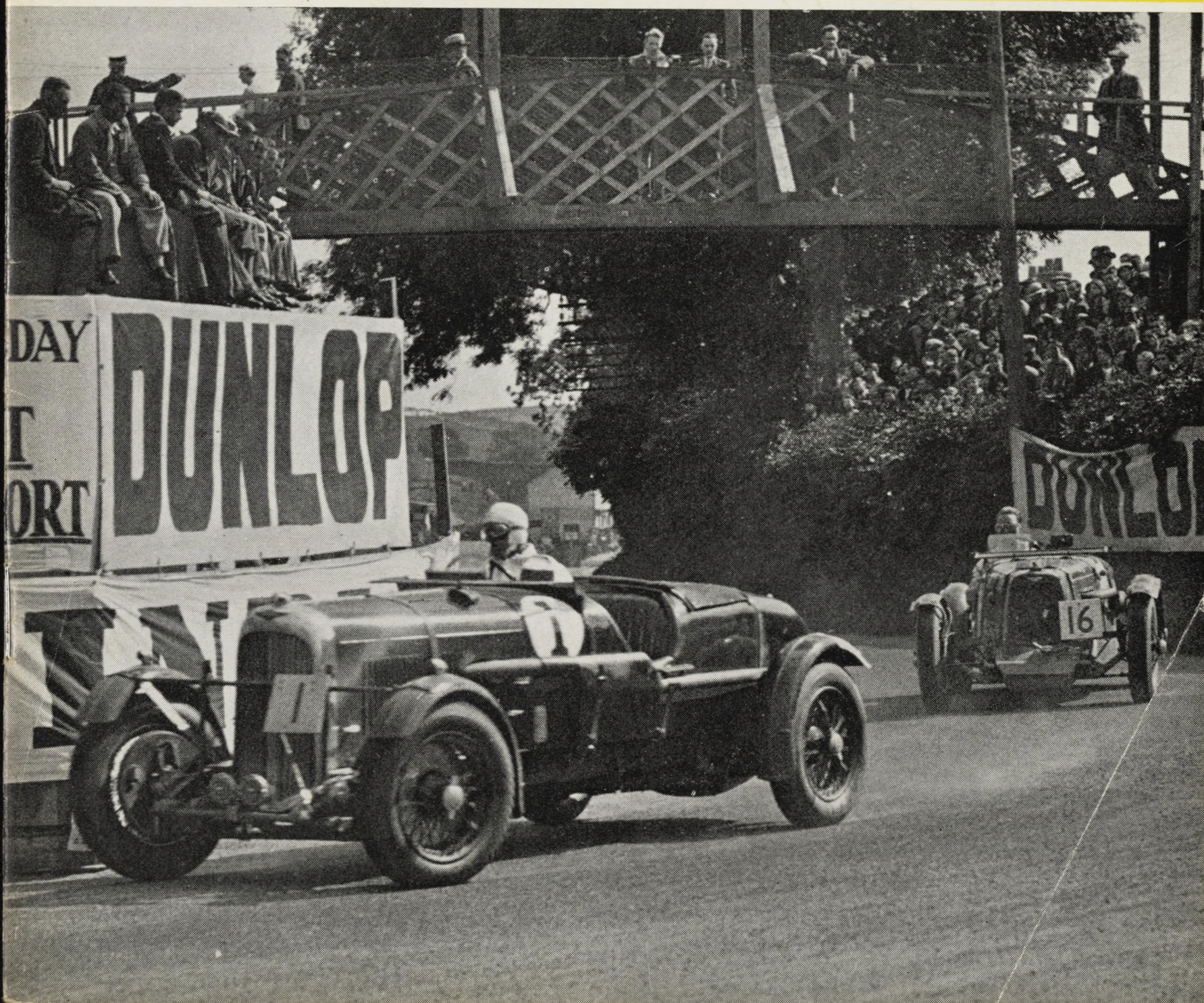




THE MAGAZINE OF THE LAGONDA CLUB

Number 76 Spring 1972





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

FRONT COVER: John Hindmarsh bringing the M.45R into 7th place in the 1935 T.T. Race at Ards. *Photo: The Motor.*

HERE AND THERE . . .

ASTON MARTIN LAGONDA LTD. change hands. After many months of rumour on its future, the Company has been sold by the David Brown Corporation to Company Developments Ltd., Investment bankers of Solihull. Mr. William Willson, the new Chairman of Aston Martin Lagonda, has stated that production of the DBS and DBS.V8 will continue at Newport Pagnell together with the existing servicing facilities. Sir David Brown is to be President of the new Company. We are glad to see that the Company has remained in British hands and wish it all success under its new ownership. Who knows but perhaps the name Lagonda will reappear at some future date?

* * * *

B.B.C. RECORDS have recently issued a disc on the R.A.C. Brighton Run. Included on the record are sounds of various cars, comments from their owners and drivers and a running commentary of the cars on the open road. The record is priced at £1.49 and should be ordered direct from B.B.C. Radio and T.V. Enterprises at Yalding House, 156 Great Portland Street, London W1N 6AJ.

* * * *

We are sorry to hear that CHARLES LONG has been seriously ill in hospital. We all send him our best wishes for a speedy recovery and return to good health.

* * * *

Keep an eye open in the Newsletter for details of the Lagonda/B.D.C. Driving Tests at Finmere, Bucks., on Sunday 23rd July. Also the Lagonda Race in the B.D.C. meeting at Silverstone on the 26th August. Entries for both events are required urgently.

We were glad to welcome back to the U.K. in recent weeks a sunburnt JEFF ODY, your travelling Committee Member, after an extended business stay in sub tropical Rio de Janeiro. ("All right for some", says James Crocker). He kept in touch while he was away and a letter posted before his return appears in this issue. Who said the post was slow in this country? After all that lolling about on the Rio beaches Jeff is keen to start chasing up all those reluctant contributors to the Magazine.

* * * *

The Mike Wilby Memorial Appeal

I am pleased to report on behalf of your Committee that we have had a really excellent response from you all in answer to our appeal. Sufficient moneys have been subscribed which has made it possible to negotiate the production of the "History of Lagonda" with a publisher. The money will be used to go towards taking up from the publisher a guaranteed number of copies of the book. These will be made available to Club members at a special pre-publication price.

The writing of the book has been entrusted to Arnold Davey and Tony May, who have between them, collected over the years a wealth of historical data and photographs in the course of their Club activities. The writing of the book has been in hand now for several months and it is hoped it will appear in 1973.

This long desired ambition has only been possible by the generous response from you all and reflects the high esteem everyone had for Mike.

JON ABSON

Have you carried out an interesting rebuild during the winter . . . taken your Lagonda on an interesting journey . . . done anything interesting with an uninteresting Lagonda . . . ?

Write about it now to the Editor before you forget.



James Crocker's new Special was rather slow in the reversal test

COMPETITION NOTES

WITH THE END OF THE 1971 COMPETITION YEAR James Woollard retired and the writer, who acted as his assistant during the last year, now takes over the post.

Perhaps some members may wonder just how one becomes Competition Secretary. . . . One warm sunny Sunday morning in early Spring last year the telephone rings. The cordial voice of Jon Abson greets me with an invitation to join James Woollard and himself for lunch on the following Sunday. I naturally agreed. (Mistake No. 1—Editor).

As I motored through the East Anglian countryside on the fateful day, I was still not sure what my lunch date held in store. I reflected back on Jon's telephone conversation and the suggestion that I might like to join the Committee (fame at last!) with a view to helping James with the season's events.

After a splendid lunch at which all the facts had been explained the proposition looked very interesting. But why James Woollard was of the opinion that because of a slight increase of pressure of work and the time he needed to restore his pre-vintage house, he could not manage to run the Competitions alone I failed to understand. Until now! So there it was, all signed and sealed thanks to your Chairman's diplomacy.

It is when one has held the post for a year that the full implications are realised and without doubt the Club is indebted to James for all the hard work he put in as Competition Secretary over the years.

During the past few months I must admit to being guilty of not replying to all my correspondence due to various circumstances. Events have now improved the situation and with the new competition season now beginning you can rely on me to do all that is in my power to make it one of the most successful yet. The rest is up to you!

