

DB

THE *Lagonda*

No. 59

Summer 1967



THE MAGAZINE OF THE LAGONDA CLUB

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Issue No. 59

Summer 1967

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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: The 1955 3-litre Tickford coupé with the late Kay Kendall at the wheel. Photo: Aston Martin - Lagonda Ltd.

NOTES, NEWS AND COMMENTS

ELSEWHERE in this issue will be found two cards that it is hoped all members will complete and return in the envelope provided as soon as possible. It is only from such research that the wishes of the members can be made known or the records kept up to date. Do it **now** while you think of it.

* * * * *

MESSRS. HALE-HAMLET PRINTS of 393, Washway Road, Sale, Cheshire, are now producing a very fine collection of prints of "proper" motor cars. These prints are most attractive and the presentation is a change from the scale drawn side elevation prints that have become so popular in recent years. The first series includes a three-quarter front view of Jack Kibble's 1935 Le Mans winning car. This captures the spirit of the car well although the printed word is a little bit for the lay public and not Club members. The same series includes 4½-litre Bentley, Aston-Martin, and 1907 Silver Ghost. At 12s. 6d. each or £2 2s. 0d. for the set they are good value, especially for colour prints.

To follow there will be Frazer Nash, 30/98, type 55 Bugatti, Alvis, and so on.

* * * * *

LAGONDAS certainly do travel far. A recent count shows that apart from members in America, Canada, Australia and New Zealand, all sorts of models are to be found in Switzerland, South Africa, Malaya, France, Belgium, Holland, Denmark, Germany, South America, and odd parts of Africa. How on earth did the cars get there in the first place?

* * * * *

The recent suggestion about life membership has brought forth a number of good ideas from members as to how it can be tackled. It is hoped there will be a full discussion at the A.G.M. and any further comment before then would be welcome.

* * * * *

COPY DATE FOR THE AUTUMN MAGAZINE IS JULY 20TH. COPY FOR WINTER ISSUE MUST BE RECEIVED BY OCTOBER 20TH.

HOW STANDS THE CLUB

THE CANCELLATION OF THE FORD SPRINT through lack of entries has set the Committee thinking on the whole future of competitions within the Club, and indeed the Club itself in its present form.

The last year or so has seen a tremendous decline in participation in every form of competition, the entries now are in the hands of the well known enthusiastic few and if for any reason one or two are unable to be at any meeting then it is almost impossible to find sufficient people to make the event worth while.

The Committee are forced to the conclusion that either the members as a whole have no interest in competitions or the notices and regulations are not reaching the right people.

On grounds of economy it is not possible to send copies of the regulations automatically to the whole mailing list, so in fact they are sent to the members that the Competition Sub-committee think are the most likely entrants. This list is compiled largely from personal knowledge and it is possible that many a promising newcomer is not reached just because he has never enquired about an event and the organisers were unaware he was interested.

On the other hand it could be that members are not interested in using their Lagonda for any form of competitive event at all, and if this be the case not only are the organisers giving up a great deal of their own time for nothing but their talents could be put to better use in other Clubs.

If the majority of members are interested in all the other aspects of the Club apart from active competition in motor sport then one solution would be to cease to be registered by the R.A.C. and revert to "Register" style. This way a considerable amount of money would be saved that could be diverted, say, to the manufacture of spare parts.

So that some idea can be obtained as to what members really want will you please complete the card that you will find elsewhere in this magazine and return it as soon as possible. Overseas members please return their cards by airmail.

To make the job quite easy there is also a **PRINTED PRE-PAID ENVELOPE** for your use, and you can also return in this the card that is to form the basis of the new Register (*see announcement by Jeff Ody*). So you see there is no excuse!

M. H. WILBY



"Well, after all I did say in the advertisement 'Needs some attention', didn't I?"

NORTHERN NOTES

from Herb Schofield

Silverstone—April

I don't really know why but we didn't enjoy the meeting as much as we normally do, maybe the thoroughly cold and miserable weather didn't help—but then it usually is cold and miserable at Silverstone. There seemed to be more long haired loons and queers about too. Maybe the fact that Robarts M45 special passed our LG45 halfway down the Woodcote straight quite easily didn't help either, nor the prices of food and drink. Roll on Oulton Park, and we hope, warmth and sunshine, and lots of Northern members to drink beer with.

Northern Bits

David Hine buys the ex-Low LG45 R. He sells his M45 tourer and saloon but not at the time of writing his rather nasty LG6.

Peter Weir is having his LG45 engine rebuilt

by *Geoff Thorneycroft* and hopes to have the car back on the track in time to be pressed by the other 4½-litre Lagondas in the August Silverstone Meeting. *Doc Evans* for reasons best known to himself purchased a pre-war Rolls Royce Sports hearse with large toolbox in the rear.

Dearden-Briggs is again on the move— this time to "Somewhere in Lancashire". *Dennis Roberts* is thinking of buying a 2-litre engined long wheelbase V-12 Sedan-de-ville for competition (though I am not quite sure whether he means competition in the back or on the track).

Roy Paterson completes an extensive engine overhaul on his 4½ special, and in the other side of the Pennines *Alan Ogden* carries out the same exercise on his M45 tourer. It is still rumoured that the *Henry Coates* super-de-luxe special should be out in the near future; and by the time you read this magazine the much lightened and balanced *Brown* 2-litre should be competing once again.

The *Schofield/Hine/Brown* garage have for disposal numerous 4½-litre spares surplus to requirements. *Mel Riding* of Bramhall is contemplating manufacture of a rear-engined

V-12 special in the style of the pre-war Auto-Union Grand Prix cars. *John Davenport* is having some extensive body repairs and chroming done on his LG45R.

Jack Broadhead of Cheshire, the doyen of car rebuilders in the North and probably the country hopes to have the ex-Lord Dunleath LG45R team car finished this year. When you think of it, what a splendid collection of Lagondas we have in this part of the world.

Lancs Spring Social—April 30th

This had to be cancelled owing to lack of support—in fact *three* entries were received—one Lagonda, and two modern cars. Like I said last year there seems little point in going to a lot of trouble and expense to organise events that nobody apparently wants. Is it really worthwhile organising a Social Rally again? If you think it is will you please write to me and let me know. On the strength of your response will lie my decision.

FOR SALE

A most desirable car, 2 LITRE LAGONDA, L/C supercharged model, Reg. No. PL1240. The actual car Road tested by the Autocar in 1930, also on the front page of Lagonda Magazine, No. 53. This car is in immaculate condition—and was second in its class in the Scottish Daily Express & Royal Automobile Club rally. Will be available after this year's rally, approx. 3rd week July. Only genuine enquiries need reply. For further particulars write: Mr. T. B. Swan, 21, Cresswell Hill, Dumfries, Scotland.

FOR EXCHANGE

3 LITRE Weymann Saloon 1930 in very good order. Re-built High Compression Engine 10,000 miles ago. Offered for Open 2 Litre preferably High Chassis. Cash adjustment either way. G. Warran-Smith, "Hunningham Hill", Hunningham, Nr. Leamington Spa. Telephone: Marton 515.



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Each of the superb full colour prints listed below is available exclusively from Hale-Hamlet Prints. The prints are top quality reproductions from original water colour paintings by artist Brian P. Powell. The original paintings are accurate perspective views of historic motor cars, each one of incredible detail. The prints are offered to Lagonda Club members at a special low rate. They are available unframed or framed in attractive gilt/cream frames.

Size of prints—17" x 10".

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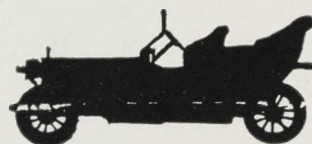
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The Register; the Free Envelope; and You

A NEW EDITION OF THE LAGONDA REGISTER is to be prepared; with maximum co-operation from members we hope to publish it this Autumn.

Many years ago, early in the Club's history (well, until 1962) there existed a slim volume called The Lagonda Club Blue Book. This source of reference, which was quite invaluable, contained a comprehensive and minutely cross-referenced list of members and their cars. With its help you could do all sorts of interesting exercises, with utmost simplicity: like calling on all your local members, from the list by county; or identifying the owner of the V.12 you saw on the 'Telly' last night, from the list by registration number. In the last of these priceless works, in 1962, there was even a remarkably long list of Noteworthy Lagondas, covering things like Le Mans cars and Monte Carlo survivors (antedating, however, the Noteworthy Activities of the Chairman's Rapide, filming on the Costa Brava).

All this depended on two vital factors, in inverse proportions: (i) the information to go into the lists, from members, and (ii) "Lupus", the magic ingredient.

Sadly, Lupus went, and since 1962 there have been no more Registers.

Now we hope to change all that, by producing a gleaming new Blue Book (due entirely to the initiative of your Committee, who were completely uninfluenced by the mutinous and complaining letters from members demanding their money back, after ringing up strange Ford owners at 1962 addresses).

The point is this. If our plans mature, this Magazine will contain a reply-paid envelope (for U.K., anyway) and two printed cards (about one of which more later). The other, and largest, forms the sole basis of the new Register. Please complete it with your own details and those of your car. The register is useful and important, but cannot contain information which the compiler does not possess. It is no good hoping to remain anonymous: a complete membership list will go in anyway. But if we do not get a card back, that member will be described as (shame!) a non-owner.

A note of explanation: give details of non-Lagondas if you wish, but only marque and

(probably) registration number will be included. Also, the lower section of the card is not for purposes of capital gains tax, but to enable the Club to keep track of cars which may still exist but may not have been notified.

To ensure that *your* Lagonda is classified make certain your card is completed and returned within four weeks of receipt of the Summer Magazine. Please use block letters when filling in the form and add your MEMBERSHIP NUMBER after your address details. This is most important. Thank you.

J. ODY

DAVID BROWN 2.6 AND 3-LITRE ENGINES

IN THE BELIEF THAT MUCH OF THE BLAME FOR such maladies as early crankshaft failure, "rumble", low oil pressure, high oil consumption, big-end and crankpin wear, also oil leakage from the rear crankshaft thrower; can be placed on the poor fit and/or alignment of the main bearings, an investigation is being made.

It is hoped to procure special high load capacity shells which can be line bored *in situ*, in the time-honoured way. Mitigation of the adverse effects of "cheese" or crankcase distortion and accumulated manufacturing errors is the object of this little exercise.

In addition to using such shells with new shafts, crankshafts which require re-grinding to .04" can probably be re-used. If anyone is worried about the loss of journal material, fatigue life can be restored (or increased) by subsequent treatment.

The scheme should enable shafts to be ground irrespective of the existing .010" increments, i.e. to merely true up ovality and taper, boring the bearings to suit. Thus not only can a more precise rotating assembly be produced by ensuring true alignment and running clearances nearer the bottom limit (.0018") for longevity, but each shaft can be re-conditioned more times.

Like most special orders, quantity is all important for price consideration; enquiries are therefore invited from owners, especially those intending competition or longterm use of these engines—perhaps a "pool" of 2.6 crankcases could be prepared for speeding engine rebuilds.

This is not a plea for unnecessary precision, but an undisguised attempt to make four bearings

contained in circular aluminium "cheeses", do the work of the seven conventionally capped bearings to be found in another make also having the camshafts in the right place!

There seems little doubt that the "W.O.B." barrel crankcase does not work as well as it should—eliminating a few thousandths of an inch may make *all* engines longlived.

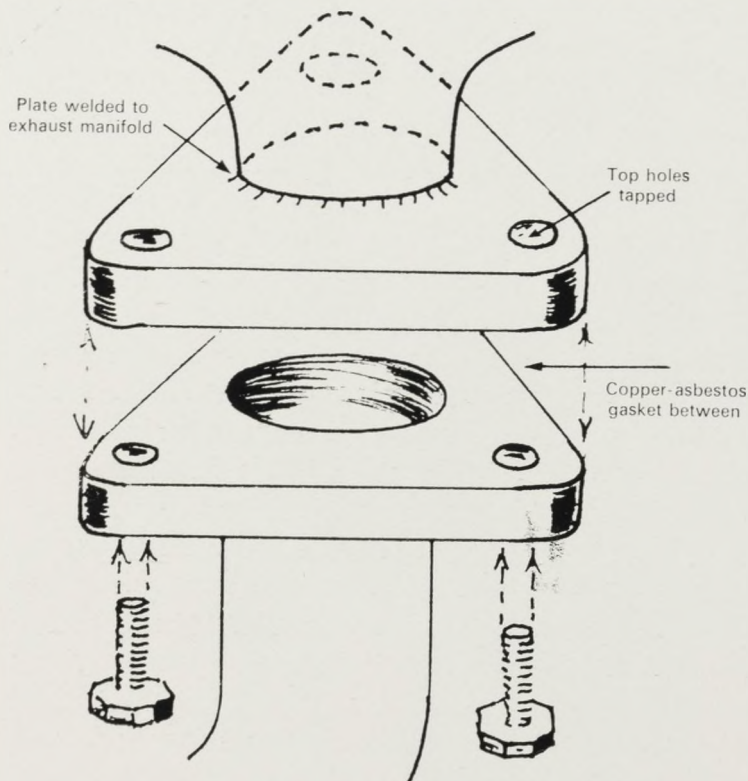
An extremely successful designer is alleged to have said that in the barrel layout the shaft does a good job of supporting the crankcase. Surely, if he was technically correct (in addition to being scathing about other people's work) lack of correct support to the crankshaft can only be a matter of poor fits.

A last thought for open discussion—could the whip of an inadequately supported shaft bring about the bending which leads to the all too frequent rod failure?

If you are interested in supporting your shaft in addition to your family, why not support the outlined scheme—or at least comment or criticise?

