds flat, and upon this and other constant factors (the forty seconds to run down the village street, the scientific certainty that the gate at the bottom of the lane will fly back and wedge in the open position when kicked at a certain point on the middle bar) my morning schedule of departure for the two-mile-distant station is based. If all goes well I can arrive on platform four simultaneously with the second compartment of the third coach of the eight-nine, at a point where we are both doing six miles an hour with brakes full on.

Sometimes of a summer morning leisured friends of mine who have risen early to enjoy Nature gather near my garage to watch me in action. They say that it puts the seal on their enjoyment and gives them an appetite for breakfast. I have no objection to this, as long as they stand well back and don't talk. My time-table is finely calculated and, like all delicate mechanisms, susceptible of easy derangement.

As I round the corner into the rutted lane, spraying toast-crumbs and scattering mud and small stones, the church clock is on the fourth

stroke of eight, which means that it is a minute past. Before and above me tower the garage doors, secured with unexceptionable fastidiousness by Grounger, whose car lies next to mine, who daily comes and goes later than I do, and who has never yet saved me a couple of seconds by leaving our shared door off its hasp. I rush at this narrow door and smash at it with my brief-case; during the split second in which the hasp is thus eased I pluck out the bent nail which secures it. slam back the narrow door against the broad one and transfer the nail to the hasp in its new, or folded-back, position. Simultaneously I hook up the inside bolt with the toe of my right shoe, reach up to disengage the heavy wooden latch, which is roughly the size and shape of a short Lee-Enfield, and, hurling back the door with a double-handed thrust, spring backwards—to turn at this point would cost me a full second—on to the running board of my car.

This spring serves a two-fold purpose, and is not a time saver only. Overhanging the door is a richly foliaged tree, and the top of the door must completely overcome its resistance if the bolt is to drop; in springtime the tree showers me with a confetti of tiny white blossoms; in full summer its resistance is more determined, and twigs and even branches fall; in the autumn, leaves come dropping and camouflage my hat, in winter, an avalanche; when the tree is fat with rain it cascades water, upwards of a gallon. essential to jump clear, therefore. And according to the season my double-handed thrust must be calculated to the nearest foot-once, otherwise the bolt will never reach the hole—or—if the thing is overdone-will go in and bounce out again so that the scraping, slow-wobbling, implacable structure will close again just as I have engaged reverse. When this happens I retard my tempo instantly. There is no point in hurrying now. The three seconds needed to secure the door have lost me my train.

So much for the garage. Now for the Man in it.

He lives and operates among tradesmen's vans and other small tenantry, in the utter darkness of the short end of the L. At least—no. He does not live there. If he did, and I could reply upon his daily presence, mysterious but not unexpected in the shadows, I could have incorporated him, by this time, in my routine. He is sometimes there. I don't know what brings him, say two mornings a week, and I don't know what he does

when he has been brought. I have never had time to see. I don't really want to know.

But I have formed the opinion, subconsciously and on no valid ground that I know of, that it is something to do with a bicycle. He has arrived well in advance of me—perhaps as much as half-minute before—on this bicycle, and he is doing something to it; covering it with a rug, perhaps, unstrapping a mackintosh, getting sandwiches out of the tool-bag, removing the pumpsomething. Of course, it may be nothing to do with a bicycle—I don't know. Perhaps he's putting his trousers in a press. Whatever it is, I never know he's there. He is invisible and soundless until . . . just as I am fully concentrated with cloak-beating intensity on hasp or bolt or latch or double-handed thrust, just as my world is packed like a blacked-in 0 with the pulsing co-ordination of brain, mind and sinew . . .

"NICE DAY!"

The first time this happened I was in mid-spring. Even in flight it spun me off course. I overshot, split my coat sleeve on Grounger's door handle, clawed at nothing and crashed on to a heap of old tins and sodden oil-rags—from where I presently watched him, a short figure carrying a tiny attache-case, the clasp supplemented by a stubby, extended index finger, saunter unhurriedly down the lane, turn, and disappear from view. That morning the door wobbled shut four times against my spare wheel, and I got a bucket of water down the neck each time. I caught the eight thirty-six, and was still shaking at East Croydon.

The next day I was a bag of nerves, and trapped my finger under the wooden latch, a thing that had never happened before. I fumbled the bent nail twice. But no voice spoke. It was not until (I think) the Thursday... when I had mastered my fears and dropped a shutter on the memory...