In the belief that my present competition

mailing list must have become outdated I would ask all intending competitors for events this year to either telephone or write to me. A postcard will do—it does not take a minute. During recent years some eighty members were circularised regularly with competition details. On average this produced twelve replies. Clearly time and money is being spent needlessly in writing to members who are no longer interested in taking part in events. So in fact only the “regulars” will be automatically mailed and it is up to any others who are interested to let me know as soon as possible.

Details of this season's fixtures appear at the end of these notes and you will see that it is a fairly full programme. Slightly more emphasis has been given to social events in the belief that these are growing in popularity. Do please give them all the support you can as certain members have spent a great deal of personal time and trouble with their organisation. Remember that competition licences are needed for many of these events, particularly Finmere.

If you are unable to take part then why not lend a valuable hand by acting as a marshal. Bob Davy the Club's chief marshal is always in need of able-bodied helpers. Please let him know in plenty of time. Bob's address is: St. David's, Crawley Drive, Camberley, Surrey.

Amongst some of the summer events to which the Club has been invited is the Huntsman Cavalcade of Motoring organised by the Yeovil Car Club, to be held on 16th July, it will consist of a concours d'elegance plus a series of optional driving tests in the grounds of Sherborne Castle, Sherborne, Dorset. There will be classes for all our cars including the David Brown cars with very good awards. Details will follow in the Newsletter.

Finally, may I thank all those that have helped and supported me during the past year but please let us see some new faces taking part this season.

A. P. LOE

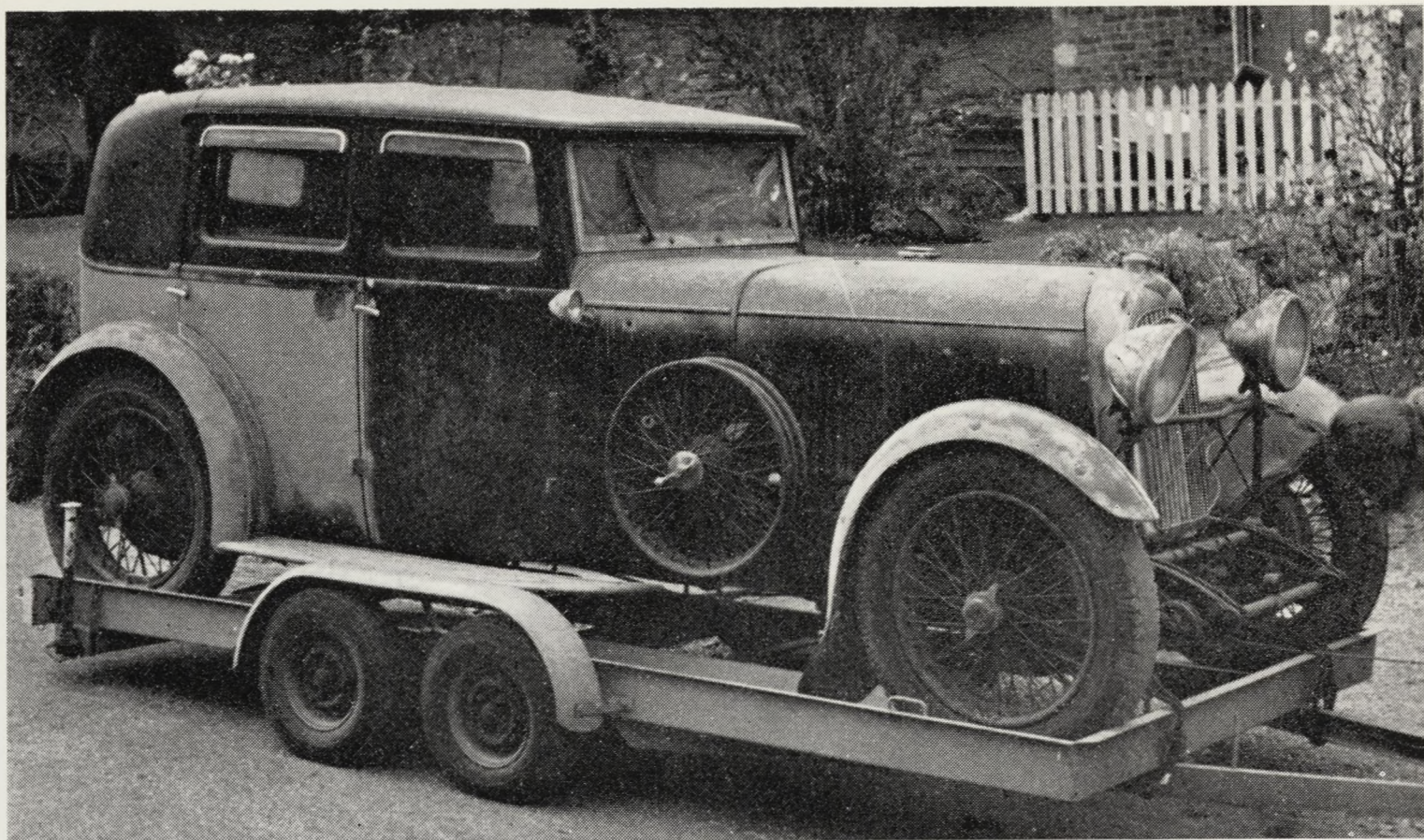
**Congratulations to Gill
and Jeff Ody on the birth
of a daughter, Nancy
Georgina, on March 31st.**

Report from West London

AS SPRING ARRIVES I FIND, AS ALWAYS, THAT ALL the jobs which were put off until the winter have not been done; it was too wet, too cold, too windy or I was too damn lazy. This report was included in the above till I received a sharp little note from the Editor—so here I go.

Cars and people always seem to be on the move and we have just lost another of our stalwarts and ex-committee member; Ron Kerridge has departed to the West Country with 'Diddums', a double loss. The car as most people know was a shortened-chassis, supercharged Rapier, a very swift morsel of Motor Car. His 2-litre (ex Len Buck) stays in the area. FMO 177, Mike Gaber's old 2-litre is now in the hands of John Walker, a newcomer to our group and is being rebuilt. John also has a supercharged 2-litre in his stable. Another very welcome addition to our meetings at the Anglers has been 'GY 4376'—a splendid 2-litre Saloon together with its owner Jack Smith. The car is green and always turns out for the AGM. Chris Mann and John Guyatt also come down to visit us from the more northerly parts of London. Chris has an LG.45 which I have yet to see, John has the ex-Ron Newman 3-litre Tourer, he also has another interesting vehicle in the shape of a supercharged Talbot, this I would like to see. At the time of writing we are still waiting to see Bruce Balcombe who has found another 2-litre and rejoined the Club. Last but not least there has been the arrival of BPK 203 brought down from the North by Robbie Hewitt. There is no need for me to expand on this car as 'Jenks' has done this in the March copy of *Motor Sport*. I first met it many years ago on one of the Northern Driving Test Meetings and was most interested until I found out what it was worth even in those far off days. Those with memories which go back 15 years will remember Doug Price with the 3-litre Tourer and the pub called the Sadlers Arms at New Yat near Witney; Doug has now returned to live in this country after 15 years in the Police in Africa with the Queens Police Medal. Congratulations sir.

Some time ago I sent out an SOS for a 16.80 radiator, such is the power of the magazine that I located one when at Oulton Park last June.



P. Hawthorne's 2-litre Continental saloon rescued from the scrap heap and now undergoing restoration

Here is another request for information, does anyone know of a supply of Bendix starter springs for the 2-litre? My spies tell me that the supply of rims for our wheels has run out so if you have any spares hang on to them. Several of us have been studying catalogues in the hope of finding a replacement for the aluminium strips on the early running boards—has anyone been successful in this one?

On a personal note my very had worked 2-litre Continental 'YY 1778' is now back on the road after a seven year refit; some day I will write the story of the nit who fell into all the traps and where there were none he invented his own. I thus ended up with two similar cars taxed and on the road and it was not long before I realised that this was just not on; so the black and white car has passed to a new and I hope appreciative owner. Looking around for a second car for general duties I found that the only other vehicle which could cope with my long legs was the Lagonda DB 3-litre Drophead but to my surprise they are thin on the ground, anyway I eventually found one. There is already one of this model in the area and someone else also looking for one, it could be that it is at last getting appreciated. I at any rate have realised its size, driven into my

garage it is impossible to open the doors; the good lines disguise the bulk.

