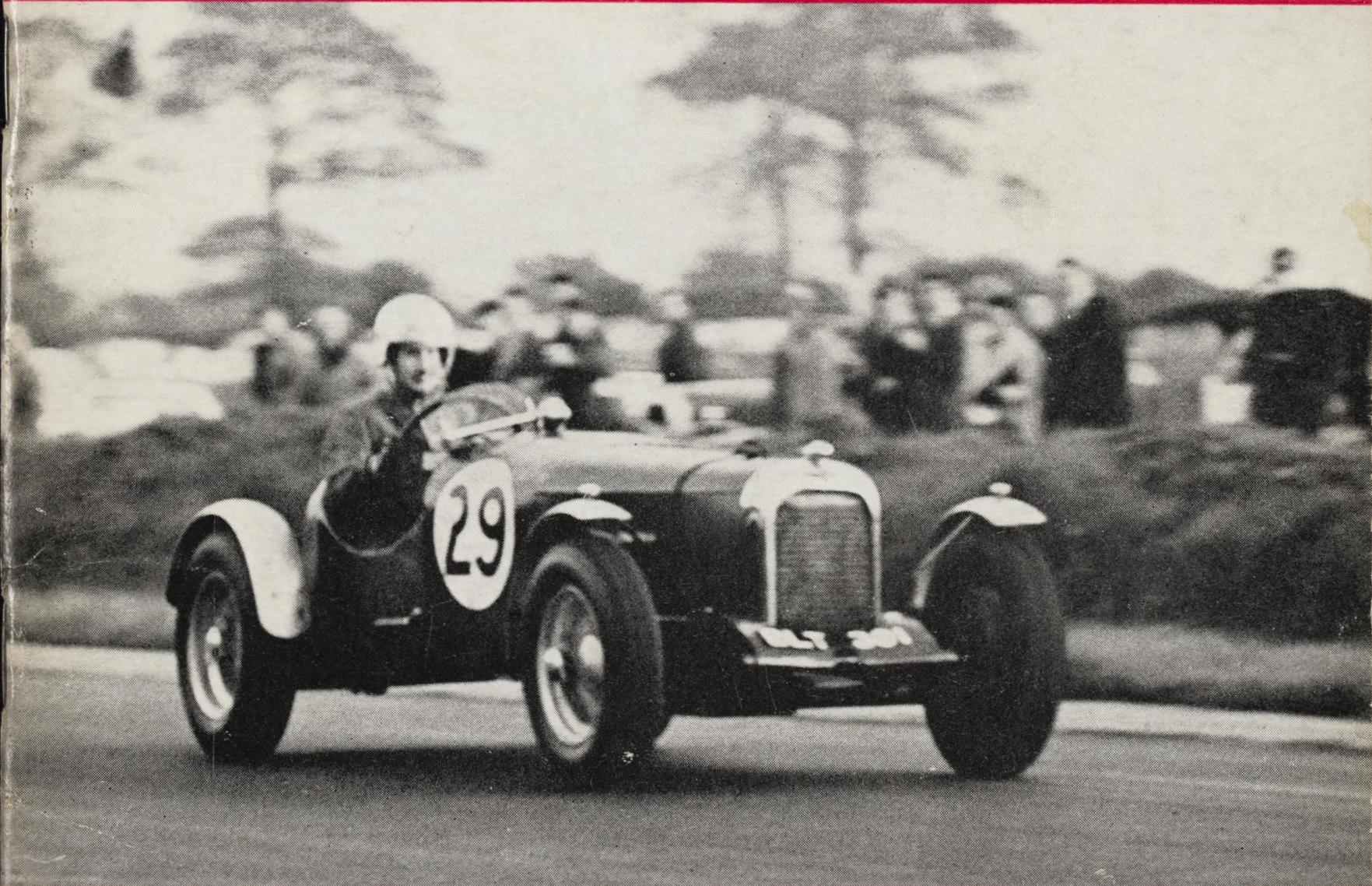


THE *Lagonda*

No. 64

Autumn/Winter 1968



THE MAGAZINE OF THE LAGONDA CLUB

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NOTES, NEWS AND ANNOUNCEMENTS

W. O. BENTLEY celebrated his 80th birthday on the 16th September and the Chairman sent the following message:—"The Committee and Members of the Lagonda Club send you their warmest greetings on the occasion of your 80th birthday. We are always proud of your association with the marque and forever regret that differing circumstances prevented the development and fulfilment of the V.12 and later the post war 2.6. Both great designs and cherished by many owners, and for that matter non-owners too!"

* * * * *

In the Heidelberg-Hockenheim Vintage Car Rally held earlier this year member HALWART SCHRADER made fastest lap of the Hockenheim Ring with his 1930 3 litre tourer. His car will also be seen in a T.V. series as the car of a tennis world champion. Didn't we also have a 3 litre in the "Avengers" series?

* * * * *

BRIAN MORGAN not contented with embarking on a complete rebuild of the special lightweight "Corniche" type V.12 is now undertaking the construction of a competition Rapier. He and his son have been seen taking long looks at both Elliot Elder's unblown car and Ron Kerridge's beautifully made (by Ron) supercharged car. The handicapper is already licking his pencil in anticipation of seeking another highly competitive Rapier joining the ranks of those doing so much to keep the Lagonda image alive in racing circles.

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THE CLUB is still holding a complete 11.9 engine but as space is limited this will soon be sold for scrap unless anyone wants to buy it. It seems difficult to believe there isn't a need for it.

* * * * *

It is a pleasure to welcome PHIL KINGSTON into the Club as the owner of the ex-Geoff Purnell 2 litre. To all who know Silverstone Phil will need little introduction as his breakdown truck has for years performed yeoman service at the V.S.C.C. and B.D.C. meetings, and many of us are grateful to the kindness Phil has shown us in times of trouble. He has now retired from the Trade so he can spend all his time looking after the Lagonda.

* * * * *

LESLIE THORN our Representative in Eire reports growing Lagonda activity there. Four cars made an appearance at the Stradbally Steam Rally (no, no the cars were not boiling) and a new recruit to the area John Guyatt will soon get his three Lagondas down there.

* * * * *

NEWS ON SPARES. For 14/60. Front axle beam £2.16.9. Brake drum 12/4d, Front wing £1.15.0. Camshaft £2.10.0. Not, unfortunately from a current list of spares but from the Spares List issued in April 1926 by the Company!

* * * * *

How nice to see again at recent Lagonda events two stalwarts of the Club, ex-Competitions Secretary DR. REXFORD-WELCH and ex-Editor "TORTOISE" TAYLOR.

* * * * *

DIETER MARX sends a photograph of his V.12 Hooper saloon which he has owned since 1964. The car and engine number is 16059; the coachwork is aluminium with an electric interior window to separate the rear compartment from the driver. Other mod. cons. include a telephone and built-in bar! (turn to page 22)

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THE EASYBINDER is designed to bind copies of the *Lagonda* as you receive them, eventually providing a handsomely bound volume for the bookshelf.

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THE COMMITTEE WISH ALL
CLUB MEMBERS AT HOME AND
ABROAD A VERY HAPPY XMAS
AND GOOD MOTORING IN 1969



"But if I gave the wrong signal why did you take any notice of it?"

LOOKING BACK TO SUMMER

by Mike Wilby

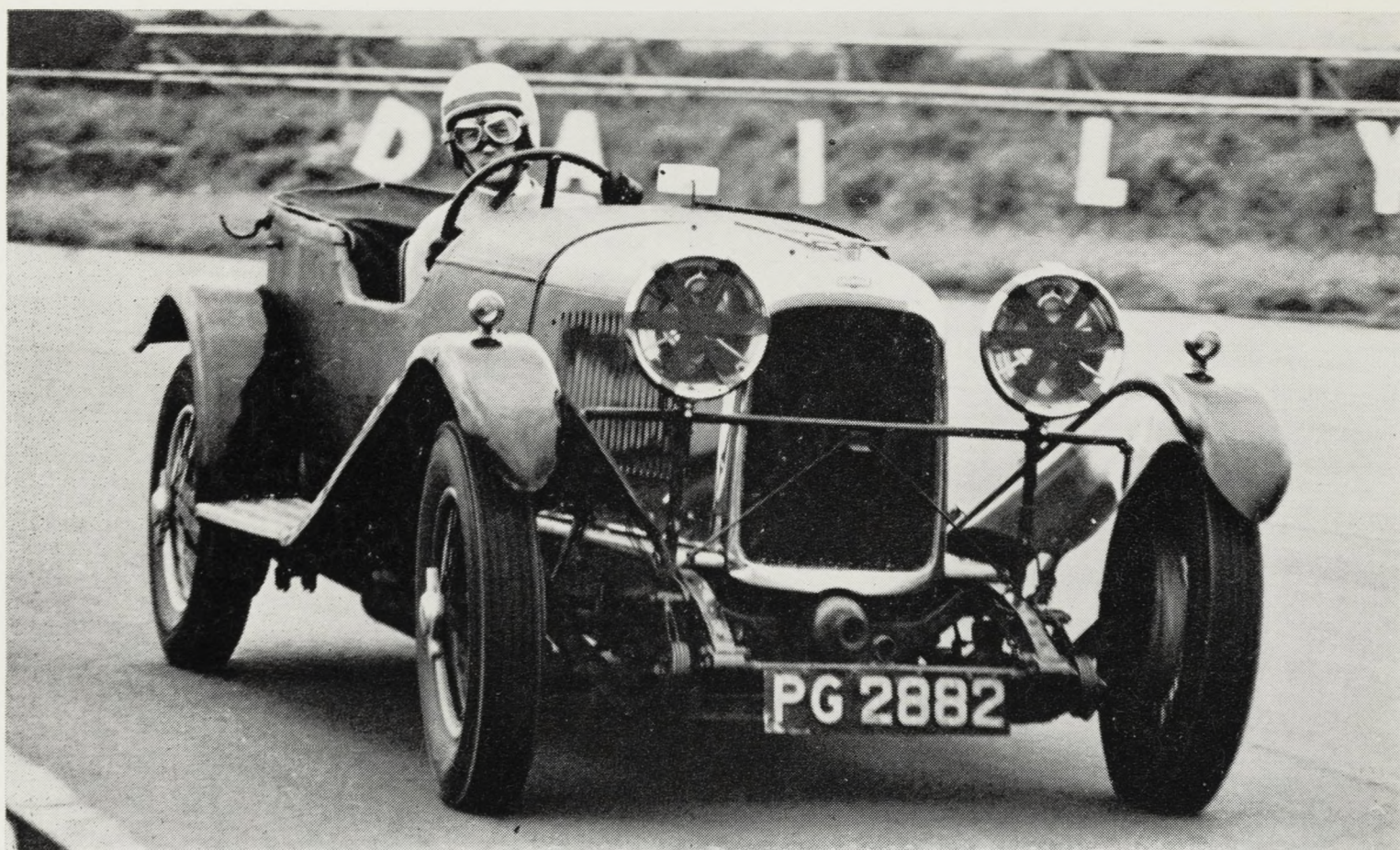
TWO OF THE EVENTS THAT GIVE OUR MEMBERS the greatest pleasure are without doubt the B.D.C. Silverstone Race Meeting and the annual battle between the two Clubs that takes place at the driving test meeting held the last couple of years at Finmere.

The B.D.C. always treat us proud at Silverstone and try to make sure we have a nice long race to ourselves. Last year we had to accept some strangers as our entry was so small, but this year it was only too willingly agreed that if we could field 15 entries we could have our own race again. Very fair treatment as there was a long programme. So James Woollard pleaded and chased and even threatened and in the end we just made the required number. We are grateful to all those who responded so nobly and as the cars ranged from Freda Roberts' 11.9 to Maurice Leo's post

war Le Mans V.12 it was not going to be a dull race.

On race day it was found that some rivets in the chassis of the 11.9 were loose and it was decided not to run the car. Very hard luck on Don and Freda Roberts who had made a big effort to get the car there and then had to spend the rest of the day watching everyone else have fun. Anyway they will be back next year, and welcome too. Other non-starters were David Crowe and his 3-litre and Jon Abson in the Elder Rapier. Jon was in fact going great guns in an earlier race having a real "ding dong" with Mike Bradley and his Mark VI special. The Bentley had the edge on maximum down the straight but Jon saw to it that the Rapier was fastest round the corners. Every time at Becketts the Rapier would push to the front only to be passed again on the run down to Woodcote.

At long last Jon's theory of cornering speed came unstuck, at least the Rapier did and spun in front of Bradley as they left Becketts. In the shambles that followed the Mark VI clumped the Rapier as it went by and left the Rapier in the middle of the track with a broken front spring and



Jeff Ody presses on in his 2-litre

a damaged wheel. When Jon opened his eyes again he found the field had departed but there was not much he could do about catching it up again. Justice prevailed of course and the Bentley was not marked and went on to win a race later in the day.

Thus the Lagonda race started some short but nevertheless the field still looked most interesting with Ody and Daniels starting together on the limit mark in their low chassis 2-litres and what seemed like hours later poor Maurice Leo and the V.12 on scratch. Then of course the rain started, not just a drizzle but a right old downpour and those running without windscreens wished they weren't. The limit men splashed off in the wet and as they came over the skyline still with a credit lap in hand the V.12 tip-toed away with a minimum of wheel spin in pretty dreadful conditions. Daniels seemed to have won the 2-litre battle and as Jeff Ody was displaying the dreaded understeer to a very marked degree he wasn't able to keep up.

Already some good private battles had started, Ron Kerridge in the blown Rapier and Iain Macdonald with his large LG.45 tourer who had started together were most of the time side by side and this included getting round Woodcote. Iain

comes out once a year he says just to make up the numbers and will not press on. If that is so it must be frightening to see him in a hurry. This little battle was finally won by Ron as Iain spun in front of him at Becketts and couldn't make good the lost ground. Further back David Hine in the V.12 Special and Dick Robarts in his M.45 were also at it having started from the same mark. In the end the modern suspension told and the V.12 drew gradually away. Maurice Leo had found by this time that 350 b.h.p. isn't much good to one when driving on a miniature lake and was busy keeping the car straight which was a pretty full time job. James Crocker also found racing tyres quite wrong in the circumstances and spent the entire race watching the "Woodbatt" special Rapier disappear gently into the distance going very well on its first real outing but running unblown as the proper engine was still in pieces.

So the seven laps ran out with David Hine coming home first after a very steady drive in dreadful conditions. The persistent Robarts followed 7 seconds later and then Ron Kerridge after a real press on effort. Maurice had the distinction of putting up the fastest lap. All the entrants are to be applauded for making the effort to see we

got our own race and the competitors at the end knew they had earned a pat on the back for sticking it out when it couldn't have been quite so much fun as usual.