C. L. CHRISTIANSEN
(Aston Martin O.C.),
194 St. Alban's Road,
Hatfield, Herts.

EXHAUST PIPE JOINT



(See article opposite)

The Navy Protects the Realm . . .

By Lieut. David Lingard, B.Sc., R.N.

. . . AND OCCASIONALLY PLAYS WITH A LAG. Some four years ago, after a certain amount of haggling with garage officers and scrap dealers, four officers at the R.N. Engineering College Manadon, Plymouth, acquired a rather battered ex-blown 2-litre for £6. A short while later a 16/80 in similar condition was bought for £15. The original plan was to put the 2-litre into running order and thereby provide a spacious vehicle for the excellent 'runs ashore' in the area. Also we had ideas of driving to Spain during our summer leave.

The state of the car was far from original; aft of the front door the body was virtually a metal box not attached to the chassis in many places. An Alvis gearbox was fitted although the original shaft was available. One wondered how the wheels remained in one piece, and there was nothing very original or beautiful about the interior work. Also, alas, there was no starter motor! On the credit side it must be added that the engine was in good condition though it had the greatest difficulty sucking a mixture of petrol and air through the blower manifold from the blower carb.—without the blower!

Despite fitting the 16/80 gearbox, seats and many other parts and developing our shoulder muscles, PL5877 did not make Spain but a 1930 Humber went instead. During the next academic year some half-hearted restoration work took place, mainly with the idea of making the car work properly. The greatest problem was the fibre timing wheel that meshes with the magneto drive. Two of these wheels stripped their teeth before we made and fitted a brass one. I have not yet had a really satisfactory explanation of this; however, the brass wheel is excellent. Another innovation was the exhaust manifold/pipe joint. A new pipe had to be made anyway and the original joint was useless, so Dick Richardson cut two triangular plates and welded one to each part, as shown. Despite the poor condition of the bodywork and chassis the car passed the MOT test and the VSCC examination and during the summer of 1964 was driven to London where it remained for more than a year.

At this point (summer 1965) I decided to attempt a full restoration and visited Julian Bolton and Ted Clarke who both live in the Portsmouth area for advice. My thanks for a very great deal of help are due to them both for giving me parts they had finished with and many useful comments. Using a bandsaw and sanding machine and thereby trying many peoples' patience, I started cutting up enormous sheets of ash to make a new body. The reconstruction was something of a jigsaw puzzle as only certain parts were available to copy and a number of judicious guesses had to be made to fill in the gaps. The car then arrived at our house—this time not under its own power and my wife and I started its destruction. The state was terrible and I can barely credit that the bodywork stayed together.

During reconstruction I endeavoured to make drawings, but like many good resolutions this was rather left behind. However, I do have engineering drawings of some of the more important parts should any other members be attempting the same job. My aim throughout

has been historical accuracy and protection. Every single steel part has had two coats of Jenolite and three coats or more of paint; i.e. primer, undercoat and topcoat. Wooden parts received the same painting in order to prevent the terrible rotting that was the case before. For accuracy the main sources of information were Ivan Forshaw, Julian Bolton, Ted Clarke and more recently, Colin Bugler.

The main work took place during our summer leave last year and eventually the body was married to the chassis. As rear seats were not available I made false doors but retained the correct fittings inside. The wheels were 'done' professionally by a small garage in Plymouth where 'the boss' had been a Lagonda agent at one stage so took much interest and is an expert on wire wheels. I was towed into the College to fit the engine which had required very little work but needed a chain hoist to move it. To move it from the chassis in the first place had required a breakdown van!

From this point the work was fairly straightforward though achieving the correct timing



took some efforts. At one stage the exhaust manifold glowed red hot in the darkness . . . we were badly retarded! Connolly's excellent products worked wonders on the front seats and fitted carpeting improved the interior work. By way of experiment I have used sycamore and colourless varnish for the dashboard; the result is very pleasing though it might not appeal to the pundits. As yet there is no weather equipment nor do I have a proper choke fitted so the car is really for summer use at the moment. The carburettors incidentally are a matching pair of correct vintage but have only a wind down adjustment on the jet so no mechanical choking is yet possible. The blower manifold has been replaced by two stubs.

With a chassis designed for a blown car, the performance leaves quite a lot to be desired but the satisfaction of driving the complete car having had it in many thousands of bits is not diminished at all by this. Also, despite lack of choke I am pleasantly surprised at the ease of starting.

If anyone else is considering the job of rebuilding the body of a 2-litre, don't be too appalled at the thought; the final result more than justifies the amount of work entailed. Finally, a word on cost. Being a syndicate I have kept accurate accounts, and find the total rebuild, including some professional assistance, has cost just over £50. My source of ash is local, and anyone in the West Country might take note, as I needed two planks approximately 9 ft. × 2 ft. × 3 in., each cost about 26/-. This I believe is well below normal prices.

The Lagonda Tea Party

AS ANNOUNCED, THIS WAS HELD AT THE ANGLERS HOTEL, Egham, on 16th April. It was only intended as a small event and was something in the nature of an experiment but it turned out to be such a success that I feel it deserves a report.

After a week of filthy weather the sun came out again and it blazed on us all day long. What more could one ask for? As the organiser I was most pleasantly surprised that over 60 people sat down to tea and that 17 Lagondas, nearly all of them possible concours winners, were lined up in the car park. They provided a wonderful cross section of the output of the Company over the years:

11.9—one (1919), Rapier—two (one Blown), 2-litre—six (one Blown and one Continental), 3-litre—two, 4½-litre—two (one LG6 and one LG45 Rapide), D.B. 2.6—one, V-12—one, D.B. 3-litre—two (one Saloon and one Drop-head).

D. F. KING who set out from Stroud in his 1926 14.60 had the misfortune to strip his fibre timing wheel en route but MAURICE LEO had a selection of his stores in his Blown 2-litre and the necessary spare part was provided and delivered to the stricken car by DR. FITZPATRICK from Oxford.

The Club photographer ARNOLD DAVEY, was in attendance with his cameras so if space permits there should be some pictorial evidence to back up my words.

First praise must go to the 1919, cream and brown 11.9 of R. J. PUNTER, a new car to the Club and I hope we shall see it again; it has had more than a rebuild as various parts were missing when bought but is now better than new. The Blown Rapier of RON KERRIDGE is too well-known to require description, the other of HALLOWES was an open four-seater with an unusual rear end—I can only describe it as a "fast back". MAURICE LEO's Blown 2-litre has been photographed too many times to need any words from me. I was glad to see GF1954 in the hands of its new owner, J. COPE from Sevenoaks. (Funny thing but I always remember that number.) "THE CAR" was there, the black 1930 3-litre of GEOFF. SEATON. By contrast we had the dark green 1934 3-litre of JEFF CLARKE on the later chassis.

In my very biased opinion there is only one Lagonda with better looks than the 2-litre Continental and that is the 1937 4½-litre LG45 Rapide, one of the best proportioned cars ever made. (Hope I am not starting something.) Again by way of contrast we had AST2, the light blue 1939 LG6 of R. DAVY, both car and owner new to the club. It was good to see some of the D.B. cars on parade but why did we have to depend on non-member J. TAYLOR to show us an example of the D.B. 2.6. By coincidence there was RYK140 the D.B. 3-litre drophead of J. C. WHITE standing next to RYK149 the D.B. 3-litre saloon of TUGWELL. One of these days, when the price comes down, I will have one of these drop-heads. I must confess I fell for WHITE's car in a very big way. Lastly, by accident only, comes FGP808, the V-12 Rapide, drophead coupe of H. M. BUCKLEY, another most desirable vehicle.

Nice cars these Lagondas—all of them. A. H. G.



MODERN MOTORING IN VINTAGE CONDITIONS

Jeff Ody takes a look at the motoring scene in Nigeria from the vintagent's point of view.

AFTER BEING BROUGHT UP TO REGARD MOTORING problems as matters of speed limits, multiple white lines and "traffic-light grands-prix", it was most intriguing to spend several months travelling by car in what must be very nearly the conditions of the British 1920's (or even 1900's). Doing a survey of the secondary roads of West Nigeria last year recalled legendary difficulties that I was familiar with purely through books about the motoring pioneers.

On collecting our cars (faithful Peugeot 403's) from the agent in Ibadan, the regional capital, we were presented with two gallons of petrol and keyrings bearing the proud reassurance "branches throughout Nigeria"—well, six at least, roughly 500 miles apart. Fortunately the cars had been constructed accordingly. In seven-months-and-

15,000-miles, as they say in *Motor Sport*, I made only one unplanned call on the agent, after driving into an unexpected chasm in a garage forecourt a mile away, and wrecking one tyre.

You have to be lucky, like Napoleon's generals, when you drive around Nigeria. The Nigerians know this, and decorate their vehicles to assist: "No telephone to heaven", "Trust in God", "Safe Journey" being amongst the more intelligible supplications inscribed fore and aft. (Advertising messages frequently catch the imagination of the locals, "VC 10" being used far and wide, particularly on long-distance taxis.)

Nigerians are generally very skilled as drivers, but have a universal and sometimes unjustified optimism towards the capabilities of their vehicles. This leads to a belief that the petrol in the tank will always last till the next town if the driver goes fast enough, and that no corner is tricky so long as it is approached flat out and the brakes are left strictly alone. The never-empty-petrol-tank syndrome can be a disillusionment for taxi passengers. I was fairly lucky on the two occasions I used taxis: we always seemed to be able to coast some distance to my destination after the last whiff of vapour had passed through the engine, but one may be forced to choose

between walking the last few miles and waiting for the driver to return with fresh supplies. Unfortunately all taxi drivers had a strong superstition against buying more than half a gallon at a time.

We found Nigerian drivers, especially truck drivers, to be extremely cheerful and courteous, in conditions that would send the average English driver into a state of obsessive paranoia. Coming up behind a grossly overladen wagon, on a road consisting of a rough pavement ten foot wide, bordered by another six foot of shoulder and a deep storm gully on either side, a prolonged blast on the horn would not only clear the way, but would nearly see the wagon off into the bush in the driver's enthusiasm to help. In West Africa the generation of noise has different connotations from those encountered in, say, Dorking: it is a positive contribution to the social scene, and applauded accordingly—none of your old "Grrr: overtake-me-if-you-dare".

As my photos may show (assuming T. May picks the right ones, that is) the predominant Nigerian vehicle bodywork combines a European

truck chassis with as large a timber superstructure as the local carpenter can contrive. Wood is plentiful and cheap, not the sparing material carefully distributed on early European vehicles. Nails are very popular, and screws distrusted. They seldom bang in straight, so even door hinges are nailed on (3 per hole). These covered-wagons are all-purpose, but basically for taking goods to market. Like British farmers, but with less reason, Nigerians feel justified in escorting all their goods to market, even if the goods weigh two pounds and the Nigerian two hundred. So the normal freight-mix is 80 per cent people and 20 per cent produce.

Trucks like this—meaning wagons—are always full, but equally are always capable of taking another dozen passengers. One of our more hilarious responsibilities was the conduct of an Origin and Destination Census for 48 hours over most of the Region, complete with policemen, obsolete 303's (obstinate-trucks-for-the-stopping-of), red lights and myriads of forms and checkers. We distrusted some of the early results: after all, everyone knows that you can no more get



48 people and 30 baskets in a 35-hundredweight than you can 15 people and a goat in a Peugeot taxi. Well, we were wrong; you can, both.