When on the way to inspect the Drophead with Barbara and Gordon Withers we spotted a familiar radiator peering out from under a tarpaulin; anything Lagonda does not wait for an introduction so in we barged to a yard. The car turned out to be a special bodied LG.6 and not in the Club; we eventually located the owner who was very tanned in what I can only describe as an aquarium, a wonderfully warm building full of water tanks containing tropical fish—the like of which none of us had seen before. The tan had been gained in the Pacific of course. Thinking around this very pleasant episode I ruminated on the various ways in which our members earn the odd crust of bread; we cover just about everything such as: accountant, actuary, army type, banker, chemist, civil servant, engineer, garage owner, gentleman of leisure, manufacturer, mechanic, pattern maker, police, publican, RAF type, solicitor, stockbroker, teacher, traveller, you mention it we have got one. It does mean too that you are very unlikely to meet anyone talking your own particular brand of 'shop'.

HARRY GOSTLING

Hull and East Riding Members' Notes

IN CASE SOMEONE FROM ANOTHER AREA IS COMING to Yorkshire on business or even on pleasure we would remind him that our pub meet continues on the last Tuesday at the Duke of York, Skirlaugh, near Hull and Beverley. We'd be pleased to give a welcome to you.

Once again we thank John Broadbank for organizing a Christmas Dinner and only regret it had to be fitted in at such short notice that the publicity did not have time to get into top gear and he was unable to contact everyone whom he wished to invite. Apologies. Within fifty yards of the function one of the party noticed a recent Aston Martin drophead motionless at a fork in the deserted streets. It was Ted and Eleanor Townsley undecided which way to go having come over from Leeds. Another ten yards and they would have seen the place. The Townsleys entertain Northern, indeed any, members so regularly and generously at their own socials that on this occasion it was a real pleasure to have them at our table.

Any work on Lagondas in this area pales insignificantly in the light of the activities recently reported round Manchester. We feel so surpassed that we say no more except to record our thanks to Henry Coates for his assistance and ever-available sound advice, and his unearthing of vital items—such as the odd sump—from his dwindling stock of private spares.

The Northern Secretary realizes how far we have to travel to most events so thoughtfully arranges the Annual Dinner at Monk Fryston and the Northern Driving Tests at Sandtoft. We acknowledge his consideration for us.

Member Ian North, disappointed at two postponements of the November Handicap, decided to keep his hand in navigationwise by crewing in the Snowman Rally, coming a very creditable 40th out of 55 finishers, 96 starters. He was up against some well-known international crews right across Scotland, but being a dicey "tyre-squealing, seven spotlights, forest track affair" he was not in a Lagonda of course. He has also

had his special team of marshals out in the forests again. His arrangements are ideal. Raise the van door to the fixed horizontal position, attach the side shelters, illuminate with two floodlights, run from special batteries by courtesy of John Spencer, and all is dry, comfortable (chair-beds in the back), clean, and conspicuous when necessary. Recently an unknown spectator walked up in the middle of the night.

"I've never seen a marshal's post like this before", he said as we sipped our mugs of steaming soup before the first car was due.

"How did you know we were here?", asked a voice, "was it the lights, or the smell?"

"Neither", came the reply, "it was the sound, the laughing".

We wonder how many enjoy their club membership as much as we enjoy ours.

By the time you read this they will have been out again, on the Seven Dales Rally. It's not that they forsake their Lagondas by choice during the winter. It is just that there are no suitable events. Apart from the VSCC Measham, in which Ian entered his car, an Aprilia this time, but opting to practice his navigating, gave John Spencer the driving. John was also able to practice his auto-electrical wizardry just before the start on a noted Ranalah Rapier. Admitting that otherwise he would not have risked starting, Tony Wood set off to practice his fog-and-ice driving. Unfortunately he did not finish, but this was nothing to do with the electrics; John and Ian did complete the course. And both cars got a *Motor Sport* mention.

No doubt one or two members would recognize a third Lagonda in that corner of the Paddock depicted on the cover of the last magazine. It is "The Angel" the rare but genuine M.45T of vast proportions belonging to John Beardow.

Transport Cafe

Lagonda driver—panting at the counter because the last man in has to pay, and wearing pre-war flying helmet for winter protection of the ears—"Two cups of tea right away and then start cooking sweetheart. A plate of everything for me and a double fried egg for my navigator".

Motherly assistant—"Cor, what you come in, 'ellicopter?"

"HERMES"

Hints on the management of Lagonda cars 1913—1915

Warning

Do not on any account, should water leak from the joint between the water dome and the top of cylinder casting, attempt to stop this by tightening down the studs marked "2" on the water dome as this will not stop the leak, and owing to the enormous leverage which it is possible to obtain on these unwittingly, it is likely to strain and crack the water jacket of cylinders No. 1 and 4, into the heads of which these studs screw.

To obviate the trouble, remove the water dome and fit a new rubber or other elastic joint. This will at once end the trouble.

After this warning the Company will not hold themselves responsible under the terms of their guarantee, for any damage arising from the above cause.

This reprint from one of the very early Lagonda handbooks is of great interest. Our thanks go to Mr. F. E. Chasemore, an "Old Lag." for this contribution.

Hints on the running and upkeep of Lagonda cars

This booklet has been compiled with the object of giving purchasers and drivers of Lagonda Cars valuable hints on the management and care of these cars.

I. Engine

This is constructed on the four cycle principle. It has mechanical inlet and exhaust valves. The inlet valves are placed above the exhaust valves and are operated through long tappet rods and rocker arms mounted on double cone ball bearings. Adjusting and lock nuts are provided on each inlet valve. The valves are operated by a camshaft and closed by suitable springs. It is

occasionally necessary to grind in the valves, for which a screwdriver, clean cloth and a specially prepared mixture of fine emery and paraffin oil are required. The valves are removed from their seatings and cleaned; the edges of the valve heads are smeared with the mixture of emery and paraffin and again placed in their seatings. The edge of the screwdriver is now inserted in the slot on the top of the valve, which is then turned to and fro until the frictional surfaces are quite smooth and level. After grinding in, the valves and valve seating should be well cleaned with paraffin and then dried.

The carburetter serves to vaporise the petrol flowing to the engine and to mix it with air. It consists of the carburetter itself, air and float chambers. The air chamber contains a bellows, into the lower end of which is fitted a tapered needle valve which regulates the mixture automatically by suction according to the speed of the engine. Adjustment is obtained as follows—Unscrew the two brass wing nuts on the air chamber and remove same. At the end of the bellow spindle, is fitted a metal plunger with a small grub screw which is used to secure the needle, slacken off screw and insert needle a little further into plunger to obtain a richer mixture, and withdraw for a weaker mixture, then tighten the grub screw and replace chamber. Care being taken to have the joint of same free from dirt.

To obtain correct carburation the induction pipe and joints must be free from air leaks, on no account should the jet be tampered with. In making adjustments the needle should be moved about 1/16th of an inch at a time.

The throttle is controlled by a foot accelerator pedal and also by a hand lever which is placed on the dashboard, the latter is merely for setting the engine at its minimum running speed.

II. Cooling (Thermo-Syphon System)

(1)—RADIATOR. The Radiator is placed in front of the chassis and serves to cool the water in the tank jacket of the cylinders heated by the combustion of the explosive mixture. It is also used as a water-tank. It is filled from the orifice at the top, which is closed by means of a screw cap. The water must be clean and as free from lime as possible, otherwise the small cooling pipes become obstructed after a time and cause defective circulation of the water.

(2)—FAN. The Fan is placed directly behind the

radiator and is driven by a spring steel fan belt, which automatically keeps itself at the right tension.

III. Ignition

A high tension magneto is fitted with variable timing which is controlled by a small lever set on the dashboard. The platinum points on the make and break contact should be cleaned occasionally, and the fibre roller must work quite freely. The distributor should be kept free from oil and dirt.

IV. Lubrication

For the lubrication of the engine, any pure mineral oil of medium weight may be used.

Remove the brass plug "13" on the chain case and fill sump to the required level. This can be ascertained by removing the brass plug "23" in the oil well on near side of the sump. The flow of oil to the troughs beneath the big ends, and to the main bearings and timing chain is regulated to the number of revolutions of the engine, the oil pump being driven off the camshaft by a small worm and worm-wheel thereon.

OTHER LUBRICATED PARTS—The magneto requires lubricating with oil every 1,000 miles through the hole provided for this purpose, which is closed by a cap. The following parts should be lubricated **DAILY** with an oil can:

The fan bearing, through the hole "7" provided for this purpose.