"NICE DAY!"

It is hard to know what to do about it. It would be hard to explain to the Man. It is hard enough to explain to my office, where I am known. I have tried to put up with it because by the end of each day, at any rate, when I come coasting in again, my nerves have subsided, and I can tell myself that it is nothing, that I am not to worry about it.

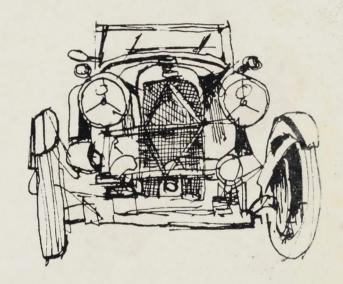
That is what I told myself until this evening.

I had made the great door secure and excavated the bunged-up bolt-hole, and was trudging down the lane with the quiet confidence of a man who knows that he has a full minute to get to his newly-brewed, waiting, well-timed tea, when . . . "BEEN A NICE DAY!"

It was the Man. In the shadows. He has altered his routine. He is going to be there at night too. Sometimes.

Picking up the muddied contents of my briefcase and stuffing them back with a tremulous hand, I knew that I must leave my garage. I have been happy in it, really, and I shall be sorry to go. But I must. Because of the Man in it.

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# JOTTINGS FROM SCOTLAND

DURING THE PAST FEW MONTHS SEVERAL CARS HAVE changed hands. James Crerar bought Ellisons Gardner LG45 and David Lees acquired the Huffington ex Robertson Couper LG45R. Both of these new owners are ex Rapier and still are enthusiastic and, therefore, extremely welcome. Another new owner, to us at any rate, is Ronald Coyne, who comes to us from down South complete with 14/60, a car that we feel sure will cause great interest this coming season. Another change of hands was Sturrock's 2-litre to Irons. We are also happy to re-welcome Elliot Elder's V12 DHC back in circulation after a serious illness. Elliot must be one of those very rare people, in Scotland at any rate, who use Lagondas and that only for daily transport. Mind you, he has a variety to suit almost any taste. We say almost—no saloons.

We look forward to the forthcoming season, our hopes of publicity being assured by the Jonathan Abson/Elliot Elder Rapier on which we place great hopes. It has already been brought to our attention that Bentley types don't really like to talk about this combination. I wonder why? Amongst others—incidentally—Jonathan gets married this year. In Scotland we hope to have a couple of social meetings and a Treasure Hunt this season and hope that all of the new members will attend together with some of the older.

The one change of ownership that we have not noted so far is an impending one, and a legendary one at that, the Tricar, at present one of the Sword collection at Bilgray in Ayrshire. This collection of some fifty fine machines together with sundries is to be disposed of on the 12th March and by the time you read this, the new owner may be known.\* The car is apparently in very good order, as some of you may recall a photograph of it appeared in the magazine some time ago. We understand that our Chairman is to attempt to gain possession and, if he succeeds, well we can only point out that after all the machine is in Scotland at present and freight to England would only cause needless expense. We feel quite confident that the car could be kept by a Scottish member who would, of course make or wa very small charge for garaging, etc. It will

incidentally be quite interesting to see the appreciation on the Tricar original list price.

Ron Siggins has, in addition to his diesel 16/80, acquired modern Gallic conveyance for use on wet and dirty days. This machine, although new, has uneven wheel bases due, we feel, to modern French workmanship and the point is which side do you measure for shipment! The answer we suppose could depend on whose side you are.

In finishing we would mention that in Scotland there is a fairly representative selection of Lagondas from Tricar to V12 in the Club and there it stops, no post-war models, although there are 2.6 and 3-litres and also the latest, none of which seem to be in the Club, although we do hear of a 3-litre for sale.

MAY YOUR STEERING NEVER SHIMMY
J. MCK-C.

[Editor's Note: \*The Tricar was sold for £720 odd, way above our Chairman's reserve figure.]

# **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:** Red Bar, Ridley Arms, Stannington, Northumberland. 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.

