

# THE *Lagonda*

No. 63

Summer 1968



THE MAGAZINE OF THE LAGONDA CLUB



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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: Herb Schofield's replica Le Mans V-12.



## NOTES, NEWS AND ANNOUNCEMENTS

CONGRATULATIONS to Donald Longmore on being one of the team of experts concerned with the first heart transplant in England. We imagine that he should find little difficulty in diagnosing trouble on his V.12.

★ ★ ★ ★ ★

PROUD POSSESSIONS. There is more than one Lagonda in the Club that has been in the same ownership since new but R. C. Erhart now owns the M.45 d.h.c. by Freestone & Webb that was originally built for his father, and on which he was allowed to learn to drive. A very trusting dad one thinks!

★ ★ ★ ★ ★

FAR FROM HOME were Ken Pape, John Beardow and the Townsley's all from Yorkshire when they visited the Shuttleworth Collection on the occasion of the Spring Social. It was good to see them, and it is hoped they thought it worth the effort.

★ ★ ★ ★ ★

GONE AT LAST! The fastest lap by a pre-war Lagonda at Silverstone has stood to the credit of Bill Michael and the 1936 team car for a good many years. At long last Jon Abson joins the elite to lap in under 1' 20" and in the process handsomely beats Bill's time by recording 1' 16.6" in Elliot Elder's modified Rapier. Jon first managed 1' 18.6" which is now the second fastest time and both times reflect much credit to him and not least to Elliot who has developed this car over a long period to reach its present form. May it long continue. For the record, Bill Michael returned 1' 19.6" on three separate occasions and the only other times that better these pre-war cars are the David Brown V.12's which have several times around 1' 16" with a best at 1' 13.4" and Wills DB Rapide saloon at 1' 19".

★ ★ ★ ★ ★

The appointment of MIKE BOSWORTH as the new Vice-Chairman of British Rail also calls for congratulations. After all his long experience at persuading Lagondas to run smoothly we hope that he can do the same for B.R.!

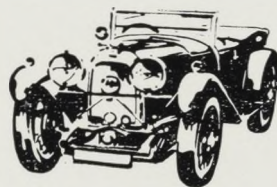
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### Dolly Leo

The Chairman, Committee and Members extend their deepest sympathy to Maurice Leo on the death of his wife Dolly.

Dolly was a very good friend to many of us and any visitor to Beaconsfield, no matter how casual or unannounced, was always assured of a warm and sincere welcome. She did much to encourage members to use their Lagondas in the manner which they were meant to be used and nothing was too much trouble to help keep the cars running.

Dolly was always to be found at Gregories Road Garage helping run the business with Maurice and she had the satisfaction of seeing it built up over the years to its present very efficient and well equipped organisation. She will be missed very much, the more so by those of us who knew her so long. M.H.W.





"Come now, Sir, that attitude is doing nothing to help close the credibility gap."

## A TALE OF TWELVE CYLINDERS

by Herb Schofield

BUILDING A V-12 CONFIRMS A HEALTHY RESPECT for the marque and model in particular. Whilst no doubt the model suffered from a number of faults, notably fairly heavy steering and weight, it nevertheless compared more than favourably I think with its competitor the  $4\frac{1}{4}$  litre Bentley, which it out-performed, out rode and was undeniably more handsome than. I think the price was about the same but with the Lagonda you got an awful lot more motorcar plus the one-upmanship feeling in having another six cylinders—however all this is straying from the subject in question!

Later in January 1968 the engine was timed and the cam box covers and other aluminium parts on the engine were removed and polished. This was done with wet-and-dry sandpaper and cutting paste. Late January also found the rear portion of the body painted to Jack Buckley's satisfaction. About this time also the exhaust system was finished and painted using a special

"HOT PAINT" which is supposed to withstand a temperature of  $1200^{\circ}$ . In the last few days in January the ignition was wired up by David using 36' of cable. The throttle was also connected using Bowden cable which may or may not be satisfactory, and the gear lever was cranked to make it more convenient to hand.

Being curious as to how long it actually takes to build a motorcar I kept a rough record of the actual number of hours worked on the car. Up to the end of January I had spent 245 hours, and David, due to marriage intervening, approx. 60 hours. Of Jack it was difficult to keep track but I would estimate about 245 hours also.

By early February David was proceeding with the wiring which was kept as simple as possible and Jack was making the carrier for the 12 volt battery, and also an attachment for the handbrake which is located in the cockpit. About this time we were having some difficulty in obtaining a number of spares which we still required, these included extra carbs, starter motor clamps and the bottom copper water pipe. However as a result of a letter to our old friend Elliot Elder the bits were forthcoming. He also sent us a pair of Rapier headlights which are more like the original



Le Mans type than the P.80 which was the alternative. Our sincere thanks to Elliot for his help and his advice.

Mid February found the exhaust brackets being made and the handbrake ratchet finished. About this time a start was made on the spraying of the bonnet and wings meanwhile the wiring was still in progress.

Perhaps at this stage it might be a good idea to give a few details of where we differed in design from the original team cars. The filler caps are situated on each side of the tail (like the LG45R) instead of being recessed on the tail itself, the reason for this being that the normal 20 gallon fuel tank was retained. The exhaust pipes are not carried untidily down the body sides but again are treated like the LG45R, and finally the tail is not off-set, which we thought gave rather an unbalanced look on the team cars. In every other respect however the car is an exact replica.

Jack Buckley has attempted wherever possible to make the body in such a way that it is possible to strip down very quickly—to quote examples; the tail portion of the car is detachable. The bonnet is in one section located by over-centre clips, and the engine side panels and 'bombs' which cover the front suspension are removable in one piece. Whether Lagondas worked to the same principles before the war we do not know, one would assume they did.

In late February Brian Morgan was kind enough to send me detailed drawings of the 4-carb manifolds, for which many thanks. Late February also found the parts which required plating being collected (I assembled over 100 separate items). Also at this time my attention was briefly turned towards making 4-carb manifolds, however time being now against us this was shelved for attention at a later date.

Early March found David still in progress with the wiring, but it was almost completed and he was able to test most of the circuits.

Taking stock at this time we found that we were now very much in other people's hands. Jack had to finish the body, the headlamp reflectors were away being re-silvered, the radiator block had to be made, the plating was being done, and we were also waiting for the special 16" wheels. All these parts had to be returned, and assembled, to enable the car to attend the first Race Meeting at Silverstone in April, which was our target.

About this time I organised one of the chaps

in the factory to pick up a sheet of 4' x 2' brass for Jack to make the header and bottom tanks for the radiator, he also discovered that a 3.8 Jaguar block was exactly the size we required. In early March the petrol lines were completed. In the engine compartment. I used copper tubing as original, further back I used that excellent nylon mesh P.V.C. tubing. Dual fuel lines were used throughout the system, incorporating twin S.U. high pressure pumps fitted in the rear of the car. The flooring was also tackled in early March. In the tail  $\frac{3}{16}$ " exterior quality ply was used, this is light yet quite strong enough for the luggage we would be requiring for racing weekends. For the flooring in the front compartment  $\frac{1}{2}$ " exterior quality ply was used.

By 12th March Jack had finished the radiator header and bottom tanks, and these were taken to Millwards Repair services in Manchester to have the block (3.8 Jaguar) fitted. At this time also David set the torsion bars down to give approx. 1½" clearance. The wheels also arrived, but owing to an incorrect calculation on my part it was found that the rim of the wheel made contact with the brakedrum before the hub seated. I had to get them all re-spoked by a chap in Manchester called Hargreaves, who is very good and did the job quickly.

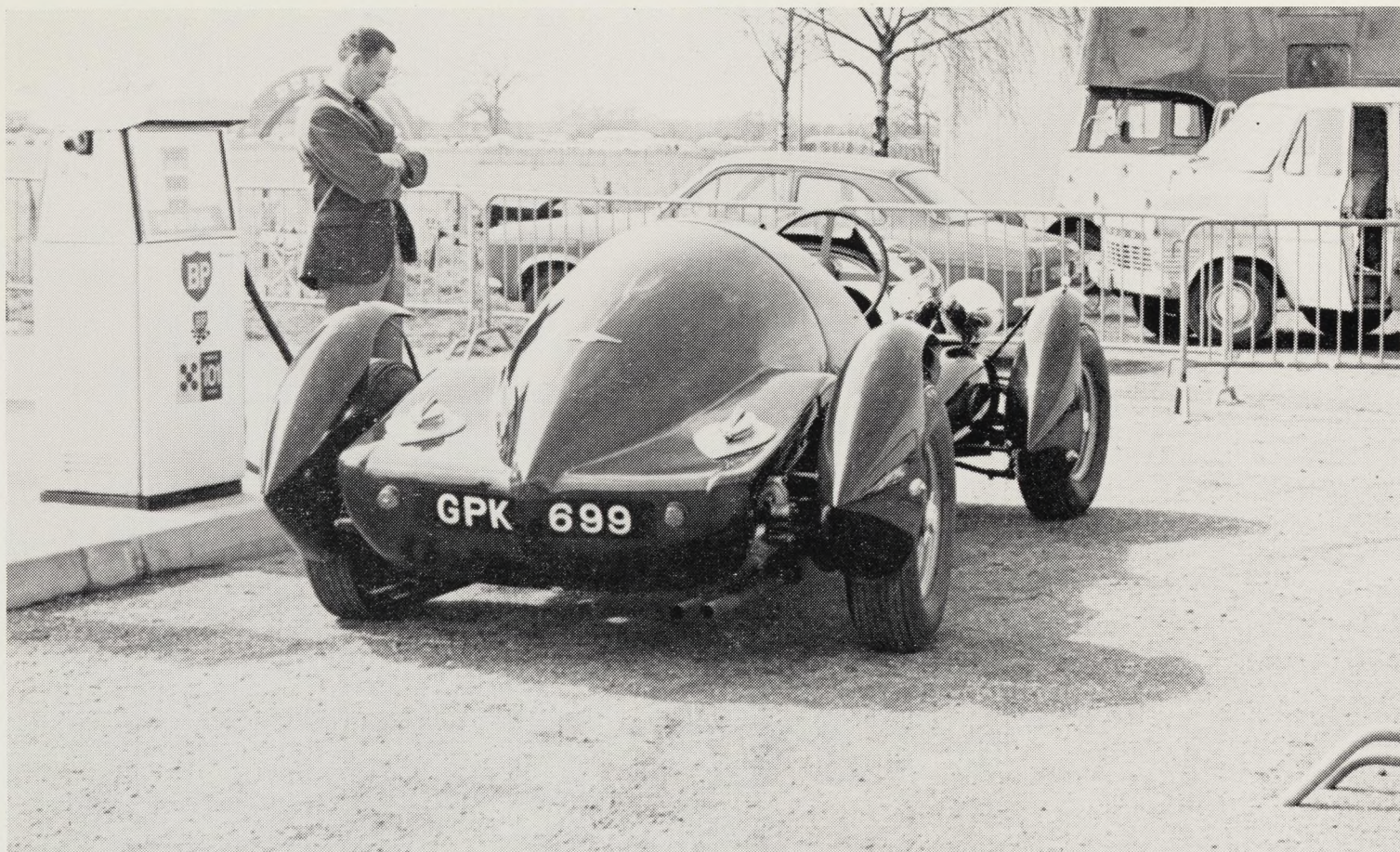
The middle of March found the chroming returned and also found Jack and myself tackling the job of cutting down the radiator shutters (all 16) and making special brackets to hold in position. I decided not to have them thermostatically operating but positioned permanently in the open position.