Magneto driving shaft through lubricator "42".

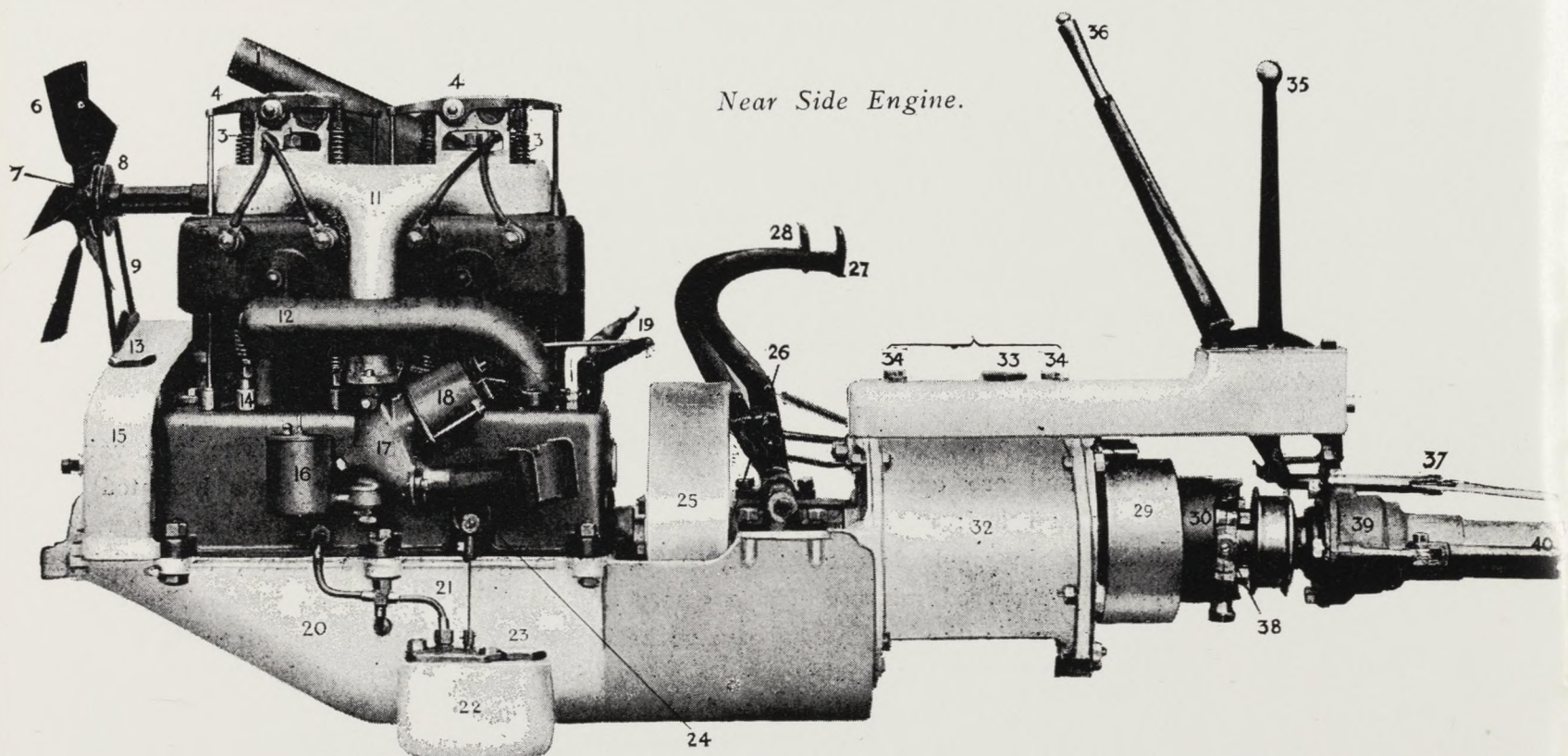
Pump lubricator "24".

V. Clutch

The leather to metal cone clutch gives a very smooth drive. Should the clutch be inclined to be fierce at any time, it should be dressed with Castor or Collan oil.

The clutch rollers and clutch spigot bearing "26" should be lubricated daily through the hole provided for same.

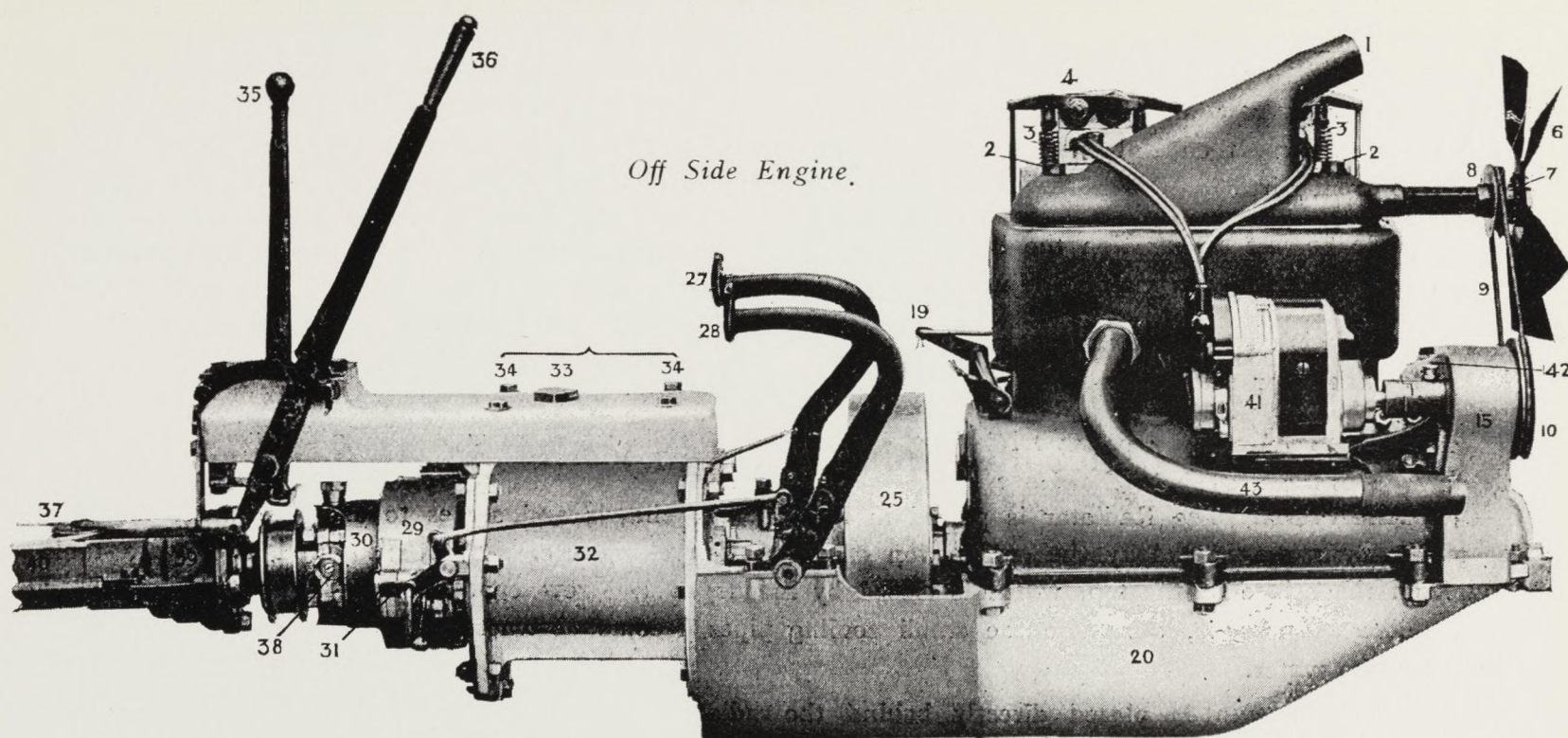
To dismantle the clutch, remove the grub screw in declutching collar and unscrew same until free. When the collar is removed it uncovers another grub screw, this also must be taken out and the square shaft pushed into the gear box,



1. Water dome.
2. Studs for securing water dome.
3. Inlet valves.
4. Overhead rockers and tappet rods.
5. Sparking plugs.
6. Fan.
7. Oil hole for lubricating fan bearing.
8. Fan pulley.