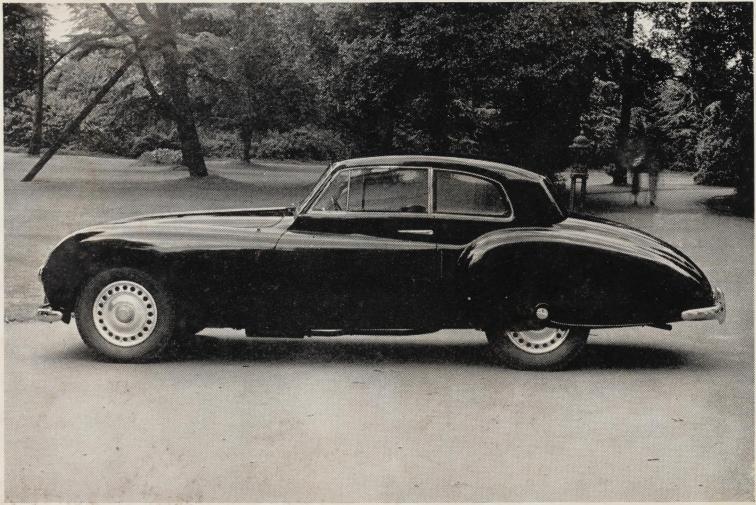
HORSHAM: Crown Hotel, Carfax, Nr. Horsham. Last Friday of each month.

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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\* \* \*

(Below) The very full array of individual instruments is mounted in a walnut facia board, beneath which can be seen the heater.

The rear wheel covers are arranged to swing away outwards and backwards on robust, hinged arms to provide unobstructed access to the wheeld. When in position, the covers are locked by the single turn of a centre key.

\* \* \*

(Left) Italian influence is clearly seen in this side view of the new coach work and is emphasized by the use of light alloy wheel discs generously pierced with cooling apertures for the brakes.

\* \* \*

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# BLOW YOUR TYRES UP HARD

THE RACING SEASON IS ALMOST UPON US AND ONCE again the bar talk will turn to the topic of just how fast any particular model can be propelled round the Club circuit at Silverstone. Of course, this depends on many things such as which way the wind is blowing, whether you have your 18 in. or 21 in. wheels on, if you can get that quick change from third to top and even if you have remembered to take all the junk out of the back and so save a couple of hundredweight!

It's all good fun and does the car no harm and the best way to find out if your 16/80 is better than Joe Bloggs' 2 litre (as you think) or a slow comic engine hybrid (as he thinks) is to have a go in the Lagonda race at the Bentley Drivers Club meeting. The handicaps are arranged by your own Competitions sub-committee, who having done it themselves have every sympathy with you and take into account individual differences in cars and drivers.

To give you a target to aim for some information on fast laps follows but it should be remembered that over the years the circuit has much improved and is about 5 secs. a lap faster than it was for the first Lagonda race back in the mid 50's. Some of these times have stood for a long time and in the next few months we could easily see some new names amongst the lap record holders.

# LG.45R

Five different LG.45R's have circulated over the years and today a good time for a flying lap would be 1 min. 26 sec. to 1 min. 27 sec. (around 66 m.p.h.). The fastest time, and incidentally the fastest pre-war Lagonda, stands to Bill Michael's modified 1936 team car at 1 min. 19.6 sec. (73 m.p.h.) and to show there was no fluke about it this time has been recorded on three separate occasions.

# LG.45 Saloons, etc.

To prove that you can have fun and still motor quickly in a very plush lined touring carriage, Richard Hare has several times raced his D.H.C. in the past. With a fastest lap of 1 min. 40·4 sec. on the circuit not as fast as it is to-day, must have

left him well pleased. To confound the critics still more, Iain Macdonald has finally rowed the two tons of tourer round in 1 min. 32.6 sec. (62 m.p.h.) which makes a good many of the lighter cars seem not quite so fast.

# M.45R

Six in all have appeared and Bill Michael's time of 1 min. 32 sec. in the first Lagonda race stood unchallenged for a long time until Jack Kibble finally got to work on it with the 1935 Le Mans winner. In spite of unsuitable gearing Jack has finally returned 1 min. 29.4 sec. (65 m.p.h.) in three different races so perhaps he really means it! Jeff Reed with a standard tourer produced 1 min. 30.4 sec. which should give a good target to work at.

