

THE *Lagonda*

No. 54

Spring 1966



THE MAGAZINE OF THE LAGONDA CLUB

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Spring 1966

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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.

FRONT COVER: Rapides, ancient and modern.
Photo: J. W. T. Crocker.
(Crocker Towers in the background.)

NOTES, NEWS AND COMMENTS

IN FAR AWAY FLORIDA BUD HABERSIN'S REBUILD of his Rapier makes good progress. The latest photograph shows very fine restoration to the body and chassis and maybe by this time the engine will be back in the frame. How about a few details of the work carried out Bud?

★ ★ ★ ★ ★

ROLAND MORGAN'S blown 2-litre is the latest Lagonda to join the ranks of the film stars and will be seen in some T.V. commercials, one is to advertise a ladies' hair spray or something and those who have driven in Roland's very open car will testify how much it is needed!

★ ★ ★ ★ ★

Glad to report that MIKE WILBY is making very good progress following his recent lengthy stay in hospital after undergoing a serious operation. At the time of writing Marion and Mike are quietly touring Southern England and we look forward to seeing them both at Club events this Summer. Mike, incidentally, never lost touch with the Club's activities during his time in hospital and he contributed his usual invaluable help on Committee matters despite being in a state of discomfort in bed.

★ ★ ★ ★ ★

JPG492. Good news concerning this special-bodied V-12 which was prepared just prior to the War for the purpose of attacking the World Land Speed Record for Saloon cars at Brooklands. Because of the outbreak of hostilities this attempt never came about since when the car has drifted from hand to hand until it was recently reported to be in a state of deterioration. Its new owner is BRIAN MORGAN who we welcome into the Club. Mr. Morgan is better known to most of the motoring world as the co-author with Richard Wheatley, of "The Restoration of Vintage and Thoroughbred Cars" and "The Maintenance and Driving of Vintage Cars". It is Mr. Morgan's intention to restore this interesting car back to its former condition and we look forward to the result of his work knowing that it will be carried out in a meticulous manner.

★ ★ ★ ★ ★

The Club also extends a warm welcome to that famous American sportsman BRIGGS CUNNINGHAM

whose application for membership was reported by Bob Crane in his last letter to us. As this news was received as the Magazine was closing for press we cannot give any more details at this stage but suffice to say that we are honoured to have such an enthusiast for the Sport as a member. Tucked away in the Correspondence Section at the end of this issue is a letter from DAVID CROW telling us of some Lagondas he had tracked down while he was in India last year. What he failed to mention in his letter was that he had motored to India and back in a 1929 3-litre tourer! An epic journey covering some 14,000 miles overland for which David deserves all praise. It is hoped that he will write up the trip for the Magazine if only to shame some members who are reluctant to travel 50 miles to the A.G.M.

★ ★ ★ ★ ★

Many tributes have been paid in the motoring press to the memory of LAURENCE POMEROY, F.R.S.A., M.S.A.E., who died in February. The Club would like to pay its own to that many-talented and gifted personality whose untimely death deprives the motor clubs and industry of an exceptional authority on motor engineering and one who had the ability of reducing complicated technical theories into plain and easily understood layman's terms.

THE EDITOR



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"He always gets that poor man's-Graham Hill-look when he spots Bill Boddy but it's never got him into 'Motor Sport' yet."

NORTHERN NOTES FROM HERB SCHOFIELD

ATTEMPTING TO COMPLETE A READABLE LENGTHY "Northern Notes" in the winter months can prove most difficult, there being no competitive events to bring Northern members together. One presumes however that with the prices Lagonda cars now command in Auction Rooms and suchlike, everyone is busily employed building "specials" for competition use. The Henry Coates car should be out this year. Brian Green of Birkenhead is also toying with the idea of building a 4½ special. Alan Brown has similar thoughts when he has finished the rebuild of his LG45 coupé, and over in Huddersfield the lights are burning late in the Dearden-Briggs/Weir Stable to get their LG45 special on the road.

In Oldham the Hine/Schofield Special is rapidly putting on weight, and being lowered, to make it more attractive and like a pre-war team car. The engine is at present in the hands of Geoff Thorneycroft who is tuning and improving the unit. The club surely owes a great deal of

gratitude to Geoff for his offer to help members and their mechanical problems. I imagine also that far away in Edinburgh, Elliot Elder and Jon Abson are trying to find ways and means of keeping the Grand Prix Rapier going for long enough to finish more races in 1966!

My article in the last magazine asking for suggestions about the future of the Northern Secretary excited a great deluge of *one* letter. However, be that as it may, we have planned for you this season the usual varied selection of events starting with the Northern Spring Social which I am organising jointly with the Alvis Owners Club. The start will be at the "Dandy Cock" Hotel, Disley, Cheshire on Sunday, May 1st, arrive from opening time onwards. The "Dandy Cock" is run by Ken Frith well-known pianist with the N.D.O., and an Alvis and Bentley enthusiast.

Let us hope that the joint B.D.C./Lagonda Club Curborough Sprint Meeting receives proper support from our Club. A sprint meeting is not a race and is an ideal sort of event for people new to competition.

My casual observations in the last magazine about the expanding waistline of Pat Dearden-

Briggs proved correct and a small boy similar to Dearden in appearance (apart from glasses!) has been added to the stable. Talking about babies and things connected, reminds me to offer congratulations to Richard Williams on his forthcoming marriage.

I think it most important for a one-make car club to be correct, I must point out that the photograph of Michael Deakin's car in the last magazine (page 26) is wrongly captioned, the car in fact being a very rare LG.6 Rapide TOURER.

COMPETITION NOTES

SOME MEMBERS, WHILST BROWSING THROUGH THE winter issue of the Magazine, may have noticed one or two rather pointed remarks about the Competition Secretary appearing at meetings last season in an XK.120. There is a quite simple explanation for this. It has nothing to do with being unfaithful to the 2-litre, and it is nonsense to say that to ascend Firle Hill in a Jaguar is more exciting than in a 2-litre! Neither, as one unmentionable character commented, is the XK.120 more likely to succeed as BIRD BAIT! The reason for this brief departure from the norm, was due entirely to the failure of the 2-litre main bearings early in July. So, spurred on to do the right thing at the right time, an engine rebuild is actually *in progress* at the time of writing, thereby setting the example, so often mentioned in these pages, of having the car ready for the start of the season—we hope.

No apology is made for reprinting the 1965 Trophy Winners List in the magazine. Most members will already have seen it in the Newsletter, but the magazine is more likely to be kept for future reference, and so, for the record, here it is:

Michael Trophy	—	M. LEO	} Joint
Fox Trophy	—	J. W. T. CROCKER	
Car Club Trophy	—	D. HINE	
	—	H. L. SCHOFIELD	
Densham Trophy	—	A. BROWN	
Northern Trophy	—	R. PATERSON	
Allison Trophy	—	G. D. PURNELL	

It is hoped during the 1966 season, to print a list of points gained by competitors at all events, so that spectating members can follow their progress right through the year, something like

the World Championship markings! well, something. The effectiveness of this depends to some extent on the competitors, as they must keep the committee informed of any events they enter outside the club calendar. The idea of all this is to provide interest in the competitors individually, and also to stir some enthusiasm in the hearts of those who think they might have a go!—This brings us to the fixture list for this season; as you will see, there are at least two changes from last year which are very welcome.

As mentioned in the Newsletter, the much hoped for Sprint Meeting with the Bentley Drivers Club at Curborough, near Litchfield, is ON. The date is *Saturday, 21st May*; we are co-promoting the event with the B.D.C. and we want a really splendid turnout on the day. This meeting will take the place of the old Brands Hatch meeting in August. The location of this event should satisfy the majority of entrants, though we sympathise with members South of London.

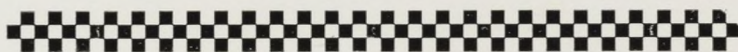
The Southern Rally has been brought forward to 8th May in order not to clash with the Sprint Meeting.

Most of the other dates in the Fixture List are as last year, except for B.D.C. Firle, which comes just a week before the A.G.M. this year—September 18th.

The November Handicap is *on*—on 12th November, please book the date well in advance—NOW. Marshals will be required, so please contact any member of the committee. The route will be somewhere in the South Midlands, probably between Oxford and Cambridge.

Another attempt to hold a picnic social gathering at Woburn Abbey will be made during the season, details later.—Roll on summer heat.

J.C.W.



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As purchased the 3 litre looked a bit rough.

"Wunderbar—das ist ein Lagonda!"

LAGONDA? NEVER HEARD OF IT. ACH JA, SOUNDS like something Italian. What—made in G.B.? The green lorry over there? Seems to be a four-and-a-half Bentley?!

Well, sometimes it starts this way when people talk about my 1931 3-litre Tourer. German veteran and vintage car fans surely know marques like Stoewer, Horch, Loreley. But when conversation comes to foreign makes—especially British—nothing but Rolls or Bentley (Himmel, I thought Alvis is the name of that American bone-shaker with the guitar?) seems to be known. But, on the other side, does any Lagondist have a slight idea of a Fafnir, Orient, Brennabor, Dürkopp?

A good friend of mine bought her in a weak moment, as he recalls. He did not seem to

become very happy with the car as there was still a lot of work to be done to put her into "mint condition". So I got this wonderful touring car with the blue label on the radiator for a reasonable sum and drove her home on a freezing winter day. I had to cross the whole continent from Holland to Bavaria, and of course it took more than twenty-four hours, in spite she almost "hit the ton" on the Autobahn.

So I had to stay overnight somewhere near Cologne, and, as I had bad luck not to find a garage, I bought a good deal of "Antifreeze" for the Lag's supper. But the cold night had been colder as predicted, and the "Antifreeze" was not anti enough. Next morning the radiator was partially frozen, mostly in the lower part which I did not see during my short inspection after breakfast. After three kilometres thick white clouds told me everything. The waterpump seemed to be damaged and the cylinder head gasket blown.

Well, I finished the next part of my trip by train. Ivan Forshaw supplied me with a new gasket, a goodhearted mechanic in the open country repaired the pump. One month later I continued the journey. This time I reached Munich troublefree, minor troubles not counted (dynamo didn't charge the batteries, broken spare wheel bearer, leaking radiator and so on).

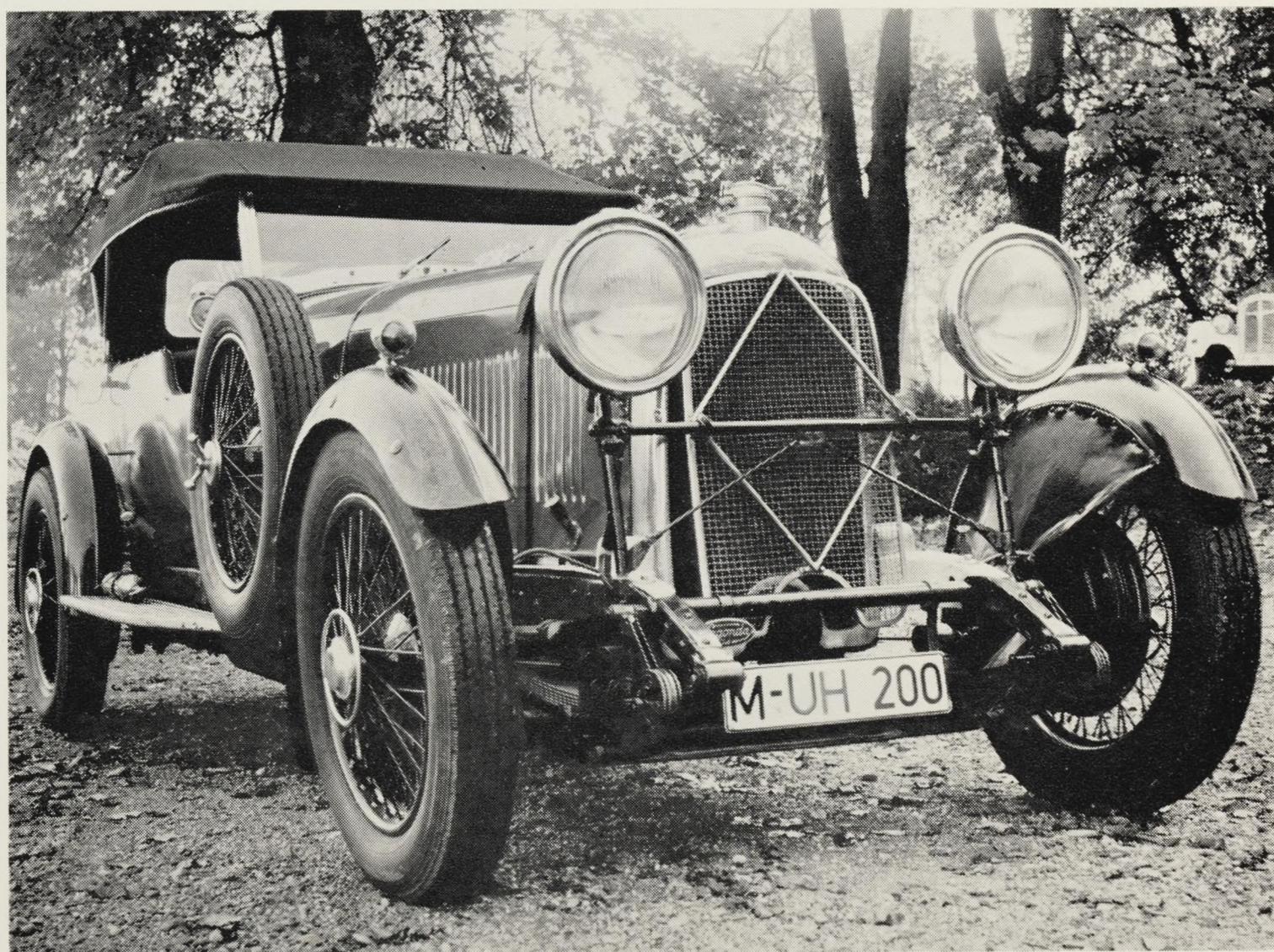
As the owner of a 1933 Audi and a 1937 Opel I am used to things like those, but I didn't find the time to fix them now. So I was happy enough to find a skillful mechanic, a former Bugatti man, who still works in that good old Swiss-watch-manner. You find these men very seldom here, because nobody is interested in this old car stuff nowadays. But if I had known in advance, that the Bugattist needed one year and a half to prepare my Lag for the M.O.T. Test—I would have fixed everything by myself!