9. Spring fan belt.
10. Driving pulley for fan.
11. Inlet pipe.
12. Exhaust pipe.
13. Brass plug through which engine sump is filled with lubricating oil.
14. Exhaust valves.
15. Timing chain case.

16. Carburetter float chamber.
17. Carburetter mixing chamber.
18. Carburetter automatic air chamber.
19. Throttle and ignition control.
20. Engine sump.
21. Oil pump and lead.
22. Oil pump well.



- | | | |
|--|--|--|
| 23. Brass plug for ascertaining level of oil in engine sump. | 30. Foot brake drum. | 38. Universal joint showing grub screw through which to oil universal joint. |
| 24. Pump lubricator. | 31. Nut for adjustment foot brake. | 39. End of torque tube casing and housing for Hoffman Double Thrust ball bearings. |
| 25. Fly wheel containing leather cone clutch. | 32. Gear box. | 40. Tie rods. |
| 26. Clutch spigot and spigot bearing. | 33. Brass plug through which gear box is filled. | 41. Magneto. |
| 27. Clutch pedal. | 34. Studs for securing top of gear box. | 42. Lubricator to magneto driving shaft. |
| 28. Foot brake pedal. | 35. Change speed lever. | 43. Water inlet pipe. |
| 29. Foot brake band. | 36. Hand brake lever. | |
| | 37. Hand brake compensator and cable. | |

then take out the six bolts which secure the cylinders to crankcase and three bolts on the timing chain case. The top half of engine is now free, and should be lifted forward until there is sufficient room to withdraw the clutch. Before this can be done, take off the two nuts on the clutch spring case, and the clutch is now quite free to remove. When replacing parts, care must be taken to adjust the declutching collar so as to give sufficient clearance for the clutch rollers to revolve freely.

VI. Change Speed Gear

The gear box must always contain a sufficient quantity of oil and grease, so that the teeth of all the lay shaft pinions run in the mixture.

VII. Cardan Joint

The universal joint forms the flexible coupling between the transmission and the propeller shaft. It should be lubricated **DAILY** by means of removing the grub screw "38" and inserting oil with an oil can.

VIII. Steering

All steering joints should be lubricated occasionally.

IX. Rear Axle

The rear axle casting contains the rear wheel driving shafts and differential. The transmission from the cardan shaft to the differential is effected by means of a worm and worm-wheel. The differential casing should be filled with gear oil every 500 miles. Three plugs are provided on the differential case, the bottom one is for draining out the case, the centre one is the correct level for oil, the large brass plug is for filling.

N.B.—After running the first **100 miles**, remove the plugs in the differential case, clean out with paraffin and refill with gear oil.

X. Front Axle

The front wheels run on ball bearings. The hubs are filled with grease, which must be renewed at intervals of about 500 miles. The lubricators on the swivel pins and on the axle arms, should be filled with oil occasionally.

XI. Brakes

The fabric lined foot brake is of the external contracting type and works on the main shaft behind the gear box, it is provided with a nut "31" for adjustment of same. The hand brake is of the internal expanding type and works on the brake drums of the two rear wheels. Adjustment is effected by undoing one of the cable connections at the back and taking up the slack of the cable which runs round the compensating pulley "37".

XII. It is advisable to remove all oil and grease from the engine, gear box and back axle every 3,000 miles, wash out with paraffin and refill.

XIII. Springs

The front spring is of the transverse type. The rear springs are quarter elliptic; the slides for these should be oiled every 200 miles.

XIV. Petrol Tank

This is fitted in the dash and has a capacity of six gallons. When filling the tank, care must be taken to prevent dirt from entering. A funnel fitted with a filter should always be used. The filter on the petrol pipe, should be frequently taken down and cleaned.

XV. Cleaning the Body

The car should be washed with plenty of water, using a large sponge, or, when a water tap is handy, the dirt should be washed off with a hose, care being taken that the jet is not too powerful, as otherwise the varnish will be scratched if the water pressure is too great. When the dirt is all washed off the body, it should be sponged over again with water from a pail, the water being renewed as often as possible. Then carefully wipe with a leather.

XVI. Starting the Engine

Press upwards the button of the switch on the dashboard, set the throttle lever about four notches down and keep the ignition lever fairly well advanced (downwards). Take care to see that the speed lever is in the neutral position. A few turns will start the engine.

XVII. Handling the Cars

When the driver is in his seat he has everything at hand for driving his car. Directly in front of him is the steering wheel, and on the dash is set

the throttle and ignition levers, the left one controlling the mixture, the right one the ignition. At the driver's feet there are three pedals, the left one is for the clutch, the centre one for the accelerator and the right pedal for the foot-brake. On the driver's left hand are two levers, the left hand one of which—the change speed lever—actuates the three speeds forward and reverse, the right hand lever operating the hand brake. The change speed lever works in a gate, a diagram of which is given below showing the different positions of the lever. Extreme care must be taken never to put the lever into the **reverse** position (**R**) whilst the car is moving forwards.

XVIII. Driving

When the engine is started, the driver takes his seat, pushes the clutch right out with the left foot, waits a little until it is quite still, and then moves the change speed lever into the groove marked **1**. He then releases the hand brake, lets the clutch slowly in, and accelerates a little by pressing the central foot pedal with the right foot. In using the other speeds the clutch must be properly taken out each time and the throttle closed by releasing the accelerator pedal, then change speed quickly and as highly as possible, without undue haste. When the clutch is in, the car is carefully accelerated by slowly pressing the accelerator pedal. It is never advisable to let the clutch in suddenly, especially when starting, as this might be detrimental to the differential or cardan shaft.

To obtain greater speed on the level with the throttle right open, the pedal can be pressed right down. The ignition lever on the dash should always be kept fully advanced (press downwards) when running. On gradients however, when more gas, but not a higher engine speed, is required, care must be taken that the pedal is only pressed to the point of ignition advance, this later should be retarded on hills.

The brakes must never be put on suddenly excepting in cases of emergency, as this is very dangerous on greasy roads, at curves and on gradients, and is also very detrimental to the tyres. The speed of the car must therefore be regulated in such a manner that when obstacles are encountered the car can be gradually slowed down, so as not to have to apply the brakes suddenly.

To stop the engine press down the button of the switch. Care should be taken to see that the change speed lever is left in the **neutral** position.

Dinner at the Devereux

by Tony Wood

THIS YEAR THE CLUB'S ANNUAL DINNER WAS HELD in March, no doubt to give people a chance to recover from Christmas! It also gave the people from afar a fair chance of travelling to London in reasonable weather instead of through snow, sleet and hail. Actually this didn't quite work out, as Midlands members in attendance had to travel to London through snow, sleet and hail! Never mind, the thought was there.

As usual we had the Devereux to ourselves and at the commendably early hour of 7 p.m. there were quite a number of people in the bar indulging in a bit of tonsil lubrication. Dinner was called at about 7.45 p.m. and it was a gay assembly that sat down to a meal of smoked salmon, best end of lamb and apple pie with fresh cream, nicely chosen by Duncan Westall. The aforesaid assembly was somewhat startled before the meal began by our worthy chairman, Jon Abson, saying Grace in Latin!

After the meal, James Crocker presented the annual trophies with a commendable lack of speechifying but with considerable humour nonetheless, aided by the loan of a pair of quite strong spectacles borrowed from a neighbouring diner! A list of the Challenge Trophy prize-winners is appended below.

There was plenty of time after this for the tonsil lubrication to continue in the bar before we were all thrown out at 11 p.m. to face the wet and slippery London thoroughfares. Most were past caring then anyway, and so another most entertaining social gathering came to a close. Many thanks to Duncan Westall who organized it all.

Michael Trophy—Bob Alexander

Fox Trophy—Roy Paterson

Northern Trophy—John Batt

Densham Trophy—Alan Elliott

Car Club Trophy—Not awarded

Thompson Trophy—Not awarded

Raine Trophy—'Doc' Turner

Bentley Trophy—'Witt' Wittridge

Alison Trophy—'Witt' Wittridge

Night Trial Trophy—Postponed

Committee Trophy—Postponed



A young fruity Beaujolais, but I think you will be amused by its presumption . . .

"Let's get the D.B.'s Rollin' "—Lap 2

I WAS LOOKING FOR A LEAD INTO THE SILVERSTONE part of this story when a reply came back from some of the letters I have been writing to D.B. owners, saying, and I do quote from a few, "but I never get there and manage to excuse myself by saying I don't know the requirements—perhaps when you get a chance you could let me know what is involved".