Later in the day when the weather had brightened a bit Robarts and Macdonald took part on the V.S.C.C. members' handicap. Dick slowly whittled away the handicap advantage that the LG.45 tourer enjoyed and on the last lap got by as the cars approached Woodcote. Still it was Lagondas first and second, so no one could grumble.

Thank you B.D.C. for having us once again and it wasn't your fault it was so wet!

Looking further back into the summer we find one day when not only was it hot but we saw the sun. This was at Fimmere where once again the three handed driving test meeting took place. Run at the same time is the B.D.C. inter-regional competition, our own Southern Rally, and a special challenge between the two Clubs as to the best performance, the ten best times from each Club counting. Last year the B.D.C. just scraped home and so took the "Expensive Noises" Trophy, but this year there was no doubt about it as they had Bentleys in the first ten places in the results sheet and produced a standard of driving we couldn't hope to match. The tests were much as last year and were fair to both makes although as always the lighter shorter cars had the advantage. Basil Mountfort in his 4½ which is nothing more than a series of holes held together by a Bentley radiator gave a real blood and thunder display and by a mere fraction of a mark beat David Llewellyn in his 3/6½ who were followed home by Brian Shoosmith and of course Harvey Hine (what only 4th!).

Best Lagonda member was our old friend Tortoise Taylor. The older members will remember the delightful period when he was editor of the magazine and distorted the truth just for the hell of it. It was good to see him back and he drove his modern Porsche just for fun but finished equal 8th. As we couldn't count him with this funny motor car it was left to Ron Kerridge to win the Southern Rally by being first Lagonda in tenth place being followed by Gordon Rider another of the foot-hard-down-point-it-in-any-direction school. As Gordon comes all the way from Doncaster to take part in these events it was good that he had some reward. Alan Brown and Colin Bugler had also come a long way to the meeting

and the performance of their two litres was impressive, Colin being 3rd Lagonda and Alan just pushed out of 4th place by North's 16/80. All these performances show that fun can be had and a good performance achieved with a normal touring car.

The hard luck award must go to Maurice Leo who was putting up some impressive times in the morning when a drive shaft snapped on the V.12. Nothing daunted Maurice borrowed Darell Berthon's Mini (how about that for co-operation) drove back to Beaconsfield, picked up a new shaft returned and fitted it in time to take part in all the afternoon runs. If he hadn't missed the test on which the shaft broke he must have done very well indeed. (The current B.D.C. Review comments with admiration on this effort by Maurice to stay in the competition. Ed.)

It was a pity that the Inter-Club Trophy will sit on the B.D.C. mantelpiece for another 12 months but as we could only field 11 cars against the B.D.C. 30 we didn't have much of a chance. Next year will you help us out, and you Sir, and you? Well done!

The organisation of this meeting was in the hands of the Lagonda Club and a very smooth job was made of it by Secretary of the Meeting James Woollard; Clerk of the Course, Jon Abson; and provider and keeper of the equipment, Charles Long. Without their efforts from months before the event it could never have taken place. Perhaps the most impressive display of all came from Duncan Westall and his team who were responsible for producing the interim results as the meeting progressed and the final figures at the end of the day. As these had to show the Club Team results and the inter regional results as well as all the individual scores it was no mean effort and rounded off a perfect day.

M.H.W.

MATCH & HATCH DEPT.

Congratulations to Jeff &
Gill Ody on the birth of a
daughter, Kate.

REAR MAIN OIL LEAKS

A DB 2.6 problem solved

"SHE DOES TEND TO LEAK BIT FROM THE REAR MAIN, old boy." With an air of expressing a trivially unimportant matter, Tony Vokes shrugged off a Big Fault of his D.B. 2.6 Lagonda when I was engaging him in a battle of wits to buy the car from him.

At home in my own garage, the pool of oil beneath the clutch housing grew daily bigger, and I started looking more carefully at the strength of the beams in the garage, and then trying to assess the weight of the engine, and wondered from whom could I borrow a block and tackle. It would have to come out. Or would it.?

Then I had a long look at the very excellent sectioned drawing of the power unit in the back of the driver's handbook, and tried to work out exactly how the oil was so successfully passing from the crankcase into the clutch housing and then on to the floor. There is a contra-oil groove formed on the rear main flange, and so I reasoned, there must be an annular clearance in the housing and the contra groove just wasn't man enough, but I thought if we could introduce an atmospheric depression within the body of the crankcase then the air rushing in would prevent the oil from passing out.

I silver-soldered a $\frac{1}{4}$ inch bore copper pipe into the starter carburettor manifold and ran the car around to see if carburation was affected. No difference, so here was a source of suction, and the next step was to remove the dipstick, and arrange a piece of steel tube with a collar welded on, and a baffle box at the top, and then link up to my suction stub with polythene tubing. This works like a charm, if you excluded the fact that oil was now being burnt at the rate of 50 miles to a pint! But there were no leaks. We were on the right track, and so the dipstick went back into its rightful hole, and I cast about for another convenient aperture well away from the oil sloshing about inside the crankcase. Just alongside the oil filler cap there is a breather pipe on these engines, and as the filler is high up above the camshafts, this seemed the most likely spot to link up to. After all, I thought, the oil filler cap provides a seal, so the situation still remains where the sole air inlet is from the rear main, and the principle will still hold good. It did,

too, and there is now only the tiniest of oil spots on the floor, and I rather think that these come from the gearbox. As the miles pile up, so is the clutch drying out, and if any members are meeting this same bother with their D.B. 2.6, all I can say is that a very little time and about two shillings worth of materials will cure it.

B. SHIPLEY (S.20)



CHANGE OF MIDLAND SECRETARY

It is with some regret that Harry Wareham announces that increasing business commitments at long last force him to give up the struggle of installing life into the members in the Midlands and he reluctantly vacates the post of Midland Secretary.

Harry has, of course, had two spells as Secretary for that Region and has for many years been a staunch supporter of the Club and has taken an active part in the organisation of most of our major events. Being Clerk of the Course and Secretary of the Meeting at the November Handicap was his favourite pastime and it is hoped that his vast experience in this field will still be available to the Club. Thank you Harry for all your efforts and have a good rest before we call on you again!!

Fortunately for the Club Peter Densham has offered to take over the job of Midland Secretary and we are more than pleased to see Pete back amongst the Committee again. He needs little introduction as apart from being a Vice-President and one time Treasurer he is the one that all 2-litre owners and many others owe their thanks as of course he started the 2-litre Register back in 1946 with nothing more than a notebook and a lot of enthusiasm.

It is good to know that the years have not dimmed this love of Lagondas and we welcome his return.

NEWS FROM THE REGIONS

John Organ reports on
Area 9 activities:

FOLLOWING OUR FIRST MEETING AT ALMONDSBURY, reported in the last issue (the anonymous reporter was me—someone forgot to add my name to the article), the subsequent meetings there have largely been successful. We did have two “non happenings”, due to holidays more than anything else, but otherwise the venture has been a success thanks to the hard core who have managed to attend most if not all the meetings. This hard core deserves a mention for without them the meetings would have been a miserable failure:—Terry and Ruth Poole, John and Sue Batt, Dr. G. E. Cree and John Page (an Alvis owner, but very welcome all the same). In addition to these regulars we have had visits from Mrs. de Salis, John Draper, David Johnson and Rapier Register stalwarts Andrew Jones, Andrew Saunders, John Sealey, Adrian George and Colin Rose. Unfortunately they don't all attend at the same time—however we've had some very pleasant meetings, the beer and food is good too!

Despite the good attendance of members, Lagonda's seem to be scarce—TWO is the most we've managed to accumulate in the car park, these being John Batt's Low chassis Two Litre Tourer and my Rapier Bertelli Two Seater. Perhaps next Spring when some of these much talked about rebuilds are completed we shall see a much better array of Staines built hardware in the car park?

At the other end of the county, our “Northern” meeting at Cranham has not really been a success as yet. If it wasn't a V.S.C.C. meeting, David Johnson and I would have been propping the bar up on our own every month. Unfortunately Laurie Tann has been unable to attend recently due to business commitments, however I have been chasing up one or two local members in the hope that the numbers might swell in future.

Just to remind you if it isn't already in your diary, the venues of the two meetings are SWAN HOTEL, ALMONDSBURY, nr. BRISTOL every FOURTH FRIDAY (not necessarily the last, some months have five Fridays—D. W. J. please note!!!) and ROYAL WILLIAM HOTEL, CRANHAM, nr. PAINSWICK, GLOS., every THIRD THURSDAY.

JOHN ORGAN.

EVOLUTION

An Artist looks at the Motor
Car

by John S. Broadbank

WHEN A BOY I RECKONED I COULD TELL THE make of almost any motor car by the shape of its radiator. Over the years things have changed, and I now find that I have to look twice, before realising that Ford are not yet making Hillmans. It is interesting, therefore, to recall that in the early days of motoring, the radiator was just a device for cooling water, which usually lived at the front end of the car and sometimes underneath, though a certain Frenchman named Renault thought he would be different, and decided to fit his at the other end of the engine. However, with forward mounted radiator here to stay (or so they thought at the time) it was decided to make the best of it, by each manufacturer designing his own especial shape, just about the first appearance of styling on the motor car.

After the early pioneers, and during the Edwardian period, motor cars were big and bold in concept, with a broad radiator almost always of brass, bolted firmly to the chassis. Large, heavy acetylene or oil lamps were mounted low on the dumbirons, the wings still showed their derivation from the horse-drawn vehicle and the whole undergear at the front of the car was exposed to the eye.

The Napier was such a car, and was fitted with a beautifully made affair of brass, plated with nickel silver, and complete with a tall elegant cap setting it off to perfection. Even the Model T Ford had a distinctive radiator, at first being of polished brass, and later painted black, apparently in accordance with Henry Ford's dictum that everything had to be painted in this funereal shade.

After the Great War, we see an attempt to introduce some elegance to the front end of the motor car. The chassis on these new-look motors, was set much lower and narrower than previously, thus enabling the designer to make the radiator slimmer, and of better proportions generally. The lamps, however, were still sitting on the dumbirons, and although the wings were more rounded with deeper valences, a certain amount of the “works” still showed, often, I should imagine to the detriment of one's Oxford bags.

Perhaps during the ten years 1930–1940, the shape of the motor car altered more quickly than in any decade before or since, and on looking at the 1937 drawing, you will notice that the radiator has become taller and slimmer, with vertical shutters, or struts, hiding the honeycomb itself. Bumpers had appeared about 1930, the first efforts looking like some medieval torture machine, but later developing into the improved single bar type. The lamps have moved up higher, and the compound curve has made its debut, as can be seen from the wings, the bottom edges of which have been dropped to hide most of the undergear. Some of the most striking motor cars ever made were built during this period, certainly preferable in both line and form to some of the post 1945 cars, which had the appearance of being turned out of a jelly mould.

By 1940, the radiator proper had almost disappeared, its place taken by a chromium grille. This development afforded much greater scope to the designer, as he now had the choice of fitting the radiator itself in a more convenient position. With this new found freedom, it was possible to make access to the engine simpler and to lower the bonnet considerably, thereby giving the driver greatly increased visibility. Headlamps were in much the same position as in previous years, but the whole front of the chassis was now hidden from view.

Certainly this new departure from the traditional design of the motor car, did, in its early years, give birth to some hideous creations, but has in later times enabled many outstanding vehicles to be produced.

The immediate post war years of 1946–47 brought a demand for cars never before experienced, the bangiest of the bangers realising fantastic prices, and some hard thinking from the re-incarnated motor industry was required, to keep up with the demand for new cars. The first fruits of these thoughts took shape in the Standard Vanguard, not a happy piece of work, as far as aesthetic beauty was concerned, but a very reliable and sturdy motor car. Indeed there are plenty of these twenty year olds still giving yeoman service today.

As you will see, by 1950 the frontal aspect of the motor car had changed again, the chassis had virtually disappeared, along with separate wings and running boards, thus allowing the full width of the vehicle to be used for passenger space.

Radiators were now well hidden behind the grille, which had suddenly departed from the tall

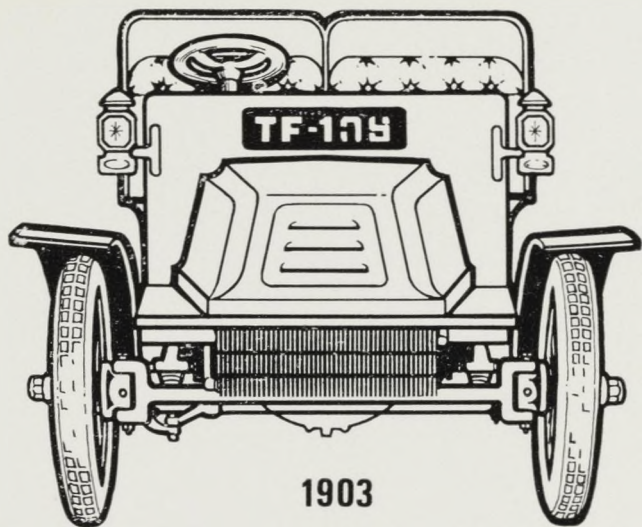
slim form, and was apparently lying on its side, stretching from one side of the car to the other. This new arrangement did not appeal to certain gentlemen, who likened it to the blowing part of the harmonica. Headlamps remained high, but were now living on the extremities of the car, built into the wings, this giving a somewhat flat appearance to the car, not helped by the flush sides, which although practical, did not do a great deal towards making a pleasing shape.

Not until around the late fifties do we see any appreciable change in the order of things, then, on certain cars, came a return to the classic radiator shape, shown here as applied to the Jaguar. The radiator grille is slim and elegant with a slight bow, and affording a low bonnet line, with the lamps in just the right place. This, I think, is one of the best examples of frontal design seen in recent years.