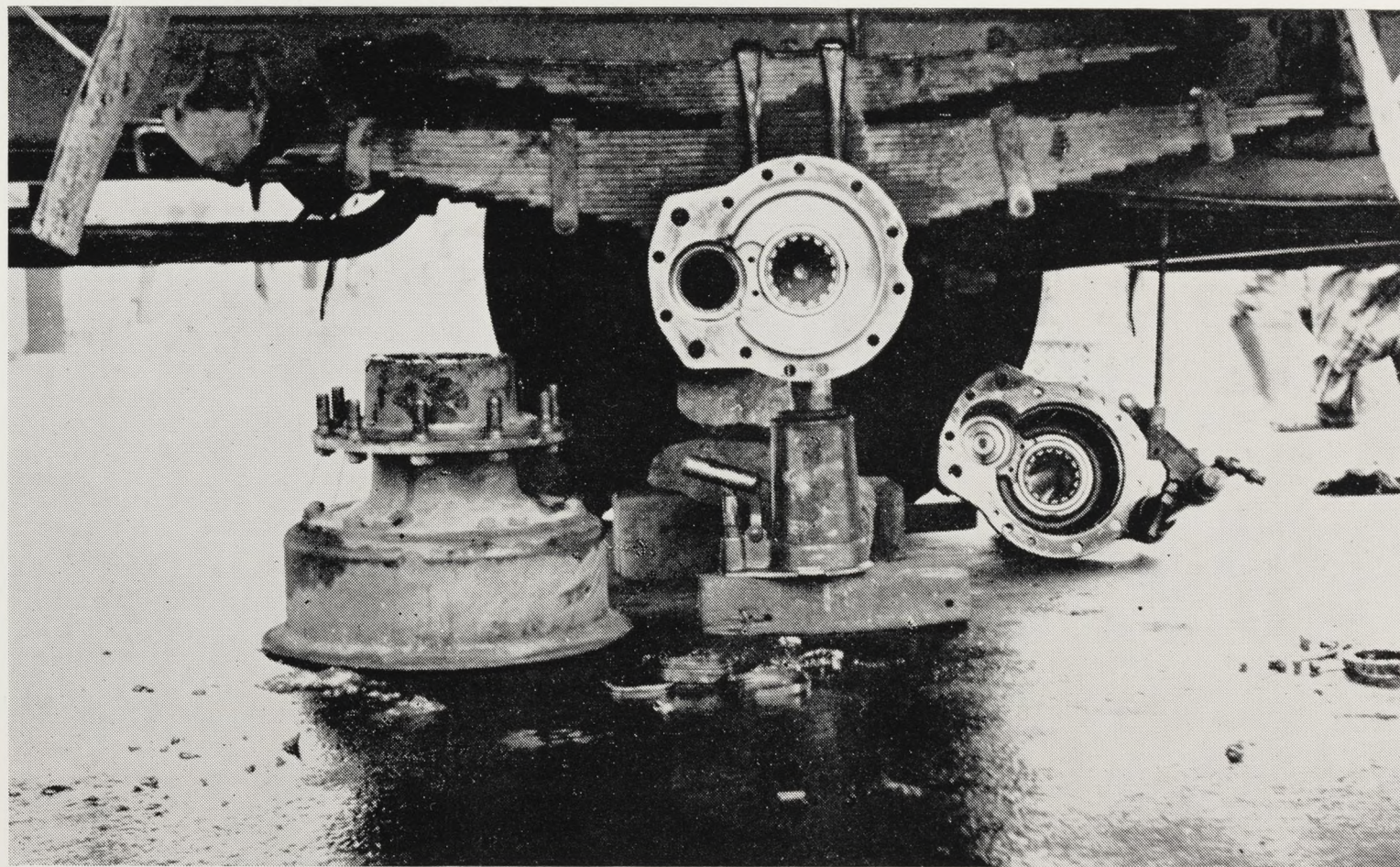
Nigerian truck design has many interesting features. Sidecurtains, an even flappier version of the sidescreen, are customarily tied along the roof to allow cooling air to circulate within, but can be released instantly by the occupants at the first sign of rain. Wooden bodywork is strictly detachable and expendable, so that when the vehicle leaves the road ("goes for bush") the resulting heap of yelling Africans and miscellaneous woodwork does not impede the extraction of the chassis, which is simply towed out and back to the carpenter's. Using a small selection of hand tools and a large selection of Nigerians a new body takes less than two days. The perceptive eye will discern a string running the length of the offside of the truck. This is attached at the driver's end to a bicycle bell, and at the rear to a selected passenger. The seat at the offside row is a responsible one, being entrusted, as it is, with the job of pulling the string at the approach of an overtaking vehicle, ringing the bell and inducing an alarming swerve to the nearside on the part of the driver.

Breakdowns can be troublesome for the Nigerian wagon-operator. They are seldom

trivial (all trivial components having been long discarded), cause considerable dissatisfaction among the passengers, and may occur far from a source of spares. All trucks carry at least one riding-mechanic, whose task it is to set off first for the home of the owner for money (if he isn't driving), and thence to the agent for spares. Meanwhile the remainder of the crew doze with characteristic fatalism in the shade beneath the stricken vehicle, frequently for days on end, and with little sustenance. Subsequently quite horrifyingly complex repairs ensue, with the cheerful confidence of a boy with a clock, liberal amounts of sand and not a gasket in sight. (*See below.*)

But the undisputed rulers of the road are the long-distance taxis: Peugeot 404 estate cars, with four to a seat, each paying 5/- per hundred miles. Par for the taxis' 90 mile Ibadan-Lagos run was $1\frac{1}{4}$ hours, day and night, stopping only to change passengers. With high top gears and heavy loads their drivers would reduce speed only with reluctance and mishaps were frequent, especially at night. The cars were seldom old: they didn't get the chance to be. Take longer than $1\frac{1}{2}$ hours and the trip was losing money. Few Europeans ventured the ride, and none for a second time.

For all their hazards of remoteness, unmitigated speed, poor conditions and unexpected



obstacles, Nigerian roads endear themselves to the British driver on two counts: the unbelievable unobstructiveness of Nigerian drivers, and the universal disregard of speed limits inherited from the colonial administration, except when police are short of a bob or two. Then a sort of ad hoc instant-fine arrangement makes a familiar appearance, albeit unaccompanied by any long-form nonsenses like endorsements!

J.O.

Veteran and Vintage Clubs Conference R.A.C. Pall Mall 8th April 1967

THIS WAS THE DAY OF THE BDC/Lagonda Sprint Meeting at FORD in Sussex but yours truly could not enter, his employers had most unkindly decided that he had got to work. My arm did not have to be twisted all that far before I "volunteered" to attend the Conference as the Club's representative. The pill was sweetened by the magic word — lunch — which appeared on the menu; I was not disappointed and thanks are due to the Chairman, LORD MONTAGU OF BEAULIEU, who provided the meal for the some 70 representatives.

There is a first time for everything and I can quite definitely state that never before have I been at a motor club meeting when a speaker began with these words: "My Lords, Ladies and Gentlemen". Your reporter's size $7\frac{3}{4}$ cloth cap has suddenly become too small for him.

But to get down to the reason for this report which is to pass on to members the current topics among the clubs, I will run through the matters which got discussed.

Club Rules.—Of no interest to us; we have some, thanks to an unnamed enthusiast who brought the matter up at an A.G.M. some years ago and was promptly put on the committee.

Export of Historic Vehicles.—Most of the speakers missed the restricted scope of this proposition and spoke in general terms. In the end, I repeat in the end, it was decided to take no action.

Vintage Car of the Year Show.—This was an explanation by the sponsors, Elga Products. You will read more about this in the Motoring Press.

Special Taxation Class.—This was considered undesirable and indeed dangerous.

Club Reports in the Vintage and Veteran Magazine.—These appeared in the current April issue. Incidentally, our membership is quite something to be proud of; only three one-make clubs quoted are larger: Alvis O.C., Bentley D.C., and Bugatti O.C. It was decided in future that this list would be printed separately for reference purposes.

The Historic Clubs' Joint Committee.—This, to my mind, was the most important subject on the Agenda. It seems to have been formed in a typically English haphazard sort of way; but under the Chairmanship of ANTHONY HEAL it liaises closely with the Ministry of Transport over all matters affecting pre-war cars. Subjects recently covered were lamps and windscreen wipers. I am happy to report that the pre-1940 cars get sympathetic treatment. The committee has no income, no home and its secretarial work is done by the Veteran Car Club. The first point is under consideration and the various motoring clubs interested may be asked to assist.

A collective term for cars made between 1930-1940.—Personally, having a car made in 1932, I take a pretty dim view of the arbitrary date of 1930 but as far as the Lagonda Club is concerned I feel these periods of time have no relevance. For the record I will mention that "Classic", "Traditional" and "Georgian" were put forward, the floor of the meeting produced an alternative, "30-40", which on a vote proved the most popular.

The meeting then decided that the conference should become an annual affair run on similar lines, but with one modification—in future the representatives will have to pay for their own meal and wines.

A.H.G.

ADVICE WANTED. Brandes Elitch of 140 Passaic Avenue, Summit, New Jersey, 07901, would like to know how many Mulliner-bodied, series CH V-12's there are in the Club. Any information on this type of V-12 would be welcomed by Mr. Elitch.

HULL AND EAST RIDING MEMBERS' NOTES

VISITOR (surveying trophies displayed across Host's mantelshelf): That's a magnificent cup amongst all the tankards, Ken. How did you manage to win that one?

HOST: As a matter of fact it's probably yours, by rights' I won it driving your car at the Alvis Owner Club's tests at Riccall.

Which prompts a thought, or two.

The A.O.C. have invited us to this event over the years. Most enjoyable it always is and we are grateful for the invitations. Caravans, canteen, and commentator, combined with a picturesque secluded venue, promote an air of enthusiasm, friendliness and—dare I divulge it—prosperity. No doubt it all has something to do with the high proportion of post-war Alvis models there. Both A.O.C. and B.D.C. enfold many modern cars, and even the V.S.C.C. are pleased to encourage cars dated 1959 (racing). So in support of "Flashbulb"—We should be ashamed of Ourselves, News Letter of Feb. 1967—let us induce all post-war Lagonda drivers to join us. Any will be welcome at our LOCAL PUB MEET on the last Tuesday of the month. If you will be in the East Riding thereabouts, ring 0482-43564 for further details.

Reverting to Riccall, it has also been the venue for several Lagonda Northern Rallies and Socials. So at the Northern Dinner, Ted Townsley spent half the time having his arm twisted (not physically, you understand) to cajole him into organising another of his Sunny Sundays. Our local members were well represented at the dinner, and also had a strong contingent, including two Lagondas, at the Vintage Silverstone. They would assuredly support another event by courtesy of the Townsley Family.

Good deeds had been done by Riding members long before your present scribe owned a Lagonda, so he feels no embarrassment in mentioning that three of the Club's Trophies, Allison, Northern, and Thompson, emanate from here. Sort of if they can't win 'em, they can give 'em.

Member Ian North has doubled the number of Lagondas in his stable, by adding a 16/80 tourer. It has already brought him home from Vintage Measham (competitor) and Vintage Silverstone (supporter).

"HERMES"

THE COST OF DRINK

by Henry Coates

MOST OF US HAVE SOME IDEA OF THE PRICE OF OUR favourite beverage. Have you considered the cost of the necessary vessels from which to drink?

There are several ways in which one can obtain suitable vessels: One can inherit them, be given them, buy them if in funds or attain them by superior performance in some competition. Though it may seem nice and economical sending a post card to the Secretary of the V.S.C.C. saying thank you, that is not quite the whole expense involved in the last named method.

V.S.C.C. Measham had been attempted the year previous with considerable enjoyment, but little success, due to some extent to an over-studious approach to the problems of navigation. It was felt that without the delays consequent on the studious approach, the thing might be possible. Also that if one did lose oneself too frequently the velocity required need not be excessive. In fact tremendous velocity on any part of the route would seem fraught with a good deal of peril owing to the twisty and undulating nature of the bulk of the course.

So it was with no particular qualms that we set off for Church Stretton in the Rapide with a very newly done up engine; preparing to motor very gently there, by which time the new pistons should have carved themselves room in the bores, and anticipating that the directional and steady-ing components of the machinery would be worked considerably harder than those devoted to propulsion. The principal navigator was to be met at Ashby de la Zouch, but a local friend and enthusiast had bravely volunteered to come along to help. We had just remarked to the assistant on the silkiness and quietness of the engine, when the silkiness and the engine stopped abruptly. The silence, except for a gentle simmering was still there. After a few moments of despair, in which we wondered how to tell the navigator, and how to get home ourselves, we tried the engine again. It started, but only five cylinders seemed at all enthusiastic about contributing anything towards motion. It was decided to continue, very gently, and the start was reached with little further incident, except for running over a large black dog. The local policeman was very nice about it and said the dog was in the habit of

crossing A5 without looking so its demise was about due. Oh, yes—there was a bit of doubt about the charging rate, even for constant voltage it did seem a little tepid.

An excellent dinner, a somewhat stormy passage with five Ordnance maps and we mounted the car for the start. Doubts as to the dynamo were confirmed, the starter would not turn the engine. A heroic effort by the lightweight navigator got it working and we were away. On the steep hill over the Longmynd we soon overtook some lower cars and with seemingly courtesy dipped the lights—no dip! Apparently the navigator had severed the lead to the centre lamp when cranking. One has some sympathy with his objections to being driven along a hillside path on side lights. In fact it was difficult to please everyone—lights up dazzled the chap in front, lights down petrified the navigator. We compromised by dousing when it was straight and lighting up on the bends to confirm that we were still on the track.

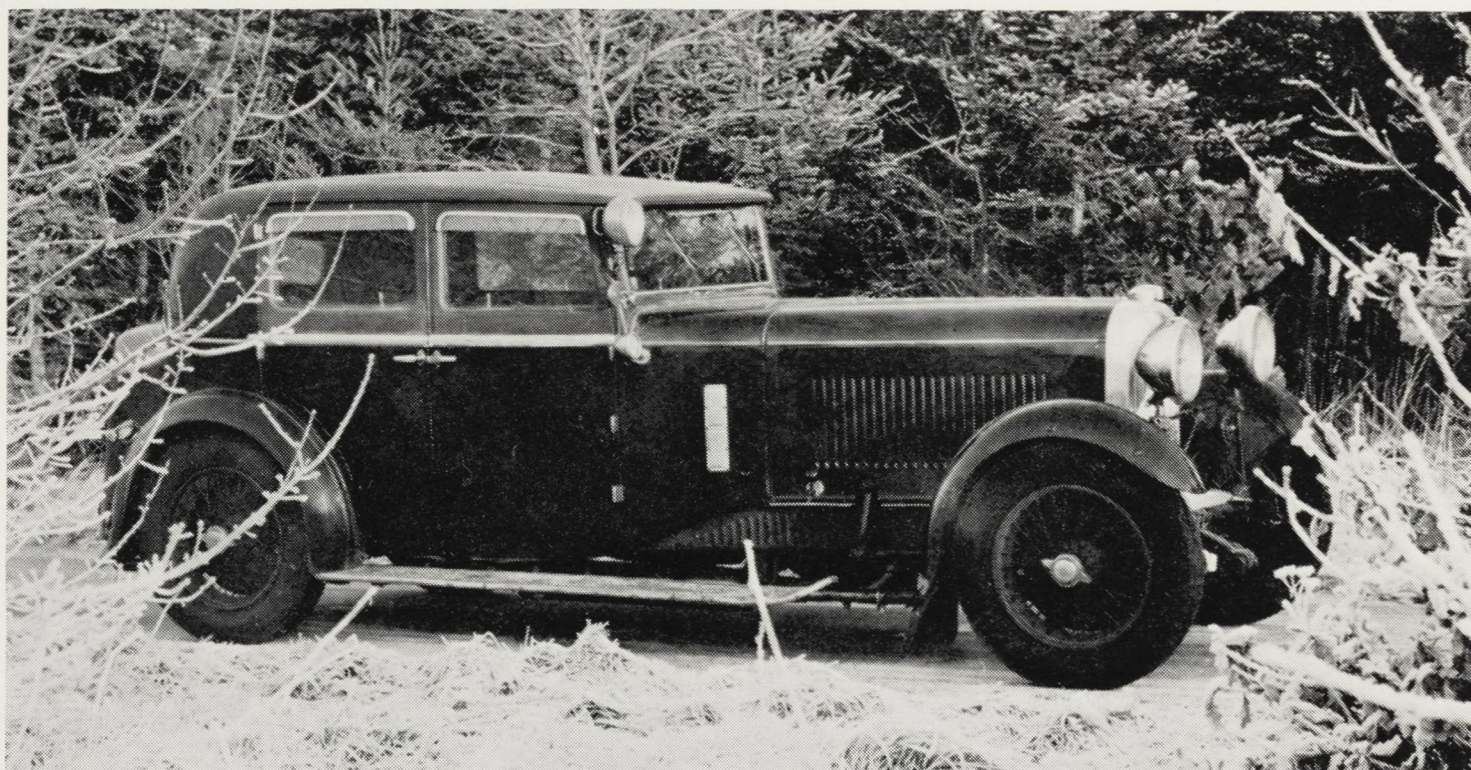
Before long a hidden turn eluded us and we shot up a muddy lane, over a deep gully into a field. The instrument panel, a non-standard one rendered lacelike by innumerable holes for extra gauges, etc. split from end to end. Instruments on wires and pipes became entangled with the driver's legs, and some moments were spent in lashing the things in bunches with surgical tape, of which the navigator, and employee of Elastoplast people was well supplied. There was no way out of the field other than the way we had come in, and as five other cars had made the same mistake there was some turmoil and delay in effecting our release. The wing mirror suffered major damage through impinging on the gatepost.