Thank you John Caine and others and I hope this will get some of you to Silverstone this year.

Now a lot has to be done before you get your D.B. to the start line, first, go out and get a good crash hat, the best you can afford. I know you can borrow from the Club or may be able to use your son's, but do understand it must be a very good fit and not all 6 $\frac{7}{8}$ are 6 $\frac{7}{8}$. I had to have a size 7, get one with a peak as somewhere on our course you will find you are driving into the sun, and even in your saloon or drophead use a visor or you may find something in your right eye as they seem to come into the car sideways: bees, wasps or tyre grit from other cars.

Next call the R.A.C. Competition Dept., ask for an application form for a licence and you will get this the next day in the post.

Fill it in and with the fee send it back. In about ten days, at this time of year you will find you have been sent—(1) a restricted competition licence, sign it and get a photo. to stick on it at once, (2) a doctors certificate fill in the front, book an appointment with your G.P. who will fill and sign the back. If when he sees you he won't, sell the hat and take up stamp collecting; (3) a copy of R.A.C. regulations which you read and then re-read then, mark out the parts you think apply to your car, put the book in your pocket and go to the garage and look at your D.B.

They do differ, car to car, but I found all I had to do, being on Avon's and not Joe Blogg's tubeless remoulds, was:

1. Paint the battery earth lead yellow.
2. Fit a further return spring and arm to the throttle spindle.
3. Fit a cut out switch to the ignition coil.
4. Fit a new metal backed mirror on the top of the dash capping.

5. Tape the headlamps—I removed fog, spot and reverse lamps.

6. Clean up the rack and pinion and arms.

Now you and the car are ready send in for an entry form, fill it in when you get it and send it back with your entry fee and wait.

Whilst waiting go round the car getting rid of all the rubbish you have pushed into it over the year or years as the case may be. Don't at this, your first attempt, try to tune it, you won't be able to use all its power as it is. Alter the camber on the rear wheels to about 1 1/12 degrees negative, it helps to get round Becketts, top up your shockers, if you can remove the tail box and have a new length of pipe made up with a flange to bolt on, take up any slack with shim washers

FIXTURES FOR 1972

Sunday, 7th May

Spring Social

Saturday, 13th May

*B.D.C./Lagonda Sprint—Gaydon, Warwickshire.

Sunday, 14th May

Pageant of Motoring—Penshurst Place, Kent.

Saturday, 24th June

*Northern Gymkhana.

Sunday, 25th June

A.M.O.C. 8th Sprint, Curborough—invitation event.

Sunday, 2nd July (Practice, Sat. 1st July)

B.O.C. Prescott Hill Climb—team invitation

Saturday, 8th July

*Border Rally.

Sunday, 23rd July

*Lagonda/B.D.C. Driving Tests—Finmere, Bucks.

Sunday, 20th August

Summer Social—Michelham Priory, Sussex.

Saturday, 26th August

*B.D.C. Silverstone—Lagonda Race.

Sunday, 24th September

A.G.M. & Concours.

*November Rally—see note below.

Friday, 8th December

Film Show—London.

Note: The November Rally will take place on the 6th May 1973 under the title "Wilbur Gunn Memorial Run".

*Marks for those events count towards the FOX TROPHY.

on the gear change linkage, it is a help to be able to get into gear first go and adjust your brakes, bleeding the system if need be.

Next go out and get yourself some number discs to self stick on the doors and paint a 1 in. wide colour band around the outer edge. Make a white cross 1 in. wide by 12 in. long out of drawing paper to stick on the boot lid and if you have your entry confirmed by now you will know your number so get two sets of self stick numbers as it takes the signwriter a long time to get around the paddock.

You should now have the race instructions and supplementary regulations. Read them until you understand every word and sit down and work out a time table for the day allowing plenty of time from the time you arrive at the track until you go out to practice. I got to Silverstone Paddock at 6.45 a.m., was second car to sign on and be scrutineered and yet, even with a fitter I was seven minutes late to go out to practice at 8.30 a.m.

Now it is no use going just for the drive, you must have someone not only to time you, but to let you know what your last lap time was and, in the race what lap you are on or the number you have to go. The "boys" will tell you that you need three stopwatches or a "split action" costing some £25 but if you train your time keeper at home it can be done with two by zeroing the watches as soon as they have been read and written in the time chart.

And last before you set off remember you go to win. On handicap at the Club circuit this means a lap of about 1.41 secs. Don't try it as I did first time out, you will kill yourself. Try 1.51 secs. and see how it comes out, up or down, as you settle into this new way of driving.

Now you are ready, or nearly so, sort out what you are going to wear, wet and/or fine, will it give you enough arm room to drive? Do you feel settled with the seat belts on in it? Take a few tools with you, but not the lot, you are not going to rebuild her in the paddock. Oil and petrol you can get there, also tea and wads but a good groundsheet to cover all the stuff you are going to leave in the paddock is a good idea whether it rains or not. Have a check list and make sure it's all in the car the day before you leave if not the week before. Get all your followers, and you will have many if word gets around, to you, not you to them, by say 3 a.m. If they are keen to go they will be there and get started on the day.

Don't drive like a bat out of hell and don't try so called practice up the M.1. It's no good to you or the car and anyway Silverstone is not like the M.1.

When you get to the course, park the car in its allotted space which is yours all day and get your helpers to unload it whilst you do your thing at signing on and the rest. Get your numbers on, take your wheel discs off along with the spare wheel, put the hood down if a DHC and pump up your tyres, I put plus 10 lbs. front and rear, i.e. 34 front, 39 rear and found during practice I could cut this back to 30 front—35 rear but the point is you must put them up by 5 to 10 lb. p.s.i. Clean your plugs, top up your oil, check your brakes and top up the water keeping the car hot or cold according to the day but around 65°C.

At practice time, go with the car, report, listen to what the Paddock Marshal says, he does know, and then out on to the track, around Woodcote, up on to the pit ramp, check with your time keeper and then slowly away to Stowe.

Start slowly keeping to the right, letting the others pass on your left, down to Maggots, a left hander, keeping out of the ruts on the inside, now start changing down at the 200 board and at the same time picking out the markers on the outside of Becketts which swing you around a hairpin in fact on to the club straight. Three-quarters round you can turn the power on and pull away, it's up hill, up the club straight. You should get into top at the top of the rise then down into 3rd at the 300 board and brake for Woodcote.

Here the camber changes twice so watch it and the corner, like Becketts, seems to go on for a long time but you can come out of it fast but look out for the boys who come out of it faster on your left remember.

And so you are back passing the pits and even though you feel very much like Moss you are told "1 min. 29 2/5ths secs". As you go on your way for the second and many more laps you will get better as you settle in and, I hope, as I was, sorry when you get called at the end of practice.

As to the race itself, ask me in the paddock at Silverstone on the 26th August at about 9.30 a.m. See you there.

J.M.M.



Rural setting for the 12/24

Reminiscences of an Old Lag

I SEE FROM THE BENTLEY CLUB NOTES THAT YOU are looking for Lagonda "reminiscences".

If you can bear the ramblings of an O.A.P. I have to tell you that my first car was a 1924 12/24 Lagonda purchased second-hand in 1930. I was on the register No. 150 I think. I parted with my last Lag. a 3-litre 1931 selector special in 1954. It was No. GS 2918 and a pig farmer from Sussex took it—it may still be in your Club. I am sorry now that I allowed my membership to lapse then.

The 12/24 was a delightful little car—every item carefully thought out and everything accessible. The rating was 11.9 and had inlet over exhaust valves (shades of post-war Bentleys!). You literally rode on air and the cushions were far better than the modern foam rubber. You got an occasional puncture but it was only a 10 min. job to patch it. The back of the front seats were adjustable for angle and could lie flat to form a bed. The side curtains were rigid and stowed in recesses in the doors. There was a celluloid rear screen and a tailored hood envelope.

The springs were gaitered—front—traverse with an anti-roll bar and rear $\frac{1}{4}$ elliptic and I

greatly improved the latter by fitting a pair of Hartford shockers. The car could motor all day at 50 to 55 and do 34 m.p.g. on petrol costing $11\frac{1}{2}$ (old ones) a gallon. I did London to Glasgow several times in just under 12 hours.

I parted with the car in 1934 after my honeymoon—regretfully, but those were hard times.