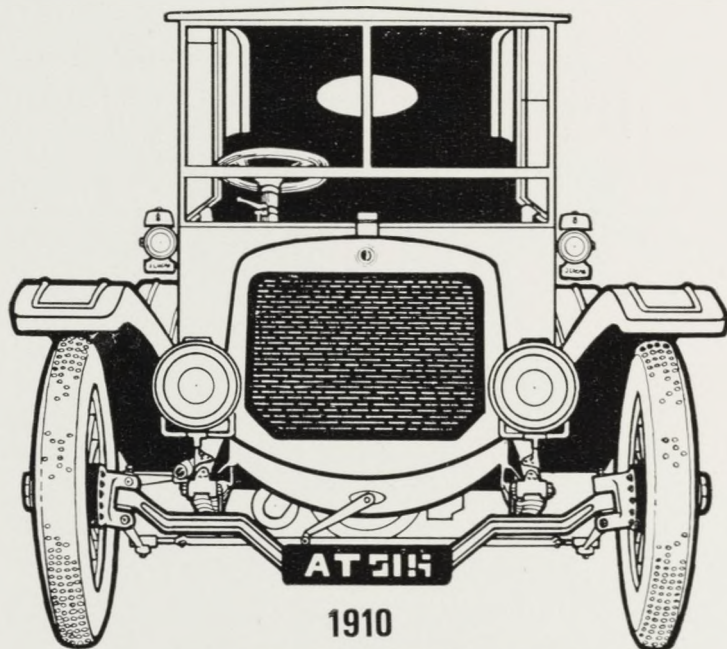
What of the present? Some manufacturers have retained the classic shape of radiator, and blended this with modern styling to make beautiful motor cars, none more diligently than Rolls Royce, who have remained aloof from all this jiggery pokery with radiators, and have only recently slightly modified their famous frontispiece for the new Silver Shadow, so that it now resembles closely that of the immortal Silver Ghost. Others are to the fore with full width grilles, incorporating in one unit twin headlamps, sidelamps and bumper, and making a better job of it than they ever did in the fifties.

But beneath that shiny bonnet, and lurking behind the twinkling grille, is still that plain, and now unadorned, water cooler the radiator, still performing its necessary function on the majority of cars. Perhaps in time it will disappear, to be replaced by some new marvel of technology, but I have a strange feeling that our old friend and enemy, will be still with us for some years to come.

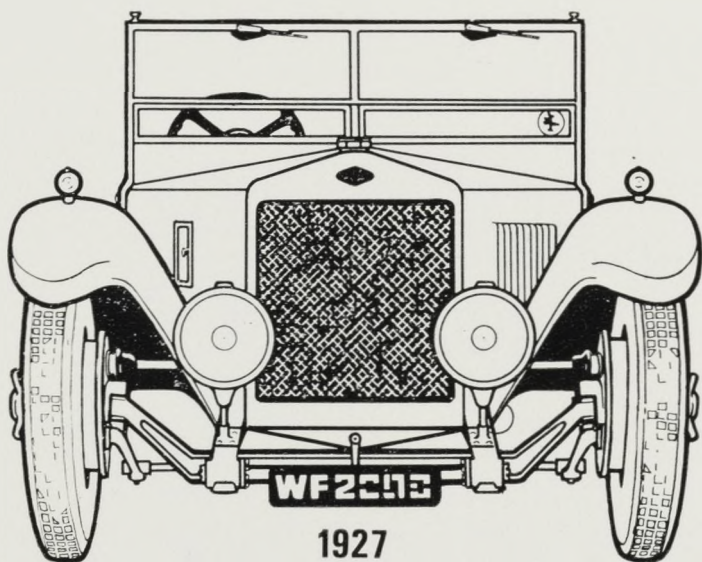
Has any member pre-war motoring publications (Autocar, Motor, etc.) he wishes to dispose of? The Editor would be grateful for any unwanted copies in any condition for possible Magazine material.



1903



1910



1927



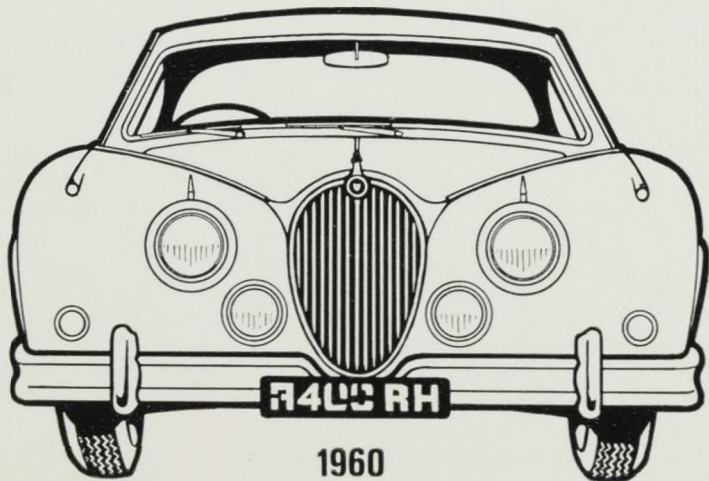
1937



1940



1950



1960



1967

GOINGS-ON IN WEST LONDON

by our Night Club Reporter

OUR MONTHLY MEETINGS HAVE BEEN GOING FROM strength to strength; more than twenty enthusiasts came to The Anglers on the recent Wednesday in September. Success, however, brings up one problem—that of buying drinks, most people stick to the law and only have two so that two unfortunates can have a most expensive and at the same time abstemious evening. The kitty system does not find favour so we are going to try and limit the schools to four. Has anyone else found a good method of overcoming these little problems?

The main topic of conversation these days is of restorations; proposed, just started, bogged down and one or two nearing completion. Member Mike Gaber our artist designer of some of our Christmas Cards has just finished a big job on his car, has laid it up and gone off to Australia overland. The Best of Luck to him, we hope that he will be letting us have some news of the journey before long. My own particular test has reached the upholstery stage and has been held up as the $\frac{3}{8}$ inch pin beading was non-existent in London but right at the vital moment a source of supply has been found; there is only one snag—it can only be bought in 12 ft. lengths totalling 144 ft. Two of us are going to share one load which we guess should be enough for two 2 litres. If this turns out all right we will be happy to pass on to anyone else with the same problem the necessary information. Another project which is only in the discussion stage is the supply of 2 litre cast brake drums, machined and drilled, these would be ribbed as for the continental and early 16.80's.

Some eighteen months ago another member of the local Tennis and Social Club told me that business had taken him to the old Lagonda factory at Staines where, bless his heart, he learned that when Petters took over many of the men stayed on with the new owners. Hence the articles we have been getting in the magazine and the attendance of some dozen of them at the last two A.G.M.s; there is at least one more article on the way which I hope will be the story of the development of the D.B. car. I know that a copy of our magazine goes round the old works, so if a certain person reads these lines I apologise for sitting in his largest armchair

till after 9 p.m. on the day of the last A.G.M.; the conversation was so interesting that I could not tear myself away.

For years I have been trying to find out what they did to the 2 litre engine to produce speeds of 80 m.p.h. and more in the days of Brooklands. I have still to meet anyone who did the actual work but the other night there was mention of high-lift cams and high bore precision pistons, the latter drilled to miss the valves and entailing the use of dope to avoid pinking. All sorts of tit-bits of information have passed through my ear—and out the other one but I am trying to remember some of them in the hope that they will be of general interest, also that if any of our friends of Lagonda days read them they will stir old memories for the record. During one of my conversations someone remarked that they remembered the late Bert Hammond arriving in the factory with an early but large 6 cylinder car; at the time this did not ring a bell, but when putting my magazines into one of the binders provided by Valerie May, No. 3 fell open at a page which showed a reproduction of an advert dated 1910, and lo and behold the Burlington Motor Co. Ltd. was advertising a 30 h.p., 6 cylinder (80 b.h.p.) model. Does anyone know anything about this one? I am told that when the 16.80 Crossley engine was adopted they did not trust Mr. Crossley to assemble his own engines correctly and that they were all stripped, checked and carefully reassembled then test run before being put into a car. One person whom I have met could be of great help I feel and that is the works "Tin Basher"; he is in business these days on his own; he has been given the highest recommendation by his contemporaries and could turn out in aluminium such things as cycle-tyre mudguards and front aprons. I have his card and will be happy to pass on the name and address to anyone interested. I should perhaps mention that he is in Twickenham, Middlesex.

There would appear to have been plenty of 'esprit de corps' in the old days; when the slump came in 1930 and orders fell off men would have to be laid off and find another job, but if things picked up again a telephone call was enough to have them back at Lagonda again. Another story of the bad times is that towards the end of the week all available hands would feverishly work on one car in order to get it into the Showroom and thus provide the necessary for the week's wages. Even the Le Mans winning 4½ litre car had to be smuggled out of the works and the rather bitter joke then

current was that it was the first time that a Liquidator had won a Motor Race. The war coming when it did seems to have killed off what was going to be a big success with the V12 car; all the "with it" people of those days seem to have had one; I am told that a very famous competitor was badly frightened and had to pull something out of the bag very quickly.

When the sad time arrived for the company to depart from the works everyone was looking for souvenirs, one can well imagine who had the pick; likewise one can ponder on information that must be lying in various attics just gathering the dust. I have been lucky enough to see just a bit and something in one war time publication issued by the company caught my eye and I quote "1898. Birth of the name with a single cylinder air-cooled motor cycle." This is some years earlier that I had thought, it also makes it 70 years ago in this year of 1968; To my mind its something worth celebrating—but how? Before passing on, does anyone know if there is one of the early bikes still in existence, we do know of course of two tri-cars. There is just one one remark which I am going to repeat in the hope that someone can either confirm and enlarge upon; I have been told that Jaguar were interested in the Marque but that they were outbid. Ponder over that one!

Before closing just a few items of purely local interest, if anyone is in need I can put them in touch with an upholsterer and an electrician. Finally, does anyone in the area know of an engineer, garage or what have you who can take a Lagonda 1930/40 and carry out a complete overhaul.

HARRY GOSTLING.

HULL & EAST RIDING NOTES

SOME HERMES REPRESENTATIVES, paying their first visit to the Harewood Hill Climb, had just arrived to spectate when they spotted Ted Townsley (Northern Portrait No. 8) also just arrived to spectate. The event was organized by BARC (Yorkshire Centre).

We knew we were among friends as soon as we opened the glossy programme at its first photo—a climbing vintage 8/8½ litre car built by the octogenarian who later designed some very fine Lagondas. The introductory notes regretted that the day before had been Vintage Silverstone. Nevertheless there were seven Vintage classes with over forty entries, many of whom had been racing less than twenty four hours previously. The

crowd, the officials, the PA commentator were all enthusiastic over the Vintage entry.

The commentator employed the word 'magnificent' as Bob Alexander was climbing to gain his second-class award, while John Organ was third in his class. The duplicated Results Sheets were available before we left the course. Other interesting entries included Basil Davenport in his 200-mile G.N., David Kergon in Hanuman, the Vauxhall Villiers driven by A. Brooke, Motor Sport Trophy winner Ron Footitt, and the driver of the Sahara Lagonda, Hamish Moffatt.

The active Yorkshire members of the Lagonda Club feel that next season this could be our big event of the year and urge you all to give it your support if at all possible. BARC intend to alter the date to avoid the clash with July Silverstone, so it will also avoid the clash with Fimmere too. Non-interested members of the family could spend the afternoon at Harewood House, a couple of miles up the road.

* * * * *

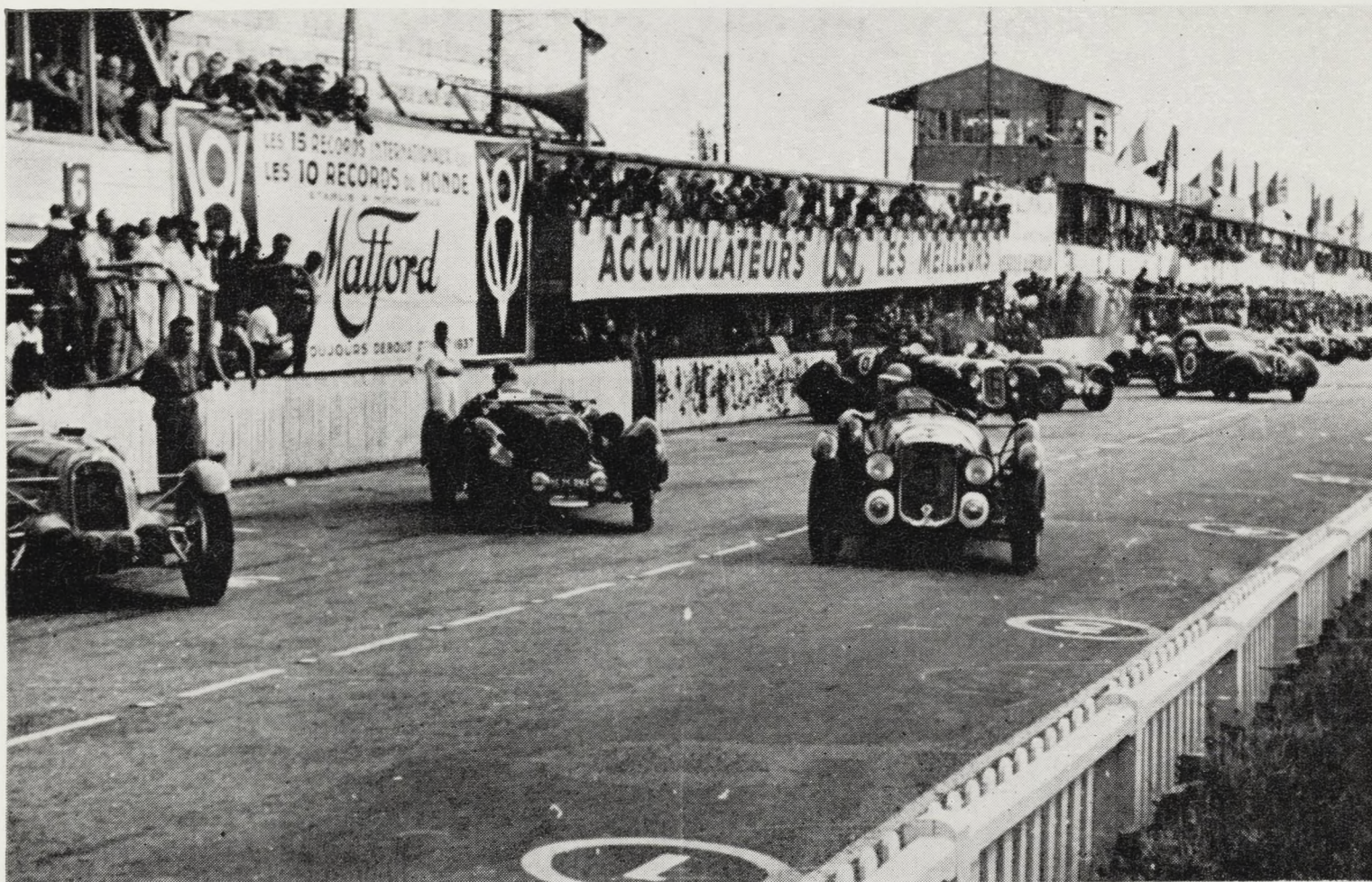
The season also provided many other good excuses for polishing the Lagonda and supporting appropriate events.