Progress through the night thence was relatively uneventful. The rear passenger was perhaps a trifle uncomfortable, but would not abandon ship. We were on time at most controls and did not miss any of the secret checks. Perhaps the navigation might have been a little more exact at times, as we too frequently over-ran a turn and had to reverse. This resulted in a constant change of place with one Johnny Clarke in an Alvis. He was the last of the Vintage Class and we lead the P.V.T.'s and having rather more c.c.'s we overtook him, chiefly on gradients. His navigation was that much better though and he always was in front again after we did our reversing act. One on rare piece of good road

we took him in a grand acceleration up the hill, only to have repetition of the sudden cessation of earlier in the day, and had the ignominy of having him sail past as we allowed our works to cool.

The coffee break was very welcome, somewhere near Shrewsbury. Some kind and good looking ladies served us sausage rolls and coffee which cheered us no end. It was here too that we found the oil level perilously low. One is still puzzled as to why there should be a man in a shed at 5 a.m. who had some oil, and was prepared to sell us some. But not to reason why, just gratitude to providence, and off towards the Wrekin. We were glad too to see signs of dawn, because, despite having already removed one headlamp bulb to conserve electricity, the remaining one was not very bright. Later study of the map showed that the scene of our refreshments had been adjacent to a large mental hospital. This may explain something—or maybe we should all have booked in.

A slight miscalculation lost us a couple of minutes on Cannock Chase, but these were comfortably recovered before the finish at Measham, and the arrival test. With no opportunity for a breather, straight into it—accelerate over a line, disconnect the engine and coast to touch but not knock off one of those lath things that high jumpers try and jump over, only not so high of course—Ugh! Also ugh! at breakfast in the canteen where the portions of tinned tomato were more than liberal. Somehow the driver got his tomato substituted for two extra rashers of bacon. The "Measham Grand Prix" in which one did a couple of laps of the sales ground with a pit stop in the middle would have been fun. The navigator did splendidly in jacking a wheel, spinning and unjacking, but after the night previous he dare not venture the crank handle. The driver therefore had to operate, and as the organisers would not let the driver get out until the navigator was properly seated, the whole thing took rather a long time—despite the rapid replacement of the jack by the navigator which considerably perforated several sidescreens. Further tests, in which the engine did not have to be stopped went fairly well, and the driver repaired to the nearest garage to attempt to do likewise to the oil leak. This turned out to be a bad gasket under the oil distributor affair and the oil had flooded the dynamo and been the cause of the electricity shortage.



Danish member Mr. Bessermann-Nielsen's 3-litre saloon. (See Letters to Editor)

Though tired we decided to wait for the results, and were very dejected at receiving no mention at all. Despite setbacks there had not seemed to be any other P.V.T.'s with punctual arrival at the finish. So dropping off the head navigator, we set off for Hull. As evening approached the weather produced a blizzard, and by lighting up time still some way from home, the side lamps a mere glimmer. Knowing that once stopped there was no re-starting the driver had to decline a welcome invitation to eat with the co-navigator, and finally with still 4 miles to go the petrol pump refused to do any more. Fortunately our regular garage was still just open, and fetched the car in and lent a battery.

Two weeks later the official results arrived. Against No. 37. Coates, Lagonda were a series of R's against all the test times. Against No. 27, another Lagonda, were test times but numerous R's on the road section. The Rapide being absent early for mending they seemed to have thought we had not arrived, and put down my times to 27 who had not. It is all very British and sporting to accept without question the decision of umpires, referees and rally organisers, but in this case it seemed hardly fair on car or crew. A telephone conversation resulted in the discovery that someone had **BLUNDERED**, and in due course I received a decent pewter vessel with glass bottom, capacity 1 pint.

AUTOJUMBLE 67

Since the idea of holding an American type "SWAP MEET" was first discussed at the beginning of the year, the response has been most encouraging. This event will now take place in the Rally Field at the Montagu Motor Museum, Beaulieu on

SUNDAY 17th SEPTEMBER
from 11.00 am — 5.00 pm

This British version has been named the AUTOJUMBLE and entrants may offer for sale any items connected with motoring or motor cycling. This will in fact be a gigantic automobile jumble sale, and it is thought that thousands of people will attend as possible purchasers. We hope that Clubs and enthusiasts will support this venture, which it is hoped will become an annual event. Stands may be used for Motor Club publicity even where no commodity is being sold. The only restriction on items for sale is that they must be clearly connected with motoring or motor cycling, and that there must be **NO COMPLETE** vehicles offered for sale.

If you have a pile of spare parts, lamps, horns, motoring books, tyres etc. in your garage, why not take this opportunity of selling or swapping them? The rents for space have deliberately been kept low to encourage prospective vendors, and we hope that "The Trade" will also give this event their support.

The Field will be open for setting up stands from lunch-time on Saturday 16th September, and a security patrol will be on guard overnight.

Full details from The Curator, Montagu Motor Museum, Beaulieu, Brockenhurst, Hampshire.

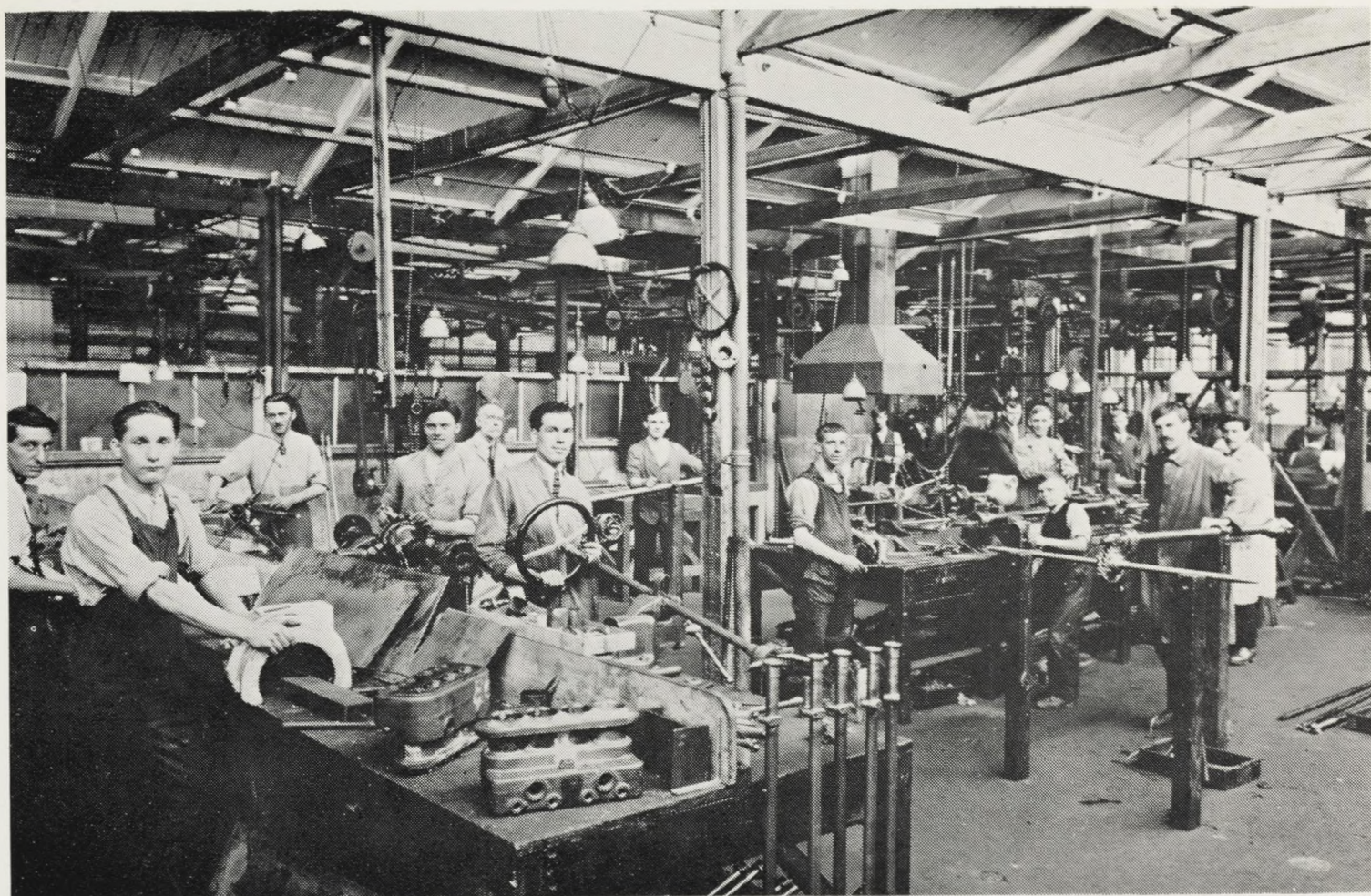


INSIDE AND OUT

THIS photograph of the Lagonda Works must have been taken about the turn of the century or a little later. On the wooden board below the open windows on the far left of the picture can be seen the words "... Motor Co., Motor Cycles and Tri-car". (Well, you can see it with a magnifying glass!)

As this sign is tatty and the new one on the frontage says that they make cars it could be 1909 or so.

The road going off to the right of the factory is the main road from Staines to Runnymede and is not so narrow, nor so quiet today!



NOT quite so sunny on the inside but perhaps it was an early June day and when the bell goes for "knocking off" time these happy Lagonda workers will be able to go to the pub by the river and have a much needed pint and reflect on a day well spent.

What exactly they are doing in this shop is hard to say, if it is assembly it is pretty haphazard, so let us guess at some sort of checking or testing.

This is in the days of the 11·9 and the chap in the foreground seems to be adjusting the worm drive back axle. The "young lad" just behind him is seen in every part of the works and has on just about the oiliest pair of trousers ever!