So it was impossible for me to start in my

Lagonda for the first European Veteran Car Rallye last July (I already had my start number!), it would have been the only one of this marque in this event, where 250 cars have joined. Well, next time.

Meanwhile the car is ready and got through the Test which I suppose is the most difficult in comparison to your country. I had to alter many things. I needed new headlights and I was lucky to find a pair of Bosch reflectors which fitted exactly into the P.100's so the change can hardly be recognised. Rudge-wire wheel screws are verboten, too, so I had to weld a thin ring around—a trick that looks not bad and is accepted by the officials. I had to install blink-lights in front and rear, a theftlock, a windshield of safety glass. The speedometer shows miles, not kilometres, but I could change the officer's mind and kept the original instrument.

Meanwhile GO1145 turned into MUH200.



Restoration complete. The modified hub caps are necessary for the German M.O.T. Test. The reflectors set in the headlamps were originally made for diesel locomotives of the German Railway.

By the way, I was told the car once had been in the possession of the late Lord Selsdon (anyone who can confirm this?) who gained some fame in the 'thirties on the Monte Carlo rally. According to this I gave my car, who was black before, a B.R.G.-paint—she now looks even racier.

If one of the Lagonda Club members ever should come to Bavaria—driving his Lag, naturally—I would be very pleased to meet him to talk “Lagondish”. Don't worry about boiling radiators because of the Alp mountains (they are not so stiff). Have a pot of Bavarian Beer (who, by the way, invented the word “stein?” Nobody knows that word here!) on the road side while your car cools down a bit and hear the red-bearded, leather-pant-wearing, Tyrol-hat-bearing people admire your car: “Wunderbar—ein Lagonda!”

HALWART SCHRADER

FIVE OLD LAGS

GO IN SEARCH OF THE SUN

THERE WERE SEVERAL OBJECTS BEHIND THE EXERCISE; to provide a non-competitive tour, to demonstrate the reliability of the cars and to go camping in the sunshine of Spain. It was a pity, therefore, that for various reasons only two Lagondas eventually made the sea passage from Southampton to Cherbourg. The two surviving drivers were Mike Gaber and Harry Gostling with 1932 2-litres. Little did they know that a week of the coldest weather for 150 years was in store for them. Luckily they did not go to the Costa Brava where they would have been washed away.

The cars provided an interesting contrast; a standard tourer with a fabric body, 21 in. wheels and twin S.U.'s and a Continental tourer, 18 in. wheels, a single S.U. and some 3 cwt. heavier. The latter was the last of the line, produced as the name implies for trips such as ours. The main differences being, smaller wheels, ribbed brake drums, steel body and radiator shutters controlled by a thermostat.

Before the start it was agreed to limit revs. to 2500. The 2-litre engine is virtually indestruct-

able anyway, but with thoughtful treatment it is everlasting as well. In practice we soon found that the road surfaces were so appalling that speed was very much dictated by the prevailing conditions. A hitch-hiker who was given a long trip in the Continental more than paid for his lift by saying that it had been his only comfortable ride (one jab and it is all over).

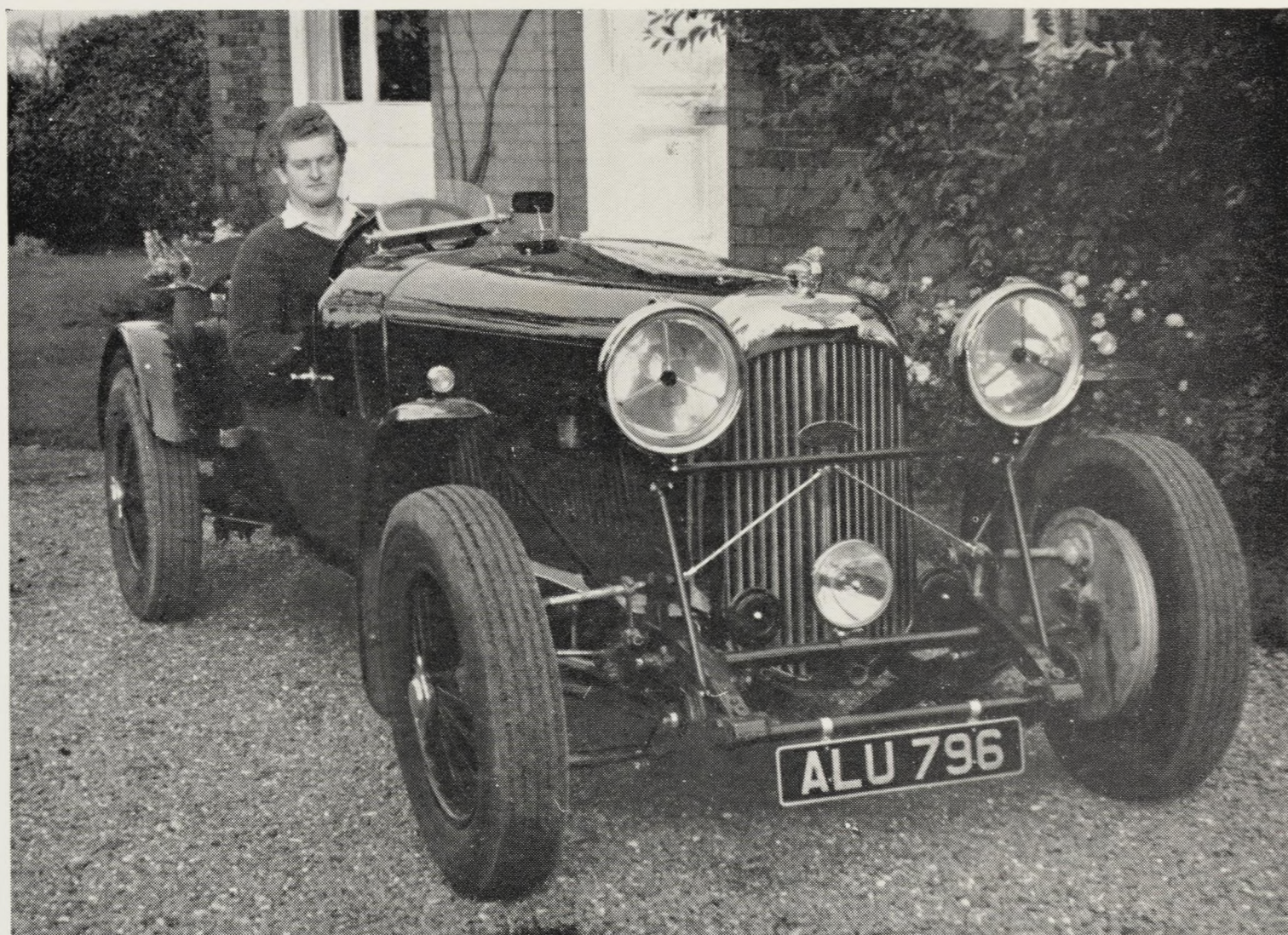
The journey south was done in convoy with the Continental leading, the smaller wheels enabling it to romp up most hills in top opening up a wide gap, but whenever it came down to second, the other car was soon on its tail. Those gear ratios again! On the Sompert Pass the standard car was badly held back, what was an easy climb in second gear to the one was stalling speed to the other. Both had raised steam by the top, but the climb in the reverse direction was completed without excessive water temperature.

We think we learnt one useful lesson after some deduction into the why and the wherefore. After a long run in hot sun the oil in the Continental was obviously near boiling point though neither the oil pressure nor the water temperature had altered. The other car, however, was much cooler. Why the difference? Because it was running without a front apron. It sounds logical, why shield the sump from the air stream.

There is nothing more to add about the cars, no trouble was expected and none was experienced though we did carry the obvious spares, just in case. Incidentally, 2-litre half-shafts are very useful in holding down a tent in a strong wind. The two Lags did cause a vast amount of interest on the road and everywhere they stopped. At one point we had Dutch, French and Spanish discussing the construction and dimensions of the engines. The multi-language phrase book paid for itself.

The big snag to a long continental tour is the return drive up north; if you have enough gold it can be done by plane or train. But for Lagonda owners and other normal mortals it is either ‘get it done quickly’ or ‘make a round trip’. The Continental took four days going across country and avoiding all the large towns while the standard car did it in two days. Nevertheless, they arrived in Cherbourg almost together to spend the night on the quayside. One last note, if you take out the two front seats and lie on the air cushions, a 2-litre can be very comfortable and cosy; but if you choose to stay put and just sit—well judging by the language!

H.G.



NORTHERN CARS & FACES

No. 6

STUART FURBER

Purchased his M45 tourer pictured above in 1961, since when he has completely rebuilt it to its present very high standard. He bought the Lagonda because it provided him with the sort of motoring he required from an old car—big performance and braking with "vintage" styling and appeal.

He regards the M45 as being 'the' Lagonda, but nevertheless is toying with the idea of building a 4½ special sometime in the future.

Photograph : Herb Schofield



Hull and East Riding Members' Notes

AN INITIAL NOTE, OF APPRECIATION, TO JOHN BROADBANK, for organising a Christmas Dinner. About twenty-four (numbers are only approximate after an evening organised by John) attended.

Then, to prove that a change is as good as a rest, the majority profitably used their days off in continuing to rebuild their existing Lagondas and even in pursuing the creation of new models. We really believe there is more Lagonda workshop activity here than in any comparable area of the five continents, viz.:

Henry Coates—New creation, 4½-litre.

John Broadbank—M.45R two-seater special, engine and bodywork. The diesel LG.6 saloon winner of the Border Rally is his everyday car.

John Beardow—Currently working on the road springs and hood of the unique M.45 tourer, after replacing the 2½-litre engine of his commuting Daimler drophead with a 3-litre power unit (some job).

Ian North—recently parted with a Talbot 65 tourer and crewed for the new owner in the V.S.C.C. Measham. John Broadbank assisted them to complete the course. Ian now has the ex-Tortoise Taylor LG.45 drophead and is still working on it, mainly the coachwork. For many years Ian's father has lavished care and attention on his considerable collection of beautifully maintained veteran cars, so the standard of Ian's rebuild is expected to be quite up to par.

Roy Paterson—Henry's Mk.I special has begun to show signs of its hard life over the past two seasons and needs attention in several departments.

John Saville—Well on with the rebuilding of his 16/80 two-seater.

Vic Wiltshire—is also creating—a special light-weight competition Rapier.

Ken Winder—no longer has the standard Hillman Imp which showed reputedly high-performance models the way round the driving tests. His spare time and experience is now employed in assisting David (now 16 and mentioned-in-despatches, North Riding Rally of 1964) to rebuild a Rapier.

In addition to the above work in progress, the

brothers Pape have a 2-litre creation on the stocks, and we hope that Dr. Cree of Beeford is quietly persevering with his M.45R ("Where are they now?" Number 5) since we hear nothing to the contrary. Finally Peter Bilton has had his DB 3-litre saloon powered by a Sunbeam Tiger engine.

We wish all power to the elbows of honorary secretaries and events organisers, because we look forward to giving them active support from behind our competition numbers.

And any member who is in the East Riding on the last Tuesday of a month will be welcome at the regular informal pub-meet held in The Tiger Inn, Beverley, East Yorkshire.

"HERMES"

LAGONDA REMINISCENCES

Bert Hammond recalls the Company's activities prior to the First World War.

IT HAS BEEN SUGGESTED TO ME THAT I TRY TO record the history of the Lagonda vehicles from the motor cycle days. I joined Lagonda in 1904 but assisted in the building of the motor cycle in 1902; this happened as I was employed by a cycle maker and rapairer in Staines who built some of the frames and wheels for Lagonda.

Looking back 54 years there are a lot of things one can forget, but that which I cannot remember properly I have left out.

Motor Cycling

The motor cycle engine was air cooled with cast iron pistons, automatic inlet valve and cam operated exhaust valve with handle control to ease compression for starting purposes. Starting was achieved by vigorously pedalling the machine (or running and pushing) until sufficient speed was obtained, closing the exhaust and hoping for a start. Ignition was by trembler coil and a small wet accumulator which was carried in a compartment in the tank between oil and petrol compartments. The contact breaker was a simple type wipe contact. The oil supply was fed to engine by a hand pump fitted to the offside and forward on tank. The controls were minimal, two in fact, one for advance and retard and one for throttle, these were of the quadrant type operating on fine serrations on the top of the forward part of tank. The air control was

Photo opposite: M45 at speed. Herb Schofield.

direct on the carburettor and one had to reach down to adjust it, while the drive was direct to rear wheel by vee belt. One brake only, and that operated on the inner part of front wheel. As the girder type front forks were solid, springing was only obtained by saddle and resiliency of tyres. Carburettor was by Longuemare, a simple, type of carburettor comprising float chamber, choke tube, and a cone seating jet having several slots around the seat for petrol to be drawn through and mixed with air regulated through a slot just above the top of the jet.