At Oulton Park John Beardow helped to give extra performance to the new V-12, and then had an accident on the way home. I am delighted to report that he has now straightened it all out, and is sort of volunteer liaison officer with London members, or wherever he happens to be working when he is away from base. He led another Hull Docks Outing, this time for Lagonda members on one of his weekends at home.

Martin Holloway brought his 3-litre to one of our pub meets, when he was complimented on its appearance by Henry Coates. Did he know that Henry is now involved in concours d'elegance classes right at the top, having accepted an invitation to be sole judge of vintage car classes at one of the longer-established agricultural shows?

Ted and Eleanor's Summer Social was again well supported, and this time it concluded with two films of northern members activities during 1967. Sincere thanks once again. Just before the harvest(?) there was a very good gathering, socially speaking, at Hill Farm when Henry and Vivienne entertained a good number of motoring friends. We are grateful to them too.

Now on to 1969. And keep alert for regs for the Vintage Harewood Hill Climb with its newly resurfaced road. See you there! "HERMES"



V.12 at Le Mans

A Tribute to W. O. Bentley Esq. by M. H. Wilby

AS THE RECENT MONTHS HAVE SEEN THE PASSAGE OF 'W.O.'s 80th birthday it seems appropriate to look again at the 1939 Le Mans V.12 cars.

The V.12 was the first pure Bentley design carried out for Lagondas, his efforts when he first joined the company in 1935 were to clean up the existing 4½-litre cars. It is true to say that the V.12 was far ahead of its time and had many design features that would be more than acceptable to-day. It was the modern conception of a fine power unit, but W.O. thought of it 30 years before most other people. Even now a V.12 in proper form is a delight to hear, as smooth as a sewing machine, but a lot more powerful!

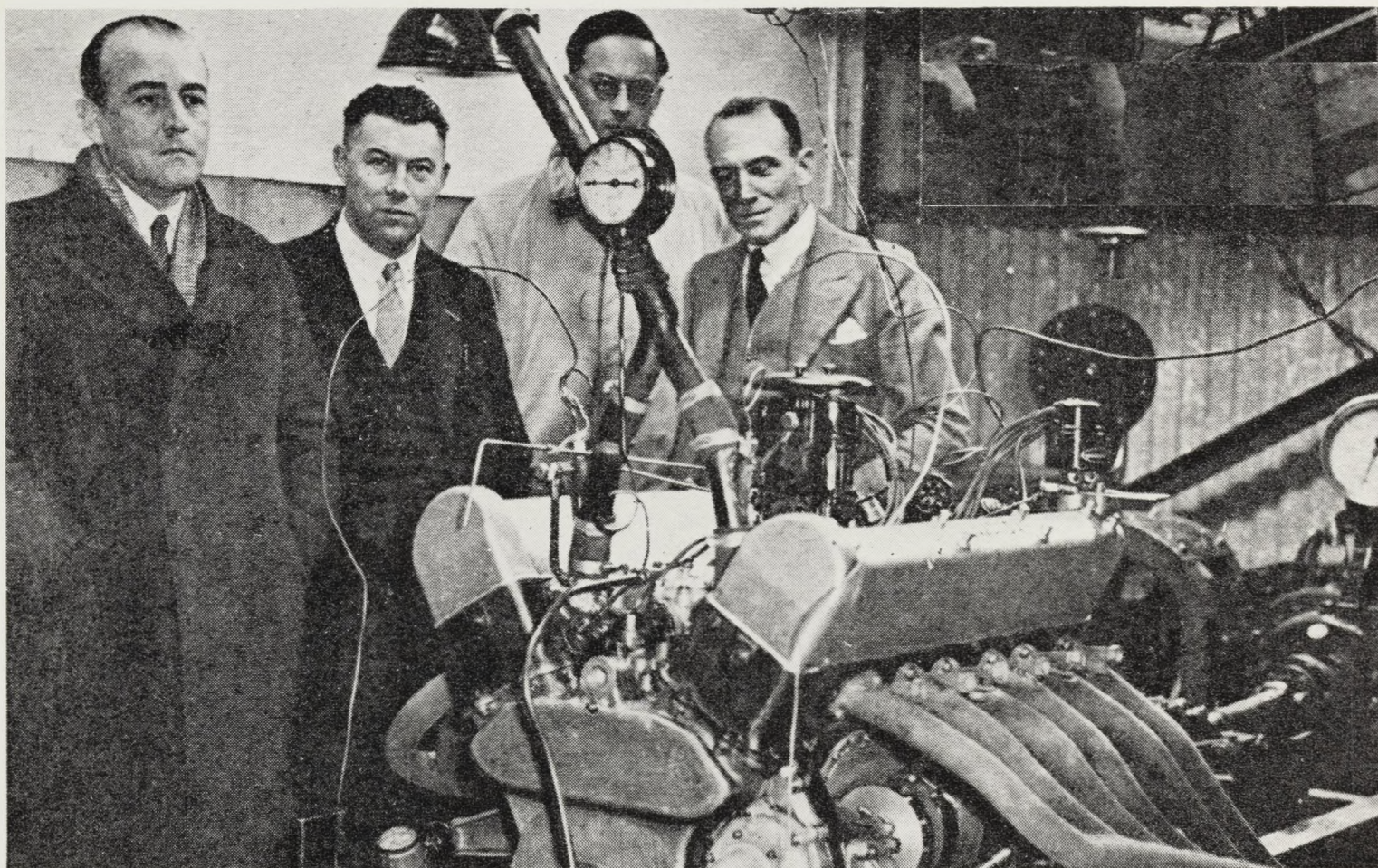
It was decided therefore that two cars should be prepared for the 1939 24 hour race at Le Mans, the idea being to run them in almost experimental form that year and then make a bid to win the following year.

The cars were based on the 10 ft. 4 in. short wheelbase chassis and the preparation as one might expect from a man who had won this race

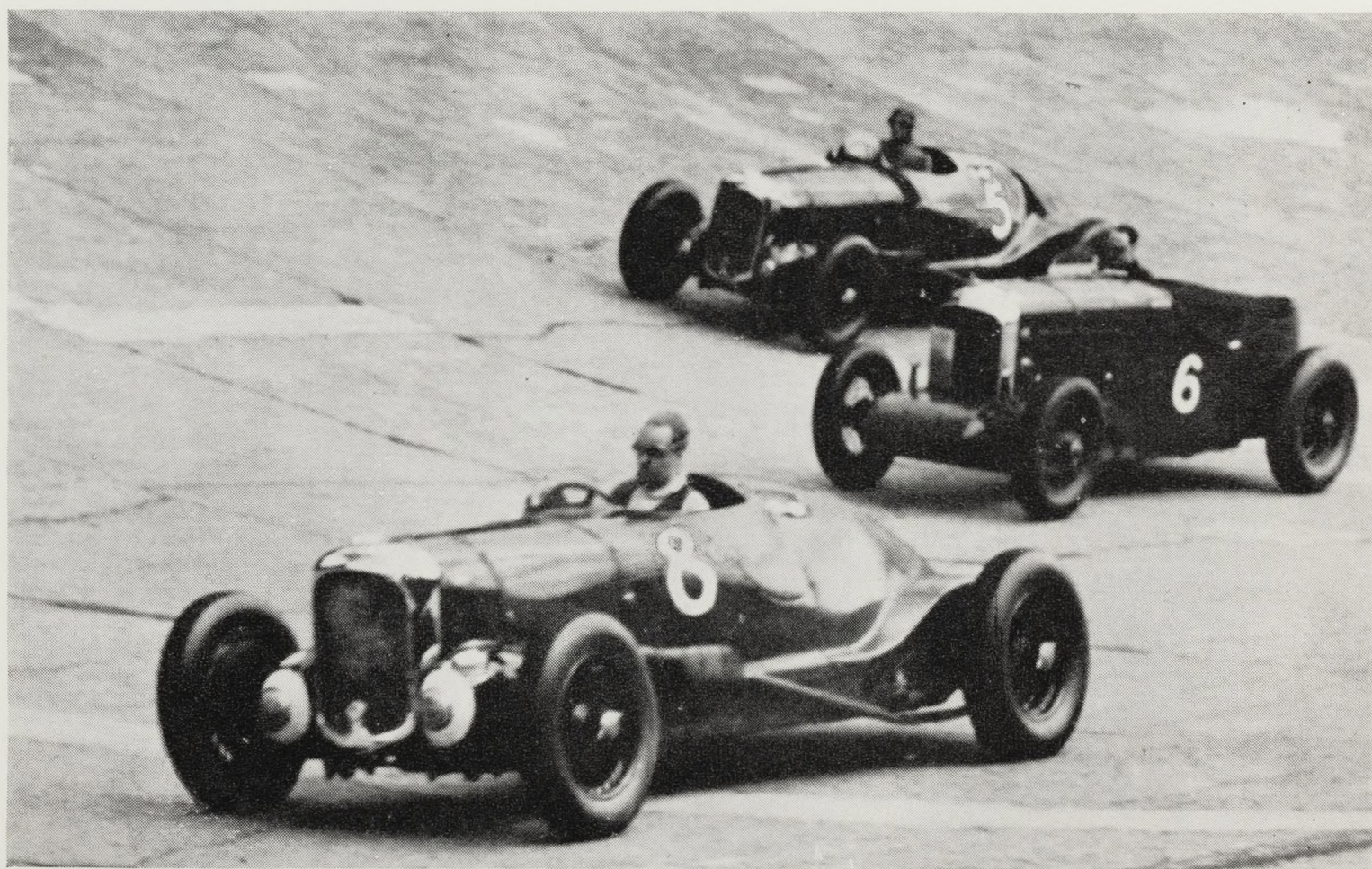
five times before with cars bearing his own name, was of a very high order. The compression was raised and the timing modified and this together with redesigned inlet and exhaust manifolds and the fitting of four carburettors increased the power to around 215 b.h.p. The chassis came in for a lot of detail work and holes were drilled everywhere. If possible lighter materials for various castings were employed and the final weight was some 27 cwt. which compared most favourably with a standard chassis weight of 29 cwt.

The body was offset to reduce the drag but it is interesting to note that the fuel tank held 38 gallons which was expected to give a range of 300 miles! 7.00 x 19 tyres were used in conjunction with a 4.09:1 axle and this put the maximum speed on the right side of 135 m.p.h.

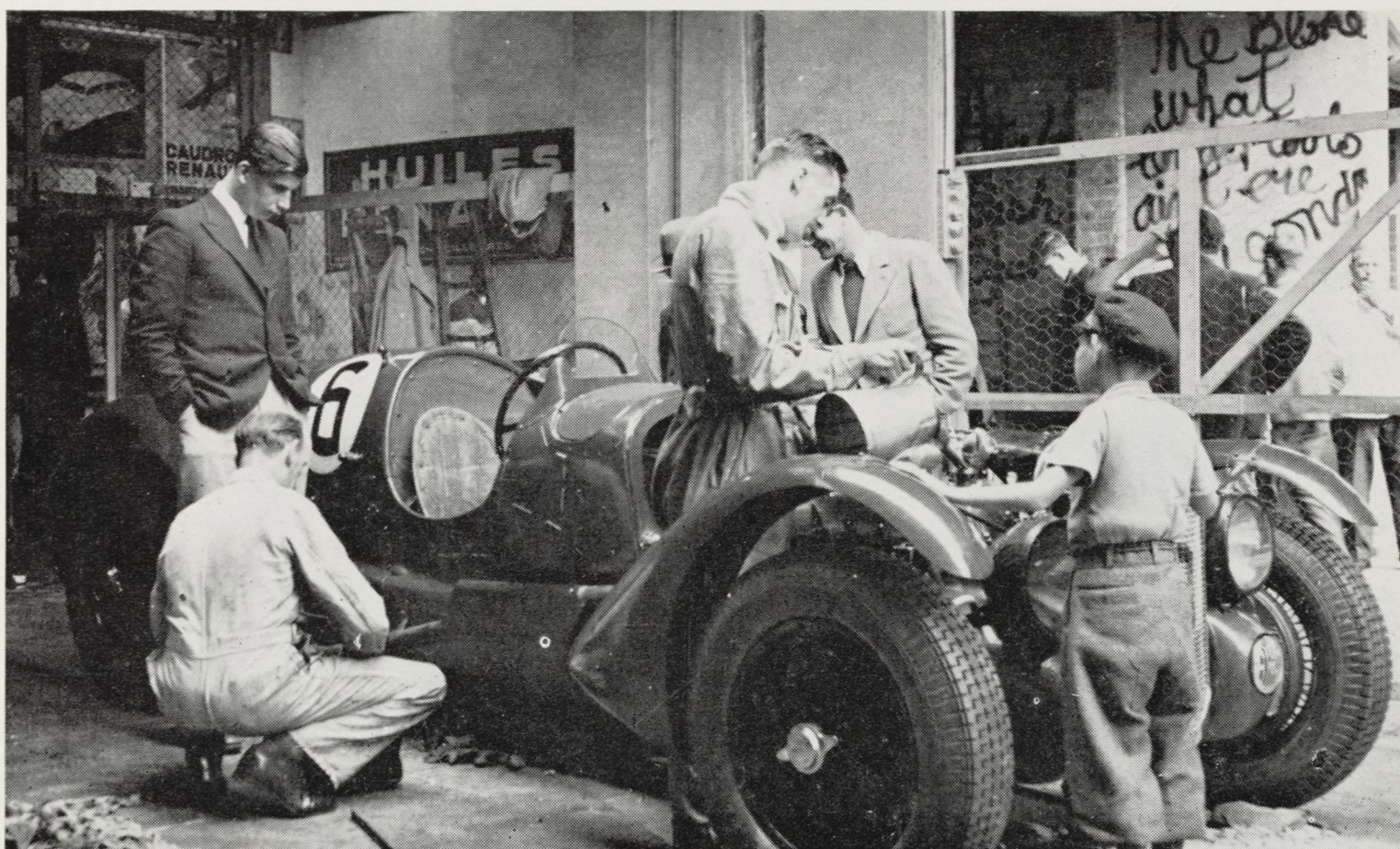
The two cars were driven by Brackenbury and Dobson, and my Lords Selsdon and Waleran and as is well known they ran strictly to a time table and finished third and fourth without ever being extended. Stripped of their road equipment the two cars



Left to right "W. O.", S. Ivermee, S. Tresilian and C. Sewell.



C. Brackenbury (No. 8), Lord Selsdon (No. 5) at the B.A.R.C. August 1939 meeting at Brooklands.



Pre-race preparation at le Mans

came out at the B.A.R.C. August meeting at Brooklands and driven by Brackenbury and Lord Selsdon finished 1st and 2nd with an average of over 118 m.p.h. The car that finished second in fact achieved the faster lap, 128.03 against 127.7m.p.h.