# M.45

In the early days some very nice examples would appear and a lap of around 1 min. 36 sec. was eventually reduced to 1 min. 35 sec. when the circuit improved. Then they seemed to disappear until Ron Newman swopped from 3 litres and dashed round in 1 min. 32·4 sec. where the matter still stands unless one looks at Brin Edwards' shattering times with his slightly modified tourer (driven with lead boots!). 1 min. 28 sec. became 1 min. 27 sec., then 1 min. 26 sec. and so on down to a very quick 1 min. 24·8 sec. (68 m.p.h.). A good time, nay, a wonderful time by any Lagonda, that is going to take some beating.

# M.45 Saloons

It is so long since these have thundered round that the christian name of the gallant dicer is forgotten. Anyway, Mr. White from Portsmouth is in the record book at 1 min. 38 sec.—any takers?

# 3 litre

Nowadays no-one seems to bother about 3 litres and the blood and thunder style of Ron Newman is all but a memory. But his time of 1 min. 33·2 sec. is not. It was much faster than anyone else and earlier times of 1 min. 34 sec. etc. showed that he really was pressing on that day. I suppose the saloon must be rated a pretty unsuitable racing car but Colin Lyne and George Bussey both produced 1 min. 49 sec. (53 m.p.h.) long ago so here is a chance for someone!

# Rapier

A Lagonda race without a Rapier would be unheard of and at the beginning a time around 1 min. 43 sec. or so silenced the critics who said this model didn't count as a Lagonda. Of the eighteen Rapiers that have competed, ten have recorded a time of 1 min. 41 sec. (57 m.p.h.) or below and of the elite under 1 min. 35 sec., that is Jack Read and Jonathan Abson, the latter has the fastest lap at 1 min. 33.6 sec. (62 m.p.h.) and all from 1,100 c.c's too! Of the saloons and coupes Colin Bugler produced 1 min. 55 sec. many years ago before switching to 2 litre.

# 2 litre

These have produced the greatest number of individual competitors, twenty-four in all and by far the greatest variations in lap times! A difference of anything up to 18 seconds a lap makes the handicappers job a shade tricky but most of the individual cars are known and everyone seems to get a fair deal.

If there was an average time for a 2 litre, it would be around 1 min. 45 sec. (55 m.p.h.) today and in fact six people have managed this. All of which makes Charles Green's 1 min. 41.4 sec. (57 m.p.h.) pretty staggering as it was set up a few years back. Not yet beaten and equalled only once by George Purnell it is going to take a lot of science to lower this.

The blown cars have not figured much but both Maurice Leo and Dick Page used to record almost identical times meeting after meeting at 1 min. 38 sec. until Dick put some more air in the tyres and left the record at 1 min. 34.6 (60 m.p.h.).

# 16/80

In spite of Ron Gee seeming to be at every meeting, times for this model are scarce and seemed to have improved not at all since way back when Ray O'Beirne recorded 1 min. 46 sec. There can be no doubt that Ron Gee beat this last year but unfortunately for the first time there was no co-operation from the time keepers and times recorded at the B.D.C. meeting were not available.

# The others

Of the mixed lot remaining we have the two fastest Lagonda times ever, with Joe Goodhew and the post-war Le Mans V.12 at 1 min. 17 sec.

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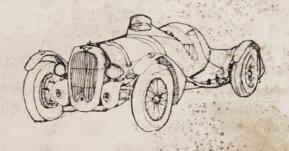
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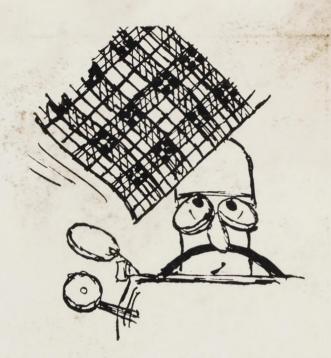
(75 m.p.h.) and no doubt Maurice Leo, the new owner of this car, will have his sights on this and Mr. Will's DB Rapide in 1 min. 17:6 sec.

A  $3\frac{1}{2}$  litre returns 1 min. 41.4 sec. in open form and in acres of saloon 1 min. 51.8 sec. In a 2.6 saloon, Ron Gee can produce around 1 min. 43 sec. or 1 min. 41.8 sec. if he is really trying and to bring up the rear an 11.9 has occupied the circuit for a mere 2 min. 21.2 sec.

So do your tuning, pump the tyres up hard and become a record holder before the year is out.