The Problems of Passenger-carrying

During this early period of motor cycling, some form of passenger carrying was wanted and the first of its kind was the trailer.

This trailer form of travelling left much to be desired, the passenger receiving the fumes from the exhaust also being covered with dust on dry days, and quite an amount of mud from the rear wheel on wet days. The worst feature was being left in the road if the driver forgot the trailer and cut corners too fine and it was known many times for a trailer to tip over and then right itself leaving the passenger in the road.

The trailer was soon superseded by an attachment to the motor cycle called the "Trimo Forecar", which when fitted up made the cycle into a three-wheeler, this was the forerunner of the tricar.

Competition work was not much in evidence these days, but a Lagonda was built to compete in a French race and gave a very good account of itself but was too fast for its tyres; tyres were a very weak link at this time.

Officially Wilbur Gunn did not build a twin motor cycle, but a 10 h.p. twin engine (tricar) was supplied to certain enthusiasts who converted a Lagonda cycle themselves and was used in sprints and pedal cycle pacing.

Improvements to the motor cycle were few and were worthy in appearance of the completed machine, clutch and gear box were unknown.

Development of the Tricar

Following the motor cycle a single cylinder tricar was developed, it was a 4-5 h.p. air cooled engine two-speed gear box (no reverse), external contracting band brakes on all wheels, handle bar steering (direct), chain driven, motor cycle saddle, unsprung frame, large cee springs on passenger forecar, oiling, ignition, etc., same as motor cycle

except in this case the air lever was controlled separately or with throttle lever. The engine was started by cycle pedals, the floor board being hinged to allow this operation. There were very few of these machines made and none were entered in any competitions.

It was during the manufacture of this tricar that the 10 h.p. tricar was made, the main design of the frame was similar but altered in size and detail, semi-elliptic springs front and rear, and rear wheel mounted in a sub-frame hinged forward and so arranged that there was equal tension to rear driving chain at all positions of springs.

Twin air-cooled engine, starting now being by handle with internal expanding front brakes and external contracting rear brake. Three-speed and reverse gear box, handle bar direct steering, automatic inlet valves, ignition varied between wipe contact and make-and-break contacts (usually the whim of the owner), both by coil and wet accumulator. The carburettor on the first few models was a Longuemare, controls of the motor cycle type with the levers on oil tank fitted to steering head just in front of driver. The front brakes were operated by a pedal lever, this had a ratchet locking device to act as a parking brake and was on the left side by the clutch pedal, bucket type driver's seat on semi-elliptic springs.

The lighting on most of these machines was usually the owner's specification, if not, oil side and tail lamps were fitted.

The passenger seat was coach-built and was the same model on all tricars, springing by cee type leaf springs.

At odd times more modifications were made to details, the handlebars were discarded and a steering wheel fitted, direct steering was still fitted to a few models and then changed to rack and pinion. The controls were later changed to Bowden-type fitted on steering wheel. At this time a Jap carburettor was fitted, this carburettor had multiple jets in a disc form, and the mixture passed through a chamber comprising a number of holes with bronze balls, these lifted one after the other according to the throttle opening.

The hand brake was also fitted about this time, mounted by the side of gear lever and operated front brakes, and engine was water-cooled.

Magneto ignition was tried at various times, but starting was bad, and although a few of the tricars were converted to magneto ignition at later dates the coil ignition was still standard by

Lagonda until the tricar building.

It was during the tricar period that extensions were made to the works, this went on at odd times until all of Mr. Gunn's garden was covered close up to his house.

The tricars were entered in a number of competitions (it would not be a competition without a Lagonda) and were very successful in winning premier awards.

By now three-wheelers with the unsociable passenger position were loosing favour, and it was felt that something on four wheels with seating side by side and also a possibility of windscreen protection and a roof for bad weather was wanted.

Wilbur Gunn soon got going and produced a 10 h.p. twin engine car, the tricar engine (now water-cooled) had the crank case slightly modified, coil ignition, 3-speed and reverse gear box (straight through gears), countershaft foot brake, internal expanding rear brakes, bevel axle, semi-elliptic springs front and rear, rear axle controlled by radius rods, tubular front axle, cone clutch, controls by levers and ratchet ring on steering wheel, water pump circulation, oil side and tail lamps and acetylene head lamps, screen and hood as ordered by owner, non-detachable wheels, spare wheel by Stepney.

A very few of these cars were made as a wider range of people were now beginning to take an interest in motoring.

W.G's next venture was a car fitted with a Coventry Simplex 14-16 h.p. four-cylinder engine, cylinders cast in pairs, water-cooled by pump circulation, magneto ignition and Jap carburettor, throttle etc. controls at first were same as a previous twin-cylinder car except gear box, this had a very simple but effective gate change operated outside the gear box, the gear lever was outside body and chassis, a sliding shaft was connected to gear lever and this in turn operated in two hook fittings, these in turn being connected to two hollow shafts and the gears were selected via the hooks.

This car was turned out as a two-seater and was fitted with an occasional seat at rear in boot. Non-detachable wheels were still fitted. Lighting as previous car.

After a number of this type was built it was modified in many details, a 16-18 h.p. engine being fitted, with Polyrhoe carburettor, and an electric lighting system could now be fitted, this incorporated a coil starting device, which made starting very much easier, the same type tubular

front axle and bevel rear axle both modified and slightly heavier, the rear axle still controlled by radius rods. Occasionally detachable wheels were fitted, and various types of bodies.

This was the model that was raced at Brooklands in 1909 and took part in the Russian trial in 1910.

About the latter part of 1910 W.G. had designed and built a car embodying improvements to chassis and axles that was necessary for overseas trade and roads. It had a 20 h.p. four-cylinder engine. There was also a 30 h.p. six-cylinder engine, completely Lagonda, cylinders in pairs, crankcase built up in two cylinder sections, cone clutch still used, also 3-speed gear box, gate change as last two models.

Coupe bodies were the most popular, some touring and saloon bodies were fitted, and there was also a hard top saloon body designed so that it could be used as an open car if required. The top was removed complete after unbolting a few fastenings. The Polyrhoe carburettor was the only one used on these models.

This model was manufactured until late 1912 or early 1913.

It was about this time that Mr. Gunn had thought out the 11.1 h.p., also at this time the Lagonda works were considerably extended, having acquired all the corner site joining Thorpe Road with the main road (A.30).

I do not propose to write about this model or the later ones as there is plenty of data about these, the 11.1-12.24 being very well described by Mr. Alan Audsley in the No. 18 *Lagonda Magazine*.

One thing I might mention is that until the 2-litre o.h. was designed, all the previous engines had the cylinders and heads cast in one unit, the o.h. being the first to have a detachable head.

G. H. HAMMOND

This article will do much to fill in the gaps in records of the early history of the Lagonda Company. Bert Hammond who is now in his eighties deserves congratulations on his remarkable retention of events of over fifty years ago. Editor.

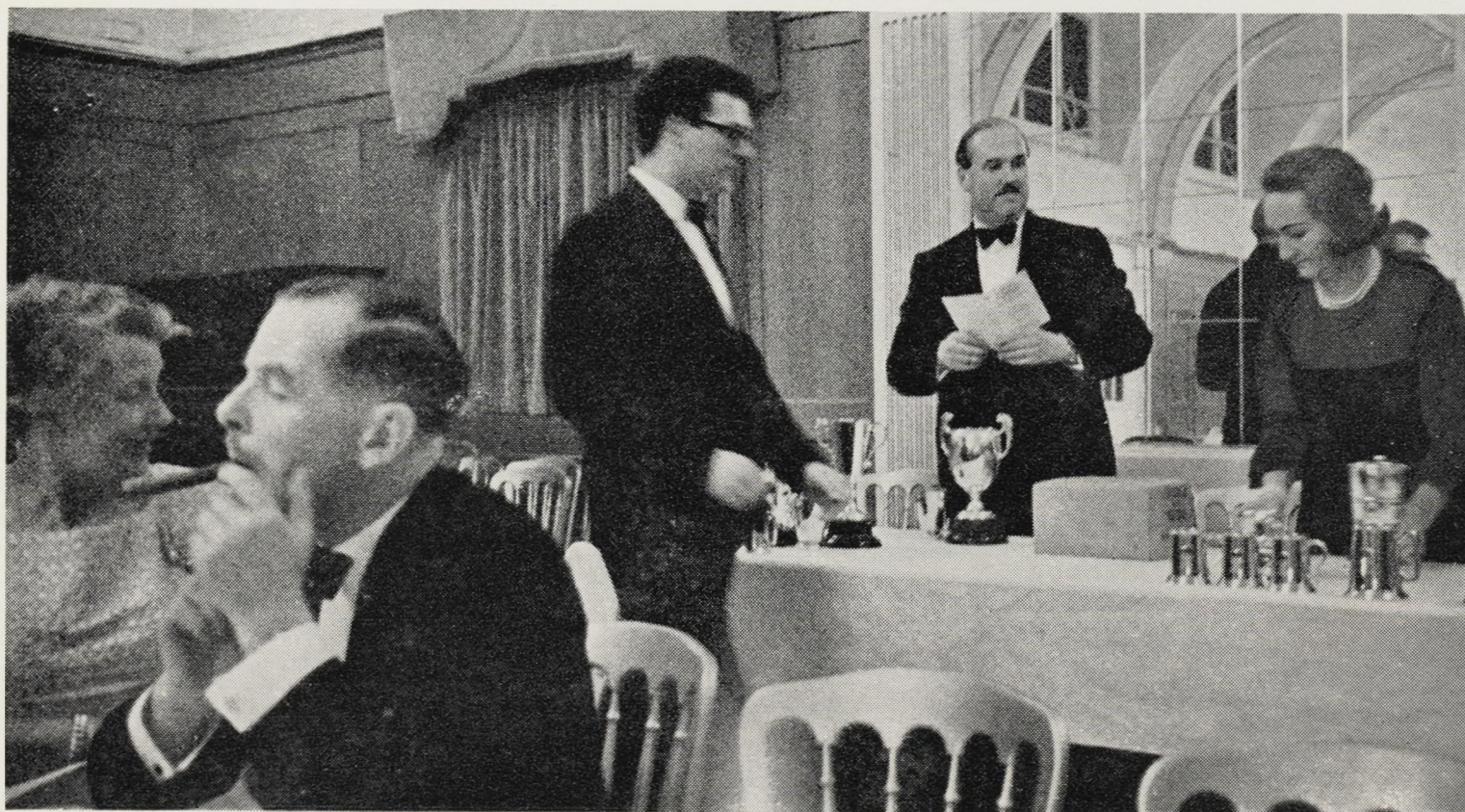
**THE NEXT MAGAZINE WILL BE
PUBLISHED IN JULY. COPY/
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BY MAY 28th PLEASE.**

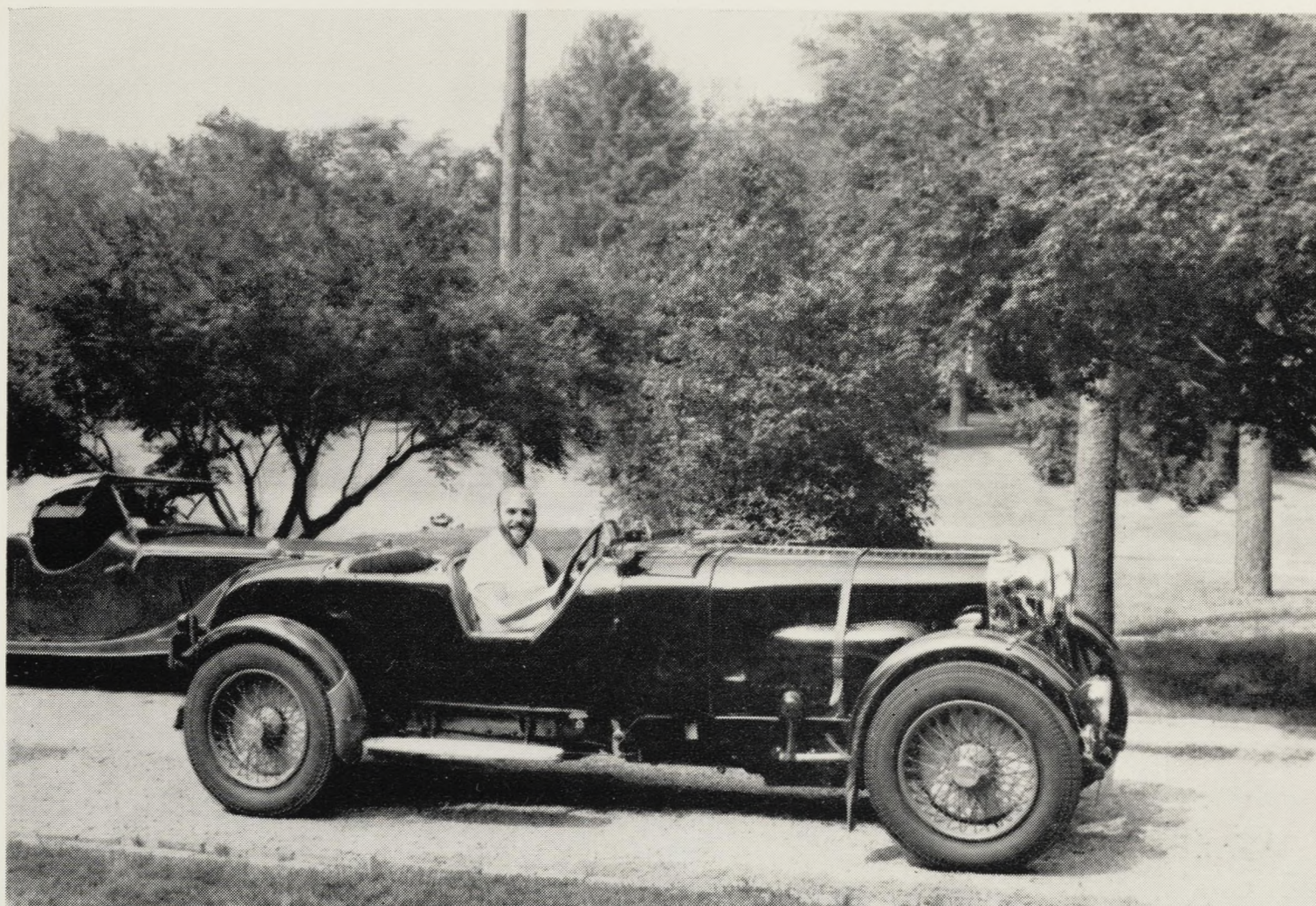


The Chairman says a few well-chosen words

ANNUAL DINNER DANCE— OSTERLEY HOTEL FEBRUARY 1966

James and Bar Crocker supervise the presentation of the awards while Don Overy pulls contentedly on a cigar





Ken Hill in Bernie Calkin's Le Mans M45R

NEWS FROM AMERICA

A Club Member tells of his interesting experiences during a visit to the States.