Then on the third of September 1939 a page of history was turned and the cars were put under dust sheets whilst the works at Staines got on with sterner things. At last sanity returned but by the time competitive motoring returned again there had been changes down at Staines and the cars had been dispersed. Although they made brief appearances in competitions the glamour had gone, perhaps the skill and loving care of W.O., Stan Ivermee and the others was missing. One car was seen at the Elstree speed trials in 1946 before leaving for America in an attempt to qualify for the Indianapolis 500 mile race. By now it had a rather flat two seater body which it may still wear because it stayed on the far side of the Atlantic and is now fitted with a large American engine. The other car again suffered at the hands of the modernisers of coachwork and raced at Jersey and elsewhere in the late 1940's in the hands of Bob Cowell.

Finally this car came into the hands of Lord O'Neill and he has done much work in restoring it

to its former state. He is now about to do further work and perhaps when it comes out again it will be possible to see once more the glory that was England.

Looking now at the pictures, W.O. is standing with Stan Ivermee, S. S. Tresilian and C. Sewell beside an engine on the test bed.

An appropriate picture perhaps is the one of the two cars on the banking at Brooklands as No. 8 with Brackenbury driving dives below Elgood in a 4½ litre Bentley as Lord Selsdon in No. 5 passes on the other side.

The shots at Le Mans show the excellent start made by Arthur Dobson in No. 5 as he pulls away in front of a couple of 4½ litre Talbots, whilst the other picture during pre-race preparation seems to breathe peace and quiet that must indicate all was well! The notice on the far wall confirms in no uncertain terms that "the bloke what lends the tools aint 'ere", so times haven't changed after all. What of the French boy stroking the wing with loving care and pondering on the fine machinery. It is hoped he survived the war to tell his children of the days when he saw one of the finest of English cars.

M.H.W.

ANNUAL GENERAL MEETING

REPORT by Arnold Davey

WITH HALF THE THAMES VALLEY UNDER WATER AT the beginning of the month, one wondered if Staines had been the right choice for the AGM after all, but by the day the water level had returned to normal and a limited amount of parking on the grass was permitted for the other makes. By some error the one DB Rapide which arrived was consigned to this limbo by the car park bloke and remained there looking rather embarrassed all afternoon.

The turnout was about the same as last year—I had the numbers once but seem to have lost the bit of paper—and the quality of the cars continues to impress. If anything the tattier ones are diminishing. The local paper sent their man and we had half a page in "The Staines & Egham News" with three pictures the following week. He, too, commented on the condition of the cars and was generally accurate about them and us, although I doubt if the 3½ litre shown really will "do a ton".

After three hours or so of note comparing and attempts at photography, the loud hailer called everyone to the dining room where a much better layout than last year enabled the whole meeting to get into one room. Unfortunately the dining room has an acoustic ceiling deliberately designed to prevent the transmission of sound so that all speakers had to work very hard to make themselves heard—in direct contrast to the microphone which wouldn't work at all.

Mike Wilby opened the proceedings with the Chairman's customary welcome to the club's most important annual function. He ran quickly over the various activities, remarking that the magazine goes from strength to strength and that the Christmas card was in production but a sample was not ready for inspection. W. O. Bentley had had his 80th birthday recently, and Mike had sent a letter on the club's behalf and had later attended the birthday party given by the Bentley Drivers' Club at Esso House. He had been rather startled when his letter was read out but W.O. had been very moved and the Bentley Club most appreciative. The text appears elsewhere in this issue. Mike was glad to see once again the ex-Lagonda employees and they in their turn were please to

see the cars again and to feel that they had built something that really lasts. The most important part of the meeting was obviously going to be the financial debate but it was proposed to deal with the annual business first and come back to that.

Valerie May was then faced with her annual problem of finding something fresh to say about a year of secretarying much the same as any other year. The biggest change had been the setting up of the system of regional organisers. This was beginning to work well and some very successful meetings were being held. she gave some news from the regions. Arnold 'Doc' Young from Devon was still not well and couldn't travel yet, so he had handed over his region to Colin Bugler. She knew the meeting would want to send its best wishes to 'Doc'. Ted Townsley had set off south to join us but was stranded in Nottingham with a blown gasket and the entire Rescue Squad at Staines. Dieter Marx was setting up a Swiss group on the lines of our regions. The membership of the club, stood, as always, just too small at 800. (Curiously enough, this is not completely a reflection of the number of cars, since "new" cars turn up all the time. The register of pre-war cars of known whereabouts is now about 1200, without adding the post-war cars). Valerie then did a swift commercial for the bookstall which had been doing very well with the new ties and new binders, and said that 16/80 handbooks were now in stock and the low chassis 2 litre's are expected soon. Meadows engine catalogues were also in stock. As far as the new postal rates were concerned, the club would always use the 2nd class rate except where something was urgent. The Register of Members has to take the place of the Autumn magazine so that the next one was due in December. Which reminded her that Bob Crane would very much like to see an article on how to prevent overheating in an LG6, at which she looked pointedly at Ivan Forshaw. Enid Forshaw was now recovering from her operation and again everyone's best wishes go to her. Before concluding with the dates of the Film Show and Dinner Dance, Valerie drew members' attention to the presence of Mr. and Mrs. Challenor-Barson from South Africa.

Next to speak, unexpectedly, was Ivan Forshaw who was a mite dampened by being on a time limit owing to the importance of giving the financial affairs a thorough airing later. He pro-

mised to heave out his older jokes to respect the limit. Despite sickness in the family he had continued to do about as much work as in any other year but he was now rationing parts, and for the scarcer ones the broken part had to be exchanged for the new one. Similarly he can no longer supply a complete new engine for someone who has broken a rod. He was expanding his DB business at exactly the same rate as Newport Pagnell tapered theirs off. In other words he buys their parts stock as Aston Martin declare them redundant. Since the DBs tend to be only cars and not kept as virtual pets, they have a tendency to use more parts than the vintage ones, and this was good for business.

James Woollard followed Ivan with the competition report, starting with a census of the number of competitors present. He reflected on the increased prestige which the club appears to be gaining in the Vintage world and particularly the widespread favourable comments on the Schofield/Hine V12 Le Mans Replica, and the Elder/Abson Rapier. He also remarked on member Wills doing 140 mph in the Ghent speed trials with his DB Rapide. In a different field, as Ivan intervened to point out, Geoff Seaton had carried off a national concours d'elegance against stiff opposition.

Alan Brown gave the Northern Report. There had been three major events. The dinner had been both successful and profitable; the driving tests had been made less fierce and this had produced a curious result—far more entries but only one more Lagonda. The third event has an official name but is always called Ted Townsley's 'do'. It is a family affair plus a lighthearted competition and is much enjoyed. He concluded by passing on a message about the G9 gears which were being cast at the moment.

Carl Nolton introduced the accounts and reviewed his year. About half-way through it had become obvious that something was going wrong with the finances and he paid tribute to the amount of work Duncan Westall had done on budgeting and producing the forecasts of future expenditure which had been circulated.

The ritual rotation of the Committee was speedily done, there being no changes of officials or committee for once and a vote of thanks proposed and carried to the regional organisers. Then the meeting shuffled its papers and settled down to the longest part of the agenda, the financial

debate. Speakers had obviously done their homework and the clear setting out of the position in the papers circulated beforehand must have helped. I don't propose to follow the debate in all its swayings backwards and forwards, but two things soon became obvious. Firstly, that the club is really a publishing house with nearly 4/5 of its income spent on publications of one kind or another, and secondly that the home members subsidise the overseas ones since the expenditure per head this last year was about 57/6, whatever subscription was paid. Finally, a series of votes were taken on what had emerged as the real issues. First, should the subscription remain the same and the services be cut or should the services remain the same and the subscription be raised. The latter prevailed and this led to another issue of how much and when. Having resolved that, the position of the overseas members was discussed, and poor Mr. Challenor-Barson had to represent all of them. He was convinced that, to a man, no overseas member would like to see a reduction in either quality or quantity of magazines, which were their lifeline to the club. Someone pointed out that about a quarter of the UK membership were geographically unable to get to any meeting so that the overseas members were not alone in their reliance on the publications. More debate followed with everyone bending over backwards to try to be fair, but the facts had to be faced and the final outcome was that the distinction between home and overseas members had been dropped and everyone will now pay the same. The subscription was raised to £3 for 1968/69 and the full number of magazines will continue.

After that marathon debate the only business left was to thank Ron Kerridge and Ben Walker, the concours judges, and announce the results which are as follows:—

| | | | |
|------------|-----|-------------------|-------------|
| Overall | 1st | W. H. Golding | 2 litre |
| | 2nd | R. C. Davy | LG6 |
| | 3rd | M. E. Sherwood | Rapier |
| 2 litre | 1st | P. M. Knatchbull- | |
| 16/80 | | Hugesson | 16/80 |
| Class | 2nd | J. A. Batt | 2 litre |
| | 3rd | D. T. Parker | 2 litre |
| 4½ and V12 | 1st | P. Gwynn | V12 |
| Class | 2nd | M. Leo | V12 |
| | 3rd | M. S. G. Lyster | V12 |
| DB Class | 1st | J. H. Lancaster | DB 3 litre |
| | 2nd | G. E. Beedham | DB 3 litre |
| | 3rd | B. Shipley | DB2.6litre. |

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REBIRTH OF A RAPIER

by Tony Wood

ACA 145 STARTED LIFE IN 1936 AS A BLOWN RANALAH bodied four seater tourer. She was registered in Colwyn Bay, Denbighshire, under the ownership of Doris Mary Rogers, on October 16th. Between that date and July 24th, 1961, ACA 145 passed through the hands of a further seven owners until, sometime in 1962, I heard of two Rapiers for sale in Cookham, Berks. On investigation these turned out to be a complete Abbott bodies fixed head coupé and a pile of bits. The bits were ACA 145. On the spur of the moment an offer of £20 was made for the bits, which sum eventually levelled out at £25 and a deal was clinched.

As I was living in a flat in London, I had to make hurried arrangements to transport the load of rusty old bits to my father's home near Leicester. He was a little doubtful of this at the time but became used to the idea after a while! So a Ford Thames van was hired and the bits (there was no body) were duly transferred. The intention at this stage was to rebuild the car and clad it with some sort of two seater body for road use. A start was made on the chassis which was completely stripped down and repainted, and all the nuts and bolts renewed. The front and rear axles were checked, found to be good and repainted. The springs were rebuilt and fitted to the axles and chassis.

All this work has taken some considerable time as it had to be done at odd weekends on flying visits from London. Meanwhile I had bought another, complete Rapier (BRL 379) from Ivan Forshaw and to get it M.O.T.-worthy I had to cannibalise ACA's front axle. This was the thin end of the wedge, for some twelve months later it became apparent that the "new" Rapier's engine was becoming tired and as ACA's engine was quite presentable, it was fitted with new piston rings and dropped into BRL 379.

Then my father retired and moved to Shrewsbury! So, another Ford Thames van was hired, together with a lock up garage near my flat in London and the bits once more changed residence. There they languished stacked along the walls,

keeping BRL company for nearly two years until John Batt, one day in 1967, remarked loudly in my hearing that he was looking for a Rapier to rebuild as a competition car and for something to hang his Wade supercharger onto. This was, apparently, BAIT! And I took it!

Consequently another lock-up garage was rented, next door to the one I already had and the chassis was laid down the first weekend in September 1967. It was cleaned off and repainted and the axles prepared. By this time I had accumulated a lot more spares, so a lot of the parts I had use on the BRL were not needed. A new 4:1 ratio crown wheel and pinion was purchased from the Rapier Register together with a set of king pins and bushes and the axles were fitted using new, much lighter springs, damped at the front by the original friction Andre Hartfords and at the rear by a pair of telescopic hydraulics.

BRL 379's engine had meanwhile been reconditioned and was given back to its rightful car. Then ACA's engine was itself reconditioned, having new

MAKE A DATE IN YOUR DIARY
THE MOST IMPORTANT EVENT
IN THE CLUB'S SOCIAL
CALENDAR

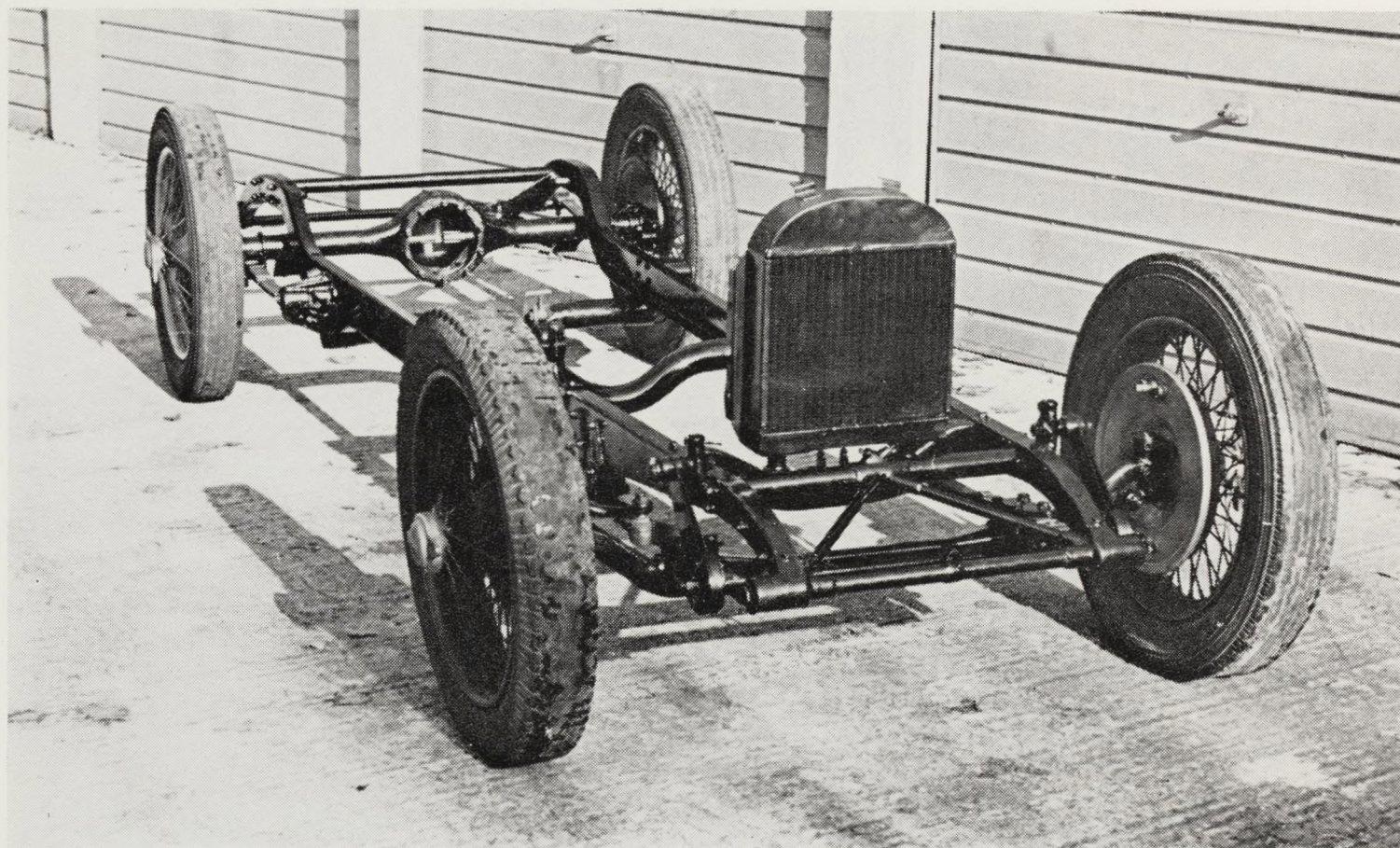
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FEBRUARY 8th

(Full details in the Newsletter)

MAGAZINE COPY

All copy, including Secretarial and Regional Reports, for **Spring** issue must be with Editor by January 20th. Copy for **Summer** issue closes on April 20th.