In late March I collected the new radiator from Millwards and it was soon fitted on the car. Jack was now in a position for the final assembly of the bombs, bonnet sides, bonnet and wings.

On Saturday 30th March the big moment for starting the engine arrived. This was really quite undramatic as she fired immediately on all twelve cylinders. We had no silencers on the car so the noise produced sounded rather like 3 E.R.A's revving in unison!

On Monday 1st April a telephone call produced an M.O.T. certificate. On 3rd April I taxed the car using the log book and number (GPK 699) from the saloon-de-ville which had provided so many spares. This should now have been near the end of the story—but wasn't quite. Unfortunately I discovered the driving position was rather uncomfortable, the steering wheel being too low





The new V12 at Silverstone

rubbing against the top of one's legs and other unmentionable parts. The dashboard also needed some attention. The necessary modifications were carried out in one evening by David.

Easter time found the balance of the work completed, including flooring, propshaft tunnel, rearview mirrors and cowls.

The car had taken just about twelve months to build, which is not too bad when you consider that during this time a full season of competition was being had with our LG45 special and other cars. The year had also found David married, which required time off for all the preparation and adjustment that this step involves.

In February, March and April I worked 80 hours on the car as did Jack. David worked for 65 hours, this gave an approximate grand total of 777 hours between us which is a lot of hours, but also a great deal of enjoyment.

At the end of this article I have included a list of people who have contributed towards the car, some I may have omitted—I hope they will forgive me. Above all I would like to thank Jack Buckley for tackling the job (he really is an artist), allowing us to use his premises, for supplying tea and beer. Thanks also to the other chaps at the garage—Derek, Norman and Jack Junior. I must

also thank my wife (perhaps for the first time) for being so understanding and organising her evenings accordingly to fit in with mine.

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# COMPETITION NOTES

## James Woollard

WRITING NOTES FOR THE SUMMER MAGAZINE IS always rather a problem, as very few competitions have taken place in time to report them. Early May is a very pleasant time of year with the whole summer season to look forward to, somewhat conditioned by all the frantic efforts to make the car presentable (and roadworthy) for the first meeting. There is nothing like a deadline to make you get on with that job that's been waiting all winter to be done, and I have a sneaking feeling that most people prefer to do odd jobs on their cars at a time when they can test the results of their efforts by a run down the road during the warmer weather! My remarks here are addressed only to the more leisurely members in the club and do *not apply* to the *regular competitors* who of course have their weapons drawn and at the ready by 1st April!

Which brings us to Curborough Sprint, due to take place next Sunday with a Lagonda entry of seventeen. Not quite as good as last year, but still a fair turnout. I would like to congratulate the Rapiers for a very good entry, and to thank them for their support in all our club events. Curborough is not the ideal sprint course, and we are, in conjunction with the B.D.C. making efforts to find a better one for next year. Finding suitable venues for such events as sprints and hillclimbs is very difficult indeed, and we would be very grateful for any suggestions from members, who may know somewhere in their own locality.

If you were at the first V.S.C.C. Silverstone meeting, you will no doubt have seen and admired Herbs "new" V.12 Special. If you were not there, may I recommend you to attend the next club event in order to do so. A large crowd of people were gathered round the car all day long at Silverstone, and it was generally agreed that the car was the most impressive "newcomer" on the vintage scene for a very long time. Both Herb and David Hine deserve all the praise they will surely get.

Lagondas are in fact doing well everywhere. Two wins at Vintage Silverstone, two class wins at Vintage Curborough, and a class win for R. D. A. Wills at the Flying Kilometre run at Ghent, in his very hairy D.B. Rapide at a speed of 140 m.p.h.!

*The Lagonda Trophy*, presented to us so kindly by the B.D.C. last year to be awarded at the discretion of the committee, will go to the winner on handicap, of the Lagonda Race at the B.D.C. Silverstone meeting. This is a fine cup, so come on lads, get that car ready for the Lagonda Race, in good time as we are hoping this race will be grossly oversubscribed this year!

That's about it for this time. Reports of events will come in the next issue, after they have taken place! If you are a new member and don't know anybody at a meeting, try and find out where I am and introduce yourself.

## All Ship-Shape and Bristol Fashion

THE FIRST MEETING OF THE NEW FORMED "AREA 9" at the Swan Hotel, Almondsbury, was undoubtedly a great success—although there was only one Lagonda (my Rapier) in the car park plus an Austin Seven to keep it company among all the tinwear. It would appear that everyone else has their proper car in various stages of rebuilding at present.

As this meeting is a joint meeting with the Rapier Register (the area rep is after all the Secretary of the Register!) it was not really surprising that this meeting turned out to be a Rapier benefit, in fact of the Lagonda Club members present there was only one who was not a Rapier owner. Those present were as follows:—Lag Club members. John Batt (Rapier and 2 Litre), Dr. G. E. Cree (V.12), Terry and Ruth Poole (Rapier and Austin Seven), and your scribe John Organ (Rapiers). Rapier Register members included the above apart from Dr. Cree (sorry you were so outnumbered!), Andrew Jones (Rapier), Colin Rose and girlfriend (Rapier and Lancia), Adrian George and girlfriend (Rapier), John Sealey (Rapier), Andrew Saunders (Rapier) and David Cox (ex-Rapier). In addition there were V.S.C.C. members John Page and girlfriend (Alvis Sp.20) and another friend (both live next door to the pub!) and Roland Witton (Austin). So if you are still with me, this brings the total present to 17—quite a promising start.

Andrew Jones and I arrived quite early in the Rapier, and then sat alone in the bar wondering if we were going to be the meeting! Eventually we



were joined by John Batt who is at present commuting between Cardiff and his home in London (by the time you read this he will be living in Cardiff) and in no time at all everyone else had arrived and the smoke filled bar was soon full of typical pub meet motoring talk. Colin Rose and Adrian George also came from Cardiff whilst John Sealey, Andrew Saunders and Roland Witton all came from the depths of Somerset, so the area was pretty well covered and the choice of venue was agreed to be ideal. As most people present were in the throes of rebuilds, not unnaturally much of the conversation centred around these and before long beer stained photographs were soon circulating of various machines most outstanding being those of the George/Rose Rapier. This used to belong to yours truly and before that by Jon Abson. In those days it used to be a very stark competition special with barely enough room for two occupants in the cockpit. However it has now been rebuilt with a much more spacious two seater pointed tail body (rather like a large G.P. Bugatti) constructed entirely from wood. Also discussed were the John Batt/Tony Wood supercharged single seater Rapier (The Woodbatt Special) which is now in a very advanced state and should be seen circulating at various circuits this season. The appearance of this exciting project is eagerly awaited—the size of the blower is impressive enough in addition to the very fine Batt designed polished aluminium body which looks vaguely like a cross between the Eccles Rapier, a W 125 Mercedes and an 8C 308 Alfa Romeo!!!

Following the success of the first meeting at Almondsbury, it is hoped that this will be continued at future meetings. So if you haven't already put a note in your diary please note **FOURTH FRIDAY** of the month. **SWAN HOTEL, ALMONDSBURY, Nr. BRISTOL.** The pub is on the A.38 about 5 miles NORTH of the centre of Bristol, 100 Yards North of the A.38/M.5 Interchange. Excellent Pub, good beer and food and large car park. See you there next month?

The other meeting in this area is on the **THIRD THURSDAY** of the Month at the V.S.C.C. Meeting held at the **ROYAL WILLIAM HOTEL, CRANHAM, GLOS.** on the A.46 about half way between Stroud and Cheltenham. Normally there are only 3 regular Lagonda Club members present—Laurie Tann (16/80), David Johnson (3 Litre) and myself. Why not come and join us?

## A brief history of the six-cylinder 4½ litre Lagonda

(continued from last issue)

### THE CHASSIS

#### The M.45 Chassis

The M.45 (1933-34) chassis was a substantial "ladder" structure of 10 ft. 9 in. wheelbase, braced by six stout cross-members. The suspension was conventional by rather stiff semi-elliptic springs each controlled by two Hartford friction dampers. One pair on each axle were Tele-controls adjustable from the driver's seat. Bishop steering gear was employed. The brakes involved an excellent vacuum-servo assisted system, the durability of which was such that today it is still working efficiently on almost all M.45s on the road. It has been said that the servo motor was added because the original design required enormous pedal pressures, but this criticism can be levelled at most systems *designed from the first* to operate with servo assistance, as anyone who has driven a Rolls-Royce with defective servo knows. The relatively light pedal pressure required by the 1933-34 cars compares favourably with the Girling brakes employed on later chassis. This is not to imply anything against the latter, which pull up a 34-cwt. car in 30 feet from 30 m.p.h. Girlings were first used on the 1934 T.T. cars prepared by Fox and Nichols, and subsequently were included in the specification of the 1935 Le Mans winner. It seems likely that they were adopted because they were appreciably lighter than the servo brakes, while adjustment and balancing could be carried out very rapidly. Furthermore, sudden engine failure, which might occur in racing would render the servo inoperative.

The clutch for the M.45 was a Roper and Wreaks 11 in. with solid centre plate and a type of clutch stop which, when properly adjusted, permitted gear changes as fast as one could move the lever. The T.8 gearbox had no synchromesh but there was dog engagement of third and top. It was a delightful unit, troublefree, and one which allowed easy clutchless changes by any fairly skilful driver. The overall gear ratios were: First, 11.52; second, 7.36; third, 4.76; top, 3.66 to 1. Nineteen-inch wheels were fitted, and plain



bearing universal joints were employed. The whole chassis was constructed in a high-class manner; such refinements as grouped Tecalemit grease nipples, concealed battery master switch, P.100 headlamps and spot lamp, etc., making it clear that nothing was sacrificed on the altar of economy.

#### **M.45 Rapide Chassis**

The chassis introduced in 1934 for the first Rapides was called the M.45R. This employed the same frame as the short-lived 3½-litre model. It was of 10 ft. 3 in. wheelbase, but at the front was of more massive proportions than the M.45; it weighed just as much as the longer wheelbase car. The centre of gravity of this model was farther forward than on the M.45. Having driven several examples of both M.45 and M.45R, I would say that no improvement in handling is achieved by the use of the shorter chassis. If anything, the M.45 handles better, but that is offset by the superior performance of the M.45R engine. It is worth noting that no team cars used the M.45R chassis frame. The 1934 cars and 1935 Le Mans team cars had the 10 ft. 9 in. chassis frames with approximately M.45R engines and brakes; the 1936 team cars had LG.45 chassis also of 10 ft. 9 in. wheelbase.

The M.45 Rapide chassis had Girling brakes and the semi-elliptic springs were each damped by Girling-Luvax vane-type hydraulic shock-absorbers and Andre-Hartford tele-controls. *The Autocar*, in describing the Rapide in 1934, stated that the rear springs had slight negative camber under load. The specialists in these cars today advise the same spring setting as the M.45, which is a distinct positive camber. I had the springs on my M.45R set up both ways and can say that the positive (M.45) setting gave a more comfortable ride, but made the back end more skittish when cornering fast.

The clutch on the M.45R was the same as its predecessors but the T.8 gearbox had a free wheel built on to the rear end. This device was only current for one year, and if it was kept in use all the time it was not up to dealing with 33 cwt. of car and the high torque of the engine. Very few still work today. It is rather pleasant to drive one of these cars with the free wheel functioning, as the brakes cope easily with the extra work required of them, and the use of the clutch pedal is rendered nearly superfluous. These early Rapides were equipped with 19 in. wheels. A built-in hydraulic jacking system, which could be

operated from inside the car, added to the already extensive standard equipment.