"FLAREPATH"





# 1000 MILES IN A FIAT BALILLA

IN THE SPRING ISSUE OF 'PIRELLICON' WE LOOKED AT some of the forbears of the modern motor car in a static setting. In this issue we pay tribute to an old car, a Fiat Balilla, still very active and able to prove its reliability over 1,000 miles of hard motoring at a high average speed. This is a tribute not only to the care with which it has been cherished by its owner, but to the remarkable achievement of Fiat who produced cars like this which were from many engineering aspects years ahead of their competitors. For the background to our story we have to go back to November 1934 when a Fiat Balilla driven by Dudley Froy and J. Wrenn carried out a demonstration run on the famous Brooklands mountain circuit. The intention was to cover 1,000 miles in two days' running time (the circuit not being open throughout a full 24 hour

This has particular interest for the Lagonda Club as one of the drivers on this run was member lan Smith.

day). Despite bad conditions on the first day, 500 miles were completed in 9 hrs. 8 mins. 35 secs., an average speed of 54·70 m.p.h. The remaining 500 miles on the following day were covered in 9 hrs. 3 secs., an average of 55·55 m.p.h.. The overall average for the full 1,000 miles was therefore 55·11 m.p.h. The maximum speed achieved was about 87 m.p.h. and the running time included stops for re-fuelling, oil and wheel changes. The car, which was fitted with Pirelli racing covers, ran stripped but was

not specially tuned.

George Liston Young, who is Hon. Secretary of the Fiat Register, which has been celebrating its 10th anniversary this year, has owned a Fiat Balilla of similar age for the past seven years and he decided that he would like to repeat the effort. Sadly, Brooklands no longer exists as a race circuit, so the 1·17 mile mountain course including two courners per lap, one of them a hairpin round which speeds had to be reduced to less than 20 m.p.h., had to be replaced by the Goodwood circuit of 2·4 miles with four corners per lap (the chicane was omitted).

After much preparation the attempt took place on 15 and 16 September. Mr. Liston Young's car, a Balilla 508S first registered in January 1935 (although a 1934 model) is famous in that it was driven in the 1935/36 TT by Elsie Wisdom (Ann Wisdom's mother) and was in fact the first car driven in a TT race by a woman. It originally had a 995 c.c. engine, which was replaced for a time with a larger one of 1,098 c.c. capacity. For the 1964 run, the car had been restored in most respects to its original condition and the engine had been sleeved back to its original size. The only notable way in which it was non-standard was that it was fitted with an alloy head (to balance this, the car ran in full touring trim) and SU carburettors, the original ones no longer being available. A further modification was a set of modern wheels with 4J rims fitted with 155×15 Pirelli Cinturato tyres. Mr. Wrenn, one of the two original drivers there to



1. The photograph above was taken by Michael Ware during the run and are reproduced by permission of the Montagu Motor Museum.

advise and no doubt wishing that he was still at the wheel, told us that the original tyre size was  $400 \times 17$ , not a standard size but one used for racing in 1934. He thought that the tyres fitted were in fact nearer to  $16\frac{1}{2}$  in. The 1964 fitting, whilst completely different, gives exactly the right gearing. Mr. Wrenn recalled that six tyres altogether were used back in 1934 and at the end, the rear pair were in ribbons.

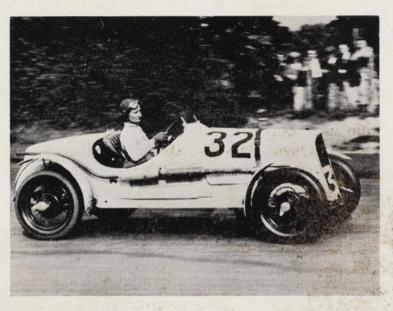
were invaluable in the wet conditions experienced on the first day. One change was necessary to the front offside wheel and tyre. This was after the car left the track at Madgwick during a fierce storm which had blown away the marker boards. This upset the track setting and eventually led to uneven wear. Incidentally, Roland King-Farlow, one of the only two Brooklands time keepers still operating was at Goodwood to supervise the 1964



At speed 1964! Photo: Alfred Woolf.