THE EASTERN GRAND CLASSIC CONCOURS OF THE Classic Car Club of America was not one of the factors my wife Jean and I took into account last year when we were trying to decide on the sailing date which would begin our four month visit to the United States.

But when we eventually juggled my examination dates with the thrift season and picked a sailing which arrived in New York on July 6th, Bob Crane, in reply to my warning letter, told me that the Grand Classic was to be held on July 10th, and why didn't we come and stay with him for the night of the ninth.

So after a bus trip from New York City we found ourselves winding up a wooded lane in an immaculate V.12 drophead to Bob's home, to be welcomed by Mrs. Crane who had a pot of tea

just ready and a warm W-r-h-n-t-n standing near the opener. This far-sighted welcome, however, Jean and I unconsciously ruined by asking respectively for ICED tea and COLD beer—still new as we were to the variety of refreshments America has to offer.

Bob had arranged a most entertaining afternoon and evening for us. It began with a tour of the surrounding holiday resort area, followed by a cruise on the lake which makes up a good section of the beautiful panorama to be seen from Bob's home. Then we met club member Dick Roy, and in a barn near the feed mill operated by him and his father we just had time to peep under the many parachute covers which presented the kind of contours and peaks guaranteed to rivet the attention of anyone who is on nodding terms with his tappets.

"That Hudson," Dick told us, "was given a coat of tar by its well-intentioned owner since it had to stand outside in all weathers!" A carriage-wheeled veteran with a tiny engine under the seat had been restored to beautiful condition partly

by the Amish, that group of immigrants which refuses to conform to the motor age and thus keeps alive the crafts of carriage building. Dick's M.45.R was sparkling down to each immaculate detail.

Between and around these and other interesting cars were early agricultural machines and some elegant sleighs, unfamiliar to English eyes, with graceful iron swirls and beautifully curved runners.

In the evening, three American members and their families entertained Jean and me at Dick's lakeside family home, an evening and a setting we shall remember for a long time.

On the way to the Grand Classic the following day Bob demonstrated, to the surprise of many much younger cars going the same way, that his V.12 certainly knew what a straight stretch of road was for, and it was fascinating to watch the metered breathing, registered on a special dashboard panel, of the four carburettors that go with the competition head that this car wears.

The Grand Classic Concours is an annual event organised on the same day in three venues—West, Central and East of the continent. Points are

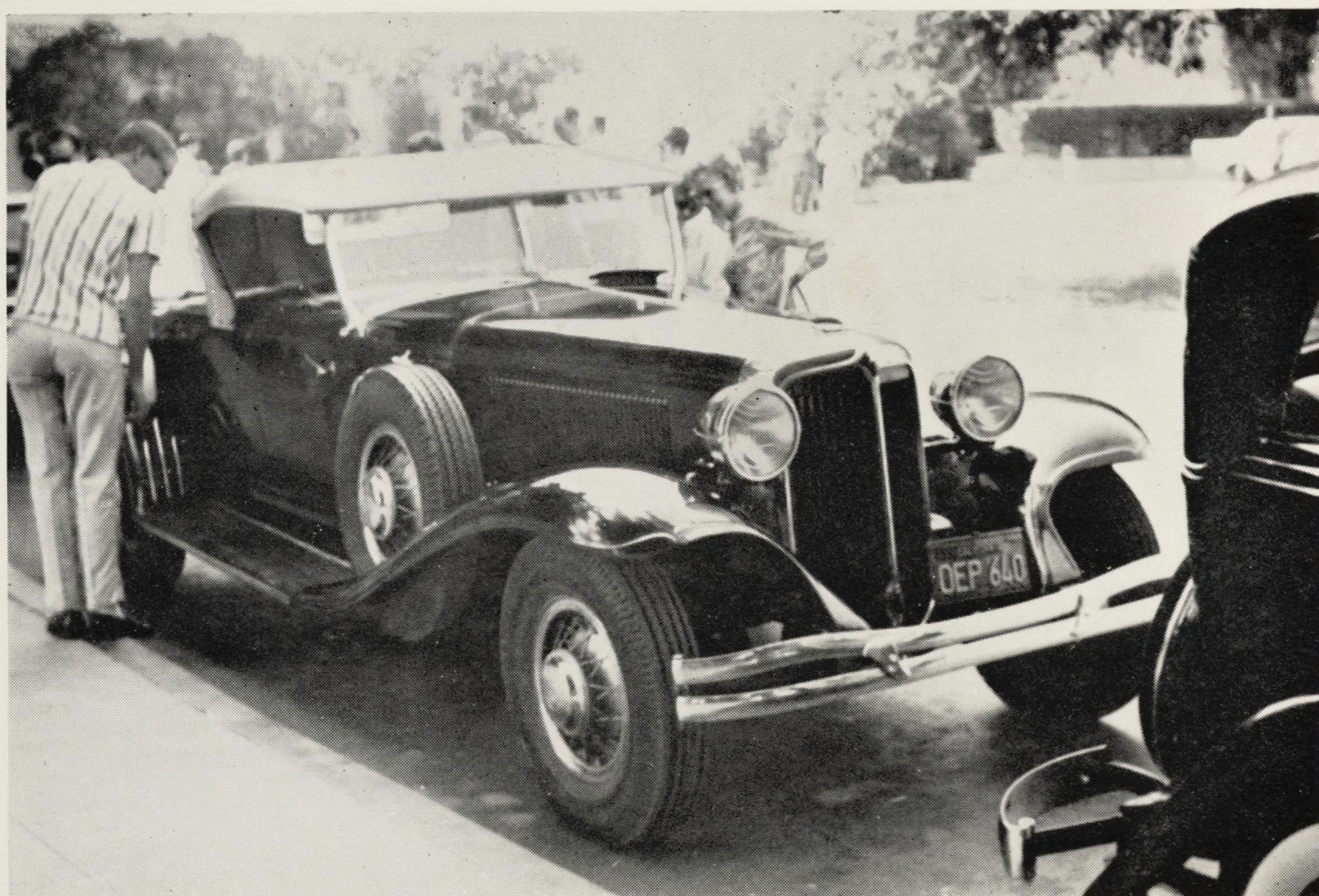
awarded on specific features such as authenticity and correct functioning, so the member who had an exhaust manifold stove enamelled was ruled out, and Morristown, New Jersey, was loud with the cries of another who would have made an effective score but for a dud bulb. Points gained are compared across the country, and the winner announced at the three banquets held in the evening. A Lagonda, Bob proudly told me, had scored a full 100 points in one Concours.

The Eastern meeting drew a great number of visitors and many interesting cars. Those in the enclosure included a string of Packards, with lesser numbers of Cord, Duesenberg, Stutz, and those exotic foreign cars Bentley, Bugatti and Rolls Royce. The car park was worth a long inspection and featured two Lagondas apart from Bob's—another V.12, and a 16/80 saloon owned by member Wayne Brooks who had driven it from Pennsylvania after an engine restoration and by now must be well ahead with the bodywork.

Wayne and I compared notes (I have the tourer) and I had my first tentative drive in America, remembering to keep right while I explored the unfamiliar pre-selector gears. You



Bob Crane and his immaculate V-12 coupe



Classic Chrysler

always learn something from meeting club members—I now know where my starting handle should ride!

We left Morristown for New York later, our heads filled with the sights of bulbous wings and sweeping bodies.

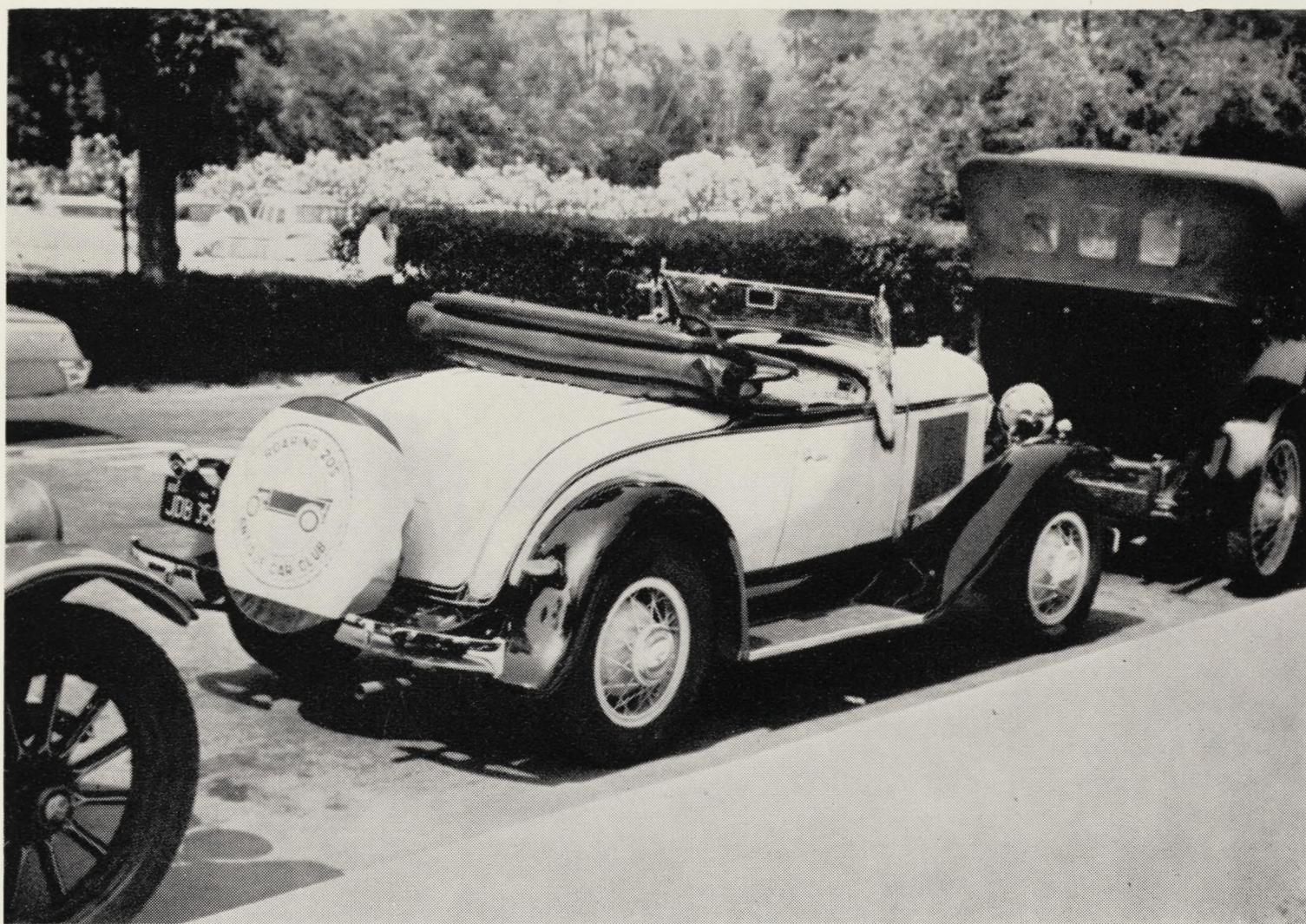
A week or two later, in Washington D.C., I phoned Bernie Calkins, and was immediately invited out to Bethesda to see BPK201, the M.45 team car. As you might guess, Bernie has had a fair number of callers like me during his thirteen years ownership of this car, and if they got the same treatment as I did, then everyone of them must have been very happy. The car was outside the garage as I approached, and after parking his mower Bernie came over and lifted each side of the “hood” while I drooled. He then took me for a drive around what were normally quiet, winding country lanes under a 35 limit, but which he had renamed “Lagonda Road”. We did touch 35 occasionally, but only for the worst corners.

When we got back, Bernie invited me to take it out, and since the cockpit was virtually

identical to that of my own car I quickly accepted. Bernie then continued mowing while I went over the route again for what was the most exhilarating drive of my life. I did then the same things that I do in my own car, but there the similarity ended. Sometimes my head jerks back in my own car, but I never before had to make a conscious effort to bring it forward again; sometimes in my car with a run at a moderate hill and the pedal hard down I make it in top, but I never before felt it expedient to ease up when I was little more than halfway!