#### **The LG.45 Chassis**

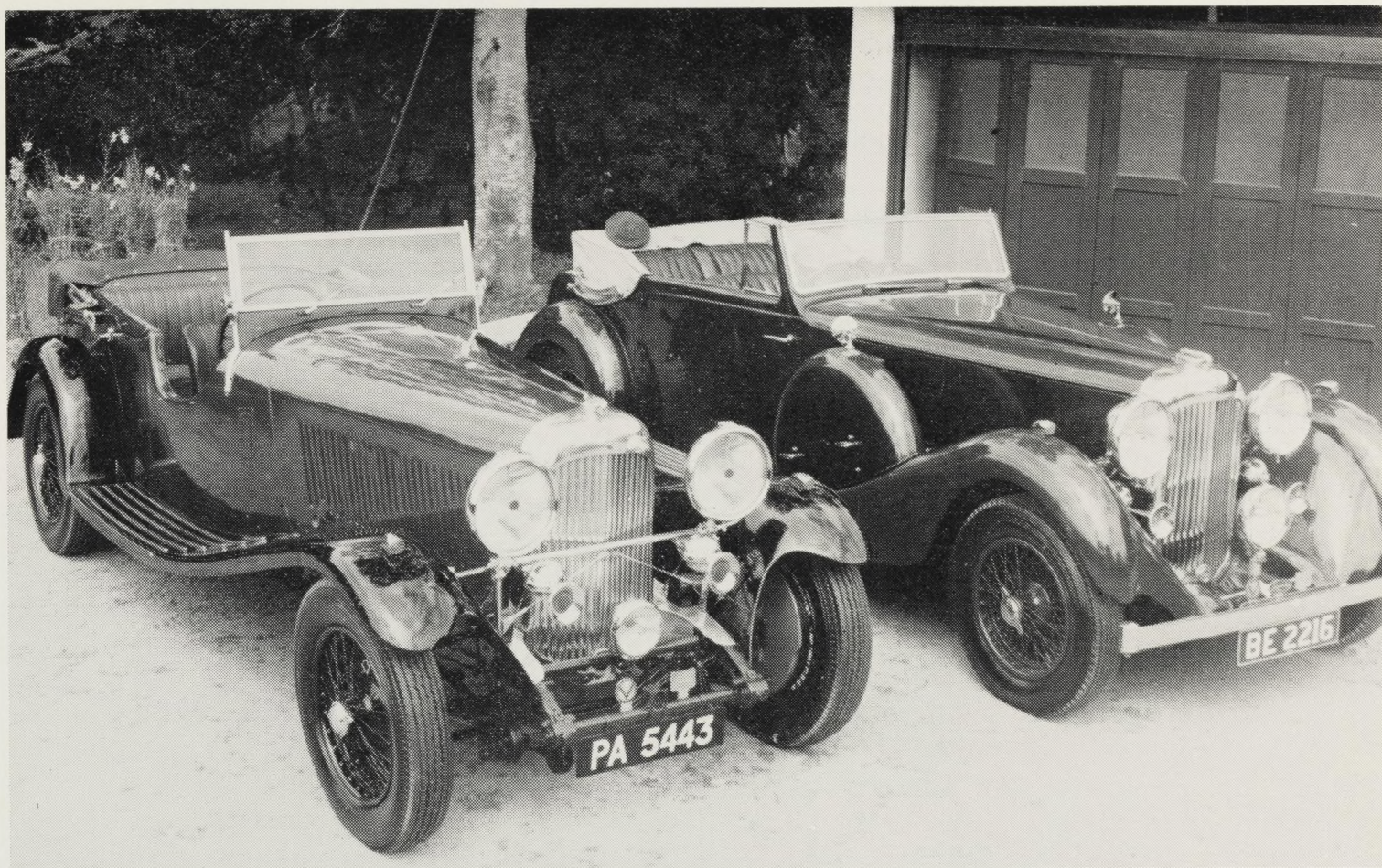
The LG.45 chassis, as far as the frame was concerned, was similar to the M.45, being of 10 ft. 9 in. wheelbase. It was the first of the firm's chassis to be influenced by W. O. Bentley. He decided that the Lagonda could not be regarded as an out-and-out sports car, but was a high-speed luxury car. He carried out such modifications as the existing design permitted to make it smoother, more silent and more comfortable. This was accomplished with no sacrifice of performance, except for some increase in body sway on corners taken very fast. Girling brakes were employed, and the springs were much more flexible than on the earlier cars, still damped in the same way as on the M.45R. A thick double bulkhead was interposed between the engine compartment and the dash. Between the two walls of this bulkhead were located the 90-a/h. 12-volt battery, a space for the radio and a space for some tools and an inspection lamp. An 11 in. Borg and Beck clutch replaced the earlier unit. This operated more smoothly and with less shock to the transmission, but it is a fact that the Lagondas so fitted are a trifle less quick off the mark than the cars equipped with the earlier clutch. The G.9 gearbox was introduced, with synchromesh on third and top. It was extremely pleasant to use, very light in operation, with well-chosen ratios; changes as fast as one could move the hand could be made with ease. Unfortunately, it was less durable than the T.8 and when used in competitions has very often proved troublesome. For example, Goodhew broke third speed three times and second speed twice, in two seasons' racing.

The overall ratios on the G.9, as fitted to Sanction I and II LG.45s were: First, 11.63; second, 5.98; third, 4.48; top, 3.58 to 1. These cars were fitted with 18 in. wheels. Gear ratios for the LG.45 Rapide were First, 8.66; second 5.66; third, 4.30; top 3.31 to 1.

Automatic chassis lubrication from a pump operated when the clutch pedal was depressed replaced the grouped grease nipples. Oil was piped to every point in the chassis requiring lubrication, except the universal joints, which were Hardy Spicer needle-roller-bearing type, instead of the plain-bearing ones.

The LG.45 chassis made for the Sanction III cars in 1937 differed slightly from the preceding





Two fine specimens of the marque—Armstrong's M45 and LG45 in Malaya.

LG.45s. The G.10 gearbox replaced the G.9. It was very much stronger and easily transmitted the 220 b.h.p. of the Le Mans twelve-cylinder cars. This gearbox had synchromesh on second, third and top and was operated by a massive central gear lever instead of the right-hand lever which had graced Lagondas prior to 1937. This box demanded very considerably more muscular effort to operate than the G.9 and although the synchromesh was powerful it is quite impossible to change gear on G.10 as quickly as on its predecessors. The overall ratios were: First, 11.63; second, 5.98; third, 4.48; top, 3.58 to 1. Eighteen-inch wheels were used and Luvax ride-control shock-absorbers were featured. In addition to the 10 ft. 9 in. chassis an 11 ft. 3 in. chassis was produced.

#### The LG.6 Chassis

The last 4½-litre chassis was the LG.6. This was the first Lagonda six-cylinder with i.f.s., the springing medium for which was long torsion bars. Semi-elliptics were retained at the rear, but were mounted outside the frame. This 10 ft. 7 in. chassis frame was very different from the previous models. It was a W. O. Bentley design, much more

rigid than its predecessors, being a cruciform-braced structure of great strength. Luvax ride-control dampers were employed and Lockheed hydraulic brakes with twin master cylinders replaced the Girlings. An alternative long chassis (11 ft. 3 in.) was available with lower final-drive ratios. The G.10 gearbox was used with overall ratios as follows on the short chassis cars: First, 11.63; second, 5.98; third, 4.48; top, 3.58 to 1. The LG.6 Rapide had the following ratios: First, 10.76; second, 5.53; third, 4.14; top, 3.31 to 1. Equipment was even more lavish than before and these cars always seem quieter, more powerful and very much smoother than the LG.45s. There is little doubt that it was one of the finest 4½-litre chassis produced before the war. Its considerable size and weight, while limiting the performance to a top speed of about 95 m.p.h., contributed greatly to its long life. The condition of the average LG.6 in use today, 20 years old, is as a rule, quite outstanding. Both body and chassis are free from rattles and all the small items, such as windows, door catches, etc., work as well as when they were new.

In 1938, when the LG.6 made its debut, it was



an advanced chassis design. It is one of the few cars in the high performance luxury class that had a form of independent front suspension that remains effective today, even when compared with the ride given by most modern vehicles. The six-cylinder 4½-litre Lagondas have not been remarkable for mechanical innovations (except possibly the LG.6 chassis). They have followed well-trying methods and have been developed steadily. The quality *and quantity* of materials, and workmanship, has always been of a very high standard, no cost-saving skimping being evident in any detail. The result is they all wear exceedingly well and not a single "dud" model can be found in the series. In their day they provided very nearly the best performance obtainable from a British-made production car, not only as regards performance figures, but in their manner of going too.

## THE COACHWORK

### Closed Bodies

The 4½-litre was supplied either as a complete car or as a chassis for the attention of specialist coach-builders. It is significant that by far the majority were supplied with Lagonda's standard coach-work. This is attributed to the excellence of the design and workmanship of the catalogued bodies, because these cars were among the most expensive cars of the 'thirties, and were supplied to customers, many of whom could have well afforded specialist bodies, had they desired them.

Freestone and Webb produced some nice drophead coupés on the M.45 of such sound construction that, even twenty-five years old, they are still in good order, but they were not superior in either line or construction to those which Lagondas themselves offered at a slightly later date. Mulliner, Hooper, Gurney Nutting, James Young, Van den Plas, Mayfair, Lancefield and Thrupp & Maberly have all had bodies mounted on these chassis, but most enthusiasts agree that the makers' own coachwork had an even better appearance.

The M.45 saloon was a pillarless four-seater with a rather small luggage boot, and spare wheel mounted on it. It looked very long and lean and the bonnet seemed huge in relation to the rest of the car. It was much admired in its day, and in spite of the pillarless construction, was free from rattles, draughts, and other weaknesses. These bodies have worn remarkable well, due in part, no doubt, to the small size and weight of the doors. Some saloon bodies were fitted to the M.45R

chassis. They followed closely the lines of the 3½-litre saloon, except for the larger radiator. They, too, were mostly pillarless, but did not have quite the style of the M.45.

The LG.45 saloons were much more modern in appearance, the lines were fuller and more rounded and the spare wheel was mounted at the off-side of the scuttle in an enveloping case. The other side of the scuttle had a similar case which held tools and the controls of the jacking system. The boot was larger and a rounded box in shape. The pillarless construction was abandoned in favour of a conventional four-door design, and a sliding roof was provided for the first time. This body gave more passenger room, though it was by no means a five-seater, and greater attention was paid to sound damping. On the relatively rare long chassis some coach-builders mounted limousine and sedan de ville bodies.

The LG.6 short saloon on the 10 ft. 7 in. wheelbase chassis was a much more pleasing design than the LG.45, and it compared, to its advantage, with the traditional type of coachwork offered on Rolls-Royce and Bentley chassis. Although it is a big car with smoothly flowing lines it looks compact and purposeful, as well as glamorous. It is still only a four-seater, giving plenty of room and comfort in the front seats and slightly restricted space in the back, considering the size of the car. A saloon of rather similar lines was offered on the 11 ft. 3 in. chassis. It gave more leg room to the rear passengers, and usually had separate front seats but could be supplied with a disappearing division, when required to be chauffeur driven.

A saloon de ville was also sold. This was on the 11 ft. 3 in. chassis and was intended to be full five-seater. It was higher and wider than the other saloons and was usually supplied with a wind-down division. A Thrupp and Maberly seven-seater limousine on the 11 ft. 3 in. chassis was also catalogued.