The completed chassis — October 1967.

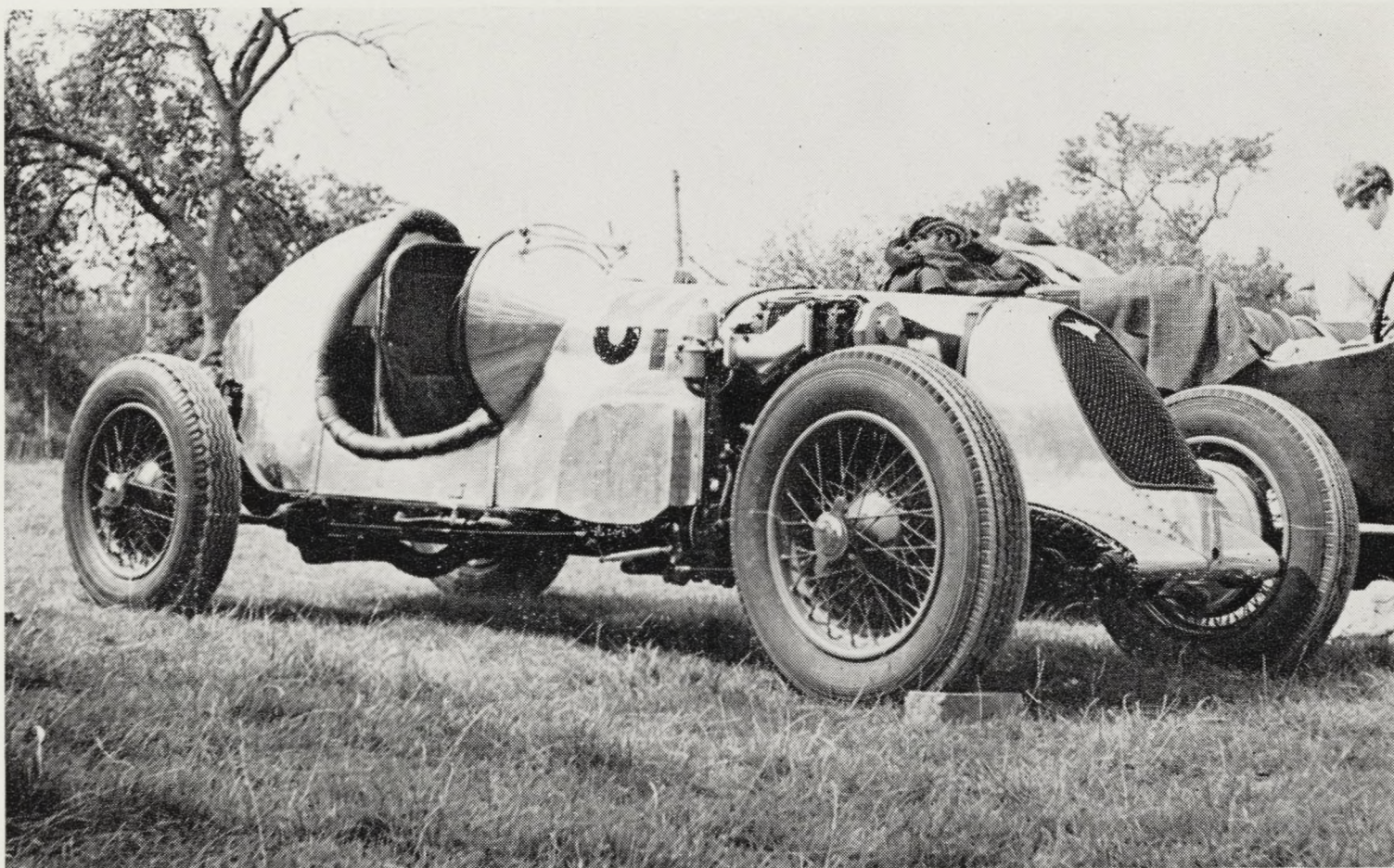
liners made and fitted, crank ground, bearings re-metalled and the whole thing balanced with a special centre for the flywheel to mate directly with the ENV preselector gearbox, as we had decided that the car was light enough to be able to do away with the clutch and not worry about excessive band wear. The cylinder head was in good shape and only needed valve grinding and the ports cleaning up. To make sure that the blower would fit properly John made a mock-up using an old discarded block. The blower was to be driven by chain and sprocket from the old dynamo drive position, as on the original car. We had a special coil/distributor conversion made up which fits very neatly on the original magneto platform and is driven by a shaft from the original dynamo drive gear. The radiator was made up from the original top and bottom tanks but with an MG T.F. core.

Early in 1968 we started the bodywork. We had decided some time earlier to base the car on the well-known Eccles Rapier which had been built in 1937 for Brooklands. This is an offset single seater. John, being the body expert, took on this task with myself standing by to give a hand when required. The bulkhead of $\frac{1}{4}$ in. aluminium sheet and the scuttle of 22 gauge aluminium sheet were the first

items to be done. Bodywork panels were shaped over aluminium tubing and pop rivetted together. The front cowl was next and was fabricated from the same 22 gauge material using a woven wire mesh grille which we believe came from an Army vehicle of some sort, and which was bought for five shillings. The tail had by now also been fabricated and was considerably strengthened by building into it the petrol tank as a stress member. The tank came from a Coventry Climax pump engine. John made up the tail in his flat and transported it to meet the rest of the car on the roof of his Cortina.

So work proceeded until John's firm suddenly transferred him to Cardiff! This could have held up the rebuild considerably but luckily for us, John was given three months to find suitable accommodation and so was able to spend weekends in London working on the car—and seeing his wife Sue!

At Easter we had three full days on the car and made considerable progress. The engine was inserted in the chassis together with the ENV gearbox, which with the generous help of Len Buck had been dismantled, cleaned and reassembled. By this time too, a set of 17 in. wheels had been purchased and sent for checking and stove enamelling.



The completed car at V.S.C.C. Prescott, August 1968

Now we came to that inevitable period when no progress at all seemed to be made. This period was taken up by dealing with small items like fuel lines, brake linkage and other similar, hidden items which tend to show no apparent return for the effort made.

Obviously to transport a car of this sort about the country requires some sort of trailer, so knowing that Elliot Elder had one made specially for a Rapier, we approached him and he agreed to sell it to us. I made the long trip to Edinburgh one weekend in May with my SAAB 96 and collected it, taking $10\frac{1}{2}$ hours for the 390 mile Edinburgh—London stint. At Whitsun the racing car (as it now was) was loaded onto the trailer and towed to Cardiff where John and Sue by this time had a house. The poor old SAAB made very hard work of this trip—not surprisingly really as its designers never intended it to tow nearly a ton of racing car and trailer! However the journey was made in $7\frac{1}{2}$ hours despite chronic overheating.

Exactly nine months and one day from the time the chassis was laid down, the engine was started. The “Woodbatt” Special was born! We ran it up on carburetors and John spent the time between Whitsun and the VSCC Oulton Park meeting in

June finishing off the car by putting in the floor, seat, trim, battery etc. and doing all the small tedious items which were necessary to make the car presentable.

The Oulton Park meeting was our first outing but this turned out to be a failure as the car had not run any distance under its own power and with the supercharger fitted problems of mixture and ignition timing plagued us. I managed one slow, halting practice lap but it was obvious the car was not yet ready so we scratched.

Better fortune was present a few weeks later when we entered the Bugatti O.C. Prescott Invitation Hill Climb. John had used the intervening period to good effect and had ironed out the ignition problems but the blower was running far too hot for peace of mind and we still had a few bothers to contend with, not least of which was the oil pump drive gear coming unstuck from the camshaft, luckily when the engine was on tick over, which caused a panic 36 mile return dash to John Organ's home to borrow a spare camshaft which was fitted in time to get in a couple of runs. We were slow but finished.

Then came VSCC Silverstone in July. The car was entered in two 5 lap handicaps and completed

both at a sedate speed. We had by now changed to methanol fuel because of the overheating of the blower on petrol and we also found, to our horror that the blower pressure gauge we had fitted as a piece of "one-up-manship" and which read to 50 lbs./sq. in. was in fact indicating 25 lbs./sq. in at 3,500 r.p.m! This was, of course, far too high but there was nothing we could do as it meant altering the gearing or having a special thick gasket made. We were now becoming more confident with the car and it seemed to be loosening up nicely. Many flattering comments were passed by onlookers and the scrutineers (those very important gentlemen) were getting to know the car—and to like it!

So to the fateful Prescott Hill Climb in August. I had by now changed the SAAB 96 for a SAAB Sport which has the extra guts required to tow the "equipe", and it made short work of towing it to Prescott. We got the "Woodbatt" through scrutineering on the Saturday in about two minutes flat and did our four practice runs with no trouble, John managing third fastest in our class (the 1100 c.c. Racing Car Class). All was set for at least a second place next day. Or so we thought!

John got in one further practice run next morning, then all was set for me to take the car up the hill for our first run in the event proper. She climbed beautifully with plenty of wheelspin for the proletariat but keeping the revs down for our peace of mind. Into the "esses" there was a rattling noise and clouds of blue smoke. I got ready to bale out but this drastic step was not necessary and the car continued to the top very slowly enveloped in smoke. On arriving back at the paddock we removed the cylinder head and found no. 3 piston had a hole in it and the liner had broken away. So that was that!

John Organ gallantly came to the rescue and bravely offered to loan us his spare engine for the rest of the season. We decided to be kind to him and run on carburettors instead of using the blower so we would not break his engine!

The borrowed engine performed beautifully at the B.D.C. Silverstone race meeting in August and John Batt obtained a fifth place in the Lagonda race although John Organ, who was driving instead of myself at this meeting, managed a monumental spin at Becketts. (Thinks—really must get some rear tyres with tread on them for next season!)

The final meeting of the season was the VSCC Thruxton Race Meeting where the car excelled itself by gaining a win in a four lap handicap, John

Batt driving to a splendid victory from near the back of the grid. I also drove in this meeting but could only manage a tenth place from scratch immediately after a violent thunderstorm had set the track awash. (Those rear tyres again!)

John Organ now has his engine back and it remains to have our engine repaired and run in over the winter. Modifications to be done to the car include the fitting of anti-tramp brackets at the rear to prevent axle wind up when starting off, provision of a $\frac{1}{8}$ in. thick solid copper cylinder head gasket to bring the compression ratio down to about 5:1 instead of the standard 7:1, thus reducing the supercharger "blow" and the fitting of 16 in. rear wheels with Avon Turbospeeds to get that elusive "stiction" on the track—especially in the wet.

John Batt and I are well satisfied with the showing of the car during its first season despite the "calamity" and we are looking forward to doing a lot better next year.

Finally I would like to acknowledge the people who have helped in the building and running of the car. Without them we would have got nowhere.

And last but not least, the Greater London Council for providing Evening Institute classes in Light Engineering where the use of lathes, drills, etc. brazing equipment was invaluable.

| | |
|--|--|
| JOHN ORGAN | VAST AMOUNT OF HELP AND LOAN OF ENGINE |
| ELLIOT ELDER | ADVICE, SPARES AND PROVISION OF TRAILER |
| DAVE ELLIOTT | HELP AND PROVISION OF FUEL LINES AND UNIONS |
| JOHN WOOLLETT | PROVISION OF ALUMINIUM FOR BODYWORK |
| EDDIE BATTEN (COWBRIDGE) | LOAN OF WELDING EQUIPMENT AND TOOLS |
| SUE BATT | FOR PUTTING UP WITH US AND PUTTING US UP! |
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Grandpa's Lagonda

(Written in 1980)

YES, DEARS, I BOUGHT IT FOR £65—I KNOW THAT is less than your weekly pocket money but, in 1936, it was quite a lot. You could live for three months in Spain very comfortably for £65. Each of those dents and scratches has a story to account for it. That big one in the nearside wing happened when Grandpa was building pill-boxes (a kind of little house for people called soldiers) at Brooklands in the Autumn of 1940. He'd been awake and working one way or another for about 72 hours, and took the opportunity for a nap while driving along. That dent in the headlamp? That is another story altogether. You see, after the War, Grandpa didn't have much money and Grandma and your Daddy and Auntie Gillian and Auntie Katharine all had to be fed. So there would be nothing to spare for a new battery, would there? So Grandpa had to start it up with that handle in front. The first thing was to pull out this knob, which is called a choke, and wedge it with an old-fashioned coin known as a penny. Then one turned on the petrol and tickled the carburettor—why tickling? I don't know, because neither the carburettor nor Grandpa ever got much of a laugh out of it. As soon as there was a nice flood, one turned the handle four times, rushed round and switched on the engine. Then one dashed back again, gave the handle a mighty heave, and if all was just right, everything started to vibrate and the garage

quickly filled up with blue smoke. Stop making faces at your sister, Eliza, whilst I am talking to you—