Bernie told me later that while he often offers the wheel of BPK201 to visitors, I was the first one to accept. I hope I haven’t spoilt it for other visitors, and that he will continue to share a great car in this way.

My next Lagonda encounter followed a long trip by bus across Canada and down the West coast of America to San Francisco. Al Kaiman owns a beautiful V.D.P. bodied 16/80, a Morgan, and when Jean and I visited him he was restoring an Aston Martin of pre-war years. We were in no doubt about having arrived at the right place,



Ford (?) of the 'Roaring Twenties' A.C.C.

for between some hi-fi units in the window of his shop rested the Aston's refurbished headlights. Just before our visit Al had motored 90 miles up-state in the 16/80 to see A. R. Muller of Ukiah, whose 16/80 has a two-seater body.

Two weeks later in Los Angeles we stumbled upon a gathering of the Roaring Twenties Antique Car Club and looked over gleaming examples of Hudson, Packard and Ford, with a beautiful long two-seater Chrysler tourer of the late twenties which sounded very throaty. I learned from a member that the Club meets every two or three weeks in summer for a communal drive. Los Angeles, the ultimate, or should I say the latest, in motorised cities, seemed to sport the biggest number of pre-war cars of any American city we visited. I saw three garages—two of them in Hollywood—with respectable looking thirties Fords and other cars for around 400 dollars. These were the original motors, the type which is popular among young drivers for "hot-rod" conversion.

After a most memorable trip, I could be accused of bias in expressing my views on the thorny problem of the ethics of Lagondas crossing the Atlantic, or any other sea for that matter. But anyway, here they are.

A vastly differing group of people, for an equally varied number of reasons, has formed the Lagonda Club. They like the performance of the car, the lines of the car, the handling of the car, the effect it has on other people or now, unfortunately, the speculative value of it. The nucleus of all this activity is the car. If I sell mine I want to know that it will be appreciated for what it is by the new owner, and whether it covers A.30 or the New Jersey Turnpike will be a secondary concern. If I had comparable prospective buyers on each side of the water, I think I should opt for the chance of seeing YY890 sometimes at club events here. But from my experience of the way cars are treated here, and in the U.S., I'm damned sure I know where my car would like to be!

K. HILL

THE EAST AFRICAN V.C.C. RALLY

IN OCTOBER 1965 THE ANNUAL SOUTH AFRICAN Veteran and Vintage Car Rally was held for the first time in Rhodesia. There were three starting points—Beit Bridge on the South African-Rhodesia frontier, Bulawayo and Salisbury. The last-named is only 500 miles from our home in Zambia.

When we first acquired our M.45 Lagonda there was a month before entries had to be in, and Dunlops promised to get us two tyres and tubes in time for the start, so we entered. (They fulfilled their promise). There were many little things that needed doing before the car would be fit for a 1,600 mile run; like fitting a new shackle-pin where one was retained by only a split pin, changing the magneto for one that worked, overhauling the speedometer and octometer which were wildly out, and making the windscreen wipers work. These and many other things we fixed, and the Copperbelt Reliability run provided a useful try-out. Then finding a navigator became the problem—one after another either was refused leave or had it cancelled, until a week before starting Eric Simons volunteered. What a relief!

One problem remained and dogged us. Steady running anything much over 50 m.p.h. and we boiled. This remained with us as a limitation that didn't matter much in the Rally, but limited us on our trip to and from Salisbury. Especially it was a problem crossing the Zambesi Valley in the hot month of October. On the flat valley bottom we were at boiling point all the way, and climbing the Southern Valley wall we boiled furiously. The jerrican of water we took was much needed.

Luanshya to Salisbury was a day-and-a-half's run. It was marred by unseasonable rain, but then if you kept going having no hood didn't matter much.

After lunch in Salisbury we had time to wash and polish for the start next morning, fix the rally plates and such like jobs. Then we spotted that the bottom of the car was sprayed with oil. Whence it was leaking wasn't very obvious, but expert help suggested a leak from the front main bearing and advised us not to worry but keep her topped up. It takes a long time to lose 3 gallons

from a sump via a leaking oil seal. In fact we used a pint every 75 miles—and did 13 m.p.g. of petrol. The fuel and oil were all paid for by Shell on the rally and we were given an allowance to get there and back.

8 a.m. on Tuesday morning found us at the start for scrutineering and general check-up. The first cars were off at 8.30 but we weren't due to start till after 11 a.m. Oddly enough it was bitterly cold, and Eric and I borrowed extra clothing from Salisbury friends.

As we waited we were able to examine another M.45. Eric Deacon, its owner, had been working on the engine until 2 a.m. that morning, and it was running without a coil and distributor as he could not find a rotor arm to fit. Also the generator wouldn't charge.

Bodywise the two cars were very different. His was a standard Lagonda body, a bare 4-seater with flowing wings. Ours had a 5-seater Vanden Plas tourer body with cycle front wings and scuttle mounted spare wheel. Even our radiator stood 4 inches higher!

The first day's run only called for us to average 42 m.p.h. and not be late at Fort Victoria, with one hour allowed for lunch in Enkeldoorn. This was easily accomplished but one crew lost their way in Umvuma and ended up in Gwelo. The crew of a Riley 9 from Blantyre found they were in quite the wrong speed group, and couldn't keep up. Luckily they could be re-grouped for later days. The Deacon Lagonda was late because they spent too long fiddling with the generator, but luckily only by a couple of minutes.

In Fort Victoria we met the other entrants from South Africa and Bulawayo, and the full complement of about 55 cars and 2 motor cycles were assembled. The oldest was a 1906 Marion and the youngest an SS.100. They were mainly Bentleys, Rolls Royces and Fords, but Austins also could form a team of three, and we were joined by a third Lagonda, an LG.45 saloon, to complete our team. Single representatives included a Frazer Nash, an Aston Martin, a Talbot, an A.C., a Fiat, a Hotchkiss and a type 57 blown Bugatti.

On arrival in Fort Victoria the social programme, which is half the point of these rallies, got under way. We were first entertained to tea by the Mayor of Fort Victoria and from there went on to a reception laid on by Shell where we all got friendly. Eric and I were staying at an outlying hotel near the Zimbabwe Ruins, so that

there was a night drive on a winding country road before dinner and a dance until midnight.

Next morning we were glad to be at the tail of the starters. For the 200 mile run to Umtali we started at about 10.30 a.m. After an open section to Bitika we had to average 42½ m.p.h., but the catch was a 10 m.p.h. average when we reached the Birchenough Bridge over the river Sabi. They made us cross the bridge with controls at either end, both before and after lunch. Many drivers and navigators went wrong here, including one crack rally crew. They first drove to the hotel without crossing the bridge; then they dashed across the bridge to the lunch control only to be early! After Birchenough Bridge there is some hilly country. This was a 40 m.p.h. section for us but Eric failed to warn me and we stuck to 45 which was to be our speed on level roads in the afternoon. The Lagonda managed the 45 magnificently but, alas, it put us 2 minutes early! That, coupled with a stationary cow on a low narrow bridge gave us 235 penalties for the first day. We found the squeal of the brakes was better to move cows than the horns were.

We were welcomed at Umtali by a large crowd at the final control of the day, and we started on a day and a half of enjoyment in the midst of the Rally. We were entertained to a dance the first night and a trip up the Vumba with lunch at Leopard Rock Hotel on the next day. We were then entertained by the Mayor at a lavish sundowner, but many of the crews will remember vividly the unscheduled evening trips across the border into Portuguese East Africa. At the Railway Station of Machepanza the restaurant was packed and although the famous Beira prawns were not available, Peri-peri chicken washed down with local wines made a very cheerful party. The driver of a vintage Fiat is likely not to forget how he stepped backwards in error over a terrace edge and awoke on his back surrounded by arum lilies. His immediate thoughts were apparently funereal.

Friday morning was taken up by the Concourse d'Elegance outside the Civic Centre at Umtali. We had had the Lagonda washed and polished, but it had no chance in a class with the beautifully restored Aston Martin and Talbot 105, especially as the whole underside was now well and truly covered by shed oil. We were able to examine some of the cars in more detail at this show. The care with which some had been restored was

remarkable. The Ford A of Sam Haskin's had been dismantled down to the last nut and bolt—every piece restored, and if necessary pointed anew and then the whole assembled meticulously. No oil leaked under this bonnet and the plugs appeared to be new from their box, despite the journey from Johannesburg.

The 3-litre Bentley of Bob Munroe showed one concession to comfort for its driver—hydraulic shock absorbers in lieu of Hartford friction type.

One sympathised with G. Huddleston for his beautiful Marion Bobcat had lost the pinion from the speedometer drive from the right front wheel. The NON SKID NON SKID . . . tread around his Firestone tyres excited comment.

The high standard of restoration of the cars, especially those from South Africa, was an eye opener for the Zambian visitors, but one Rhodesian car which attracted enormous interest was K. MacKay's Adler of 1905 manufacture. This gem we had already seen as it visited the Copperbelt about a month earlier for our Copperbelt Reliability Run.

Friday afternoon took us up to Inyanga, only 53 miles but with a climb of 2,000 feet mostly in the last few miles. The first 10 miles were an open section through the town and up the Christmas Pass. This was easily timed and the type 57C Bugatti did it in a time unprintable in case the police should read these words. He overtook a 4½-litre Bentley at one point on the outside of a climbing corner to the discomfort of its crew.

Our speed schedule of 45 on the level and 40 up the hills was ideal for this well-engineered road. We found that our 4½-litre Meadows engine enjoyed the hard slogging uphill in top gear, always with a little in hand. We needed it when one control was a stop half-way up one of the steepest climbs. This didn't hold us up much but was a real embarrassment to some competitors. Climbing through impressive mountain views and wooded valleys we reached Inyanga spot on. We passed the unfortunate Hotchkiss near the top boiling furiously after throwing its fan belt, a mishap to add to its previous maladies, involving most of its electrics.

This night we slept at the Rhodes Inyanga Hotel which was once Cecil Rhodes' own house. A lovely house in a beautiful setting in well wooded hills. After dinner we all forgathered at the Inyanga Mountains Hotel where the provisional results showed that we had climbed from

sixth position to third, with only 4 points lost that day. But that evening the L.45 saloon struck trouble. On its way home to a remote hotel where it was lodged for the night over a rough road it stripped 5 teeth from the crown wheel. Such a predicament would have deterred most people, but the farm communities of rural Rhodesia are used to this sort of problem. The owner, assisted by a mechanic from Shell and the local garage took out the crown wheel. They welded on new metal on the teeth, filed up the teeth and reassembled. He left Inyanga 30 minutes late, but was only 2 minutes late at Rusape, with a set average of 45 m.p.h. and a distance of 46 miles. And to anticipate, the welded teeth took him through to Salisbury and home to Vereeniging in South Africa.

Meanwhile we were carrying out a petrol consumption test over the same 46 miles at the same time as the normal regularity running. Our Lagonda petrol consumption was terrible even in ton miles. She has been running very rich due to worn main jets in the S.U. carburettors.

After a refuelling stop at Rusape we went on to lunch near Marandellas, and then in heavy rain to the finish in Salisbury. Keeping down

to 22 m.p.h. through Marandellas in rain with no hood was no fun. We must have been lucky that the control there was just where we passed from being early as we went into the speed limit area to being late as we emerged from it, for we ended the day with no penalties. Salisbury residents turned out in strength to welcome us as we came in to the final control with the rain clearing.

And so to a Supper Dance and the prize-giving. We were amazed to learn that we were third overall, and first in the P.V.T. class. E. Deacon in the other M.45 was 11th, while F. Blaeser in the LG.45 was appropriately 45th.

The winner was the 3-litre Bentley of R. J. H. Munroe of Stilfontein, South Africa, and the second S. Haskins in the superb Model A Ford from Johannesburg.

M. L. SOMEN

Quote from member's letter:

I'm not popular with the police and their little breathing bag. Last time, for some reason they let go just after sampling and sealing. It rose in the air, burst, and shattered the windscreen of the prowler car.

BOOK REVIEWS

Classic Car Profiles

Published by Profile Publications Ltd.

9¼" x 6⅞".

12 p.p.

2s. each.

Four booklets received in March auger well for the start of a series entitled "Classic Car Profiles" published by Profile Publications whose earlier series "Aircraft Profiles" proved so much a success with readers who require their information to be accurate and authentic. There is no doubt that this popularity will extend to these Car Profiles for similar reasons.

The plan is to produce four titles each month and each Profile is written by an acknowledged authority on the particular marque. The titles for March were: 'The 1908 and 1914 G.P. Mercedes' by Anthony Bird; 'The Rolls-Royce Phantom I' by George Oliver; 'The V.12 Hispano-Suiza' by William Boddy; 'The Jaguar XK Series' by John Appleton. Each booklet has eight pages of text and monotone illustrations and two pages of colour illustrations showing accurate views of the car. Tabulated technical specifications of the car are also included.

Obviously a great deal of care has gone into the preparation of these Profiles and the printing is clear on good paper. Priced at 2/- each this seems to be an excellent way of building up a library of accurate information of the classic makes of cars. I look forward to reading the future titles in which will be included Lanchesters, Deussenbergs, Bentley 3½ and

4½ litres, Bugatti 35 G.P., Alfa-Romeo, S-Type Invicta and 1914 G.P. Vauxhall amongst many others. The publishers tell me that a Profile of the 4½ Lagonda is on the stocks and they are receiving help from various members in the Club in compiling the information.