### Open Coachwork

Drophead coupés were available on all chassis, and the chief change was from the long sweeping wings on the M.45 with rear-mounted spare wheel to the more-enveloping rounded wings with side-mounted spare on the LG.45 and LG.6. The boot on the LG.6 was of a nice swept design, the whole impression being rather more luxurious than the earlier versions.

The earliest M.45 tourer had a traditional four-seater body. It was a three-door type with no





Wood's LG45 Saloon

driver's door and deep cutaways for the driver's and front passenger's elbows. This was a rather narrow body and in many people's view is the most graceful and pleasing of all, in spite of the externally stowed hood. The M.45 tourer was a two-door design with completely disappearing hood. It was almost identical with the 3½-litre, except for larger radiator. This was a good traditional design too, which like the M.45 had long sweeping wings, but I always think that it looks less graceful and more bulky than the longer wheelbased M.45. The spare wheel for the M.45R was mounted either at the side or on the boot lid.

The LG.45 tourer was a departure from tradition. The body was wider and higher, the doors had no cutaways, all the lines were more rounded out, and there was decidedly more room inside than hitherto. It had a disappearing hood and was an attempt to provide a really comfortable fully openable touring car without going as far as a drophead coupé, which at the time never looked really good when the head was folded down. Two large spare wheel covers were mounted one on

each side of the scuttle, one did carry a spare wheel, the other carried tools and the control mechanism for the hydraulic jacking system. This feature was continued on all 4½-litre models, except for the Rapides, until production ceased.

The LG.45 Rapide was a compact narrow two-door four-seater with twin exhaust pipe emerging through the bonnet sides. The doors were well cutaway, and the hood was fully disappearing. The spare wheel was concealed in the tail. The lines were more rounded than the M.45R with the 1937 conventional idea of "streamlining." Nevertheless, even today these cars look functional and very attractive. Bearing in mind the limitations imposed by the radiator, they have quite a reasonable frontal area.

Some LG.6 Rapides were produced in 1938. These did not have external exhausts and were really a development of the ordinary LG.45 tourer, being much roomier than the LG.45R and giving the impression of a shorter bonnet line. In 1939 the Rapide sports tourer was dropped altogether and a very handsome three-seater drophead coupé, with concealed spare wheel and



fully disappearing hood, replaced it. Presumably, for sports-car racing, had the war not intervened, a suitable body would have been mounted on the twelve-cylinder 10 ft. 4 in. chassis on the lines of the car that gained third place at Le Mans, and the six-cylinder would have retired from the competition field.

## PERFORMANCE

### Saloon Models

In considering the performance of these cars, attention should be drawn to the figures given in the table of data. These were extracted from *The Autocar* road tests. Many owners may think that they are unflattering, but it should be borne in mind that not only does performance vary slightly from day to day, but different examples of the same model can vary very considerably, to say nothing of the human element in the tests concerned. Different results were recorded by each of the several journals carrying out performance tests on each model and those given here are not necessarily the most favourable.

To emphasise this point still more, an LG.6 saloon, which shows a mean maximum speed of 91.4, actually *lapped* Brooklands at 93 m.p.h. in October, 1938, as reported in *The Autocar* of that time, while an LG.45 Rapide, according to the contemporary issue of *The Motor*, achieved 108 m.p.h. on the same track, in spite of the fact that one could only manage a mean 100.3 for *The Autocar* road test. Both these results were achieved with the cars said to be in standard form. Furthermore, everyone knows that the LG.45 Rapide brakes are, in fact, the most effective of all the 4½-litre models, yet it recorded the worst braking figures of all those in *The Autocar* tests of Lagonda cars! Road tests were carried out with a crew of at least two, sometimes on a distributors' demonstrator that had been driven by all sorts of people and some inaccuracies cannot be helped. I hope this disclaimer will satisfy those owners of these cars who habitually get "the ton" past Six Mile Bottom!

The most striking thing about the performance of the 4½-litre saloons, is how little the actual figures improved between the introduction of the model and its cessation. The M.45 saloon managed 0—60 in 15.8 and 0—70 in 22.2 sec. The last of the LG.6s did 0—60 in 16 and 0—70 in 21.5 sec. The latest model being credited with a mean maximum speed of 91.4 only 1.4 m.p.h. better than its forerunner. These figures are so close that allowing for errors and so on, the

performance of the two cars can be regarded as identical as far as mere stop-watch records are concerned.

Throughout the period 1933—40 these figures remained better than any current British production sports saloon. The 4½-litre Bentley, although achieving a slightly higher maximum, had substantially inferior acceleration. It can be said that these two cars represented the finest British high performance luxury cars of the 'thirties. The only other British car that comes near is the 4.3-litre Alvis, introduced in 1937. In standard of luxury and riding comfort the Alvis Saloon was not in the same class as the Lagonda or Bentley. Its performance figures were nearly identical to the Lagonda with a very slightly lower maximum speed. It is evident that the company considered that the acceleration and top speed achieved by the M.45 saloon were sufficiently far ahead of its few rivals, for nothing better to be required for many years. More power was extracted from the engine, but this was used to propel heavier, more luxurious coachwork, with greater frontal area at roughly the same level of performance.

The LG.45 saloons were much more comfortable than their predecessors. The ride was smoother and a greater degree of silence was achieved. They were a good deal less tiring to drive on a really long journey, though in town the steering seemed a trifle heavier. On the whole it was a better, though less lively car, which did manage a slightly (1 m.p.h.) higher top speed, while its comfortable cruising speed was a good 5 m.h.p. higher.

The LG.6 saloons were outstandingly good by any standard. They were lighter to steer than the LG.45, not only because the steering gear ratio was lower, but because of the design of the front end of the chassis. The whole handling of the LG.6 is certainly lighter than the model it succeeded, and they seem even better balanced. The change in steering ratio does not affect controllability. The riding comfort is outstanding and a still greater degree of silence is achieved. The comfortable cruising speed of the LG.6 was a good 5 m.p.h. higher than the LG.45, that is anything up to 75-80 m.p.h., and it can be cruised faster with comfort in favourable road conditions. The only British pre-1940 car that merits comparison with it is the 1939 Overdrive 4¼-litre Bentley; this vehicle is somewhat lighter to handle, both in general and as regards individual controls, and it is perhaps a shade more silent,



but its performance is decidedly less sparkling, and its ride noticeably inferior to that of the LG.6.

### Open Models

When the performance of the open sports models is looked at, it is evident that considerable progress took place. The original M.45 in 1933 had a mean top speed two up of 93.7. By 1937 the LG.45 Rapide had increased this figure by 7 m.p.h. when tested by the same journal; and by 10 m.p.h. for another contemporary tester; at the same time 70 m.p.h. was reached in 18.4 sec., an improvement of  $3\frac{1}{2}$  sec. It is however, surprising to note that the M.45 Rapide of 1935 came to within 2 m.p.h. of the 1937 Rapide's maximum speed and was actually quicker off the mark from 0—50 m.p.h. My own slightly modified M.45R was a good deal faster round Silverstone than Dr. Young's standard LG.45R, and as my brakes were then fitted with the wrong linings, Dr. Young's driving was much more enterprising. Nevertheless, I do believe that the *average* LG.45R is more than a mere 2 m.p.h. better than the *average* M.45R. They are a full hundred-weight lighter and certainly handle much better

unless the M.45R has its front wings removed. They were the sports car *par excellence* of the 'thirties, combining remarkable speed and acceleration with tremendous stamina, as witness their performance in T.T.s, 500-mile races, and the 24-hour races at Le Mans and Spa.

Some LG.6 Rapides were produced in 1938; they were not subjected to *The Autocar* road tests, but it is doubtful if they went as well as the LG.45R, being somewhat heavier. The 1939 LG.6 Rapides were drophead coupés, heavier still, and were not up to the 1937 cars in sheer acceleration or maximum speed, though they were considerably more comfortable and handled superbly.

It only remains to say that the pre-war Lagondas which have been considered here were among the best cars produced in their day and bear comparison with the most modern luxury cars, bringing with them an air from an era when quality could still be sought regardless of cost. (Reprinted by kind permission of the Editor of *Motor Sport*).

TABULATED DATA OF SIX-CYLINDER  $4\frac{1}{2}$ -LITRE LAGONDAS

(Weights given are as tested, and include oil and water and some petrol.)

Type	Year	Model	Price	Weight as tested	Brakes at 30 m.p.h.	ACCELERATION				SPEEDS IN GEARS				Top Mean	M.P.G.	Remarks
						0-30	0-50	0-60	0-70	1st	2nd	3rd	Top max.			
OPEN MODELS	1933	M.45 Tourer	£ 795	cwt. $32\frac{1}{2}$	feet 31	—	10.0	15.4	—	—	50	80	95.7	93.7	16	Test 27.11.33
	1934	M.45 Rapide	1,000	33	28	—	9.4	14.6	21.0	33	52	78	100.6	98.4	15	Test, 26.4.35
	1936	LG.45 Tourer	1,000	$35\frac{3}{4}$	29	—	12.6	17.2	24.0	28	56	77	96.8	93.0	16	Sanc. I Test, 10.3.36
	1937	LG.45 Rapide	1,050	$31\frac{3}{4}$	35	4.7	10.3	12.8	18.4	41	64	82	103.6	100.6	16	Sanc. III Test, 4.6.37
CLOSED MODELS	1934	M.45 Saloon	950	$35\frac{1}{2}$	32	—	10.4	15.8	22.2	30	50	80	92.7	90.0	17	Test, 13.4.34
	1937	LG.45 Saloon	1,125	$39\frac{1}{4}$	35	5.5	11.7	17.3	23.4	29	56	77	93.8	91.0	16	Sanc. III Test, 9.4.37
	1938	LG.6 Saloon	1,195	$38\frac{1}{2}$	33	4.9	11.3	16.4	23.0	30	54	73	95.7	91.4	15	Test, 5.6.38
	1939	LG.6 Saloon	1,295	$39\frac{1}{2}$	32	5.2	11.3	16.0	21.5	30	56	75	94.7	91.4	16	Test, 17.4.39



# LIFE WITH LAGONDA

**Some reminiscences by F. E. Chasemore, who was with the Lagonda Company during the thirties and the Second World War.**

WHEN I JOINED LAGONDA BACK IN '33, I STEPPED out of that comparatively peaceful upper world where a steady 100 miles-an-hour wind wafted soothingly round the old cockpit, straight into an inferno of noise and smells apparently sustained by a bunch of high-powered lunatics bellowing into phones and moving so fast that it made your heels hot trying to keep up with them. Out of this bedlam there emerged, from time to time, a motor car which, in its turn, seemed to be in a heck of a hurry to get somewhere and had something under its bonnet that was already protesting about standing still. When, in my innocence, I asked if it was always like this, I was told that panic and overtime had been built into the walls of the place and that I'd go the same way—if I lasted long enough.

My earliest memory is of the Rapier (that most controversial of all Lagondas) being built one Sunday—from the ground up and in twelve hours flat—and the resultant thirsts being assuaged in the local. My next is of the subsequent record output being parked all over the place (including the machine shop) when the market suddenly folded up. I used to periodically appear at the doors of the Rapier shop, bearing a sheet of yellow paper signed by the Works Manager and to be greeted by a chorus of "All right we know!" from the lads. It was the hour's notice required to shut down the line.

After some twelve months of this—during which overtime was frequently worked for nothing in an effort to keep things going and a sigh of relief went up on Friday mornings when the jungle telegraph reported that the wages people had actually been seen on their way to the bank—an Official Receiver was appointed.