The glamour, good looks and good fellowship all started with the 2-litre and in 1937 I emptied the "Piggybank" to buy a 1930 low chassis speed model (PG 8795) in which I covered 150,000 miles. Many friendships were made through casually stopping for a chat with another owner and I don't think this happened with Bentleys in those early days. My wife never knew who might arrive for tea or a weekend. We met a couple called Frazer in Alnwick and I had the thrill of driving his $4\frac{1}{2}$ —one of the 1935 Le Mans team cars. I remember an occasion near Perth when I saw a 2-litre with bonnet up. When I went to see if I could help I found he was merely altering his valve timing. My real troubles were few—the fibre timing wheel? Yes. Fortunately I had an uncle in the gear cutting business. I smashed the sump on a farm road. A gudgeon pin came loose and scored a cylinder just before the war—a blessing in disguise for with the help of Phil Andrew—Lag man for Scotland—we sleeved it and had a new engine which lasted all the war. I never had any valves burning with the war time Pool petrol.

It was a great thrill when "W.O." joined the firm in 1935. He did lovely things to the 4½ and his V.12 was 20 years ahead of its time. I was once in a short coupe with 111 showing on the clock. The only regret is that he didn't keep a smaller model in the range so that at 5-7 years old, a working fellow could buy and run it for many more.

I bought my last one in 1945, a 1931 (Glasgow show car) 3-litre selector special but the Maybach box had been replaced by a standard one. It was registered as 19.6 h.p. Phil Andrew never believed this and when he helped in resleeving it in 1950 his micrometer showed that it should have been taxed on 21 h.p.—nice to beat the tax man sometimes! I continued to do 25-30,000 miles a year but in 1953 because of decaying body timbers decided to "rest" her.

In between, I had a 1934 Rapier—a disappointment (I know, I know what they can be tuned to do) for I liked the leisurely beat of the long stroke ones. There was a 1931 blown 2-litre fabric saloon, a nice motor once we cured a mysterious stickiness in the SU dashpot. Again body timbers were troubling. I sold it to Phil and it went south, No. PL 6963.

There was a 3½ for a short time and a whole 3-litre to be used as spares. All I ever had to use was the starter motor and two of its wheels. A fellow member in Aberdeen got the back axle many years later. The gearbox is in the engineering department at Duns High School. The instruments and various bits and pieces found good homes when Lag members came to meetings at Cornhill on Tweed. Prop shaft, front axle, springs galore are buried in the concrete foundations of our new house so we still have a Lagonda link.

The back squabs were lovely with that bulge that fitted round one's short ribs—the upright driving position, the fly off hand brake—I'd better shut up before I burst into tears.

IAN C. JACK

Copy for the Summer issue has already been requested but contributions still acceptable up to June 15th. Copy for the Autumn magazine required by August 1st.

The Autocar Road Tests

No. 1,116—30 h.p. 4½-Litre LAGONDA RAPIDE TOURER

Performance of an Outstanding Order Allied with Quiet Running and Comfortable Riding

IT IS EXTREMELY SATISFACTORY TO BE ABLE TO claim the latest Lagonda Rapide as a thoroughly British product, for it is a machine that can worthily uphold national motoring prestige. The performance is terrific, yet subdued in the sense that neither mechanical fuss nor noise is present.

The maximum available is of an exciting order, and gives the car background, as it were. It is the more striking that the Lagonda attains this outstanding production-car velocity without exceeding a rev counter reading of 4,000 r.p.m.—at which the red reminder line for limit speeds on the gears is set on the dial—and with no deviation from everyday trim other than lowering the windscreen. Also, with ordinary anti-knock fuels in use there is no more than mild pinking when accelerating, and this can be eliminated if the ignition control on the steering wheel be set a few notches towards retard position, which does not seem to detract from the performance for ordinary purposes.

This car's sheer maximum is a fascinating thought, and a quality that is held in reserve for the greater part of its running, of course. Far more practical and interesting is the ability to average a high speed without going within 30 m.p.h. of the ultimate limit. The car travels with astonishing ease at speeds that feel high on the majority of cars. It takes no notice of the ordinary sort of main road hill, and one of the most satisfying possibilities is to climb a long slope effortlessly and quietly on third gear, holding 60 m.p.h. and soaring away from other vehicles that have been overtaken.

At 30 m.p.h. the engine is a whisper, at 50 the speedometer is not believed until it is checked and found to be less than 1 m.p.h. fast—as applied at 60 m.p.h. also, while even at 80 the error was not more than 1.4 m.p.h. high on the car tested. Approximately 27 m.p.h. per 1,000 r.p.m. is given on top gear. During the best timed speed run over a half-mile on Brooklands track



David Hine's LG.45R tourer

a highest speedometer reading of 104-106 was held. The car was also timed with the windscreen raised in the ordinary way, and covered a quarter-mile at exactly 100 m.p.h. by stop-watch, the mean of four such readings at different points giving 97.04 m.p.h. Over only a quarter-mile an additional timed speed of 104.65 m.p.h. was recorded with the screen down. Racing tyres were fitted as a precaution.

Two examples of the Rapide have been handled: one of them had seen considerable service, and on this car the performance and other figures were recorded. The second example has been driven some 400 miles on the road, this being a new car, still in the first 1,200 miles of its life.

Referring again to general performance, hills give opportunity for all manner of different treatment, according to mood or the need of the occasion. The usual 1 in 6½ gradient was climbed twice—on third gear, the speed not dropping materially below 40 m.p.h. until the corner at the summit was reached, and a second time on top gear. Even then the speed did not fall below 30 m.p.h., apart from the corner, where a change down to second was made, though the car would probably just have pulled round on top.

A combination of second and third gears

provides a wonderful recipe for safe, lightning overtaking on special occasions. The right opportunity having been awaited, the Rapide will leap past other machines by a quick burst on second up to about 50, the driver then passing quickly through into third and top. Particularly was this method useful and attractive on the latest car mentioned, for one of the objects of trying it was to sample the new gear box, with right-hand change and synchromesh on second as well as third and top gears, now fitted to the Rapide model.

Second is a very high ratio, higher than most thirds, and the synchromesh gives just that encouragement to its use that is desirable, thereby making the car more vivid. A remarkable point, however, is that it still stays soft and quiet when something approaching full performance is employed. There is no exhaust note beyond a mild burble from the tail pipe, no bark, no roar. One does feel that this is very fully typical of the modern idea of a big sports car. It is fast but not fussy, as powerful as can be wished, but perfectly docile. In fact, in town it can be handled mostly on third and top, or top and second, and is surprisingly flexible considering the high rear-axle ratio.

With the new box the right-hand gear lever is inclined slightly towards the driver and placed a

little farther forward than formerly. The synchromesh will act well without assistance from speeding up the engine, though, of course, it is advisable to adjust the engine speed if a change down is made when travelling fairly fast. All upward changes are helped by the synchromesh. The movement is not as light as with the old right-hand lever. It is possible to mistake third for top, so quietly does the gear run, and sometimes, especially in town, one is not sure even about second. Certainly there is something extremely satisfactory in the now rare right-hand gear lever, though its interference to some extent in this case with use of the driver's door cannot be denied.

Control as a whole is of the order that would be hoped for on a car of this calibre. The machine is really steady, and the springing is not of a harsh kind. A fair amount of movement may be noticed at times, but it is not hard. On this model the type of shock absorber controllable while driving is not fitted, and there are occasions when it might actually be an asset to have a device of this nature. In general, however, a fine compromise has been struck between true stability and comfort of riding.

Firm at speed, satisfactorily accurate for a car of this performance, yet not unduly heavy for making a sharp turn, the steering is moderately geared, requiring a bare $2\frac{1}{4}$ turns from lock to lock. There is decisive caster action, and shocks are not given back through the steering, though a small degree of wheel movement is noticed on some surfaces. Girling brakes are fitted, and the retardation obtained is progressive, according to requirements and the pressure applied to the pedal. These brakes behave satisfactorily from high speeds, pulling the car down in a smooth, safe-feeling deceleration. The hand-brake lever, of fly-off type, is on the right, a little far forward under the scuttle in the "off" position.

As regards the placing of the steering wheel and the actual seat, the driving position is excellent, and good support is given to the back. A definite rest for the left foot would be appreciated by some drivers. The throttle pedal is between the clutch and brake pedals, a now uncommon arrangement. In the visibility of both wings to an average-height driver, in spite of the impressive length of bonnet, the car forms an object lesson, and this point undoubtedly assists towards accurate control.