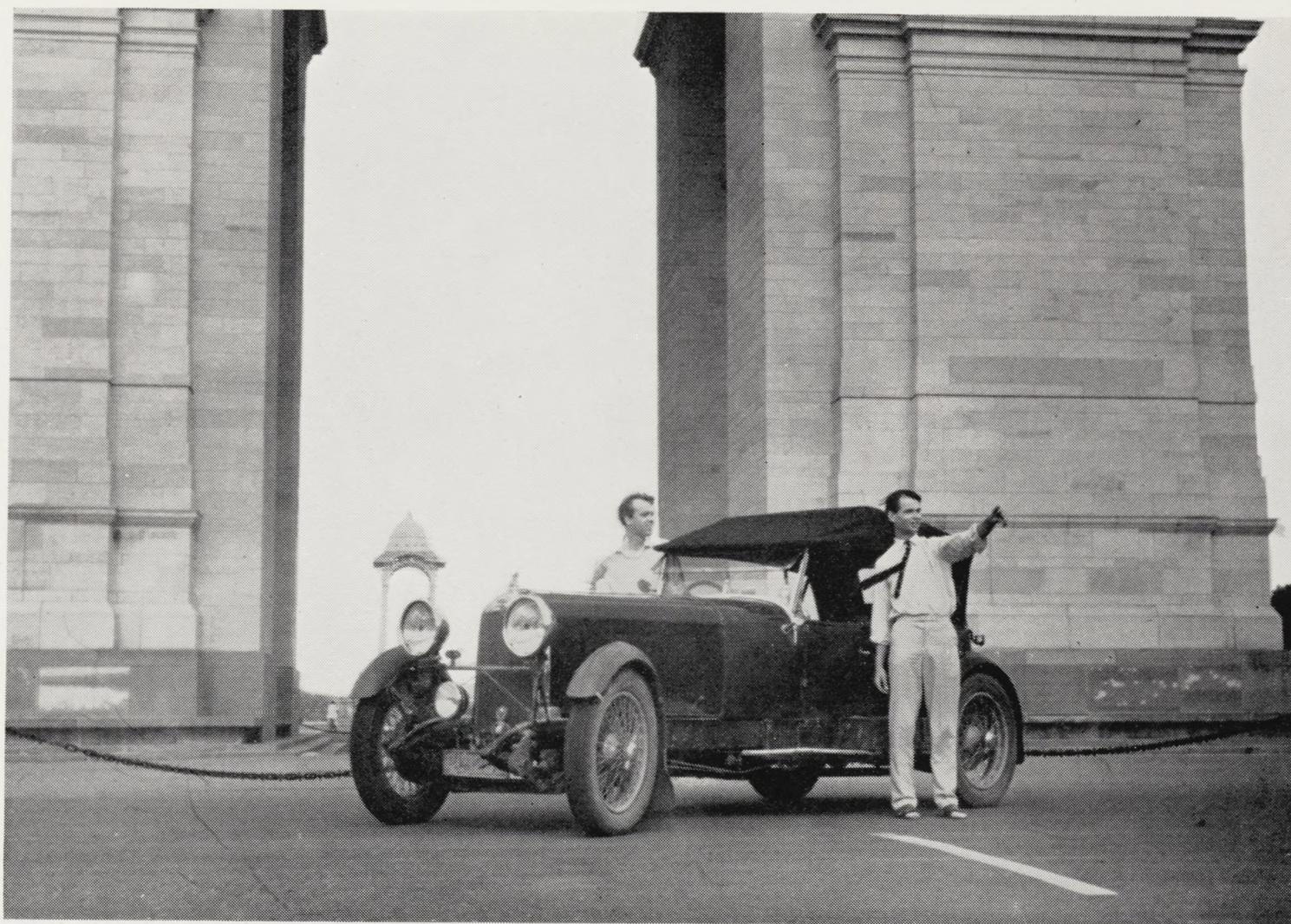
Behind the fitter driving an imaginary car with the worm and sector steering gear an 11·9 back axle case seems about to be attacked by a two pound hammer. This

doesn't seem like normal Lagonda practice so perhaps he was just stamping a number thereon! The tiny brake drums can be seen and in the early cars the hand brake operated cast iron shoes direct onto the drum.

To the left of the picture the two fitters look a bit grim but perhaps it is because they are trying to see how much of a complete car they have. So far the count seems to be two engine blocks and one flywheel housing so they have a long way to go!

Staines of perhaps half a century ago, the men long since gone and forgotten, but the factory still stands guard over the bridge as one travels from Surrey into Middlesex and recalls the memory of the very English motor car with the very foreign name.

M. H. WILBY



Overland to India

London—Delhi 1965 (continued)

We left sophisticated Beirut for Syria on the afternoon of 22nd April with one additional passenger, an old school acquaintance, whom I had bumped into in Beirut, perched on the tonneau. After the Lagonda had majestically boiled her way up the Lebanese mountains, Adrian's fluid Arabic proved useful in speeding up our transit at the Syrian frontier, so that by evening we had reached Damascus.

The next day we crossed the Jordanian frontier, having left Adrian in Damascus. Most of Jordan is parched desert and the country appears to have little in the way of natural resources.

However, Amman, the capital, although not an outstandingly beautiful city, has an agreeable atmosphere and we stayed here for one week. While in Amman, we were invited up to the palace to meet King Hussein. He had had to fly to Aqaba unexpectedly, but the palace garage

was placed at our disposal, where a team of trained mechanics descended upon the Lagonda, changed the plugs and leads in an attempt to cure the ignition troubles which had been bothering us again.

The Jordanians were some of the friendliest and most generous people we met; even though the country is poor and desolate, the people give the country its character. This we could feel whether we were dining with a Major-General or we were drinking Arab coffee with a group of Bedouins around their tattered tents out in the desert.

On the 1st May we once more continued the journey east, now following the oil pipe-line road into Iraq. At this stage the road began to deteriorate (throughout the journey the roads had been far better than expected, the majority having a good bitumen surface, with a few

exceptions such as those in Libya). Our route out of Jordan to Baghdad now passed through wild, barren country—the lonely desert. There was nothing to see except for the interminable ancient pipe-line running alongside the road. After making our way over the pot-holes and corrugations, past various pumping stations, we arrived at Rutba, the Iraqi frontier station, notable only for its filth.

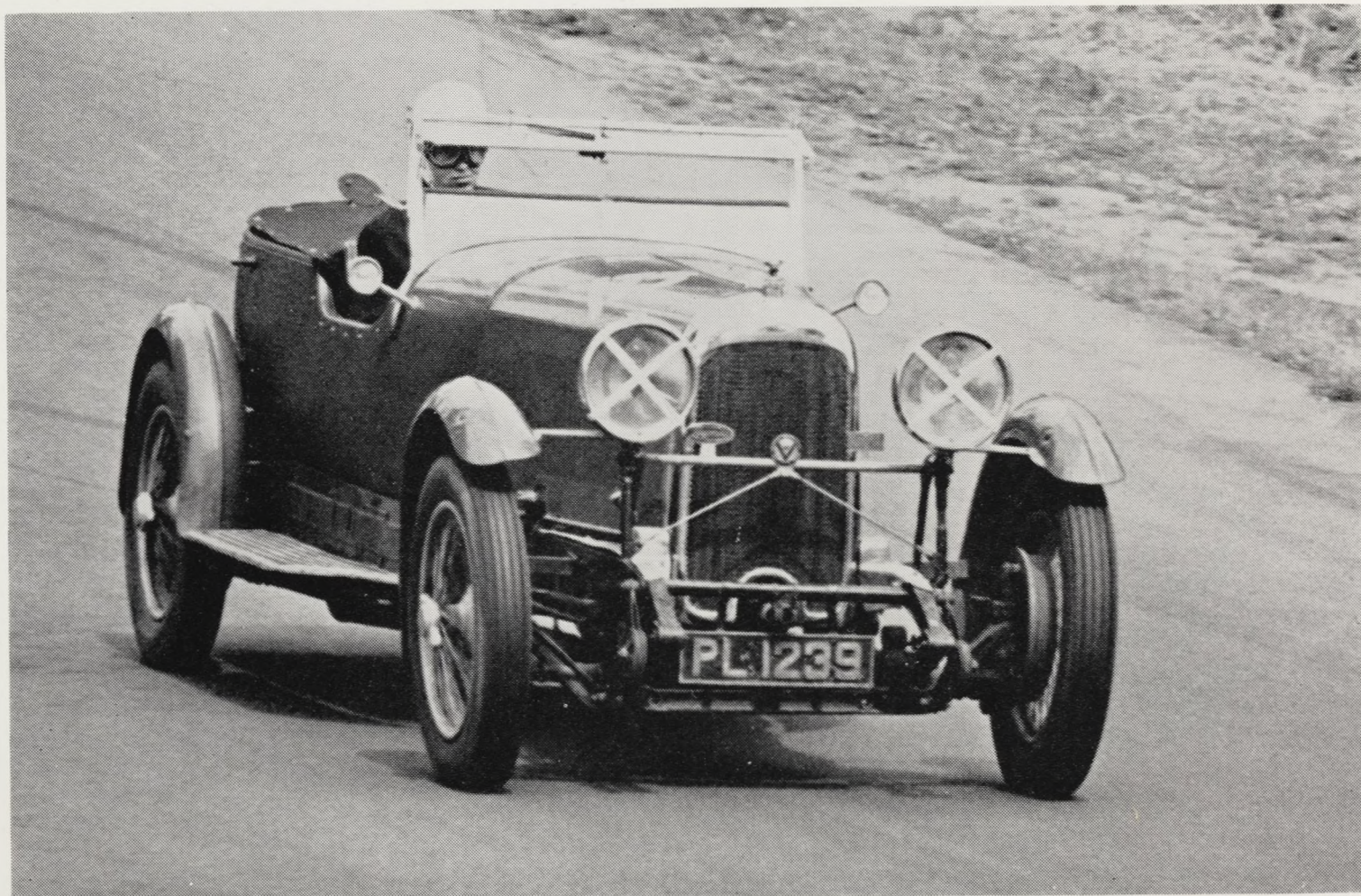
However, the petrol in Iraq was the cheapest that we encountered throughout the journey (2s. 4d. per gallon) and with the Lagonda consuming petrol at the rate of a little over 20 m.p.g. this was a considerable asset.

At last we crossed the Euphrates at Ramadi and we soon came to Baghdad, situated strategically on the River Tigris. By this time we had covered 7,500 miles since leaving the U.K. Baghdad was hot and on the 8th May we drove out of the city past numerous brick-kilns, through poverty-stricken villages before arriving at Khanaqin, the Iraqi frontier post with Iran. It is interesting to note that, while driving along this poorly surfaced road, we saw a considerable amount of troop movement, presumably concerned with the Kurdish war, which at that time

Baghdad did not even acknowledge to exist.

After crossing into Iran it soon became obvious that this was a very different country. Firstly, the desert had largely disappeared and the land consisted of a series of more fertile plateaus, each surrounded by a ring of mountains, and therefore completely isolated from one another. Secondly, the road was now wide with a surface like a billiard-table. A somewhat disconcerting feature of Persian life is that, when travelling at night one is liable to be shot at by any gendarme, if one fails to stop at one of the various control boxes along the road. Within three days we had arrived at Tehran after passing through Kermanshah, Hamadan, and Ghasvin; on the way we had several times driven over mountain passes of 8,000 feet such as the 'Asadabad' pass (I had an altimeter registering up to 10,000 feet fitted before leaving England).

On 20th May, Peter and I left for the Caspian on what we knew was going to be the hardest stage of the journey. Now the bitumen road came to an end and the Lagonda rattled her way over a poor gravel surface; corrugations lay for mile after mile in front of us. The dust billowed up in clouds with the passage of vehicles and it



The 3-litre is also at home on the track!

Photo: Guy Griffiths

was not long before it had penetrated the car into our clothing and camping gear. The speed was reduced to 10 m.p.h. and the Lagonda covered less than 500 miles in four days of continuous driving, before passing through Meshed to the Afghan frontier at Tayebat.

In Afghanistan the roads were still poor, but now there were also numerous river beds to cross. In the past fine bridges have been built over these rivers, but when the rains came, the roads leading up to them were washed away. From Herat to Kandahar there was a reasonable bitumen road built by the Russians, although we saw no more than a dozen vehicles on the road in a day. Leaving Kandahar, the Lagonda passed along a perfect American built road for 100 miles, which unfortunately came to an abrupt end; then over poor gravel again until we came to Kabul, superbly situated 6,000 feet up at base of the Hindu Kush.

The main road from Kabul to Jalalabad was closed and we were forced to make the treacherous crossing of the Lataband pass; 'treacherous' because the Afghans drive on the right, while the Pakistanis insist on driving on the left!

Then we came to the customs post at the frontier with Pakistan. Through the barrier and on to the Khyber pass; tribal Pathans carrying rifles, fully charged cartridge belts strapped across their chests, poised by the roadside and glared at us as the Lagonda rumbled among those hostile hills, yellow-grey and barren apart from withered black scrub.

On the other side we came down into the plains and the heat at Peshawar. We saw trees again, people, animals and houses too. Ancient steam engines clanked in and out of the station with passengers hanging on to every available position, both inside and outside the carriages. Water buffaloes gazed superciliously from slimy pools of water alongside the Grand Trunk road. Tongas, bullock-carts and people all clamoured together in the streets—Kipling country.

Not so the United States Air Force Base which stands aloof, clean and homogenized, apart from the real Peshawar. Spending the night in the luxurious home of an American friend at the base, I was woken by the sound of wailing sirens, fast running motor car engines and feet. Peering furtively from behind a curtain, I saw what resembled a small army established in the garden; there was a loud report and the leader of the expedition stepped forward with the prize,

a cobra in a brown paper bag. Not long after, I saw a Mohammedan achieve the same result with a stick.

A day's drive brought us to Rawalpindi; next stop was Peshawar, burdened with over a million refugees from Partition, who live in still more miserable conditions than the average Indian villager.

But now our journey was almost over. Ahead for me, lay six months discovering the land of contradiction that is India. Across the frontier at Wagah, soon to be the scene of bitter fighting, to Amritsar, the holy city of the Sikhs.

On Tuesday the 8th June the Lagonda finally reached New Delhi. She had covered 11,057 miles and had consumed petrol at the rate of 20.75 m.p.g. There had been no serious breakdowns; but that was before the Liverpool stevedores had smashed her petrol tank against the hull of the ship after the voyage home from Bombay. Still, not bad for a car 35 years old.

D. P. CROW

[A splendid achievement by any standards. 11,000 miles overland to India by a modern conveyance specially equipped for the purpose is not to be undertaken lightly. To accomplish the journey in a 1931 Lagonda says a lot for the tremendous staying-powers and durability of the model (to say nothing of the drivers!). Many thanks to David Crow for such an interesting article. Editor.]