Soon there were only 25 of us left, and I had the probably unique experience of being appointed the Progress Department, the Time Office and Stores—all three jobs to run concurrently. But everybody's main job was to keep a few machines running and chivvy the rats out of the machine shop when prospective buyers were around. Ironically, it was during this period that, for the

first and last time, a Lagonda won the 24-hour at Le Mans and Staines was plastered with newspaper posters announcing "British Firm's Triumph".

Then the late A. P. Good walked in, stood on a table, and introduced the now legendary W. O. Bentley, calmly informed us that we were going to build the best car in the world and had got just two years to do it in. Happy days were here again! Panic and overtime oozed out of the walls, and I moved into my fourth new office.

Other memories include the tyre of the Ulster T.T. car wearing through when it was leading on the last lap—after being built in a week and having a new design of brake fitted while on the boat crossing to Ireland. They also include those never-to-be-forgotten scenes in the Body Shop with only one hour to go before the doors of Olympia were due to be shut on the eve of the Motor Show. Invariably the cars were still hidden beneath a mass of crawling, cursing humanity while the rest of us sat around on the benches—unable to go home until we were certain that the best cars in the show had actually left the works. (Round about 8.30 p.m. a far-sighted management had usually despatched an envoy armed with suitable currency and instructions to keep the door open with his foot if all else failed.)

One remembers the first appearance of the new V12 engine at the Show, visible to the customers only through glass panels in the bonnet—which was just as well, the glistening aluminium sump having been made in the carpenters' shop. The stand staff reported that their first task every morning was to collect all the woodlice they found tobogganing down the windscreen.

Throughout the V12 development period one remembers the almost tyrannical figure of the late R. G. Watney, the M.D., driving himself and everybody like slaves to produce and perfect the only thing that mattered—the car. Somehow or other, in the year that elapsed between the prototype and production cars, hundreds of mods were digested by that already overworked and overwrought body called the organisation, but in the end the cars started moving out of the gates and on to the Causeway. Cars which caused everybody from shop boy to director to puff out his chest a bit every time he saw one on the road, despite what he might have said about it. As a matter of fact, I saw one of them only a few months ago. It looked as if it might have left the showrooms a few days before.



One also remembers the moment when the two V12's returned from the 1939 Le Mans, having finished third and fourth to a timetable laid down by W. O. and thus given him the answers that were to put the 1940 race in the bag. And—almost immediately afterwards—the thankless and rather bitter task of wrapping everything up so that it was all ready to undo and start up again when the business with Mr. Hitler had been settled.

Once more we starting in on pulling the place apart and rearranging it (I moved into my ninth new office) for the production of what rumour said was to be everything from malted milk tablets to battleships. And rumour wasn't far wrong—for over the years we became a kind of Woolworths for the Forces, dealing in all manner of things, from pilots' seats (ex the upholstery shop, which used up the last of some of the finest leather in the country for the benefit of the lads who flew the Whirlwinds) to flamethrowers, to which the experimental and racing boys turned their peculiar minds. The tin-bashers, whose wings had won prizes at the motor shows, grappled with the incredible shaped pieces of tankage which the aircraft minds dreamed up, while the machine shops churned out everything from rockets to gearboxes. As for the assembly boys, they slung the most extraordinary things together, from "2A" engines for an outfit called Brush to trolleys for lifting bigger and better bombs.

Of wartime memories, the period after Dunkirk when week-ends disappeared for months on end and the scoreboard in the Assembly Shop announced the daily score under the headings THEIRS and OURS easily remain the most vivid. That and leaving the works every night with Staines silhouetted against the red sky of London.

The lighter ones include the arrival of several coachloads of tough lassies from the North, who had been "directed" here for the duration of one of our contracts, and terrorised the place until the coaches took them away again. (The stuff they turned out also terrorised Jerry the next time he came to town.)

Then there was the Spitfire filler cap (value, approximately ninepence) which the C.O. of a neighbouring squadron begged from me one afternoon in September, 1940, so that he could get just one more kite into the air—and which took up a lot of time for the rest of the war

explaining to various disgruntled government departments why I had done it, and what they could do with their paperwork.

With the ending of the war, I moved into my eleventh, twelfth and thirteenth offices, and here everything came unstuck. We had built the prototype post-war car, but it wasn't like our first love and all the old enthusiasm seemed to have gone—war weariness, was the stock phrase of the time. In addition there was the constant frustration of controls and shortages. Finally, the Lagonda departed and Causeway underwent another of those upheavals to which it seemed addicted.

The Diesel had arrived.

**NOTICE** The Club has had photostat copies made of a maker's Catalogue relating to the 6 ESC type Meadows engine, containing a great deal more information than was ever published by Lagonda themselves, and numbers of useful line drawings. These books are of general interest to all Lagonda owners, and of particular interest to those with M45, LG45 and LG6 4½ litre cars. They are available from the Club Secretary. Price 25/-.

#### FOR SALE

Obtainable from the Secretary, at the prices shown:

Car Badges	30/- each
Lapel Badges	5/- "
Terylene Ties	17/6 "

#### Instruction Manuals:

16/80	45/- "
14/60 2-litre High Chassis	30/- "
2-litre Low Chassis	45/- "
3-litre & 3½-litre (one book)	63/- "
3½-litre	45/- "
Rapier	45/- "
LG.45	45/- "
LG.6	45/- "
M.45	30/- "
DB 2.6 lt. and 3 lt.	45/- "
Workshop Manual for DB 2.6 lt. and 3 lt.	45/- "
V-12 Instruction Manuals available to order through the Secretary or direct from Ivan Forshaw	63/- "
"Motor Trader" Service Data Sheets for V-12	12/6 "
LG.45 Wiring Diagrams	2/- "

#### Photostat copies of original Sales Catalogues:

1926/27 2-litre	25/6 each
1929 2-litre High Chassis, all models, and 16/65 and 3-litre cars	32/6 "
1930 2-litre and 3-litre (one book)	33/- "
1932 2-litre and 3-litre (one book)	32/6 "
1932/33 16/80 Special Six	12/6 "
1934 16/80, 3-litre and M.45 4½-litre (one book)	30/- "
1936/37 Rapier	14/6 "
1937 LG.45 4½-litre	30/- "
1939 LG.6 and V-12 (one book)	50/- "



# THE 16-80 H.P. LAGONDA

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by kind permission.

FINE FEATHERS, WE ARE TOLD, DO NOT NECESSARILY make a fine bird, but the behaviour of the two litre Lagonda fitted with the new "Special Six" engine is in no way inferior to its distinguished appearance. Fitted with a comfortable four-seater body, this car reaches 78 miles per hour without fuss or noise, and its long wearing qualities can be taken for granted. The dropped chassis allows a low-slung body to be fitted without recourse to a raised propeller shaft or to footwells, and the neat design of radiator shutters, the large lamps and the symmetrically disposed dual Lucas horns combine to make its front elevation as satisfying as its side view.

The engine and chassis are described elsewhere in this issue, but a few points of practical interest must be added. Maintenance should be easy, as the magneto, plugs, carburettors and water pump are very accessible. The oil filter for the engine is situated in the midst of the rocker cover, and is of sensible size, and a dip-stick on the near side shows the level. An Auto-Kleen oil filter, in which the oil is forced edgewise through closely fitting brass discs, rarely needs attention, since the elements are partly rotated each time the clutch-pedal is fully depressed, removing any foreign matter which might have been separated from the lubricant. The racing filler-caps on radiator and petrol tank are very convenient.

The hydraulic jack, the grease-gun and a force-feed oil can are all carried in clips on the dash, also the fuses and cut-out. A very complete set of tools is carried in a roll permanently fixed to a wooden backing. This slips into place inside the scuttle by the side of the front passenger. The Rudge wheel hammer is carried in a special pocket on the driver's side.

The driving position of the 16-80 could scarcely be bettered. Hand and foot controls could be operated without stretching and the steering column, which was well-raked, brought the wheel right into one's lap. The single-pane windscreen is hinged at the top and can be swung open in foggy weather. A Bosch wiper with dual arms is mounted

below the line of vision and the wipers move through unusually large arcs.

## *Brief Specification*

*Engine:* 6 cylinder. 65 mm. and 100 mm. bore and stroke. Capacity 1,991 c.c. R.A.C. Rating 15.7 h.p. O.H.V. push rods. Two S.U. carburettors. Magneto ignition.

*Gear-box:* 4 speeds and reverse. Right hand change. Ratios with 4.4 axle ratio, 16.21, 10.13, 6.01 and 4.4 to 1.

*Rear Axle:* Special bevel.

*Brakes:* Rod operated front, cable rear. Hand brake on independent shoes.

*Suspension:* Half-elliptic.

*Dimensions:* Wheel base 10ft.

Track 4ft. 8in.

*Price:* Chassis £450; Four-seater tourer £595.

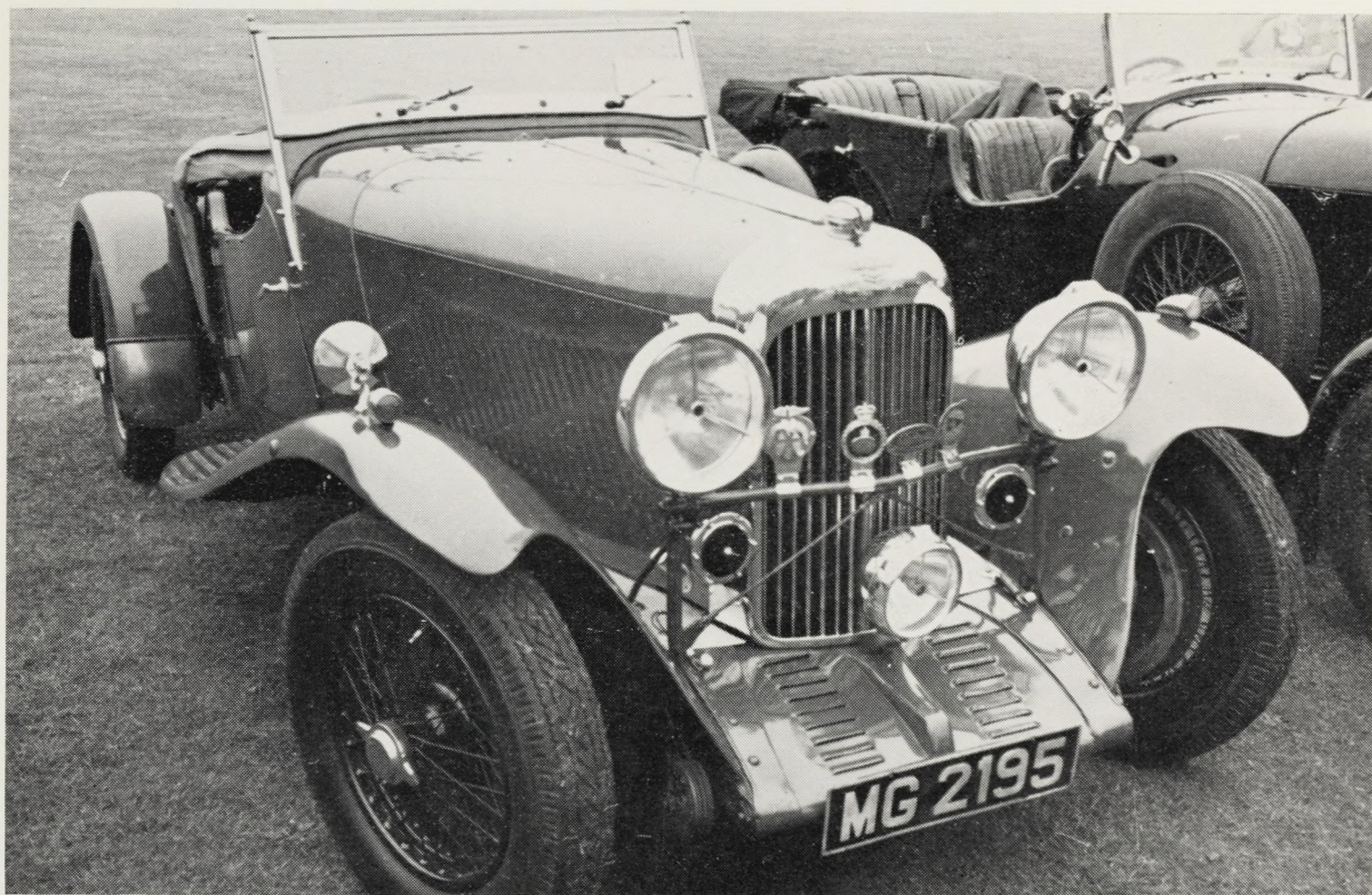
In traffic the steering felt rather low-geared, but proved its worth on fast main roads, where an accurate course could be held for long periods without any effort. After a corner a good caster action helps to centralise the front wheels. The low centre of gravity brought about by the dropped frame is very valuable and fast bends can be taken without slackening of speed or any rolling sensation. Suspension is good at all speeds, and does not call for adjustment of shock-absorbers, partly because of the unusually large section (5.5 inches) of the tyres.