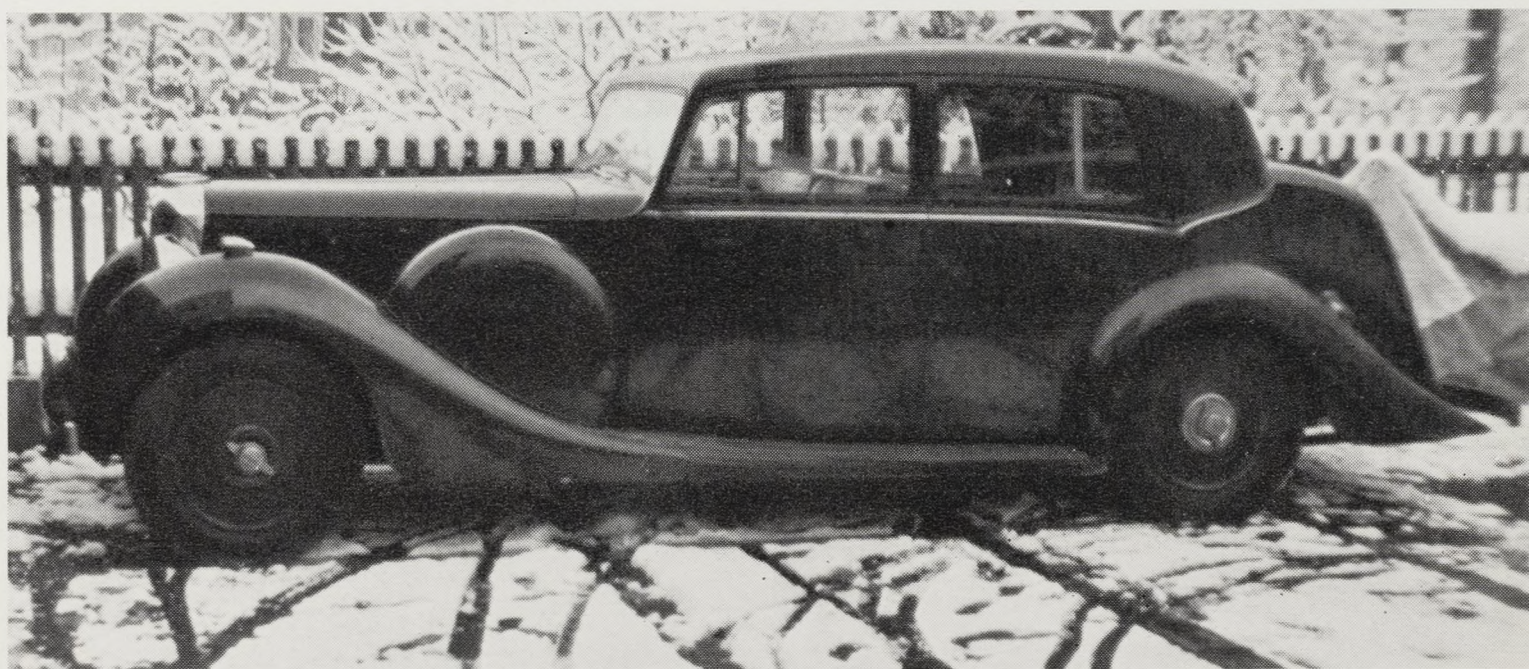
Well one day, while Grandpa was poking about in the house, he found a little box with a lot of money in it. Actually it was what Grandma had been saving up, so that she could go away on her own, but Grandpa didn't know this.

So he spent it all having this motor car done up at Beaconsfield, where some clever men did all sorts of wonderful things that you wouldn't understand, including advancing the timing.

Well, the next time Grandpa went to start it up he forgot about this and when he turned the handle there was a loud noise, and it kicked back and brought poor Grandpa's nose down on the lamp with a bang. That is the reason for the dent, and why Grandpa's nose is such a funny shape. Did Daddy ever ride in it? Oh yes. I remember once coming home from the seaside in the dark. Both your Aunties and Daddy, who was then about your age, and lots of their little friends were in the back.

In those days, there were people who rode round on things called bicycles, and they'd ride in groups. We overtook a number of these. Now, Grandpa is a *very* careful driver, and he took care when passing them, but, despite this, each time, he was assailed by angry shouts. The last time it was discovered that your naughty Daddy, with his little tin spade, was trying to lop off a few heads every now and again.

When we got home we found that the spade was a bit bent but otherwise undamaged.



Dieter Marx's V-12 Hooper Saloon (see p.2)

No, darlings, I'm not going to crawl underneath with you. I shouldn't do it yourselves either. Little girls could spoil their pretty frocks, and your Mama would be very sad. Try sitting in the front seat instead—up we go—Yes, all those knobs and dials were for a purpose once, although few of them work now.

No, dear, that clock stopped for good about 25 years ago. The ticking you hear is death-watch beetle.

Can we go for a ride? Not just now but, tell you what, you go up to Grandma's room after lunch and borrow some newpence. It'll be quite all right about three o'clock. Grandma will be sound asleep and her bag is generally on the dressing table. Then we can buy some petrol.

Can it what?

Eliza, if you ask any more questions like that, Grandpa is going to be very, very cross.

MARTIN HUTCHINSON (H42)

9th July 1980

DOINGS IN SCOTLAND

WE HAD INTENDED DESCRIBING THE CARS AND OF course their owners which had turned up for a meeting with the Aston Martin Owners' Club on 23rd June. However as only three Scottish Members of the Lagonda Club turned up, and two of these had been at Oulton Park the previous day, well, it does speak volumes. Elliott's V12 looks very splendid in its new coat of paint and George Donne brought his wife and family in his Riley Stelvio, a fine saloon which had only just been rebored.

The dictionary definition of a scabbard is a sheath for a sword. This, however, has been altered in our dictionary to read "or 9.9 Litre A.E.C. 36-foot coach," and what you might enquire has this got to do with us? Well this is the scabbard that Elliott so neatly fits his Rapier into driven so ably by Jon Abson. We accompanied Elliot on a successful journey to Silverstone and will try to give you some of the highlights.

We left Edinburgh on the Thursday night and the scene was set, an elderly lady quietly looked over her shoulder at Elliot's Green Bus obviously misread the destination board which reads "Rapier Racing" for "Morpeth Limited Stop" and set off at a collected canter for the nearest bus stop some 200

yards away. The expression on her face as we closed and passed changed from "I'll smash that clock" to "What's going on" as we hurtled passed at our governed road speed of 55 m.p.h. (have to take Elliot's word here, 18 foot of speed cable is quite dear).



At Silverstone, we saw many competing Lagondas, Alexander, Daniel, Robarts, and Schofield's quite magnificent V12 replica, this car we understand was rebuilt from a saloon chassis and must have cost if not a King's Ransom at least a Prince's. The car was completed only some three days before the meeting and finished in its races. When it is "Bugged Out" it will prove interesting to watch as well as see. It was definitely the most crowd-attracting car in the paddock.

Elliott's Rapier however, proved to live up to its quiet workmanlike appearance and the excitement in the 5 lap handicap when after the three minute warning the car was ordered off the starting grid for oil leaks, to be driven away furiously by Jon and have missing valve cover nuts replaced, borrowed of course in the best tradition from spectating cars and rushed out in time for start. Of course, after all that Jon could only win in 1'16 6/10 and if the reader looks he can see Elliot telling a congratulatory crowd how it was done.

We have added slightly to our new Members and lost one or two. Swan sells his fine 2 litre and is no doubt looking for another. The roads of Dumfries have been criss-crossed by the writer and no doubt others in a vain effort to find the Continental

described by Harry Gostling in a previous magazine. The Continental certainly the writer's choice for "Best of Breed". (Apart from a certain LG6.) Between conducting box searches of Dumfries and trying to unscrew the hinges from Hamish Gunn's Garage we have been busy. In the final event we hung the Oliver print of Harry's car on the wall and spend our spare time wondering if he replaced that spare tyre before April 1st.



Of course, as the alert reader will have deduced we went to VSCC Oulton and again we were treated to high excitement by the Elder/Abson Rapier. 6th in the race of the day *The Seaman Trophy* against such exotic machinery as Maseratis and E.R.A.'s and then in the 6 lap handicap won by a quite fantastic margin—long enough to walk across the track before the second car came in. We saw some fine Lagondas both in the Concours and Racing. Really, Schofield's V12 is most breathtaking. Golding has carried out a really nice restoration of his 2 litre, didn't win a mention but is sure to do next year. We also saw a 2 litre overhaul—sorry sir the name escapes me—in the paddock.

The Border rally was attended by a fine assortment of Lagondas, although Macdonald himself came in a most curious grey car, try as we could we could not see Lagonda on the car anywhere, still, as this time the Border Rally was held in Scotland, a Scottish Member managed to win. Modesty forbids that we should say by who but it was won by a 16/80 ably navigated by George Donne.