Auto-Universum 1966

Published by Arthur Barker Ltd.

13" x 9¼".

212 p.p.

63s.

A lush publication this providing each year comprehensive information on all current makes of car produced by the world's manufacturers. Profusely illustrated in colour and superbly printed this 1966 edition is a delightful book to browse through even if one is not contemplating the purchase of a new car. If one is in the market, however, this book would prove an invaluable help as each model's description includes technical and performance details.

Of further interest are the 29 Road Tests (the book's index indicates 30 Tests but one seems to have got lost in my copy) on different cars by authors of different nationalities.

There is an interesting section reviewing Motor Sport during 1965. Further articles on the history of the American Motors Corporation; a technical/historical study of car styling and finally a discourse on the development of the car radio complete this informative book. Priced on the high side admittedly but if one wants to know all about the world's current cars this is where to find it.

A.W.M.



THE TALE OF A 2-LITRE

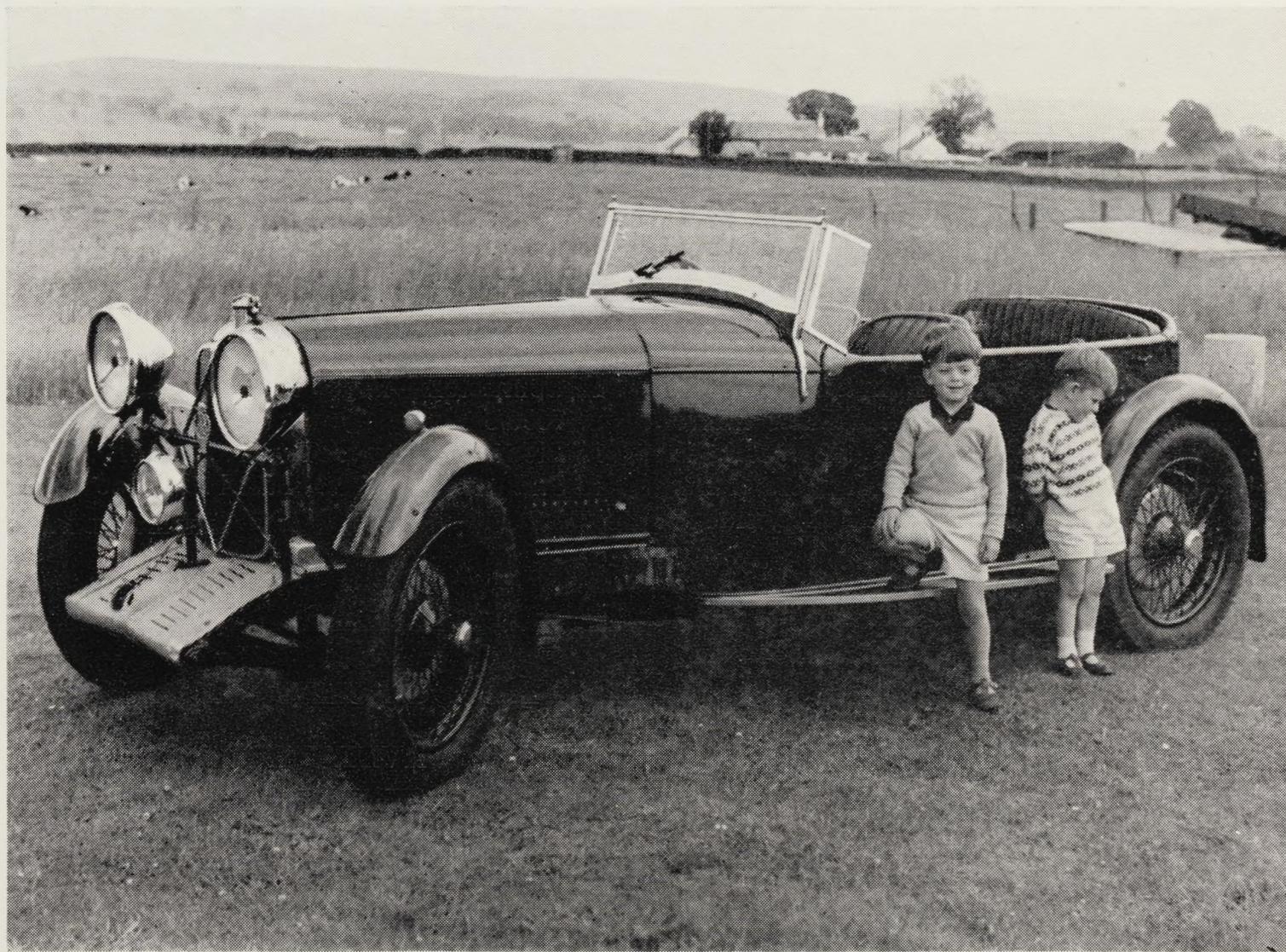
The actual 2-litre featured on the front cover of the last Magazine is the subject of this article by T. B. Swan.

I BOUGHT THE CAR FROM A LOCAL SOLICITOR, who only had it a few months, and had started to rebuild it in his way. After a few enquiries I made him an offer which he accepted. Mind you it was a very rough and tatty car, no hood, no upholstery, no running boards, bare of tyres and heaps of other items, including dashboard, etc. Body and paint work was terrible. The photograph opposite shows its condition at that time.

I am Manager of an Agricultural Machinery department, where I have been fortunate to have the use of all facilities at week-ends and nights, etc. The car has created a lot of interest step by step—first the body was removed and all woodwork repaired, chassis steam cleaned, and all old paint cleaned off, undercoated and enamelled, wings reshaped, new running boards to the original shape, new hood and re-upholstered to that age. Where required new floorboards from front to rear.

I must say that the engine, I understand, had approximately £92 spent on it and as far as I could see the car was only licensed for approximately four months. This has not required a lot of attention, only many hard hours of polishing the aluminium parts to give the sparkle expected from an old engine.

My whole idea was to get the car on the road and presentable in appearance. The body was resprayed and now in very good shape, as you can see by the photograph. The car is now in excellent condition, I can assure you.



PL 1240—restored to life again.

This winter I have had the engine out for three or four months, now I have managed to get a supercharger which I intend to fit to bring the car back to standard, all I require is a blow-off valve. The supercharger, I understand, came off a 1930 Lagonda, dismantled in the thirties and never rebuilt, this cost me £10, not bad! The springs were off and reset up, this being an improvement.

The last item for this year, I am building a new dashboard, being built to the exact replica of the original. Just as a point of interest one of my friends picked up two track grip tyres complete with tubes, almost new, at £3 each, from a scrap yard, I was delighted.

Last year we did several trips up to two

hundred miles, with not the slightest hitch, in fact the first long run was the Scottish Daily Express rally.

My co-driver is now the owner of a 1928 Lagonda tourer, which came from London in shovel collection, Registration No. PK1001.

PL1240 was first registered by Lagonda Company and held for a period of three months approximately and road tested by the "Autocar." After that it seemed to be in the hands of several garage owners which looks to me as if it had been a demonstration car. Then in 1935 approximately, a Solicitor in Dumfries had it for a long time, then sold to a second Solicitor and as I said before I bought it from a third Solicitor.

T. B. SWAN

TECHNICAL TOPICS

Renewing the Automatic Chassis Lubrication on an LG.6

DURING THE REBUILDING OF MY LG.6 TOURER I found that the following parts, together with two pumps from Ivan Forshaw, enabled me to renew the Autochassis lubrication system. Tecalemit do not make the original fittings now but the parts I have listed fulfil the purpose well. They must be ordered by part number. Due to a gradual building up of sludge, I think it is wise to blank off the pump from the sump. Attach a tank to the bulkhead and take a tube from tank to pump. With an extra pump I was able to instal twelve feeds. From the separate tank the system is supplied with clean oil. The restrictors (Parts Nos. 60141, 60308) will not tolerate dirty sludgy oil.

This system needs no solder; parts and pipe couple up by compression cones. In a year's use together with a quick trip to Portugal only one pipe became detached and that was probably due to a bouncing stick or stone. On my LG.6, with twelve feeds, most of these lines supply three points. I have a direct feed to the outside steering joints and a direct feed to the rear shackles. I feel it is foolish to convert these cars to grease nipples as there are over 30 points and unless many extra nipples are put round the N.F.S. grease will clog up all the fine oilways. Total

cost about £10.

(I also fitted Armstrong "Selectaride" shock absorbers to the back. They are lever type DAS 12 and they bolt straight on to the old fittings and these have been satisfactory.)

Part Details:

- 99 ft. $\frac{5}{32}$ od. Black Low Pressure Nylon Pipe (semi-flexible).
- 8 Lengths 16 in. flexible nylon pipe ended in $\frac{5}{32}$ in. pigots.
- 92 Compression Cones. Part No. 100804
- 30 Compression Caps. Small. Part No. 100837
- 12 Compression Caps. Large. Part No. 102445
- 6 Tee-shaped pieces. Part No. 7541
- 12 Connectors—large to small. Part No. 7606/3
- 15 Elbow restrictors. Part No. 60141
- 15 Straight restrictors. Part No. 60308

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TUNING THE 4½-LITRE LAGONDA AND INVICTA

By L. S. Michael, O.B.E.

A WELL-FOUND 4½-LITRE LAGONDA OR INVICTA saloon or drophead of the nineteen-thirties gives a more than adequate performance in standard form, compared even with today's products. It will out-accelerate and reach a higher maximum than all but the really high-performance modern saloons, and it will out-brake and out-steer most of these. Nevertheless, the ready availability of 90- and 100-octane fuels gives rise to thoughts of improved performance.

The engine in these cars is the 4½-litre six-cylinder Meadows originally designed by R. S. Crump in the period 1925-28. Its bottom end does not encourage really high r.p.m.; the recommended limit by Invictas was 3,500 r.p.m. On the Lagonda, for the 1933 to 1935 models it was 3,800. The reason for the difference in these limits is not clear. Mr. Crump, with whom I spent an afternoon recently, can throw no light on this matter and thinks it largely Lagonda's own idea. They had good test-bench facilities at Staines and no doubt carried out extensive trials before issuing their *three-year* guarantee with such a limit permitted.

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On the later LG versions (1936 onwards) the maximum was increased to 4,000 r.p.m., the reasons being modified con.-rod design, giving a stronger rod with directly run-in bearings instead of separate brass shells, stronger and more rigid main bearing caps, a crankshaft with larger crank-pin diameter, and crankcases cast in R.R.50 material which gave slightly greater rigidity than the aluminium alloy originally specified. Lighter valve-operating mechanism was supplied for all Lagondas from the M.45R (late 1934) onwards. All these modifications were designed by Lagondas, and were not included in the standard Meadows engine of the same date. They help to account for their greater willingness to rev. compared to the Invicta. Incidentally, no normal LG.45 could reach 4,000 r.p.m. in top,

and the handbook strongly discouraged maximum revs. in the gears!

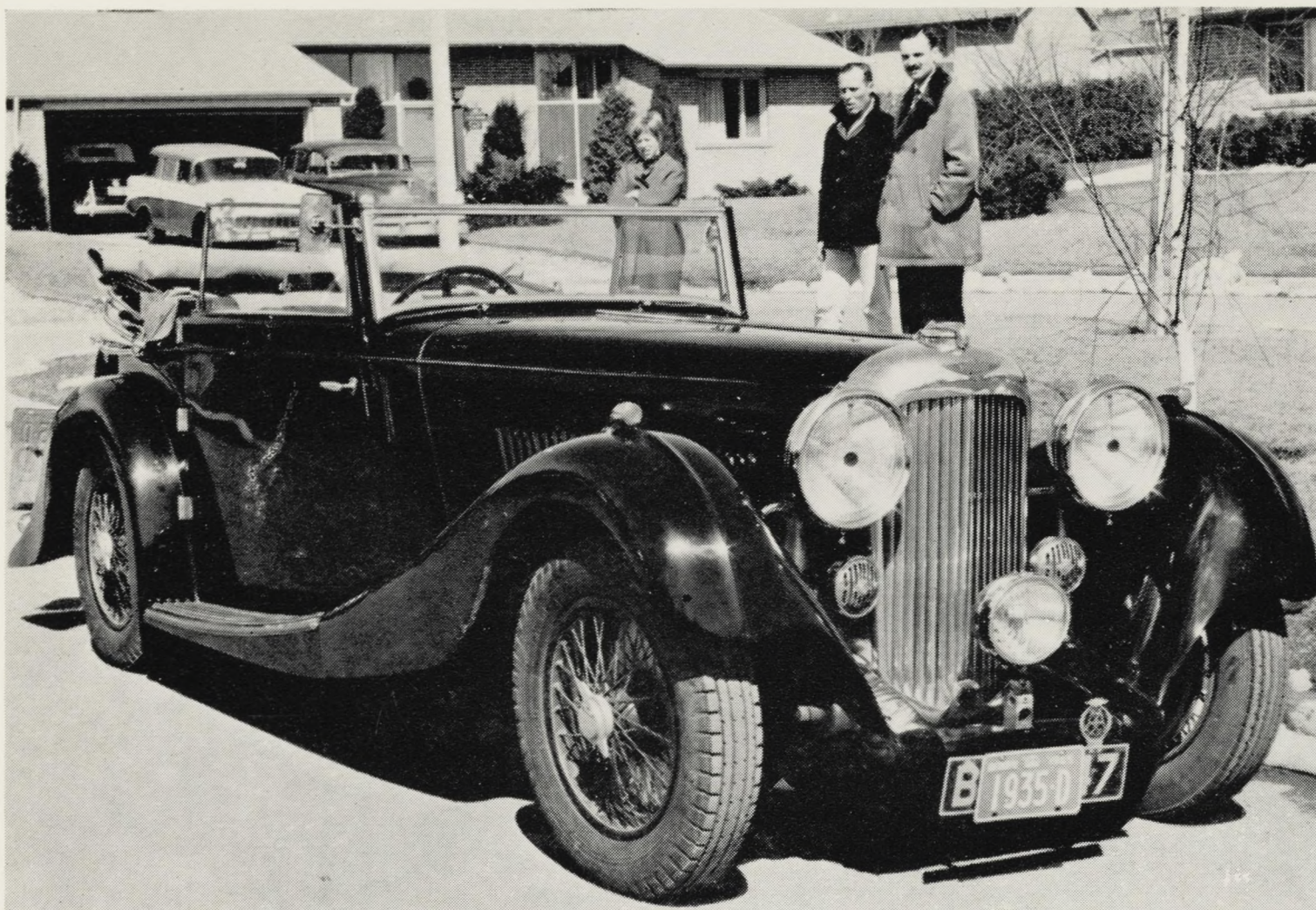
The con.-rod is not located in the centre of the piston but is displaced appreciably to one side. Thus a greater bending load is imposed than would otherwise be the case. This design feature according to John Wyer, when applied to the 2.9-litre Aston Martin, a bored-out version of the post-war 2.6-litre Lagonda engine, caused all three cars to break down in the 1952 Monaco race. The bottom-end layout was then altered to permit the rod to be placed in the centre of the piston. Of course the 2.9 was a sports/racing job with nearly three times the specific output of the old 4½, and it must be recorded that the Meadows engine is not in fact prone to con.-rod trouble as installed in the cars under consideration. The point is raised as an indication of the design limitations of the unit.