The acceleration of the Lagonda is very satisfactory. The engine can be run safely up to 5,000 r.p.m., but as the average owner would not generally take it above 4,500, we did not go above this figure in obtaining the figures. There was a slight hesitation when the accelerator was first depressed, which was attributed to the bitterly cold day on which the car was tested. To overcome this, the later cars are fitted with warm air intakes to the carburettors, and on a short test of a saloon so fitted, improvement was noted throughout the range of throttle opening. Flexibility has not been sacrificed to high revs., and with ignition retarded the car runs happily down to 10 m.p.h. in traffic.

The engine is mounted on rubber at four points and is fitted with a vibration damper. It runs very smoothly and is free from periods, and the exhaust noise is negligible.

The clutch and gears are light, and a powerful clutch-stop is fitted. When the pedal is fully depressed the change is almost instantaneous, even at high revs.





A fine example of a Van den Plas 16/80.

Photo A. Davey

The change from third to top was almost too quick for comfort at low speeds, but this could have been overcome by easing back the clutch stop. Road speeds at 4,500 are:—second gear 38 m.p.h., third gear 67, while the maximum speed on the level was 78 m.p.h. On favourable gradients we frequently exceeded 80 m.p.h., a practise which is not likely to have any ill effects as the engine is only running at 4,000 r.p.m. at that speed. From the speed on the gears it appears that a better performance might have been possible with a higher second or a lower third, but one cannot deny the pleasure of taking a main road hill at 65 in third, and in any case better acceleration, on the rare occasions when it is wanted, could have been achieved by going up to 5,000 r.p.m.

The indirect gears are all of the straight-tooth sliding pinion variety, but make nothing more than a pleasant hum. Top gear is "inside back" instead of "outside back" as is more usual, but no difficulty was found in getting accustomed to the change.

The brakes were excellent, and the car could be brought to rest in 51 feet from 40 m.p.h. without difficulty. There is no tendency to leave a straight course, nor do the wheels lock when the pedal is

violently depressed in emergency. The hand lever applies separate shoes in the rear drums.

The ratchet is only engaged when the knob at the top of the lever is depressed, and the pawl frees itself as soon as the lever is pulled back preparatory to releasing it.

The jets in the S.U. carburettors are permanently fixed, and to provide a rich mixture for starting, a Ki-Gass is used. Three strokes on the pump forces petrol through jets into the induction pipe, and an easy start is assured on the coldest of mornings.

The cruising speed of the 16-80 is high, and one finds oneself maintaining a steady 65-70 without effort. The powerful Lucas P80 lamps allow this speed to be maintained at night, and the centrally disposed auxiliary light, which is inclined to the left and which is used instead of the main lamps when dimming is required, gives a fan-shaped beam which cannot interfere with other road-users, and which should be particularly efficacious in fog. The foot-controlled switch is mounted on the ramp within immediate reach of the driver's left foot.

The workmanship and comfort of the four-seater body are equally good. The panels are



smoothly rounded and the cellulose quite glassy in its high finish. Cycle-type mudguards moving with the wheels were fitted to the car we tested, and as they are fastened to a number of points on the brake back-plate, and also to a bracket beyond the steering pivot, they should be quite as secure as the ordinary sports pattern. They afford good protection, and make it easy to inspect the engine without coming into contact with what is always a muddy part of the car.

The independent front seats have pneumatic cushions and squabs, and give excellent support to legs and back. The body is cut away on the driver's side to afford elbow room, and there is ample room in the back and front seats. The front ones slide on Leverolls and are instantly adjusted.

The back seats are as comfortable as the front ones, and with the front seats in their normal position, the rear passengers are able to stretch out their legs without the use of foot-wells. A centre arm-rest can be folded back when not required.

The hood and side curtains are proof against drafts and rain. The side curtains are provided with a soft bag which protects them against being scratched, and a flap for the hood light serves the same purpose. The side-curtains are kept in a locker behind the rear seat squab, which is retained in position by a sensible catch. Considerable attention has been paid to preventing drafts in the front compartment, and the space round the pedals is sealed by fabric flaps, also by the thick rubber mat, and laced sleeves surround the gear and brake levers. The floor boards are bolted down, but are easily removed if the clutch should require attention.

The two litre "Special Six" pulls its full sized body without effort and puts up a performance which a few years ago could not have been obtained at less than double the price. Its engine runs at a reasonable speed and altogether it is the sort of car the same owner would run for the majority of its nine years of guaranteed life.

In spite of the rapid improvement in the comfort and performance of mass-produced cars, the hand-made vehicle, such as the 16-80 Lagonda, will always command a ready market among discriminating motorists. It will give its owner those finer shades and subtleties of control which go to make the enjoyment of real motoring.

## HEADLAMP CONVERSION SOLUTION

RETURNING HOME WITH A 3-LITRE LAGONDA TWO years ago, one of the first problems confronting me was the use of dipped headlamps to keep within the law. The original mounted lamps were P.80 Lucas with a single filament bulb on a tripod. Dipping to short light a centrelamp was ignited.

Reading the *News Letter* from April I have seen, that many Lagonda owners are faced with the same problem. Maybe my conversion of the lamps will be of interest to someone.

Inquiries around to different companies even to Joseph Lucas Ltd., Birmingham either for dipping lamps or a method to alter my own, have not given any result. Oh yes, of course—I could mount a sealed beam headlamp inside the original, but it was not the way I wished to solve this problem.

At any rate I must have two new lamps. These on the 3-litre were badly cracked and dented. Mr. Ivan Forshaw promised to find some. I, in the meantime, could speculate on the problem. I have two very fine moments to tackle the problems of my old cars—when I am cycling to my work and when I am cycling home again.

After some days hard thinking, there was only one problem left, and it could only be solved by trying my new patent.

Here is the problem: In the ordinary headlamps bulbs are mounted in the reflector. Long light filament is placed in focus and the rays are thrown out of the lamp paralld to the reflector axe. The short light filament is placed just in front of the focus, and the rays from this will meet in the reflector axe in a distance from the lamp. With a little screen the lower part of the rays from this filament are cut off.

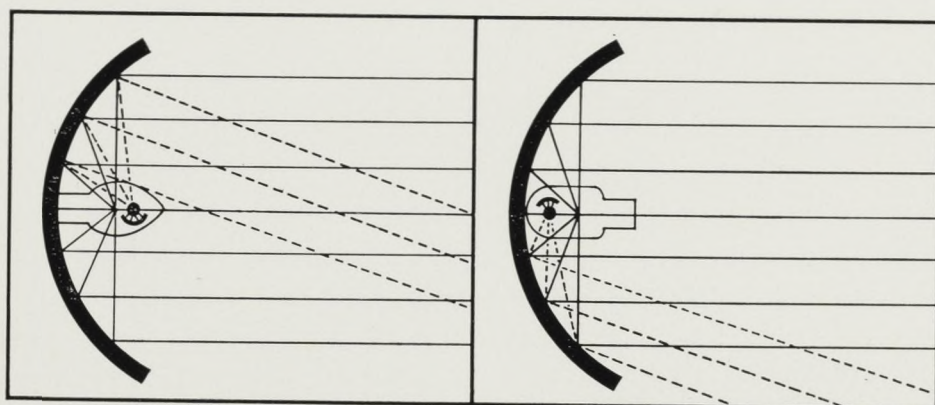
In the P.80 lamp the bulb is mounted on a tripod, turned 180° compared with ordinary type lamps. This makes the problem. The long light filament is still placed in focus. Here, there is no difference, but the short light filament is placed behind the focus, and the rays from this will be thrown away from the reflector axe. If you do not want to catch birds in this light, you have to cut off the upper part of the rays.

Would this work?

I was very doubtful—but it did, perfectly.



The contact in the bulb setting (I do not know if it is the right word) was made of a piece of cylindric acrylic, a plastic art. The diameter of which is so wide, that it can be filled to fit the hole in the setting and a crest still remains to fit the groove in the setting. This crest is important to prevent the contact turning. If there is no groove in the setting you must make one, about 3 mm. wide. The height of the new contact should be the same as the old one with only one contact point. The crest of the contact must further be so high, that it will reach the groove in the bushing of the tripod, where the setting is placed (to prevent the setting to turn in this hole). If this groove does not exist you must again, make one but remember to make it in the right place, that the bulb can be placed in the correct way. I do not know if there exist lamps at all without these grooves. All mine have them.



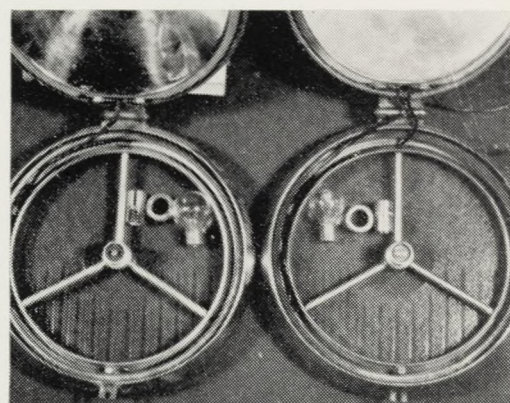
Now you are able to replace the setting with the contact and the little spring to keep the contact points close to the bottom of the bulb. Further the adjustment screw can be replaced. Only the two contact points are missing. When drilling the holes for these you must be very careful to drill them in the right places. Still careful comparison with the position of the bulb points prevent you from making several new contacts just as I did, and unfortunately you will at first discover the error when all is mounted ready for trying. You will see both filaments gleaming in one position, and no light in the other or other funny combinations according to the places where you have drilled the holes.

As contact points I have used brass split rivets. Electric wire is drawn through the holes in the contact and soldered to the rivet. It is easier to solder the wire to a split rivet than to an ordinary rivet. The rivets with the wire are now fixed in the contact. As a dentist I have admittance to many good materials and instruments, and I have used

acrylic resin to fix the rivets. It is the best as far as the contact material is acrylic, but a strong glue would have been more practical. Just as the point in the old contact is raised about 2 mm. over the level of the contact, the new points must be raised the same distance. Where the electric wires are leaving the contact you must take care, that they are strongly isolated, as the spring will be able to cause short circuit if touching unisolated wire. The wires are drawn through two of the tripod legs, just as it originally was, when mounted with only one wire.