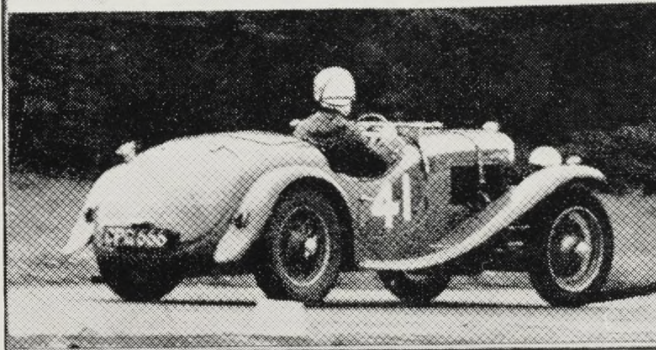
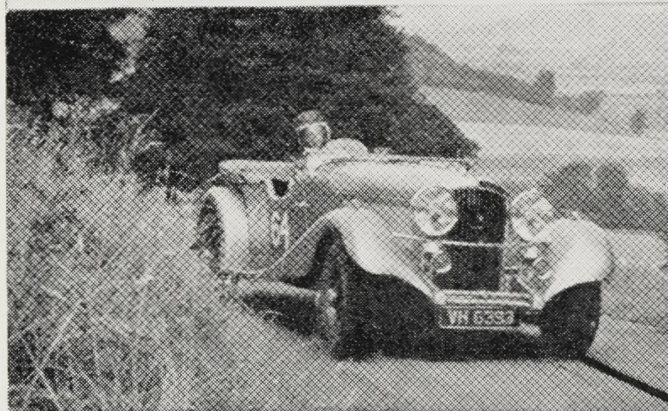
REMOULD SERVICE

We learn that Brown's Tyre Service Ltd., 122 Junction Road, London, N.19 (ARChway 4242-3), can remould any of the following sized tyres. This provides that the casings are in a sound condition. Prices reduce by 15% if two or more similar sized tyres are ordered. Carriage not included.

Sizes:			525/550	20	£5. 1. 9
400	19	£2.15. 9	600/650	20	£7. 3. 9
450	19	£3. 8. 0	700	20	£8.18. 0
475/500	19	£4. 2. 3	450	21	£4. 8. 3
525/550	19	£4.18. 0	475	21	£4. 8. 3
600/650	19	£6.16. 9	500/525	21	£4.19. 0
500	20	£4. 8. 3	600	21	£6. 9. 6

Lagonda

ADVANCE PUBLICITY



With acknowledgements to Ordnance Survey Maps.

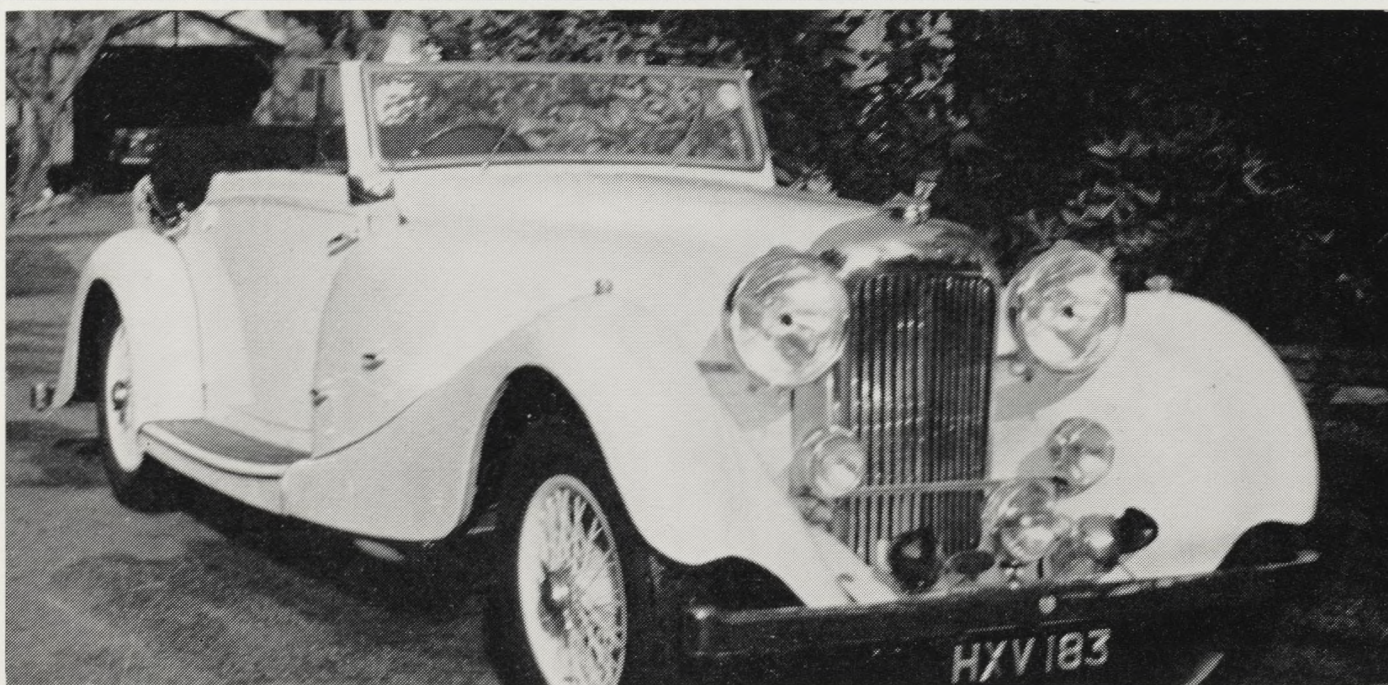
Unusual LG45 S III Comes To Light

THIS CAR APPEARED ON A GARAGE FRONT IN Smethwick, Staffs, in 1960. It had apparently been stored since before the War in a dark corner all garages seem to have. The previous owner taxed the car regularly to obtain the petrol coupons only. When this bind eventually ended and the car had served its purpose, there were enumerable unsuccessful attempts to buy it by myself and other enthusiasts. The car was in quite a presentable condition whilst under cover, but when it was left in the open and had to combat the elements, vandals and the inevitable

collectors who would rather take and ask no questions, than buy, it was in a sorry condition. I can well remember the bad winter of 1962/63 when the car, with its hood and bonnet missing, was under 10 feet of snow and ice for nearly four months. It was during the summer of 1963, after children had been playing in it and everything that was loose and breakable had been destroyed, that the garage owner said, "If anyone wants to give me £15 for this heap, he can have it". I was fortunate to be there when this statement was made, so with my tongue in my cheek, and thinking I should have my head looked into with an axe, I bought it! The result can be seen in the enclosed photographs.

LES BUCKTON

B.88



THE INSURANCE OF COMPETITIONS

by "Flashbulb"

THE COMMITTEE HAVE SUGGESTED THAT I EXPAND the short note that I wrote in the March *News-letter* on competition insurance into a longer and more permanent form for the magazine, so at the risk or boring those who know all this and those who never compete anyway, here goes.

First, from the point of view of the Club as the organiser of the events. Since we are not a limited company, any body or individual claiming against us for injury or damage that they fancied we were responsible for would have to sue the individual members of the Committee and could do so to the limit of their pockets (much good would that do him!). This applies to most clubs and therefore the R.A.C. holds a master policy which is extended to all authorised events held off the road and this safeguards the organisers against claims from the public and from the landowner up to a limit of half a million pounds per incident for a race meeting, less for the milder events. A competitor cannot claim from the organisers, even if he considers them negligent since he will have signed away that right on the entry form previously. He can, however, sue another competitor or entrant. If the landowner is the R.A.F. or one of many other public bodies, they require the organisers to enter into a special agreement accepting liability for damage and the R.A.C.'s policy also covers this liability. The possibility of a marshal or other official being injured is covered too, with a fixed scale of benefits. This is reassuring, since a marshal would be in a weak position if he were forced to take action in the courts, having agreed to take part and therefore presumed to accept the hazards of the event. For a race meeting and for other speed events such as sprints, the master policy is extended yet further to cover the entrant and competitor (not always the same person) for his liability to the public in the same way as the organiser is covered and part of the entry fee is devoted to paying the extra premium for this. This does not apply to driving tests, however, unless the organisers feel it should. We always do, in this club, in case someone loses it and clouts the farmer's Rolls in the car park.

For events held on the road, mainly rallies of course, a completely different position is found and the organising club cannot obtain any sort of master cover. Each competitor has to arrange his own insurance.

Now let us look at the question from the competitor's point of view. For speed events on the track he is covered by the R.A.C.'s master policy as mentioned above and he may be for driving tests if the organiser felt it was a good idea. For events on the road (strictly "the public highway"; some private roads are highways and others are not, but this is not the place for a treatise on highway law) the competitor has to make sure, either that his everyday Road Traffic Act insurance covers him or has been extended to cover him, or he can take out a special supplementary policy for that event or series of events and this will supersede his normal policy whilst he is competing. The latter method is the cheaper for the limited number and gentle nature of the rallies most of our membership would contemplate. For Closed and Restricted rallies the additional premium is £1 per event for full Third Party or 10s. 0d. for Act Only, both excluding passenger liability. For a half dozen or so events this is better than the A.O.A. method of adding 50% to the annual premium, with little regard to the number of events entered. This supplementary policy is provided by the R.A.C.'s broker and although hitherto they have dealt with drivers individually they have lately said that only applications received through recognised clubs will be accepted. More work for the Competition Secretary!

If a rally competitor fails for any reason to get himself covered he is not only disqualified from the rally but he is also open to a charge of "driving whilst uninsured", one of the more serious offences.

Going back to track events for a moment, the R.A.C.'s policy specifically excludes the liability between one competitor and another; they have to sort it out between themselves. If you are not keen on this risk, or possibly are rich enough to be worth suing, it is possible to cover damage to the car while racing. It is expensive, naturally, and is individually negotiated according to the car and the type of event. If you do this, insure every event you enter; it is the one you leave out where you bend it. Entering motor races often nullifies the death benefits on life insurance policies, I believe, so this is another point to

check. Underwriters must be a gloomy lot; I can think of a dozen sports more dangerous than racing yet private flying is the only other one to be mentioned in life insurance proposal forms. You can fall off mountains to your heart's content and they will pay up happily. Well, fairly happily . . . It is possible to find life policies which do not bar motor racing and if you haven't already got a policy it may be of some use to know this when looking.

Acting as a marshal in a rally, even if it involves a considerable amount of driving, cannot be regarded as entering the competition and therefore no special insurance is required and something similar applies to trials of the "mud-plugging" type where the road bits are neutralised and therefore non-competitive.

Lastly, if you have problems or queries the real experts are the R.A.C.'s brokers, who are C. T. Bowring & Muir Bedall (Home) Ltd., The Bowring Building, Tower Place, London, E.C.3 (AVE 3100).

CLUB POLICY

The Committee would like it known that discussions are taking place in an effort to stimulate Lagonda Club activities in those areas that lie away from the main population centres. The Committee are seeking ways and means of organising regular meetings, pub meets etc., in these regions with the aid of local members. More information will be published later.



The Schofield/Hine LG45 Special leaves the line at Curborough.

Photo: A. Wood



NORTHERN CARS & FACES

No. 10

JOHN BEARDOW

Another long-standing Club member who apart from pre-war Lagondas has messed about with Talbots and David Brown Lagondas. His M45 shown here is the ex-Roy Paterson car and which he has rebuilt in recent years. Here it graces the showrooms of the local Vauxhall agent.

(Photo: Roy Paterson)



LETTERS TO THE EDITOR

Spring Magazine Cover

Dear Sir—I was most interested to see the photograph of the 11.1 on the front cover of the Spring issue.

This car first came into the Club in 1959 and its then owner carried out a very fine restoration job. Being a coachbuilder by trade he would accept nothing less than the best and the result can still be seen.

After a time the car was sold and vanished from the Club scene, and it was not until last year that it was heard of again. At that time the current owner was trying to establish with the Veteran Car Club of Gt. Britain the date of manufacture.

A considerable amount of research went into the case and even the late "Bert" Hammond was consulted. The final conclusion reached by all these experts was that it was almost certainly one of a batch of this model produced in 1919. It is interesting to note that it was originally registered by a doctor in Essex in November 1919.

My real reason in writing this is because I see the notice in front of the car when displayed in Wisconsin dates it 1913/14 and I should not like Mr. Callaway to be mislead.

Yours sincerely,
MICHAEL WILBY,
London, N.W.3.

LG45 in Surrey

Dear Sir—I enclose a few photographs of my LG45 which you may care to use in the magazine. You may be interested to know that I purchased the car from Mr. P. Hunt of Salfords Garage (father of Peter Hunt of Redhill, Surrey) about 12 years ago. (Photo on this page. Ed.)

This car has given me my most enjoyable motoring and is in regular use.

Previously I owned a Daimler, Armstrong, MG, B.S.A., Citroens, Swift and a dozen or more motor-cycles.

My father drove some of the very earliest cars registered in this area.

W. G. WOOD,
Redhill, Surrey.

Odd Mods

Dear Sir—Many moons ago a brave soul, Charles Green I think, asked for tips from members concerning modern spares which fit or can be adapted to fit Lagondas. To date no such tips have been published and I am prepared to wager my next month's curry ration that none has been sent in.

One often hears stories of mods of this type but finds it difficult to discover how the finished article works. For instance, I have heard of Ariel Red Hunter pistons used in the rebuilding of 2-litres and rumours that this is entirely satisfactory. Can anybody who has tried this give us a comment based on experience and not on hearsay?

The same thing applies to the Standard Vanguard shackle pins fitted to a 2-litre. Was this successful and would those parts fit other models?

On the subject of shackle pins, John Beardow tells me that his M45 is fitted with modified Landrover items. How about a short article, John?

A friend of mine once tried to buy a Lagonda special. The G10 gearbox had a Rover remote control gear lever fitted. Is the man who did this still with us and, if so, would he care to tell us about it?

I once saw a Rapier fitted with a Rolls 20/25 cum-Bentley 3½-litre water pump and was assured that it was a simple modification and, as it was made of non-corrosive metal, gunmetal I think, should last forever. Can anybody supply further information?

Is it true that V-12 conrods can be modified to take thinwall bearings intended for a Bedford? If so, what model and what is required to be done? Rapier rods can, I believe, be modified to take Austin A70 shells.