Mr. R. S. Crump, the then chief designer at Meadows, told me that it was originally built in about 1925 as 63 × 120 mm., the small bore being dictated by the prevailing system of taxation. Later it was enlarged, and by 1928 reached its limit at 88.5 mm., which, in spite of a new block, necessitated the cylinders being bored offset from their original centres, thus giving rise to this rather undesirable feature of the design.

Experience in the 500-Mile Race, the 24-hour race at Spa, Le Mans, and the TT's, showed that 3,600 r.p.m. could be held for long periods and, undoubtedly up to 4,000 r.p.m. was used frequently in these races. The several laps in the 1936 500-Mile Race at Brooklands which the Lagonda put in at over 122 m.p.h. show that even on the axle ratio and large tyres in use 4,000 r.p.m. was reached frequently, without disaster.

The foregoing is intended to show that up to its recommended rev.-limit the engine is reliable. My own results when exceeding those revs. for any length of time have been disastrous, crankshafts and con.-rods being broken on several occasions. The question that arises is, what to do to increase the performance of this engine, and how far is it safe to go?

The usual procedure of polishing and matching ports and manifolds, etc., is not too difficult on the Invicta and the Lagonda M.45, as the inlet manifolds are detachable and expose the inlet ports. In the case of the LG.45 little can be done by the amateur because the carburettors bolt directly on to the head itself, the mixture distribution arrangements being cast inside it, and well



Canadian member Paul Suckling's M.45 Rapide

hidden from view. LG owners can clean up the junctions between the head and carburettors, and console themselves with the knowledge that their cylinder head was specially designed by Weslake, at the instigation of W. O. Bentley, to give more power than its predecessors, and it certainly achieves this object. This latter information came from a discussion with "W. O." himself, which took place in May 1959 at his home.

An M.45 Rapide was prepared by the works for the 1935 Monte Carlo Rally. This had the then standard Rapide compression-ratio of 7 to 1. The engine had been specially assembled and, judging from the Fox and Nicholl files, this usually included polishing the head and polishing and matching the inlet ports and carburettor flanges. A note from Mr. Bolton—then Works Manager at Lagondas—said that "Test 2" showed better results than the standard Rapide. This test gave a *maximum* power output of 105 b.h.p. at 3,200 r.p.m. For the next test the ignition was advanced from 40 deg. b.t.d.c. to 46.5 deg. b.t.d.c., and the fuel changed from "Power Premier" (in

those days certainly not even 80 octane) to 70% "High Test" 30% Benzol. This gave 109½ b.h.p. at 3,400 r.p.m. All shatteringly low figures when related to the official fiction published about the power developed by the Rapide in 1935. The interesting point lies in Bolton's remarks relating to "Test 2" which show that specially careful assembly, and polishing and matching ports, produced better results than the standard engine, even though no other modifications were carried out for that test.

The works had a cylinder head copperised, that is copper plated, and the brake test showed some improvement, but as the copperising was accompanied by other unspecified modifications it is impossible to say what was due to that process by itself. It is not an expensive thing to have done; the virtue of the copperised head lies in a more even heat flow, heat being conducted away from areas which might otherwise develop into hot spots, thus reducing any tendency to detonation. This was done to one of my M.45 engines and to the LG.45 the "Scarlet Woman", of Donald

Overy, when only "Pool" (72-octane) petrol was available.

The only major modification which the works tried on the inlet side of the LG series was to fit larger carburettors. This involved modifying the head to accept them, as they have a different arrangement of studs. An adaptor must be made up to bolt on to the original studs, carrying ones disposed for the new units. The actual hole in the head is enlarged somewhat and blended into the adaptor, which in turn opens out to present no obstruction to the incoming charge from the new carburettors. In the case of the M.45 and Invicta the adaptors are bolted on to the induction manifolds instead of directly on to the head, and it is easier to enlarge and clean up the ports on these earlier engines.

This is a rather expensive modification. The existing H.V.5 carburettors are $1\frac{5}{8}$ in. bore; modern instruments of $1\frac{3}{4}$ in. (H.6s) and 2 in. (H.8s) are available, the cost of the conversion being about £35 in the case of the H.6s and about £45 in the case of the H.8s.* The works fitted an engine with 2 in. carburettors but they did not carry out brake tests on the same engine using

the standard $1\frac{5}{8}$ in. instruments. Nevertheless, the engine which achieved the highest output of all the six-cylinder LG engines tested was fitted with the 2 in. carburettors along with other modifications. At least one LG.45 is running fitted with $1\frac{3}{4}$ in. H.6s and the owner reports better results than were obtained with the original H.V.5s; while it must be recorded that this is only an opinion, it is supported by test-bench results obtained on another LG.45 engine. The most exotic set-up of all was an arrangement of six Amals on a specially fabricated manifold fitted to an M.45 head modified to accept neatly the six inlet stubs. This work was done by Hugh Howath, of Manchester, and subsequently sold to M. Willoughby for use on an Invicta. When I saw it, it had not been fitted to a car and no figures existed to prove whether it would be better or worse than the more normal alternatives! Such an arrangement would be impossible with an LG.45 head.

Some interesting bench tests were carried out by G. N. Richardson of Hartlebury, on July 29th, 1959, on Lord Dunleath's LG.45 Rapide team-car engine. This engine, like all the team cars and some of the production Rapides, had special con.-rods. These had no split at the small end and were (slightly) deeper at each end than the LG.45 rods. This increased their resistance to bending loads. The compression-ratio of the engine tested was approximately 7.4 to 1. Fitted with the original H.V.5 carburettors maximum power was 120 b.h.p. at 3,500 r.p.m., with H.6s ($1\frac{3}{4}$ in.) maximum power was 128 b.h.p. at 3,500 r.p.m., and with the 2 in. (H.8) instruments 129.5 b.h.p. was realised at the same engine speed. In each case power fell above 3,500 r.p.m. However, the H.6 gave 124.4 and the H.8s 125 at 4,000 r.p.m., whereas the H.V.5s only produced 111 b.h.p. at those revs. There was little difference between the $1\frac{3}{4}$ in. and the 2 in. S.U.s but the larger ones gave between 1 and 2 b.h.p. more power at all engine speeds, and both exceeded that produced by the original instruments all the way up the scale. In spite of the slight superiority which the largest carburettors show on the bench, Lord Dunleath has a very strong impression that acceleration is slightly better with the H.6 instruments. Figures produced by an engine removed from the chassis are not always reflected in road performance, especially when they are as close as these, and the opinion of this very experienced competition driver should not be lightly dis-

(*Prices quoted were as at 1960).

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regarded. Better results were obtained by the works on similar engines in 1936. However, this particular unit was removed from the chassis and tested after nearly two seasons use, the purpose of the tests being to compare the different size carburettors. Mr. Richardson, who has great experience in the bench-testing of engines, considers that if the highest power had been sought, a decoke and valve grind would have resulted in decidedly greater output.

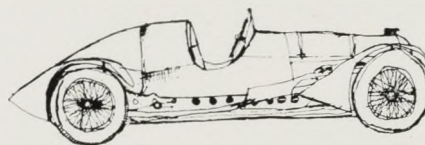
When the exhaust side is considered, some strictly comparative information is available. Bench tests were carried out on an engine (No. M.45.R/152) on August 19th, 1935, to determine the effect of different exhaust systems. First the standard manifold and silencers were used, then a welded steel tube six-branch manifold and "Brooklands" silencer and tail-pipes. Up to 3,300 r.p.m. there was surprisingly little difference, the standard lay-out giving only one b.h.p. less than the six-branch. Above this speed the engine when fitted with the normal exhaust gave no more power, and at 3,400 the curve began to fall. With the improved arrangement, power continued to rise until it peaked at 3,600 r.p.m., exceeding the highest figure produced previously by 6.5 b.h.p., and even at 3,800 r.p.m. it gave 3.5 b.h.p. more than the production exhaust system permitted at that speed. Therefore there is no doubt that an exhaust system made up to give freer flow will decidedly improve the power of these engines.

There are available a few "100-m.p.h. Invicta" exhaust manifolds which will bolt on to the Lagonda cylinder head without any trouble. These are two separate three-branch manifolds which could each be led into a completely separate silencer and tail-pipe. These manifolds are not terribly well designed as compared with modern practice, nor as compared with the LG.45 Rapide swept three-branch manifolds, but they are decidedly better than the original Lagonda effort. Good three-branch manifolds could be fabricated by any firm with pipe-bending and welding equipment. The original works racing manifold was a six-branch affair, all the pipes eventually merging into a single outlet three inches in diameter just before the silencer. It is not certain which is better. Some people prefer the two separate three-branch manifolds, because it is impossible to have a tuned length of exhaust for maximum extractor effect with six cylinders all merging into a single pipe. According to the

most widely accepted theory a distance of 68 inches from the piston at t.d.c. to the end of the tail-pipe of a three-branch system is required to give maximum extractor effect on these engines at 3,000 r.p.m., or 51 inches if maximum effect is sought at 4,000 r.p.m.

Both modifications, in the case of Lagondas, involve cutting the bonnet side to accommodate the new manifolds, and certainly it is very difficult to make the six-branch set-up look as neat and attractive as the alternative, which was adopted for the production LG.45 Rapides. Anyway there is 6.5 b.h.p. being wasted in the standard Lagonda exhaust system, which can be obtained without increasing the internal stresses of the engine. It is hardly worthwhile modifying the Invicta exhaust unless the ultimate in power is being sought.

TO BE CONTINUED IN NEXT ISSUE



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LETTERS TO THE EDITOR

Musings from the North-East

Dear Sir—It is nice to have L. S. Michael's story of 4½ reprinted. It gives an admirable picture of the car—and starts trains of thought.

At the first V.S.C.C. meeting I attended—a little supercilious about anything later than my just Vintage 2-litre S/C tourer—there was a “3½ Lagonda with a 4½ engine.” The Glegg brothers, in addition to building, driving and writing about “Dorcas”, had a go at the “4 Peaks”. The thing was to start at the top of Ben Nevis, gallop down to one's car, accelerate rapidly to Scafell, scramble to the top and back, then try and be at the top of Snowdon within 24 hours—so having been at the highest points in Scotland, England and Wales within the day. Yes, that's only three, and it had been achieved more than once, by E. R. Hall among others. By the mid-thirties this had become rather easy meat, so the Glegg's thought they would try and attain the Irish high spot as well. That they failed was due rather to Customs formalities, and the taxi that they had to use to get to their aeroplane on a military airfield, than from any shortcomings in their own road transport. This consisted of a 2-litre Aston Martin for the Irish part, and for the rest a “3½ Lagonda with a 4½ engine”. Now, I don't go out of the way to try and always be the only one in step, but the implication seems to be that the 4½R followed the 3½, and without searching my back numbers of *Autocar*, which incidentally are at the moment in neat piles of assorted years, I suggest that the models were in fact current for the one year, the same year and concurrently. It was for the TT of 1934 that Fox and Nichol prepared their first 4½ team. The same cars came out in 1935, and two of them ran at Le Mans. They had Girling brakes, and in despite of tradition, are I believe 10' 3" from axle to axle. I believe too that the 3½ was described as a new model in the same edition and in the same article in *Autocar* as was described M.45R. The two cars were also on the stand at Olympia in the Autumn of 1934. My own BPK743 was first registered in October 1934. BPK742 was a 3½-litre. The 3½ tourer was tested by *Autocar* in, I think, November 1934. The Rapide, May 1935, the car driven being what seems to be the only one in existence with the longer tail, smaller headlamps and absence of free wheel. The car may have P.100's now, but

had not when tested. If someone should squabble with this, I will endeavour to sort out my *Autocars*, and if proved wrong will make a meal of my words—with tea, bread and butter, chips and peas.