When trying the lights you will easily risk, that one of the filaments will not gleam. The contact of the gleaming filament point is then too hard and you have to file it until both of the points are contacting the bulb.

Besides the bulbs I have only paid 1 shilling for the acrylic, so it is a very cheap conversion,



and it works perfectly. Further it did not involve any mechanical encroachment upon the lamp.

I am sure this alteration is possible to P.100 lamps of the same construction plus maybe some other constructions.

It is only possible to buy bulbs with  $2 \times 36$  watt filaments (the single filament bulbs mounted in my lamps were 60 watt), but I think it is sufficient.

Unfortunately I am not familiar with all the technical words in English, but I hope this explanation will be quite clear to you. The photos are showing the old and the new construction, as it works in my lamps.

Finally, I have been delighted—particularly delighted—with reading Harold Golding's and Michael Jones' letters of their visits here in Scandinavia, and I'd like all Lagonda enthusiasts to know that they will be warmly welcome in my home anytime they are in Copenhagen.

M. BESSERMAN-NIELSEN,  
Denmark,  
Copenhagen.



# LAGONDAS I HAVE OWNED

## Part II *by Peter Densham*

PART ONE OF MY STORY ENDED ON A SOMBRE NOTE. Bereft of my beloved 2 litre and carrying my worldly possessions in two suit-cases I had arrived in the Midlands to make a fresh start.

My immediate feelings were of profound relief that in a shifting and unstable world I was free at last of the anxieties and problems of car ownership. Later, my attempts to find an interest in life never included thoughts of motoring; even the occasional spectacle of a vintage car on its way to Silverstone caused not a flicker or recognition. In fact, my only excuse for including an account of the next year or two is in their possible interest to those who have sometimes asked themselves 'What would it really be like if I gave up Lagondas?'.

My excursions into the realms of relaxation can be briefly told. As I was completely anonymous and far from home I thought I would sample some of those activities which a natural shyness had so far prevented. I joined a church choir, but it was soon discovered that I couldn't sing. My only memory now is of the violence which always broke out with the last quavering note of the ahmen, floating muted from the vestry on completion of each service.

My next excursion was into amateur dramatics where, to my surprise I was given a leading part. I forgot my lines and stood staring sadly into the footlights. The producer wrote me a kind letter afterwards. The most abortive effort of all was what I must call my rock climbing experiences.

I was working in a car factory and a notice appeared on the Social Club board. It said that a meeting would take place in the canteen to which all those interested in forming a rock climbing club should repair. This, I thought, was my chance to become a member of a close-knit team, to see the wonders of Wales and to breathe God's fresh air at weekends.

My first glance at the assembled rock climbers caused me to take a solemn oath that if ever I was to dangle over a precipice on the end of a rope, not one of those present would be on the other end. However, I listened keenly to the proceedings but without enlightenment. After interminable argument and a prodigious consumption of Park Drive cigarettes the chief rock climber rose and

said: 'Well brothers, is it your wish that I inform the management of an insufficiency of cutlery in the men's canteen?', to which, after a long pause, the least healthy rock climber present replied, 'Yes, but tell 'em we want more knives and forks as well'. It was only then that I realised that I was attending the wrong meeting.

Soon after this I took in desperation to going to the cinema. It is one of those weekly debauches that I must now describe. The film had an odd name, it gave no hint of the subject and little could I have guessed what lay in store. The plot unfolded; was our hero an imposter? Or was he indeed the long lost son and heir to the estate. Could he be trapped into giving himself away?

Our heroine glanced out of an upstairs window 'Isn't that Geoffrey's car on the drive?' The camera followed her gaze and there, filling the screen, shining in the sun was an LG45 Rapide!

It appeared that the real Geoffrey had been in the habit of driving round the island in 50 seconds flat (it was a Greek island I hasten to add). Our hero, Richard Todd, strode purposefully towards the car. I watched the ensuing antics in a dream; I scarcely questioned the likelihood of the same group of peasants waiting patiently at each corner to be scattered. Nor did I attempt to interpret the strange exhaust noises.

In those moments I was hooked again. No junkie can ever more gleefully have plied the needle than did I, next morning, rush out to buy Motor Sport. The wasted years were over.

One advertisement caught my eye. A 1935 M.45 in apparently good condition was to be seen in Rickmansworth: I went to see it. My first impression was of utter horror; it was painted yellow and I loathed it on sight. I suppose really I was looking for a reincarnation of my 2 litre which had been a sober black.

I accepted the test run which was offered. As a demonstration it was a failure. We ground away from traffic light after traffic light, only to join the tail of the next queue. We never got out of second gear and at times I thought the doors would fall off, so vile were the roads. I offered exactly half the asking price and an hour later drove away; the owner of what has since been rudely called The Banana Split. I soon realised that the car was unsafe and I spent the next winter working feverishly to improve matters.

In the following spring I set forth to visit old friends and show off my car. Unfortunately it was still unsafe and I swiped a lamp-post in Maida



Vale. I gave my Easter holiday to rebuilding the front end. The following winter I rebuilt the engine and the winter after that Maurice Leo rebuilt it; with such success that I have enjoyed superb motoring ever since.

In 1963 I took the opportunity to buy a 1935 M.45 saloon BGF 662. Reluctantly I decided to break the car for spares but have since realised how essential it is to have a source of spares immediately available.

When, in 1965, John Sword offered his M.45 Rapide for sale I was able to buy it and am now, in 1968, engaged on a complete rebuild. The expense and complications of this operation

point most eloquently to the changes that have taken place in the thirty years covered by my story.

My first Lagonda cost me £50 and was run happily on a wage of 50/- a week. I doubt whether any of us dare work out what it costs per mile to-day. In spite of this I am glad to have been born with the sense to buy a Lagonda as my first car and with the persistence to continue ownership until to-day, when I can say with truth that it gives me greater pleasure and a wider interest than ever before.

THE END



## HISTORIC MOTOR CAR PRINTS

Delight them with the perfect gift—a Hale-Hamlet Print. These superb reproductions from original water-colour paintings by artist Brian Powell are acclaimed the best prints available of veteran, Edwardian and vintage motor cars. The original paintings, which have brought fame to the artist, are accurate perspective views, each one of incredible detail.

### Subjects (Series A)

#### 1907 Rolls Royce Silver Ghost

Messrs. Rolls Royce Ltd. supplied the artist with technical information, advice and photographs to enable him to execute the original painting. The interest in this particular models is world wide. A recent example made press and television news when it was sold to an American for over £8,000. The basic colours of this print are — yellow/black.

#### 1934 Aston Martin (Mk 2 — short chassis)

Approximately 140 of these fine 1½ litre sports cars were made, 120 of them still exist today, most of them in superb condition and used on the track and the open road by their proud owners. They are particularly noted for their excellent road holding, which is superior to many modern cars. The basic colours of this print are — pale blue/red.

#### 1934 M45R 4½-litre Lagonda

The particular car depicted is the 1935 Le Mans winner. It is still in perfect condition and is raced at V.S.C.C. meetings. The six-cylinder engine is rated at 29.8 h.p.; the car still being capable of the magic 100 m.p.h.! This

print is perhaps one of the most attractive in the series, the artist having captured the sheer power of the vehicle in its resplendent red paintwork.

#### 1929 4½-litre Black Label Bentley

The fabulous Bentley, perhaps the best loved of all vintage cars. The subject of this print, in British Racing Green, reflects all the glory of the victorious Le Mans Bentleys. A glance at this picture and one can almost hear the Bentley's big four-cylinder engine ticking over like a lapping bulldog. Tuned versions of this car were capable of 100 m.p.h.

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## LETTERS TO THE EDITOR

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### Lagonda Success at Ghent

Dear Sir—I am not quite sure who I should write to about this but I thought that someone in the “News” side of the Club might be interested in the enclosed results of the Ghent Flying Kilometre run on 4th May 1968.

As you can see my D.B. Rapide came third overall behind a couple of Lamborghinis with an average of 140 m.p.h. for the two runs. Apart from this it won its class.

This isn't so bad for car now in its sixth year which was driven there and back from Geneva, including the Paris rush hour, and had no attention given to it apart from being kept clean. The running weight was just on 35cwt. excluding the driver.

Anyway it was a lot of fun and maybe the V.12 Continental and other illustrious Lagondas might be persuaded to come to Ghent next year if the event takes place again.

Finally, continued good luck to the Club and all its members. Indeed, if any of them find their way over here I hope they will not hesitate to get in touch with me. The beer is good but the wine is better!

In addition, I can always help out with those foreign currency problems so difficult to cope with in these perilous times.

#### SCRATCH

1 Remordu	Lamborghini M.	264,511 k.p.h.
2 Remordu	Lamborghini	244,233
3 Wills, R.	Lagonda	224,299
4 Beviaire M.	Porche 911 S	217,391
5 Hauser, J.	Nathan Racing	199,225

R. D. A. WILLS,  
16, Rue du Roveray,  
1207 Geneva,  
Switzerland.

### From F. E. Chasemore

Dear Sir—Thank you for sending me the Spring number of the magazine which I fortunately read before taking it along to the works. Since when it has been going the rounds of the few Old Lags still left there. By the time I get it back it will probably be unreadable through the overlay of oily finger marks!

I have also to thank you for forwarding Mark

Tuttle's letter. He has two of the cars involved in some of the remarks in my article. Of course he expects me to remember the car numbers (I knew that would happen) and is hungry for further comments. If I hadn't been so wrapped up in producing the things I might have remembered a lot more about them—if you see what I mean. In case you haven't the cars in your records already, one is a V.12 D.H.C. Lo. GPK 564, which he says was the 1939 Monte Carlo Rally car—the other is a V.12 Rapide with a Van den Plas two-seater body and is the one originally bought by Robert Montgomery, who played such memorable havoc with the ladies of Lagonda.

Once again thank you for the way you produced my article. As one of my present jobs is to proof-read all Petter technical publications I approach all printing with a jaundiced eye—but I think “The Lagonda” a first class job.

Now I must apply the ice pack and endeavour to remember something that may be of interest to Mark Tuttle!

F. E. CHASEMORE,  
Egham, Surrey.

### A Reply to H.S.

Dear Sir—Herbert Schofield says that to suggest competitors “regularly blow up their cars and run them into the ground is rubbish, repeat, absolute rubbish”, which I expect is why I've never heard anyone say it. But it does happen often enough, in racing particularly, to make some of us think the risk not worthwhile, viz. the three crashed Rapiers Herbert rather unkindly mentioned in brackets. Despite being used in competitions, Herbert self effacingly admits his L.G.45.R to have been the “finest in the country” since he bought it. The message being that YOU can compete and still own the finest L.G.45R in the country—well, not the finest of course, but perhaps the second or third finest. Herbert also points out that he's bought no spares to speak of since he bought the car, which reminds me of another northerner, one Crabtree. In case you say “Crabtree, who dat?”, he was not a club member, but owned the “finest L.G.45R in the country”. (Some confusion here). I extolled our club spares service but he, too, never needed spares, not, that is, until he blew up his engine practising at Oulton Park.