The Rapier Register publishes very comprehensive notes on the overhaul, modification and maintenance of their one basic model. I realise that to do the same for the remainder of the Lagonda types would be an impossible task but there must be dozens of tips known only to a few, which would enable other owners to maintain their cars much more cheaply than at present.

Forward you modifiers! Don't hoard your tips, however trivial they may seem, share them with the rest of the Lagonda world. The end result must be better Lagondas and, surely, that is what we all want to see.

FLT.-LT. K. P. PAINTER,
Royal Air Force,
Gan, B.F.P.O. 180.

Jollop Strikes Again

Dear Sir—Broken cars, trouble with the police, the house is falling down and now there are worms in the cattle, why does it always happen to me?

"Long John", the local constable came round last week complaining about pools of oil in front of the Post Office. Of course it was me, but what a mean trick informing on somebody, I would ring his neck like a chicken if I could find out who it was. To make matters even worse the pub won't serve me much longer unless I pay my bill.

However, to return to my Lag and its oily problems—the trouble was the oil gauge never did work and there was such a noise from the engine that I knew something would happen one day. Well, two weeks ago a conrod came out for air. It made a terrible mess, the piston in 16 pieces and there was a huge hole in both sides of the block. I suppose I should have had the oil gauge checked long ago really.

Well, I had to take two pigs to market the following day, they have eaten me out of house and home, and now they are so fat that the bacon factory will not take them, but they look such nice pigs for sausages and I have lost such a lot of money on them to make it worse.

So I took the remaining pieces of conrod and

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piston out of the engine, it must have got a little hot because the crank shaft was blue.

I put my two lovely pigs in the back seat, and held them in with some old onion bags tied over them and onto the door handles, and went to market. It was on the way back that I stopped at the Post Office. I saw the old gypsy there with his horse and I had to speak to him about some more tyres because I was running through my third layer of canvas.

Before I go out in the car I always fill up with oil. I am very lucky, old Jones, up the road, with his fancy cars, tractors and what-not, changes his oil every 10,000 miles, and he gives me the oil. Well I mean to say it is quite good enough for my old car. He thinks I use it for my implements, he says something about sulphur and other things but I don't believe him so my car always has plenty. I put in half a gallon a week, the extra oil must go somewhere so it goes out onto the road.

Anyway to return to the engine again. The constable looked at it and was very rude. Well, I suppose I should not have stuffed the two holes in the engine with old sacks. Unfortunately I had lost one of them by now and we could see right

into the engine. He saw the piece of old belt wrapped round the bearing to keep the oil in. He laughed—really it's enough to hurt any man's pride, to say nothing about what he said regarding the bodywork.

I am really writing because I have so little power now the engine only has three cylinders, that I thought I was going to have to make the pigs walk to market at one stage. Do you think I could recondition the engine myself?

I think I need one new piston, I suppose the connecting rod could be straightened if I hit it hard enough. The cylinder block I could patch with plastic metal and I already have a spare sump, the old horse uses it as a drinking bowl at the moment but I think she could use the broken one (poor old girl).

Please tell me what to do and I am sure I shall be able to manage.

J. JOLLOP,
Bog Farm,
Great Marstow.

Prospective Member

Dear Sir—I am writing this letter to thank you for giving me, through the generosity of my two friends, the pleasure of reading your magazine.

I am not yet a member of the club because I don't yet own a Lagonda. Lack of funds relegate me to the position of admirer and not owner of the car we all worship.

My two friends, Peter Carter and David Weston, both of whom live in Werrington, are more fortunate. Dave owns, and uses daily, a 2-litre and Peter is rebuilding a vintage 3-litre. The magazines that I borrow (beg, or steal) are theirs.

Sometime in the future, when I have finished building my garage, I hope to purchase a (dare I say it?) worn-out LG45 or M45 and build a special, as did the Hine/Schofield partnership. I envy them their talent, workmanship and car—the work of a “dynamic-duo”.

Like member Stuart Furber, I regard the M45 as being “the” Lagonda, but without some assistance from Messrs. J. and C. Moores of Liverpool, it will be a long time before I get one. However, patience is one thing I do possess.

However, back to the reason for the letter. I didn't write with the hope of publication. I just intended a sincere thank-you to you for the work you do in producing a magazine that is greatly

appreciated and read enthusiastically by members and non-members alike. I would be eternally grateful however, if you could in some way express, on my behalf, my grateful thanks to Peter and David. Thanks, not only for the loan of their “Lag.-Mags”, or the use of David's 2-litre at my wedding, but for their friendship through the years and the good times spent with the Lagonda.

MICHAEL HOOD,
Werrington,
Staffs.

(Mr. Hood can join as a non-owner! Ed.)

Lagonda in Copenhagen

Dear Sir—Last year when applying for membership of the Lagonda Club I promised your wife to write about my Lagonda experiences in Denmark. I hope this is what you have thought. The car still has not taken part in any rally or official meeting. I have not driven the car since Christmas at all. At the moment the fabric roof is going to be renewed. So is also the inside roof. New upholstery in the seats. Repair of the original leather. Fortunately this is restorable. I would not miss the smell of leather when sitting in the car. After all this work the engine shall be painted, and at last the body recellulosed.

The sale of old cars is bigger in England than in any other country. Therefore it is understandable that people all over the world are visiting England looking for these old cars.

So was I. It was in the summer 1966, but had been planned during the previous two years. First with a Rolls-Royce or Bentley as the only possibilities. Later the Lagonda was added. It happened because my wife and I in summer 1965 saw a wonderful English registered 192? Lagonda tourer at Kronborg, Elsinore. Remember—our Lagonda is the unique car of this mark in Denmark, may be the first one too. Therefore the Lagonda at Kronborg was the first one I had ever seen, and we are not used to this style of car in Denmark. Of course, it attracted a lot of attention.

Back to our journey to England. We were looking at a lot of cars, and after a busy fortnight with many speculations and sleepless nights, we had reduced the choice between two cars, both Lagonda, a 1933 3-litre sports saloon and a M45 1934 drophead coupé at nearly the same price. Maybe you think it is crazy, but we purchased

the 3-litre on account of the more exciting appearance of this one. We did not know much about the different Lagonda models, and we were not influenced in our purchase because Mr. W. O. Bentley has breathed on some of the Lagondas! The style of the body was the only criterion.

And then a fortnight without a thought of automobiles.

Our troubles started again on the journey home. An airleak in the Ki-gas caused us to stop every 10 miles, and the mechanic, who was driving the car to Harwich did not evidently know very much about Lagonda engines, and I was anxious that something serious was wrong.

On the ship I discovered the airleak and changed the petrol tap to "reserve".

In Denmark I had to drive the car myself. Oh! what a circus. Gearchange was nearly impossible, as I did not know about the clutch stop. When starting in second speed I could just change to fourth. Change down from fourth to third or second was impossible and I had to stop every time turning a corner, or I had to take it in the top speed. Can you imagine it?

Now it is going much better, though not perfect, but I still find that the gearchange in a Lagonda (or in my Lagonda) is the most difficult I have ever tried. On the other hand I enjoy driving the car very much. It is quick even in the modern traffic, and it has a very personal behaviour. Another reason why it is such fun to drive is the great attention the car is causing, not only when it is crashing during the gearchange, but on the ferries, at the service stations and so on, all the work stops and people ask to look at the car. We have had to mount locks on the car because people are not ashamed to open the bonnet and look at the engine.

Perhaps this interest is difficult to understand as you in England still have quite a lot of these cars driving on the roads every day.

Having driven the car home I started to examine the gearbox (and I could see on the cog-wheels that it was not only me who has had trouble with the gearchange). Unfortunately I threw away the oil and it was impossible to buy the right caster base oil in Denmark. From the lubrication paper Mr. Ivan Forshaw sent me I understood that it could be a mineral oil. Lucky me; a chemical analysis told me this.

Now after half a year running about in the car showing it to friends and everybody wanting to

see it, hearing that it really was an unusual car I had brought home, it is stored ready for restoration (you may understand that most of the vintage cars here—we are calling all cars before the second world war and after 1915 vintage cars—are of American origin). The engine should run well. Only a few regulations are necessary, but the body shall be repainted and the fabric roof renewed. New kingpins, brake linings and clutch linings and some other small improvements. Further, I would like to visit England again to buy a parts car.

The picture of the car is taken at Christmas before the start of the restoration (I am sorry it is not washed but it was -10°C . the day the picture was taken). I think English coach-builders have always had trouble with making a nice rear part of automobiles as distinct from the American coachbuilders. But the front part; the enormous bonnet with the beautiful Lucas headlamps and the movable front wings. You will never find the same pleasure sitting behind the steering wheel in an American car as in these long low English cars with a noisy living engine.

Enclosed a photo as promised.

MOGENS BESSERMANN-NIELSEN,
Ordrup Jagtvej 153,
Charlottenlund,
Copenhagen, Denmark.

(See p. 15. Ed.)

Alvis Lovers Awake!

Dear Sir—I was very interested in the article on the *Sunday Times* in the Northern Notes. I owned and restored the 1926 Alvis that appeared in the Colour Supplement and having now graduated to a 1929 L.C.S.M. 2-litre, I submit that the Alvis is a poor man's Lagonda (Note tongue in cheek!).

Whilst the Alvis is a very good car indeed, it is not, in my opinion, in the same class!

BRIAN RICKETTS,
Ashurst,
Southampton.

Enthusiast in India

Dear Mrs. May—Wish you and Mr. May a Merry Christmas and a very bright and prosperous New Year. (Letter held over from Jan.)

I am sending you two recent pictures of my Lagonda after complete renovation of the body-work. My attempt was to bring it back to a 4-seater body (Tourer) maintaining the original

style of open tourer Waymen fabric body from the 2-seater which was altered by my predecessor in 1942. These pictures clearly indicate the result of my efforts.

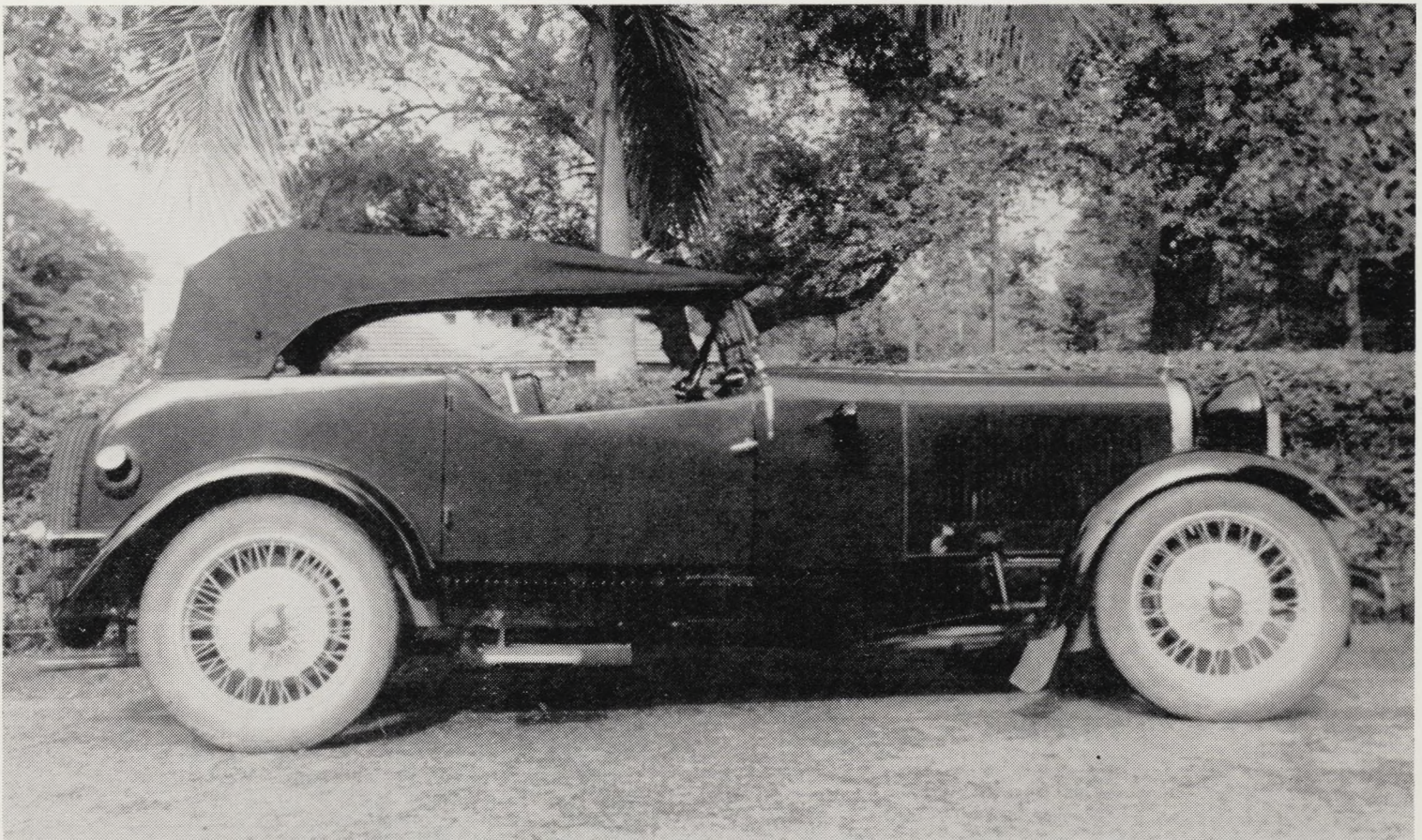
I will be really happy to know the opinion of you and Mr. May of my effort for this piece of work. All through the bodywork I have used 18-gauge black sheet, hand beaten to shape. All wood work is replaced by teak wood, body sprayed with Imperial crimson, four mudguards are black, wheels are silver. In my opinion she looks quite dignified. I won't be happy unless I know the expert opinion on the whole work.