Then there is the question of weight distribution. When the article was first published, I was the moderately proud owner of BPK743. It looked heavy in front. My interpretation of it's handling characteristics was that it was heavy in front. Bill Michael's article bore out that it might well be heavy in front. So, the front mudguards being ready to fall off, I renewed them, dispensed with the two wing mounted spare wheels and put one on to a magnificently reinforced boot, applied a pot of paint and sold the result to Mike Wilby. I then set about “designing” the red contraption, taking care to start with an M.45 frame so that the weight would not be so much at the front. At an advanced stage of the construction, Mike wrote to say he had weighed the Rapide and it was 3-cwt. heavier *behind* than in front. My new affair weighed out at 2½-cwt. heavier behind than in front. The one I hope to be using soon hopes to be more evenly balanced, but you'll know why if you see me with two spare wheels mounted in front of the rad!

Weight leads to suspension. Some seem to think the first thing to do to an old car is to set up the springs. I once provided a character with some bits to make a special—he took what he fancied, and his rear springs—the ones he chose—were 10 leaf from M.45 saloon—this was a LIGHT special mind. He then set them up to be safe!

He next rang me up at an indecently late hour to say the springs I had sold him were no good—they were too short—they wouldn't reach the back shackles! My own fad is for springs almost flat on normal load. The M.45R seemed to carry it's back springs at an angle, so that with a positive camber the front part was more or less horizontal, and giving my flat spring effect—reducing the endways movement of axle under spring deflection. With negative camber the M.45R would be rather down by the stern, and could well disturb the steering, if the castor angle was not adjusted to suit the springs. The first effort at scientifically springing my red two-seater resulted in a lovely low tail and reverse camber springs which excited the interest of prominent vintage exponents. Unfortunately

the calculations were not quite accurate, the least inequality causing the most rending crashes, so a pair of quite standard 8-leaf 2-litre springs were put under, and are still there.

Tail heavy cars are less naturally stable than the other way, but with decent steering gear they need not handle all that badly. The chief embarrassment I had, was that in conjunction with rather more brake power in front than behind, the front wheels could lock. If the desired course was to right or left, and some large obstacle was dead ahead this could lead to interesting results. Even more frustrating was to mow down the marker at the finish of a test, instead of pulling up neatly alongside—somehow one always credits marshals with the agility to jump if necessary, and the intelligence to anticipate the necessity for jumping. This tendency to too much stop in front is partly due to connections and balance bars to the rear brakes being sloppy and pulling out of true. Rebushing where necessary and very careful assembly made a great difference. While on brakes, I don't think it is quite correct to say that M.45 brakes are designed for a servo. They appear to be exactly—except for servo—as on later 3-litres. A variation, I cannot say how general, is that some shoes are cast iron. I have seen broken aluminium ones.

Has anyone else discovered this I wonder?

Glass from 3½ saloon windscreen, front doors and rear window, will fit LG.45 pillarless saloon. I will not guarantee that this always works, or recommend that anyone stocks up with 3½ windows in the hope; but I have used such for the purpose stated. What fun designing a car round a stock of obsolete windows!

PL1240 as shown on front cover of No. 53 was a regular competitor in trials in its day.

HENRY COATES,
Hull.

Confession

Dear Sir—All unwittingly several years ago I did what Winnie the Pooh might have called A TERRIBLE THING. As time has passed my guilt has increased until I can no longer conceal it from fellow-members of the Lagonda Club. I write seeking expiation.

This is what happened: In a neighbouring state I saw and bought a V-12 Lagonda drophead. I then joined the Lagonda Club only to find that what I had joyously done in my naiveté was

nothing short of villainous; for as everyone has read in publications of the Club, persons of my unfortunate race have been stealing Lagondas away from their native land at an alarming rate.

I promptly compounded my felony. I wrote Messrs. Forshaw and Leo asking for certain parts my machine required. Both responded with noteworthy despatch and generosity, but . . . oh, woe is me! . . . neither submitted a bill of account. My shame is utter.

My wife won't drive an r.h.d. car, and my children can't see out of it. I begin to feel that my Lagonda casts supercilious glances at its raw American garagemates, a J Duesenberg and a Marmon Sixteen, the one maligned in British publications, the other apparently unknown abroad, or at least completely ignored.

What is to be done? Here I am, unhappy in the ownership of a Lagonda; there you are, furious at me for possessing it. The solution is obvious: TAKE IT BACK!

Elsewhere in this magazine issue, I trust, my advertisement of the car will be found. I shall not advertise it for sale here for two months, so that U.K. members should have ample opportunity to act on it. I would be glad to see it go home and will drive it to a New York dock (if it will run), or drag it (if it will not) at no extra charge to the buyer.

Sadly, but with humble respect,

LAURENCE WHITTEN,
New Haven,
Connecticut, U.S.A.

P.S. Can someone persuade Messrs. Forshaw and Leo to send me bills?

David Brown 2.6 and 3-litre Engines

Dear Sir—As a member of the Aston Martin Owners' Club, it was often observed that many cars fitted with the subject engines had copious oil leaks from the forward end of the cam boxes. Owners of DB.2, DB.2/4 and the racing variants were agreed that the cork strip which the works supplied for wrapping round the brass former ring, was never satisfactory.

Clearly a rubber moulding, resistant to hot engine oil was desirable. Such a ring was developed and a small quantity were distributed during 1962 to 1964. In every case where this seal was fitted into a clean recess (using engine oil as lubricant) and has been squeezed by slowly pulling down the cam covers and filler castings, oil leakage has been eliminated.

A new moulding tool has now been made and the many outstanding orders from Aston owners are being satisfied.

Perhaps Lagonda owners would also consider the saving in oil and greater cleanliness of the engine bay resulting from fitting these seals, a worthwhile expenditure.

Owing to tooling costs and spasmodic production the cost is £1 per seal plus postage.

If anyone in the Lagonda Club is interested, would they please forward the necessary to address below.

Despatch is anticipated within two weeks of order.

Does anyone want two 19" x 4.50" Sankey wheels having three fixing holes, ex Morris Cowley? Perhaps these would fit an early Lag e.g., the 11.1 h.p. described in *The Lagonda*, No. 46, Winter 1963.

C. L. CHRISTIANSEN,
"Falster", 194 St. Alban's Road,
Hatfield, Herts.

16/80 Information Wanted

Dear Sir—I know you are always crying out for copy to fill the Newsletter and Magazine so I am taking this opportunity of helping you and of obtaining some advice on my own behalf if you print this letter.

I have just purchased (rescued) from a scrapyard, a 1933 16/80 Weymann pillarless saloon. Reg. No. FG.8787. I would like to know if anyone has any useful tips on how to go about renewing the rear woodwork and metal. The back, from the rear doors is one piece of steel. Several edges, etc. are corroded through and of course, cannot be replaced by welding *in situ*. Is it possible to take off the whole metal shell from the woodwork? Apart from the rear wheel arches the woodwork is very sound. Much of the car is missing but can be replaced from Ivan Forshaw. Any history would be appreciated.

P. W. CLARK,
44 Ludlow Avenue,
Whitefield, Manchester.

Where did all the Rapiers go?

Dear Sir—As a prospective member of the Lagonda Club I attended the A.G.M. on 26th September and was quite impressed at the turnout. So, I joined. I duly received the Winter 1965 copy of the Club Magazine and turned to the A.G.M. report. Funny, I thought, have I got

the right meeting? Or perhaps Arnold Davey wrote it from reports of other members? But no, I was sure I saw him there. Why then is there no mention *at all* of a Rapier? There were no fewer than *eleven* Rapiers present, seven of which arrived in convoy!! I would suspect that the proportion of Rapiers at the meeting was greater than any other Lagonda type, excepting of course the two V.12s (D.B.) which achieved a 100 % turnout.

So, please, can we have a fair mention at future events?

TONY WOOD,
Hon. Publicity Officer,
Rapier Register,
London, N.W.6.

News from Australia

Dear Sir—Your letter received yesterday prompted me to write this note.

My car was advertised in a local paper on the 4.9.64, a Friday, I promptly proceeded to a wrecking yard about 25 miles from Brisbane.

There under an iron roofed shed stood the LG.45 with a canvas sheet over the bonnet. Having inspected the car and observing, after lifting the bonnet, the great space devoid of anything, I had second thoughts. But three days later arriving with a suitable vehicle for towing purposes I paid for the car and proceeded home having my first drive in any Lagonda "being towed".

After numerous visits to wrecking yards and such like, it wasn't until six months later that I found a motor which seemed to me to be as near as possible as I could get to the original powerplant.

Work now started in earnest and after cleaning and painting, the engine was installed. Fortunately the front mount was similar to the one used by the diesel fitted before. This by the way was apparently installed in England complete with the pre-selector gear box. The back mount had to be fabricated to fit.

The car bodywise is in quite good condition, the jackall, adjustable shock absorbers and chassis lubrication had all been removed.

After general cleaning around the front end of the chassis the front engine support was noticed to have a crack in it so the engine came out again for approximately four weeks.

A few weeks prior to this Allen Dixon had called on me and has helped me greatly ever since.

LETTERS *continued*

The car is now in its last stages before going on the road and I hope to have it ready for Easter when the Vintage Car Club of Queensland will be going on a run to Port Macquarie which is a seaside resort about 350 miles away.

This is all I can tell you for the moment but I will keep you informed of progress.

DEREK SMITH,
Brisbane, Queensland.

KY2712

Dear Sir—I read with great interest the magazine (Winter 1965) in particular because of an article on pages 13 and 14 by Piers Besley.

In this he refers to his continental saloon reg. no. KY2712.

Do I read into this that KY2712 has been rebuilt as a saloon?

I owned KY2712 from 1948 to 1958 and wish I still did.

The car was a continental tourer and figured in the Concours Lists for some years when my elbow grease was applied diligently enough!

I enclose prints from my albums to prove the point: and would be grateful if you would return them in due course as some of us older ones treasure our memories!

With best wishes,

GEOFFREY WALKER,
60 Park Rise,
Harpenden, Herts.

(Editor's Note: Mr. Besley forward!)

Lagondas in India

Dear Sir—I recently returned from India having driven my 1930 3-litre Lagonda out there.

Whilst in India I discovered two Lagondas—the only two I encountered in my whole 10 months absence from England, both now owned by a Gujarat businessman and in good condition too.

1. M.45R Eng. No. 2909. Ch. No. Z 11159. This car has original Abbot Le Mans Replica coachwork, has clocked 16,000 miles only, and was once the property of the Maharajah of Bhaunagar.

2. V.12.R. Coupé. Eng. No. } 14096.
Car No. }

This car has clocked 13,000 miles only and

formerly belonged to the Maharajah of Jodhpur.

I thought this may be of some interest.

DAVID CROW,
Shropshire.

FOR SALE

FOR SALE OR EXCHANGE IN U.K.—1938 V-12 Lagonda Drophead, Car No. 14029, British registration GPG131. Unrestored, though in generally very good condition and runs well; needs more love than an icy and villainous American heart can give it. Should make a perfect car with little money expense and a lot of time. Cost me the exorbitant figure of £1,250; will deliver on dock N.Y.C. for this sum, or will listen to proposed trade for unusually interesting European or American machine. Would prefer big, powerful car with exotic coachwork, like Hisso, Isotta, Voisin, Delage, and would trade up or down. Can send snapshots and describe in more detail. Pathetic handful of spares included. Please airmail L. Witten, 282 York Street, New Haven, Conn., U.S.A. 06511. Cable address INCIPIT, NEW HAVEN (CONN).

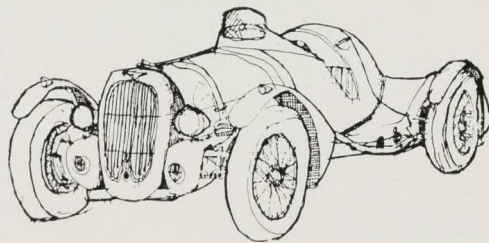
MISCELLANEOUS ITEMS FOR SALE OR EXCHANGE

One slightly oil-stained Deerstalker Hat. Useful as handy receptacle for nuts and bolts during engine rebuild or alternatively would make excellent tea-caddy and conversation-piece. Owner's reason for sale: possible emigration to Fiji Islands. Cheap to good home or exchange.

W. H. Y. HINE, MANCHESTER.

Gaily-coloured flat cap. Retractable peak. Well known in Club events. Recently overhauled by the "24 Hour Cleaning Service" and pronounced good for another 50,000 miles. Any A.A. inspection invited. Startle your friends by wearing it at that Holiday Camp. First offer nearest 5 bob secures.

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We have a large stock of useful spare parts for Lagonda cars still available. Although the demand for parts has diminished over the last few years and prices have increased considerably, we can still assist Lagonda owners with the majority of parts required for re-building and servicing the numerous pre-war Lagonda Models.

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We also have a stock of used parts taken from dismantled cars. Often we supply Lagonda owners with cylinder heads, crankshafts, cylinder blocks and similar components which are very difficult to obtain when required.

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 -the tread that's right ahead



THE FANTASTIC DUNLOP



DO YOU drive hard in all conditions? Expect top performance from your car at all times? Are you prepared to pay a little more for the tyre that suits your mood... your pocket... your type of car? Yes? Then the fabulous new radial-ply textile tyre with the long-life casing and proved safety tread, the Dunlop SP41, is waiting for you. It offers—

- up to 80% more mileage than conventional tyres
- exceptional grip on wet roads or dry
- precision steering and braking control
- 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.

AND FOR TOP TYRE SERVICE LOOK FOR THIS SIGN