The new attempt was scheduled to start at 9 a.m. on 15 September with Mr. Liston Young and Mr. Ian Smith of Grantham, also a member of the Fiat Register, sharing the driving in There was one false start, two-hour stints. brought about by dirt which blocked the fuel lines and it was not possible to make a fresh one until nearer 11.30 a.m. The problem of dirt in the fuel persisted throughout the day and in the end the fuel pump had to be replaced. This, coupled with extremely wet and windy weather conditions (shades of 1934!) drove the average m.p.h. down to less than 50 (stops included) on the first day. This was more than made up on the following day when the run finished with 1,000 miles completed at an overall average speed of 56.02 m.p.h. (again with stops included), rather better than on the previous occasion. The running time, excluding stops, average 60.76 m.p.h. and the best lap speed was 67 m.p.h. During the second day, with the wind behind, Mr. Liston Young and Mr. Smith were getting slightly over 90 m.p.h. approaching Woodcote.

The Pirelli tyres did their stuff once again and



3. At speed 30 years ago—Mrs. Elsie Wisdom at the wheel of the Balilla. Photo loaned by George Liston Young.

repeat.

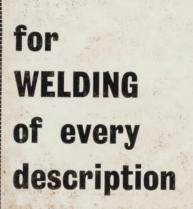
As a final comment, what a pleasant and inspiring sport motor racing must have been in 1934. This thought was induced by the presence at Goodwood on 15 September of a modern racing car, a 2½ litre 'Tasman' Cooper Climax driven by a distinguished Grand Prix driver and which was being used on the track at the same time to conduct wet adhesion tests for one of our competitors. To see the 'Tasman' accelerating away from the Fiat-in fact it was lapping at something approaching twice the speed (perhaps) not quite that, but it was doing better than the lap record for its class!)—was instructional and no doubt a lesson in modern mechanical achievements but by comparison with the Fiat it was incredibly noisy and seemed ugly and overmethodical.

This article is reprinted from *Pirellicon*, the house magazine of Pirelli Ltd., by kind permission of the Editor.

# Lagonda Origins

CLUB MEMBER DAVID MITCHELL HAS CONTRIBUTED this photograph which he took while visiting Springfield, Ohio on his way back to England from the Far East. He had the opportunity of discussing with Harry C. Auld, Assistant Vice-President of the Lagonda National Bank, the origin of the name "Lagonda" and the history of the Gunn family. Reprinted below from "Beer's History of Clark County, Ohio" (published 1881) is a reference to the origin of the name "Lagonda":

The stream popularly known as Buck Creek was by the Indians called Lagonda. Those who were best acquainted with the Indian dialect did not hesitate to say that it is a derivative from "Ough Ohonda" (Buck's Horn, Little Deers or Little Horn), from the Wyandots, and afterwards abbreviated by the French traders to "la Ohonda", which early dropped by usage to Lagonda. This term was no doubt applied to the stream by the Indians because of its forked and crooked course, which the reader who will trace its sinousities upon the map will see has not a very distant resemblance to a pair of buck's horns.



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The next issue will be published in July. Members should send to the Editor contributions and photographs for publication as soon as possible and not later than the 15th May.

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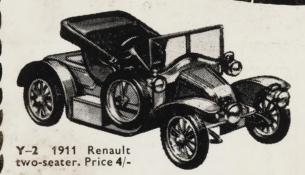
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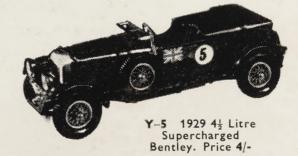
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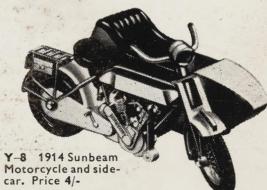


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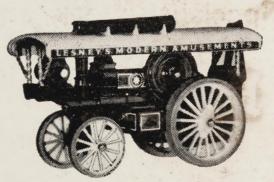












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# WHO, WHAT CAR, WHERE AND WHEN?

Members are invited to pit their skill and cunning memory in giving the answers to the above questions about the illustration below. No prizes are offered but the first all-correct postcard received by the Editor will result in the sender's name being PRINTED in the next issue of the magazine. (Fame at last!)





# LETTERS TO THE EDITOR

**Towards Happier Rallying** 

Dear Sir-In the Winter issue I am pleased to see M.H.W. giving his attention to the saner aspects of motoring events.

My husband and I were, some ten years or so ago, active members of the Lagonda Club and others, and enjoyed many, many events, but moving to the country and other certain factors now prevents participation as competitors.