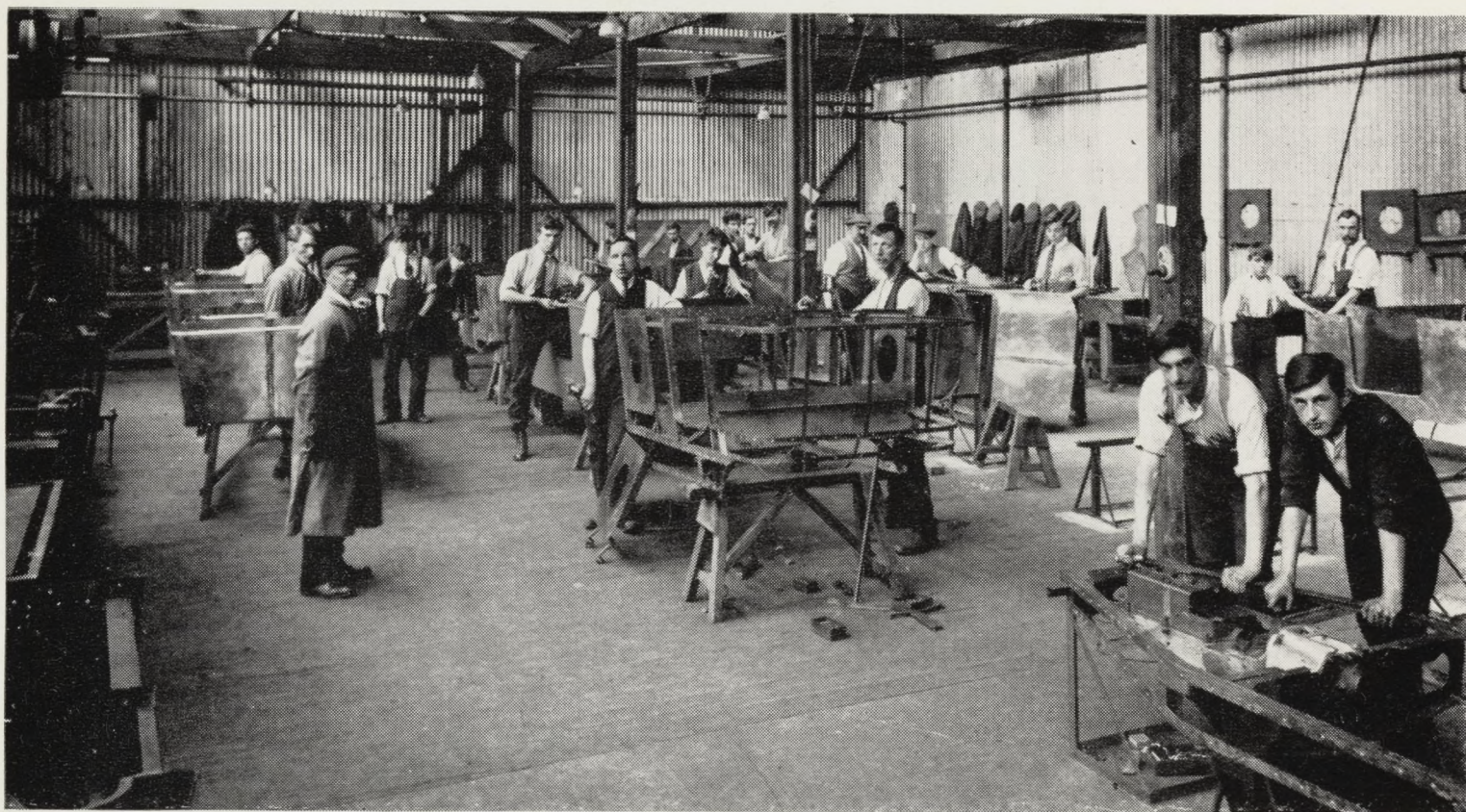
MAY YOUR AXLE NEVER JUDDER

LETTERS TO THE EDITOR

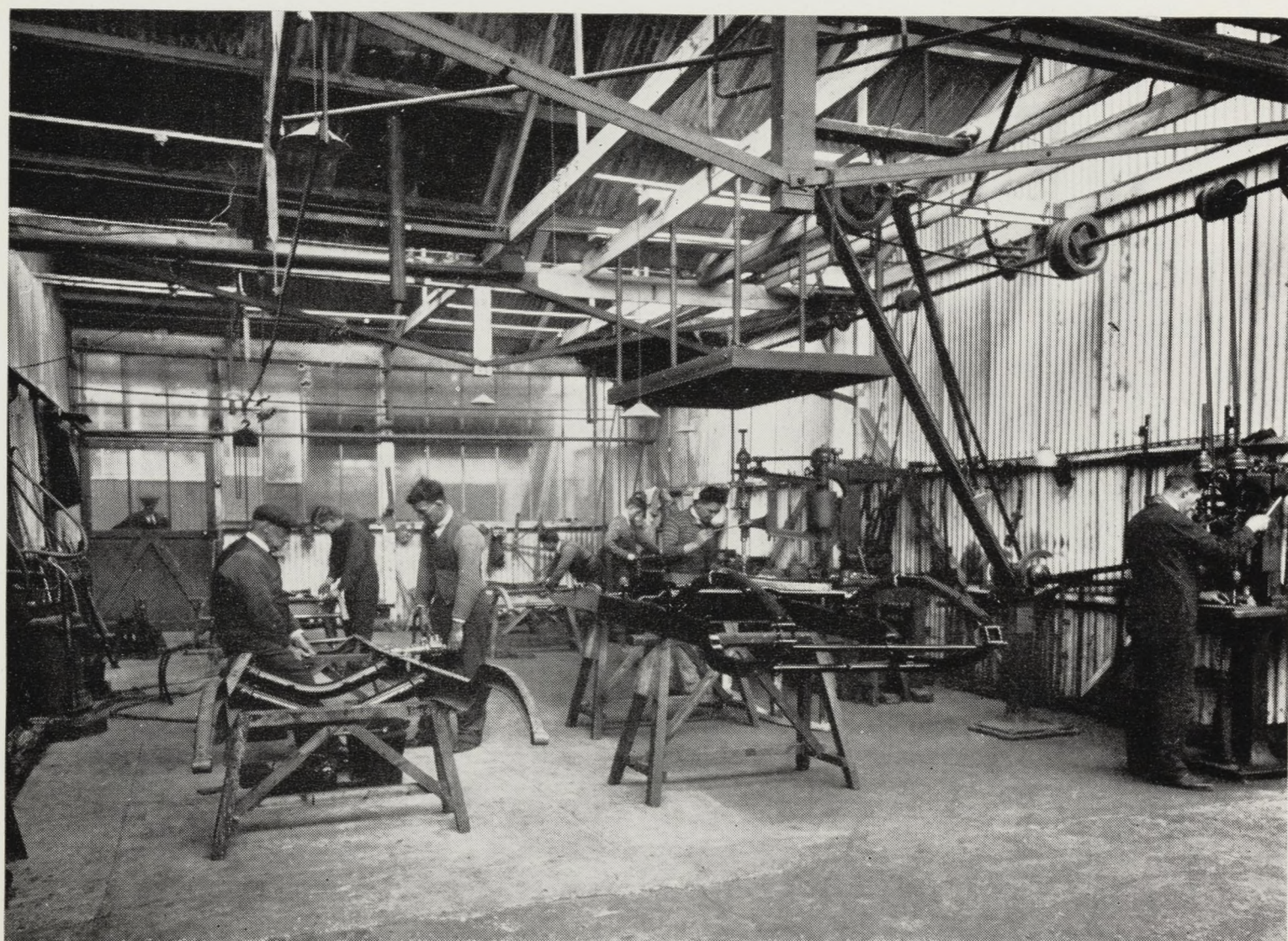
More Lagonda History

Dear Sir—

I have found two old photos of a Lagonda workshop chassis and body department and reading your summer 1968 journal Mr. M. Wilby has asked for more. I have pleasure in sending them along to you together with a few remarks on the procedure of manufacture. The first photo is the assembly of the 12.24 type chassis and body taken in 1922/23. The first stage four lengths of $1\frac{1}{2}$ in. angle cut to length with just one bend to be made, this was achieved by heating up the frame on an open gas forge, and bending round on old flywheel bolted to 3 in. thick solid iron table (see on the left of the picture) a sheet metal template being used to give correct shape. The front member was bolted on the same table and bent over cold by the blacksmith and his mate. Also the centre member was treated the same way. The frame now rivetted together with $\frac{5}{16}$ and $\frac{1}{4}$ in. round head rivets. The two members were bolted to a dummy engine and gearbox and then lined up in the frame; the chassis drilled with a hand drill driven by compressed air and then rivetted in position. The body framework commenced with 6 ft. by 4 ft. 18 gauge sheet steel and cut up on the guillotine, the sections then bent up on a hand folder. The drilling of the various sections was completed on a power drilling machine and prefabricated jigs made by the frame fitters. Hanging on the wall you will notice some of the jigs that were clamped to the chassis to get the correct position to rivet the sections to maintain the right clearance for the doors which were also made on a jig. The panels were of lead coated sheet steel and we had an adjustable roller for making the correct radius required to fit the frame. Copper rivets were used for fixing the panels and the rivet heads soldered and scraped flush. Then the final undercoat of paint brushed on by hand and remained in that stage until the engine and back axle assembly. The car then finished less the wings which were the last item to be fitted, is then painted to the required colour. After this stage the remaining work required had to be done very carefully to avoid damage to the painting. The road test was the next item and when completed to the



12-24 chassis and body assembly



Assembly of 2-litre chassis

satisfaction of the late Mr. B. Hammond, foreman tester, the final stage was a hand varnish finish, and I hope a satisfied customer. Writing this seems so old fashioned to modern production but it was 46 years ago, and I must quote we had a very modern tool room and it always seemed to me that their efforts were always for jigs and fixtures for the manufacture of the engine which was made at the works and made accurately by first class labour in a modern equipped machine shop. That is the reason most of the fixtures were made by the people concerned in the chassis and body section to keep production going without the help of the tool room. The other photograph shows the assembly of the 2 litre 4 cylinder chassis, date 1926 and of course, manufactured in quite a different way to the 12.24 model. Although one can see in the photo still a fair amount of hand drilling and a radial drill to get across the chassis. This chassis was finished complete and the body built on trestles in the coach building department and dropped on the chassis after the chassis had been out on a road test. The final test being a hundred miles run and everyone keeping their fingers crossed for a clean test sheet. Well I could go on and write about many happenings and the many extra items customers required which the firm never turned down, from a hand made silver plated cigarette case to an open exhaust with a concealed push button under the carpet—one of many jobs I enjoyed making.

I would like to tell you a little story when building Show Cars.

We were busy working on Show cars for the Olympia and after a struggle managed to get three cars away, which left one Tourer 3 litre model to go, and looked a very doubtful starter. The management were having a bet between themselves whether the car would go in time. Well, everybody that had a job to do crowded on to it. About 20 of us with arms and legs everywhere, underneath and on top, wheels going on, trimmers with carpets waiting to dive in, car polishers rubbing off finger marks—in fact all friendship ceased and it was every man for himself. Pickford's trailer arrived to take the car away. The driver insisted that he had to be away by 8 p.m. to enable him to be in the Olympia before 10 p.m. as the trade show was on the next day. The manager shouted out "time is up, everybody off". The car was loaded on the trailer and some stayed on working while the trailer moved to the main road, then they jumped off. Well, two or three went to the Olympia the next morning before the show opened to check and

finish off anything they could find. The reason for telling this little story was the biggest surprise to know the car had 1st prize for bodywork and the cup was later placed in the works police office for us to see. Sorry I cannot remember the year this happened.

W. F. WISE

Egham, Surrey.

News from U.S.A.

Dear Sir—I want you to know how much I am enjoying the Lagonda magazine and the squib by Flashbulb. They are quite superior.

Also the challenge of doing over my LG45, which is about 20 per cent. done. I'm only sorry that it means that one of the machines which you all prize so highly happens to have ended up in my garage in the U.S. Perhaps if I do an acceptable job it will want to go home!

HORACE ABBOTT

Connecticut, U.S.A.

Further News from India (to Harry Gostling)

Dear Sir—I am pleased to know that you have appreciated my hard work, trying to bring back the original style of open tourer body from 2 seater, which was altered by my predecessor in 1942 by French Motor Car Co., Calcutta. This particular 2-litre bird came to Burnpur in 1940, owned by Peter Grey, one of the boys in our Works. Since 1944 I owned this 2-litre Lagonda from junior Freeland's she changed hands at that time. When I took it over she was a complete wreck. I bought this car a scrap, paying Rs.1100/- only in 1944. The engine was completely done up by a local garage under my personal supervision, when engine stripped I found 20 thou. oversize piston with dome head, high compression piston fitted. I tried for the original high compression piston next oversize, I failed, then I decided to use sleeve and use the old set of pistons, grind them from 20 oversize to standard size. The Howrah Motors, Calcutta have done this job for me. After the engine done up for the first time under my own supervision, she gave me absolutely trouble-free service for 17 long years. Over this period she had done minimum mileage of 300,000 miles. The short history of my car given in in an earlier magazine.

I can quite recollect from my memory, during the second World War 1942 some Anti-Aircraft Guns were set up in Calcutta and her suburb. It is a pity we have not known each other as Lagonda Fans. Though in 1942 I did not own this 2-litre Lagonda the same car it in Burnpur since 1940.

bumper is not an original fitting for any Lagonda. From Burdwan to Burnpur is only 65 miles by road. My home town is Calcutta. I am working since 1938 as a Maintenance Engineer in the Indian Iron & Steel Co. Ltd., Burnpur. I can remember that in 1942 the Japs dropped some bombs near the Dock area in Calcutta.

You have appreciate my tyre condition. They are 5.25/21. These tyres are no more manufactured by Dunlop in our Country, since 1952. I had to get them through Dunlop from U.K., they are very expensive.

I know our Club has got a wonderful spares collection and Mr. Ivan Forshaw, as a Spare Registrar and Technical Adviser is an asset to our Club. I had in the past approached Mr. Forshaw for help and advice but for me to get any spares from our Club is next to impossible for want of Import licence and foreign exchange. I was nearly forced to resign from our Club for want of few pounds. At the end one of my friends Mr. Norton, out of pity gave me £5 Travellers' cheque which I have sent to Mrs. May on the 17th December 1966 to enable me to continue as Club member till 1970.

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/- each |
| 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 | 15/6 " |
| LG.45 Wiring Diagrams | 2/6 " |

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 | 37/6 " |
| 1930 2-litre and 3-litre (one book) | 47/6 " |
| 1932 2-litre and 3-litre (one book) | 40/- " |
| 1932/33 16/80 Special Six | 16/- " |
| 1934 16/80, 3-litre and M.45 4½-litre (one book) | 35/- " |
| 1936/37 Rapier | 18/6 " |
| 1937 LG.45 4½-litre | 45/- " |
| 1939 LG.6 and V-12 (one book) | 60/- " |

In the past I had one or two major breakdowns in my car and twice sheared my back shaft. I had to make those shafts from Ni. Cr. Steel in our Works. Once my Crown and Tail pinion broke, luckily from second hand market in Calcutta called Mallick Bazaar I managed to get one 3-litre Lagonda's complete Differential Housing with Crown and Tail pinion and two back shafts plus two reams complete with hub and knock-off nuts for Rs.450/-. That particular 3-litre Lagonda belonged to A. K. Sarkar & Co. Calcutta. During war time that particular Lagonda was used as a lorry by that Company. I happened to visit that Company during 1943-44 and I pleaded them not to abuse a good make car like this. Then later on I came to know that 3-litre Lagonda was completely smashed by a military lorry, eventually the whole car came to Mallick bazaar, and sold as scrap bit by bit, where I bought the complete differential housing. That was the time when I was looking for crown and tail pinion. I had a failure in the magneto drive pinion. I made them in our works and found that silent pinions do not last more than 3/4 months, then with a very careful study I found drive helical pinion slightly worn out, then I manufactured the pair. Since then, touch wood, I had no trouble.

Once I noticed my water pump body completely eaten up, I had to make a wooden pattern and cast a pump body with aluminium alloy. The spline shaft for the clutch assembly—I had to make them in our works and changed as I found loose in the spline. Since 1944 till now twice I have changed the king pins and bushes. Those also manufactured in our works. The circumstances made me self-supporting. I know for certain that being only overseas member with lot of import and foreign exchange restriction imposed in our Country, it is impossible for me to get any spares from our Club or from U.K. Still with all these difficulties I am prepared to say whoever seen my Lagonda, had to admit that its one of the most well maintained and oldest cars in the district, irrespective of my own countrymen or foreigners. I am really proud of my 2-litre Lagonda. You being owner of several 2-litres, I am sure you will understand my feelings.

I like to maintain my 2-litre Lagonda to original design and style and that gave me the inspiration to rebuild the bodywork from 2-seater to open 4-seater tourer body. The only thing I deviated from the original design is the 4 friction type shock absorbers, changed to telescopic bottle type shock absorbers for better riding. The front

This bumper has been fitted by my predecessor, may belong to an American car. I left it as it is, thinking for a well guarded front.

The dash instrument panel is original and is in working condition except the speedometer and revolution meter. For a long time I was thinking to ask Mr. Forshaw to send me these two reconditioned meters, from our Club spares, but how to pay the cost? This import and foreign exchange problem have crippled me completely.

The unfortunate overseas member like me has to be satisfied only with the Club Magazine and News Bulletin. Sometimes some kind club executive like you, if he cares to write, we can exchange our views and for that also you have to pardon me for taking such a long time to reply your kind letter. Being a maintenance engineer for the Steel Works, I am always hard up for time.

Besides my vintage car hobby I have another hobby, that is big game hunting. You have some experience of our vast country and her enormous wealth of forest and her wild life. You will be pleased to know this year on the 9th March I have shot a wild rogue elephant from Tripura, in the border of Assam. This particular rogue has killed several tribal people of that area. Every year religiously I spend one month in the forest for big game hunting.

You have given my name and address to another Club member. Please request him on my behalf to write to me to exchange our personal difficulties to solve the different problems in different situations in some major failure of Lagonda.

You will be pleased to know on the 25th February, '68 the first Vintage Car Rally organised by the 'Statesman' was held in Calcutta and I joined the Rally with my 2-litre Lagonda. The panel of judges have very much appreciated my Lagonda. The engine performance, the upkeep and the originalities of my Lagonda have drawn the maximum attention by the panel of judges and the spectators and the photographers. Eighty-four cars joined the Rally. A 1910 Delawnay Belleville won the 'Statesman Award' for the oldest car completing the course. Amongst the classic cars, plenty of Rolls Royces, two Bentleys and only one Lagonda, that is mine. I was asked by the different judges many a time the actual year of manufacture of my Lagonda. I can only give the year of manufacture may be 1929 and registered in 1930.

H. BANERJEE
West Bengal, India.

Mr. Chasemore looks back.

Dear Sir—Thank you once again for sending me "The Lagonda". Having completely forgotten that I had sent you two articles it came as a bit of a shock to find myself featured again. Also it had not occurred to me that my letter would be printed. As I am obviously dealing with somebody whose policy is to "publish and be damned" I had better watch it when committing myself to paper—as from now.

I would like to thank Mr. Wilby for his kind remarks and also confirm that his guess about the Rapier that was smuggled out of the works via the back wall being the Eccles car is correct. And he certainly puts his finger on a tender spot when he questions whether the old days were quite so light-hearted as they appear to me now. I am afraid that one could just not afford to be light-hearted then.

As a matter of fact, most of those days were rather grim. The sight of out-of-work men sitting on the grass on the other side of the Causeway, hopefully waiting for somebody to appear at the West Gate to signal that a couple of hands were wanted, was not very conducive to a cheery atmosphere. It also served as a constant reminder to those lucky enough to be inside that they had better not fall down on the job—there were plenty more in the queue outside.

That being said, it must not detract in any way from the fact that the men and women who built the cars were fully aware that they were involved in something that was intended to be among the best of its kind—so much so that they were probably its severest critics, especially when, in their opinion, the particular bit upon which they were engaged could be better made. It must also be borne in mind that the majority of them were highly skilled and knew what they were talking about. They belonged to a different world altogether from that of mass production, that world where most jobs are so broken down that they are more likely to require a mere six weeks of training instead of six years—and the end product is so far away that it is hard for the individual to feel any interest in it. So perhaps it is unfair to compare the products of the two different systems.

But while we were all building something to last for years, I doubt if any of us expected to see our cars about thirty years later, and even less, as in the case of the Schofield Le Mans V12, being built all over again!

F. E. CHASEMORE,
Egham, 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 Carolina, 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 diminished over the last few years and prices have increased considerably, we can still assist Lagonda owners with the majority of parts required for re-building and servicing the numerous pre-war Lagonda Models.

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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