Herbert, like me, doesn't like Lagondas going abroad, and suggests “that the solution could be found in some sort of legislation banning the



export of unique motor cars". One of the snags of living in our Socialist Utopia is that we have a growing army of half-witted bureaucrats who pass laws, apparently for our own good, which in fact restrict our individuality, freedom of choice, and personal responsibility; and I emphatically oppose any attempts to dictate to me how I shall dispose of my own property. It's a hell of a shame that not only Lagondas, but irreplaceable works are sold abroad, particularly to Americans who purchase culture in default of producing their own, but Herbert's cure is worse than the disease. And, honestly, he can't support the argument anyway. Who outside the vintage car movement cares two hoots what happens to them? What would an indifferent public lose if *every* Lagonda went abroad? Nothing. You may as well bring in laws that all rebuilds must be finished (many aren't), and to a certain standard; and that cars must not be destroyed, or be open to the risk of destruction, and the first thing to go for a burton would be your precious racing.

If, Herbert, you can show that the export of Lagondas is against the public interest, then I'm with you, but I'm afraid you have no case at all.  
C. E. PEERLESS,  
Surrey.

### In defence of DB's

Dear Sir—I was particularly interested to read comments in a recent issue of the News Letter on the subject of DB's. I have owned a 2-door 3 litre saloon and at present have a 3-litre coupé, and therefore over the four years of ownership have had ample opportunity to assess these cars. My assessment is based, however, on an aesthetic rather than technical appraisal, since I have virtually no mechanical ability or knowledge.

My conclusion overall is that your comments may, so far as the 3-litre DB's are concerned, not be representative. I think it is inevitable that recent models of any make will rarely, if ever, acquire the mystique which attaches to the older classic cars. For instance I don't know what the situation was before the last war but I wonder whether in, say, 1938 there was the enthusiasm for 1930 Lagondas as there is today. It seems to me that the Car Clubs in England have as their main object the preservation of the glories of the past and this inevitably excludes the recent models from any chance of current worship. Therefore it is easy to understand that there is perhaps little enthusiasm for DB's, although of course this is

really the time for it whilst there are a sufficient number of them in existence to be worth preserving—imagine how much better it would be if the pre-war models had been cherished *before* they began to perish. So if my premise is correct it is the duty, and I hope the pleasure, of the Club to ensure as far as possible that post-war models are preserved for posterity. I have read several times that, as a Club, we have been unable to afford to acquire some of the pre-war gems which have been offered for sale or auction. However there is no reason at all why the Club should not *now* begin to assemble a collection of each of the DB's and put and keep them in concours condition, since this could be done at a cost well within the Club's means whilst prices are low and spares reasonably easy to obtain.

My own enthusiasm for Lagondas began with the models which I have since learned to be LG6's and V12's—I was too young to know, when those cars first appeared—and it was, and is my my ambition to own one of those beautiful cars. Anyway, I always wanted a Lagonda and so I was thrilled when I bought my first car four years ago, namely the 2-door DB referred to above, a 1954 model, which I replaced two years ago with an October 1956 coupé (probably one of the last coupés to be made). So far as performance is concerned they will not of course satisfy everyone, but they give a stimulating drive and I have not enjoyed anything more than to cruise down to Spain last year doing 90 m.p.h. for hour after hour with the hood fully lowered. On the other hand everyone would be satisfied by its reliability which enabled us to do 3,000 miles in two weeks without any difficulty at all, the car having already done 65,000 miles.

Nevertheless I do want to take issue with your comments on the question of DB's being ugly. Whilst I agree that the 2.6 was an unfortunate piece of coachwork design (perhaps aggravated by the fact that it was the first Lagonda without the traditional radiator—although good enough for Jaguar to imitate some years later) and that the DB Rapide was disappointing (though regarded by some as a very "masculine" design), I have nothing but praise for the 3-litre coupé and almost as much for the 2-door model (the 4-door model failing somehow to evoke the same response). These models demonstrate excellent harmony of design (you will recall that a former owner is now making annual awards for design) and I believe they will never appear out-of-date.



Without exception the car is eulogised by all who see her and I frequently experience being stopped by complete strangers who seem to want to express their favourable opinions about the car's design. Perhaps if one were starting from scratch again one would try to both incorporate the traditional radiator and to lower the general line of the coachwork by some three inches, but otherwise she is splendid. Of course the choice of colours has some effect and after studying many combinations I have found that a dark metallic blue and grey give a very pleasing result and, in the coupé, black coachwork with fawn hood. There seem to be a surprising number of the cars in monochrome which does not take advantage of the design of the car.

I don't know whether you have seen the enclosed photographs (which Lagondas sent to me from Newport Pagnell—the driver is the late Kay Kendall) but I defy anyone to call the car ugly after seeing these. I should appreciate your returning them in due course.

Forgive me for rambling on in this way, but I have one further suggestion which occurred to me at the last A.G.M. and which relates to some of my comments above. I think you should encourage the preservation of DB's by including them in the class awards and in this way I feel that there would be a better turnout than last year and owners like myself would have a chance to see other better examples of the models we have. (I can suggest this because I know that I could not possibly win). Finally, I would like to see some of the Magazine space used to give details of the numbers and types of DB's sold and I would like to know who the Club Owners are. Can you help? Would you also please send me details of the back numbers of the Magazine which are available?

The subject of design is controversial and I do not doubt there is a genuine feeling that, on the whole, DB has let the enthusiasts down a bit since the war. However perhaps the best thing is to try to ensure that we can at least express a view on the next model, which I assume will come out when the current vogue for Aston Martins declines and car design is concentrated more on luxury and safety than absolute speed.

Finally (again), thank you for the great pleasure which the News Letter always gives—I am sorry for you that I cannot emulate your writing ability.  
N. R. RILEY,  
Greenwich, S.E.10.

### Old Lag's Tale

Dear Sir—How nice to see the letter in the Spring issue from Mr. Wise, so long an employee of the old Lagonda Company.

I found his comments on the photographs showing the production of the 11.9 most interesting, and where as he can talk of these things because he was there I have to rely on light hearted guess work! I am grateful for the trouble he took to write to us and I only hope he can be persuaded to let us have some more memories from the good days.

Mr. Chasemore's "An old Lag's Tales" gave further insight into life in these far off times but I wonder if it was quite so light hearted as it seems to him now? Perhaps in the days before fearful mass production and Organisation & Methods experts, cars got screwed together with more loving care. They certainly seemed to have lasted.

The Rapier he mentions as being snatched away from the Official Receiver. Could this be the Eccles car always thought to be the last Rapier out of the works?

Please let us have some more from these stalwarts.

M. H. WILBY,  
Hampstead, N.W.3.

### An Answer to the Dipping Problem?

Dear Sir—"Flashbulb" in his solutions to the new headlight law has, I believe, overlooked a simple answer.

As I understand it the law says that when dipping, both headlights must remain alight with a minimum bulb strength of 35 watts. So those cars, like mine, that have P100 headlights with two bulb holders need do nothing except ensure that the dip bulb is 36 watts. I gather from the Police that there is nothing against a pass light coming on in the dip position provided it is properly dipped and not less than 2 feet from the ground. So if owners with the double bulb P100 lamps find there is insufficient light with them dipped they can continue to use a pass lamp.

For those with single bulb P100 lamps the solution would seem to be to adjust them so that they are permanently reflected downwards in an acceptable dipped position and to replace the pass lamp with a modern long range driving lamp which goes out on dipping.

MAJOR A. J. LOCH,  
Godalming,  
Surrey.



# REGIONALISATION

Below are listed the names and addresses of local representatives and the meeting place:

Area No.		Monthly Meetings, 8/8.30 p.m.			Sutton Coldfield	2nd Tuesday	
1	N. Ireland	J. Longridge, Flat 2, Lismoyle, 22 Warren Road, Ballywilliam, Donaghadee	To be arranged	11	Essex & East Anglia	J. D. Abson, 11 Highfield Green, Bury Lane, Epping	Kings Head, Writtle, near Chelmsford (on A122). 2nd Wednesday The Plough, Fen Ditton, off A45, 2 miles from Cambridge. 3rd Friday Lansdowne Hotel, Thorpe Road, Norwich. (A47). 1st Friday
2	Eire	L. C. Thorn, 5 Grange Road, Rathfarnham	West Country Hotel, Chapelizon, Dublin. 1st Monday				
3	Scotland	J. McKellar-Cairns, 22 Rullion Road, Penicuik, Midlothian	Edinburgh & Dist. Motor Club's 'place', Nelson St. Edinburgh. 1st Thursday	12	Bucks & W. Herts & Bedfordshire	D. D. Overy, The Old Cottage, Bourne End, Boxmoor, Herts.	The Anchor, Bourne End—on A41. Map Ref. 1" O.S. sheet 159 022063. 2nd Tuesday
4	Border country	I. G. Macdonald, 37 Oaklands, Gosforth, Newcastle-on-Tyne	Red Bar, Ridley Arms, Stannington, Northumberland. Last Wednesday	13	Berks & Oxon	M. B. Jones, 4 Grass Hill, Caversham, Reading	The Bull, Sonning. 3rd Friday
5	N. & E. Ridings	D. H. Coates, Hill Farm, Swine, Nr. Hull	Duke of York, Skirlaugh—on A165 and about 9 miles N.N.E. of Hull. Last Tuesday	14	W. Home Counties, Middx & W. London	A. H. Gostling, 8 Ridgeway Road, Isleworth, Middx.	Anglers Hotel, Staines. 2nd Wednesday
6	W. Riding, Notts, and Lincs	Dr. J. G. Rider, The Range, Hatfield, Doncaster	The Hatfield Chace, Hatfield—on A18. 2nd Thursday	15	Kent	L. N. Buck, 21 Willow Walk, Culverstone, Meopham	Park Gate Inn, Hollingbourne, Kent. On A20, $\frac{3}{4}$ mile from M20. 3rd Tuesday Sir Jeffrey Amherst, between Sevenoaks and Plaxtol on A25. 3rd Thursday
7	Lancs, Cheshire, N. Staffs & Derbys	H. L. Schofield, Foxhill Stables, 271 Mottram Road, Stalybridge, Cheshire	West Towers Country Club, Church Lane, Marple, Cheshire. 2nd Thursday				
8	South Wales	John Batt, 7 Grays Walk, Druids Green, Cowbridge	Bear Hotel, Cowbridge, Glam. 1st Thursday V.S.C.C.	16	Surrey & Sussex	N. T. Walder, Old Park House, Ifield, Crawley	Star Inn, Rusper, Nr. Horsham. Last Friday
9	Gloucestershire, Bristol, N. Somerset & S. Worcester	J. Organ, 'Onaway', Chalford Hill, Stroud, Glos.	The Swan, Almondsbury— 100 yds N. of M5/ A38 interchange. Fourth Friday, Starting 22nd Mar.	17	Wiltshire, Dorset & Hampshire	D. J. Palmer, North Caroline, Quibo Lane, Weymouth	Hambro Arms, Milton Abbas, Dorset. First Friday
	and for the Northern part of this area	J. Organ	V.S.C.C. meeting at the Royal William Hotel, Cranham, Glos.—on A46 between Stroud & Cheltenham. Third Thursday	18	Devon, Cornwall & Somerset	J. C. Bugler, 3 Springfield Close, Elburton, Plymstock, Devon	Dartmoor Hotel, Ashburton, 2nd Tuesday
				19	London		Yates' Wine Lodge, ex-Coach & Horses, Avery Row, W.1. 3rd Thursday



# LAGONDA SERVICE



We have a large stock of useful spare parts for Lagonda cars still available. Although the demand for parts has deminished 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.

New parts are made up in small batches and consist of gaskets, valves and valve guides, pistons, cylinder liners, clutch and brake linings etc.

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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