Living in the country, on the fringe of a Sussex hamlet, we now see all too clearly the other side of the rally and treasure hunt. Although I feel that even our worst enemies would not call us killjoys I should like to put the following points to both organisers and competitors:

1. Please, whenever possible, avoid navigating through village streets. Many houses are directly on the street, without garden or forecourt, and the noise of rally drivers in the middle of the night is quite appalling.

2. Please, whenever possible, avoid the small T-junction with dwelling sited at the top centre of the T-80 or more pairs of P100's shining through your bedroom window at five-minute intervals in the night is not fun.

3. Please avoid driving over our mown verges outside our houses. And reversing by means of our drives. You would be surprised how many sets of tyre tracks one finds after a spirited night rally.

4. Please set sensible treasure hunts. hairs from a black cat's tail" is not amusing if you happen to be a black cat. "Count the number of bricks round an archway on the route" led a friend of mine to find 15 assorted strangers in her garden one Saturday afternoon last autumn.

5. Please discourage irresponsible competitors whenever you possibly can—and bar them from future events, however much the club concerned needs money or membership participation. It needs a good name even more!

CLUB MEMBER

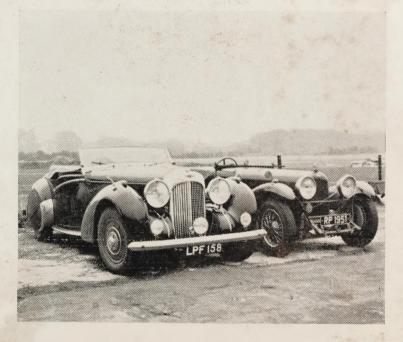
"Rapide Rediscovered"

Dear Sir-I was especially interested in this article contained in the recently received issue of The Lagonda. In view of the fact that there was no picture included, I wondered whether you might be interested in one or other of the enclosed.

One or two points are noteworthy. Both cars are  $4\frac{1}{2}$ -litre models, one a 12 and the other a 6 cylinder. Both cars have carried East Yorkshire Index Marks in the past, and been re-registered. Both have been owned by members of the local farming fraternity, at which time both cars were painted red.

Personally you will no doubt recognise the other car as Henry Coates's creation (History of a Contraption, The Lagonda No. 42, Summer 1962) but others may not associate it with its original LBT74. And incidentally the photos were taken at the Brackley Driving Tests.

ROY PATERSON, Hull.



# LETTERS continued

"Where have they gone?"

Dear Sir—In the words of a well known ballad, slightly amended, "Where have all the Lag. owners gone?" I attended the Crown Hotel, Carfax, Horsham on the last Friday of January. The only other person to arrive was a Major Kirk. We tapped up the barmaid, non-physically that is, and discovered that our glorious Lag. owners had not frequented the Crown Hotel for some considerable time. If they had done they must have been heavily disguised.

Come on! Let's have as many as possible coming to the Crown, wearing ties and badges, ordering foaming pints and raising the roof in song. Perhaps we might be recognised!

RAY ATTWOOD, Fleet, Aldershot.

### Sackcloth and Ashes Dept.

Dear Sir—I am sure that a good many people only read publications with the object of spotting the errors so that with great glee they can write to the Editor and point them out!

Whilst not wanting to be in that category I think in the interest of accuracy it should be mentioned that the reprint of the road test used in the Winter issue is of the M45R and not the LG45R as printed.

The car in question has in recent years been owned by Harry Wareham, the onetime Midland Secretary and later by Ian McGregor (now another good car gone abroad?)

Thinking of inaccuracies isn't it amazing now for years all sorts of well known journals, publicity handouts etc., have quoted the capacity of the Meadows  $4\frac{1}{2}$  litre at every figure but the right one!

It appears that even the factory couldn't do their sums correctly because after the T.T. of 1934, Arthur Fox had to explain things away to the scrutineers who arrived at a different answer to that quoted by the entrant. The capacity was first given as 4429 c.c.s., then 4467 c.c.s., sometimes 4454 which is nearer. You work out 88·5 m.m. × 120·64 m.m. bore and stroke for a 6 cylinder engine and see if you do not get 4452·664!

MIKE WILBY Hampstead, N.W.3.

[Apologies for Editorial blunder. As for working out that complicated sum—I'm prepared to accept Mike's word for it! Ed.]

# FOR SALE

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