Please, if it is not inconvenient, drop me a few lines with your expert criticism. I own this bird since 1944. She has ever since been used for a minimum of 50 miles daily. When I owned this car in 1944 I had to do the complete engine, complete wiring and a little bit of bodywork and a coat of paint. After using it for 17 years daily and time to time long motoring I have done minimum mileage of over 300,000 miles. I did her up for the second time in 1961. At that time I was held up for the pistons and rings which was impossible to find in our country. I had to use Austin 12 h.p. 60 over-size pistons with flat head. These pistons are 1 m.m. smaller in diameter from my original standard bore, but

the piston pins are in line with my standard piston. I had to re-sleeve the engine block to suit the old model Austin 12 h.p. pistons. I had no other alternative. Then I applied for a personal Import Licence. Mr. Maurice Leo helped me to get a set of original pistons and a reconditioned camshaft. Since 1961 I am using my car with Austin flat head pistons, I could hardly tell the difference in my ordinary daily use. I have no scope to test her in any competition, only thing I have noticed is that she has stopped burning the plugs since I have used the low compression flat head pistons.

I had another problem with all my wire wheels; as these wheels get older, due to corrosion, the rims start cracking in many places. I approached our Club and Mr. Maurice Leo for help. Due to import restrictions I could not bring them out. Then I decided to strip all the spokes and rims separately, cleaned the rims thoroughly, weld the cracks and heavily galvanized both sides. We have facilities in doing the galvanizing in our Works, then made a wheel balancing machine and all the wheels were assembled individually and balanced. In this way I have overcome the wire wheel problem.

However, I have given you a little bit of the history of my sweet bird to prove to you that



Indian member Mr. Banerjee's 3-litre tourer.

the lover of a Lagonda does not stop for want of spares, because her demand is so little.

Mrs. May I am sorry to inform you I am forced to resign from our Club. My friend Mr. Venners is leaving our country very shortly, I have no other friend to help me with sterling. Due to de-valuation everybody is extra careful about their pounds. It is a great pity I have to resign only for want of foreign exchange, it breaks my heart.

I may have a little money left over in my Club account. My subscription is paid up to October 1966. For these two months if I have any money left over in my Club account, please adjust the amount. On the other hand if I have any dues, please let me know.

Mr. Venners is leaving our country by the 17th January 1967. If you could suggest me any other method as how to pay the Club subscriptions, I will be delighted to continue as a Club member for the rest of my life.

I am grateful to you for the kind help in the past. In future as a non-member in the Club I would like to maintain our good relationship with all the Club Executives.

With my very best wishes and kind regards to you and Mr. May.

Thanking you,

H. BANERJEE, West Bengal, India.

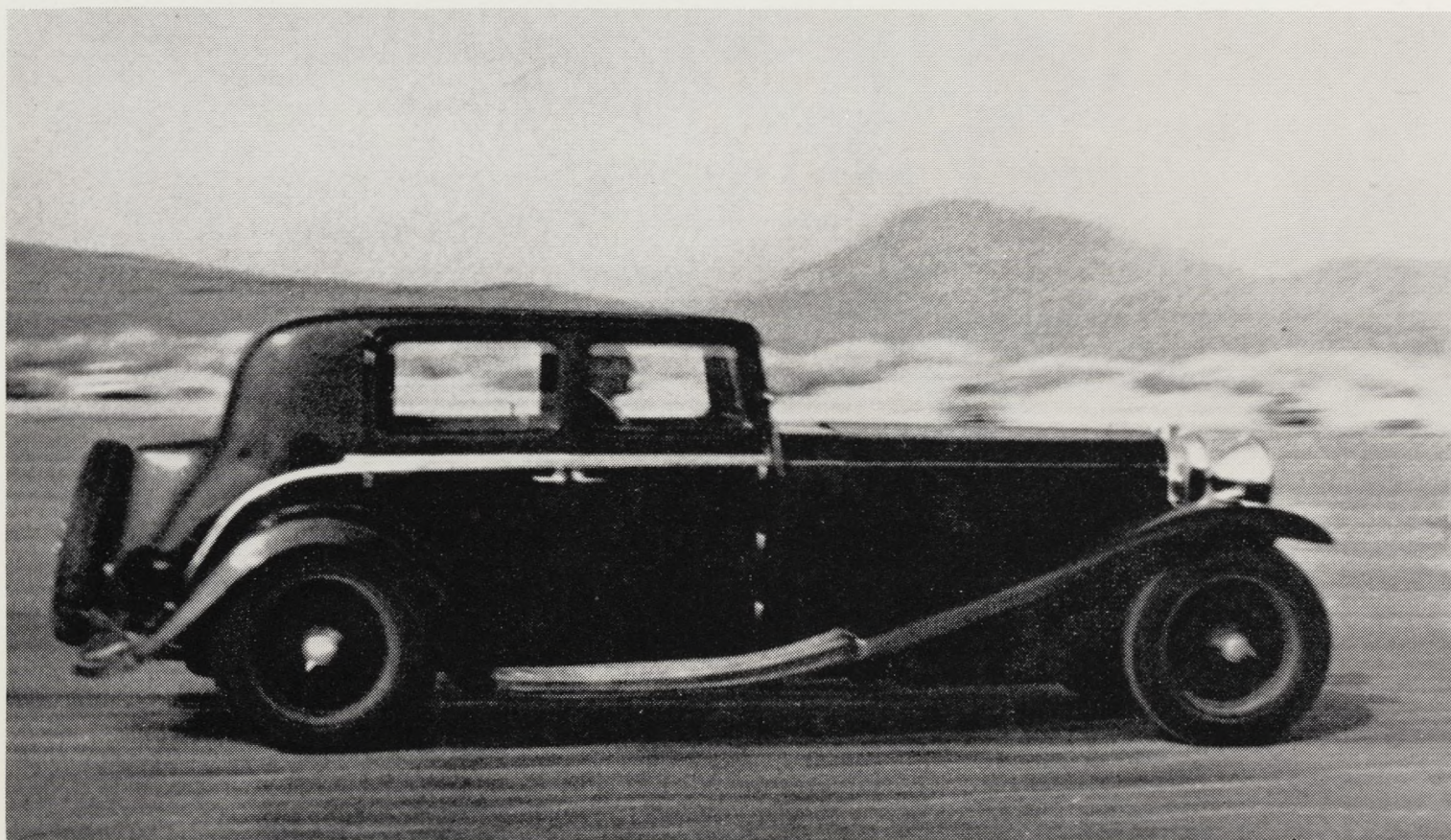
(This letter has a happy ending as we have overcome the problem of Mr. Banerjee's subs. Thank you Mr. Banerjee for an interesting letter. Editor).

M45 in a hurry

Dear Sir—Since I did not receive my magazine until today, I fear my modest contribution may be a little late in response to your appeal.

The photo shows my M45 saloon at speed on Blackrock Sands, North Wales. It was taken some two years ago. The car is doing a flying quarter mile at about 95 m.p.h. I think the photo demonstrates the rugged simplicity of line admirably. The car is original apart from the fairly heavily modified M45/R engine. At present it is being extensively rebuilt following dry rot in the door pillars. I hope to have it finished soon.

I am afraid that I must be counted amongst those many members who never appear at any events and who to you, am just a name on a piece of paper. May I say that this is not for want of trying. The trouble is that most events are just too far away. The Southern Rally is often in the far distant north as far as I am



Richard Simpson's M45 at speed.

concerned! It is not so much the "getting there" and the "getting back again". To leave at six o'clock on a Sunday evening with a drive of some 300 miles is rather a tall order. May I therefore put in a plea for Saturday afternoon events? I am completely ignorant of what is required in arranging these events and no doubt there is a perfectly good reason why this should not be possible. Unfortunately, I have been without a motor car to appear in at any of the three Saturday events this year but if this trend of Saturday events extends a little, the chances of my being able to attend at least one will be considerably increased.

This is, of course, a personal view: no doubt I am in a tiny minority. Perhaps others have commented?

May I finish with a note of thanks to all those who put the magazine together. Personally, I find it well written, excellently reproduced and something which I look forward to receiving. On behalf of all other "names on a piece of paper" may I offer you my thanks.

RICHARD SIMPSON,
Devon.

Rescue Squad

Dear Sir—The splendid suggestion at the 1965 AGM of compiling a list of members who would be willing to render aid to stranded Lagondas has now been circulated (with the March Newsletter). There was a very good response to my original circulation and I am always happy to receive new volunteers; I shall be circulating these modifications in the Newsletters. I hope this Club service will help our members this summer without however causing too much inconvenience. So remember, come out in your cars to Club meetings, you can always get help to get home!

DAVID JOHNSON,
14, Queensway,
Bletchley, Bucks.

The Ards Circuit

Dear Sir—As a newcomer to the Lagonda Club I was very interested to read the article by Mr. Wilby on the participating of the LG45Rs in the 1936 T.T. on the Ards Circuit.

As General Manager of A.E.C. Limited I was particularly interested in the photograph of Pat Fairfield, which shows the A.E.C./Charles Hurst advertisement on the corner at Bradshawe Brae.

I cannot completely answer the question posed by Mr. Wilby towards the end of the article, but I can confirm that like all good things which are long lasting, such as the Lagonda and A.E.C. vehicles, our relationship with Charles Hurst in Belfast is still going strong; whether their advertisement board still exists on the circuit I am not sure, but as I shall be seeing our friends from Charles Hurst shortly I will, on your behalf, ask them.

A. D. FOGG,
A.E.C. Ltd.,
Southall, Middx.

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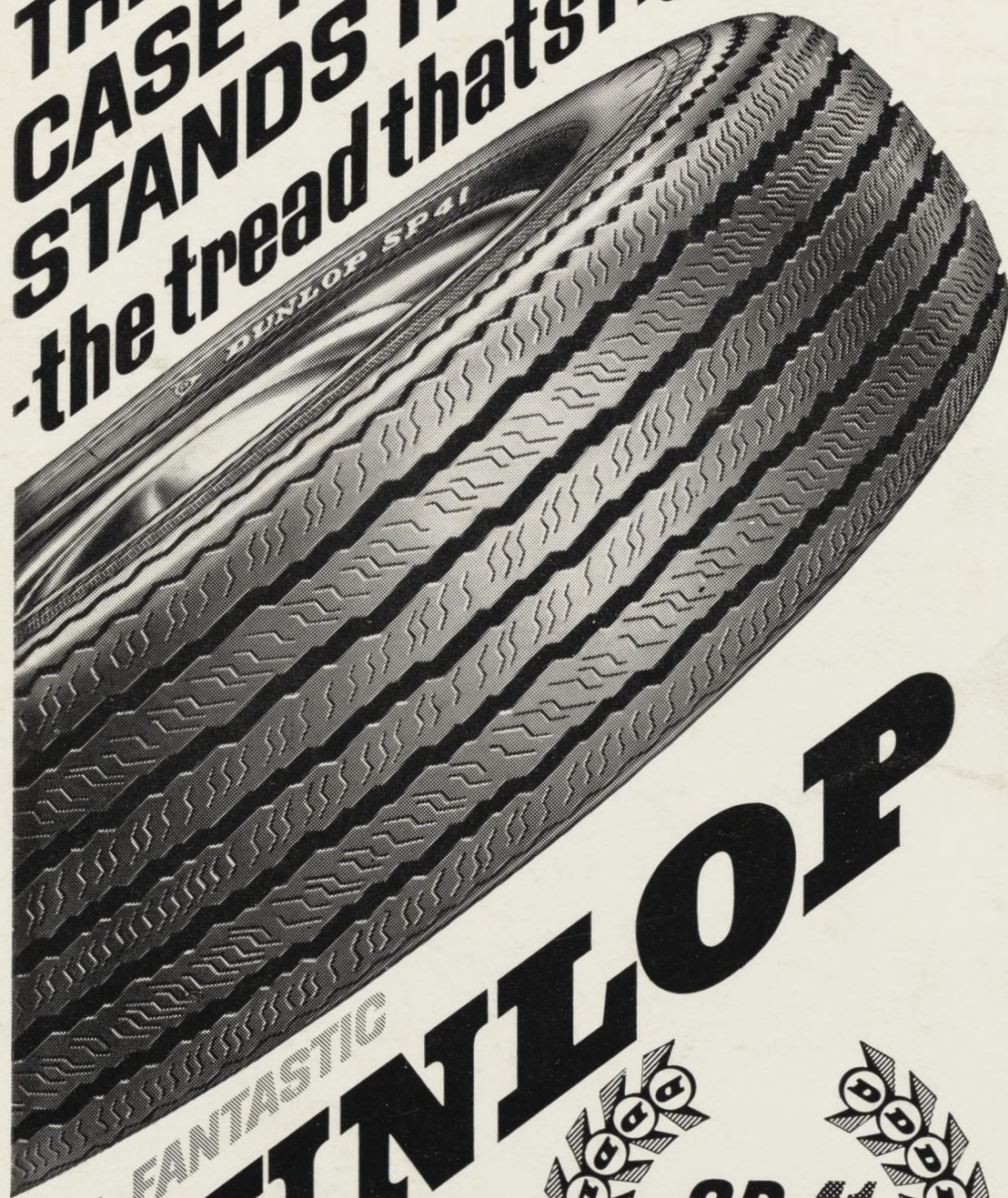
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