Although the object of this Rapide model is to

provide an extremely high performance, the owner is not asked to accept sacrifices of convenience or comfort. Even in the rear seats the upholstery is deep and yielding, and plenty of leg room is given by foot wells, while in front the car has all the comfort of the best type of open machine. Again, there is good side-screen equipment, the panels attaching unusually easily and firmly to a slide type of bracket. The concealed hood can be put up and down single-handed, and allows enough head room. It can be said from conditions during part of the test that the mud-guarding is efficient. Detachable flaps carried on the windscreen pillars are effective in stopping back draught.

Even on this type of car, traffic signals, controlled by a time switch, are appreciated. A tail locker with a hinged lid is largely occupied by the spare wheel, and there is no definite luggage accommodation. The Rapide does not carry permanent jacks as fitted to the other models, but it has an automatic chassis lubrication system. Although a concealed battery master switch is fitted, it would be better, especially as regards leaving the car after dark, if the ignition switch could be locked. A reserve petrol tap is fitted within reach of the driver.

Reprinted from *The Autocar*, 4th June, 1937 by kind permission.

DATA FOR THE DRIVER

30 h.p. 4½-LITRE LAGONDA RAPIDE TOURER
 PRICE, with sports touring body, £1,050. Tax, £22 10s.
 RATING: 29.13 h.p., six cylinders, o.h.v., 88.5 × 120.6 mm., 4.453 c.c.
 WEIGHT, without passengers, 31 cwt. 3 qr. 1 lb.
 LB. (WEIGHT) PER C.C.: 0.80.
 TYRE SIZE: 6.00 × 18 in. on knock-off wire wheels.
 LIGHTING SET: 12-volt. Automatic voltage control.
 TANK CAPACITY: 20 gallons; approx. normal fuel consumption, 14-16 m.p.g.
 TURNING CIRCLE: (L) 47 ft.; (R) 48 ft 8 in GROUND CLEARANCE: 5½ in

ACCELERATION

Overall	From steady m.p.h. of		
gear ratios	10 to 30	20 to 40	30 to 50
3.31 to 1	10.0 sec.	9.5 sec.	9.0 sec.
4.30 to 1	7.0 sec.	7.2 sec.	7.0 sec.
5.56 to 1	5.5 sec.	5.8 sec.	5.3 sec.
8.66 to 1	3.9 sec.	3.9 sec.	—

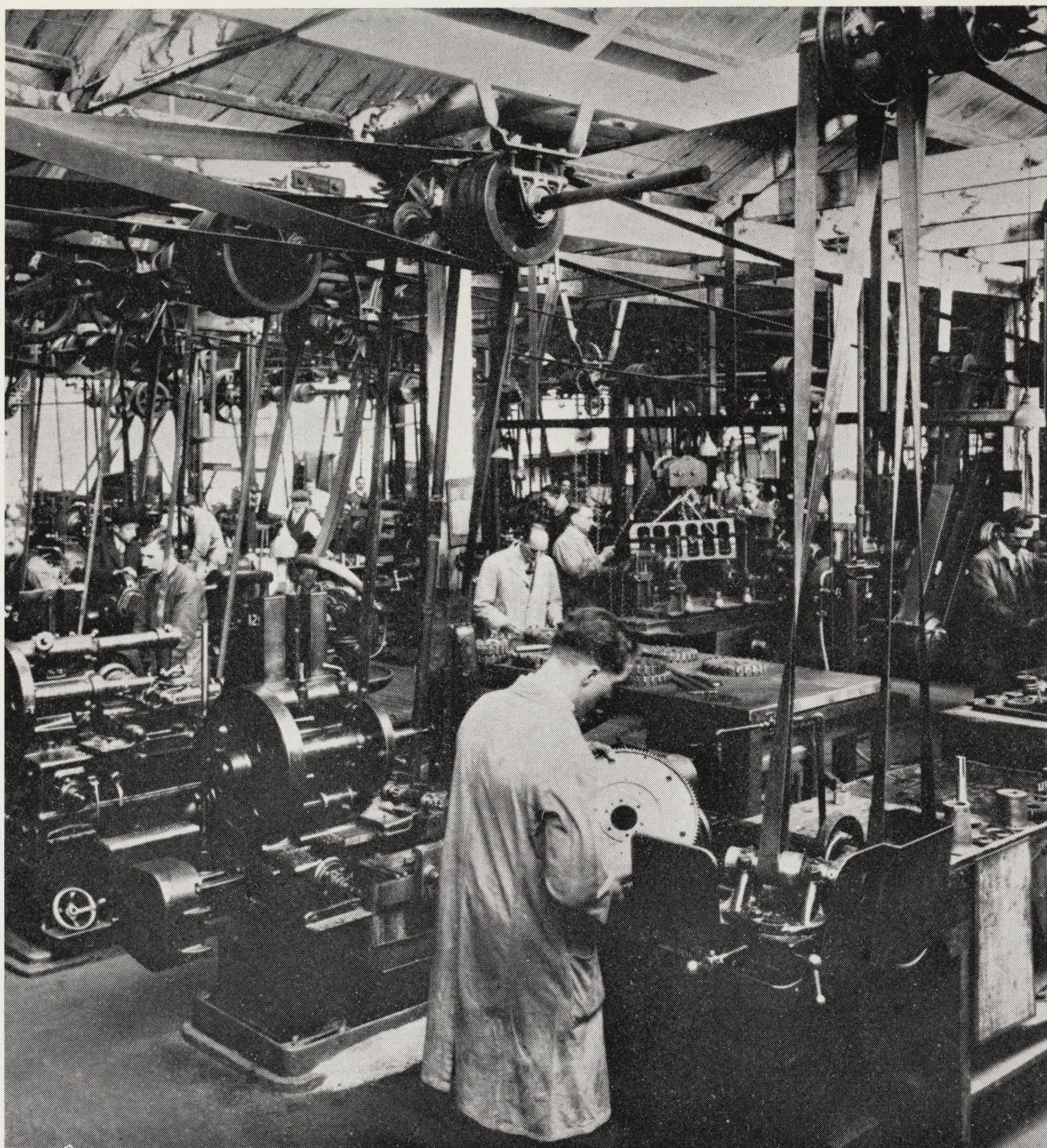
From rest to 30 m.p.h. through gears, 4.7 sec.
 To 50 m.p.h. through gears, 10.3 sec.
 To 60 m.p.h. through gears, 12.8 sec.
 To 70 m.p.h. through gears, 18.4 sec.
 25 yards of 1 in 5 gradient from rest, 4.9 sec.

SPEED

Mean maximum timed speed over ½ mile, 100.28 m.p.h.
 Best timed speed over ½ mile, 103.45 m.p.h.
 Speeds attainable on indirect gears (normal and maximum):
 1st, 23-41 m.p.h.; 2nd, 43-64 m.p.h.; 3rd, 61-82 m.p.h.
 Speed from rest up 1 in 5 Test Hill (on 1st gear) 23.32 m.p.h.
 BRAKE TEST: Mean stopping distance from 30 m.p.h., 35 ft. (Dry concrete.)

Performance figures for acceleration and maximum speed are the means of several runs in opposite directions.

(Latest model described in "The Autocar" of 28th August, 1936).



Lagonda Days—40 years ago

THROUGH A STROKE OF GOOD FORTUNE WE HAVE had made available to the Club a series of thirty photographs taken during the course of one day at the Staines factory. The date as far as we can ascertain from a shadowy calendar on a wall in one of the photographs is sometime in April 1931

or 1932. Thanks to James Voller and Arthur Thatcher who were the Press Tool Designer and Chief Assistant in the Body Shop respectively during their days at Lagonda and with the help of member Piers Blakeney-Edwards, this fascinating set of photographs are now in our hands.



They will all be published in the magazine together with some explanatory notes provided by Arthur Thatcher.

The photograph on the left shows the Milling Section at Staines with antiquated overhead shafting and belts in profusion. Everyone seems

very busy and not distracted by the photographer except for the lad in the cap and waistcoat in the middle distance. Not quite so much activity is evident in the second photograph which shows the Case Hardening Department though obviously this section was run with much fewer hands.

Famous Racing Circuits No. 1. ARDS Northern Ireland

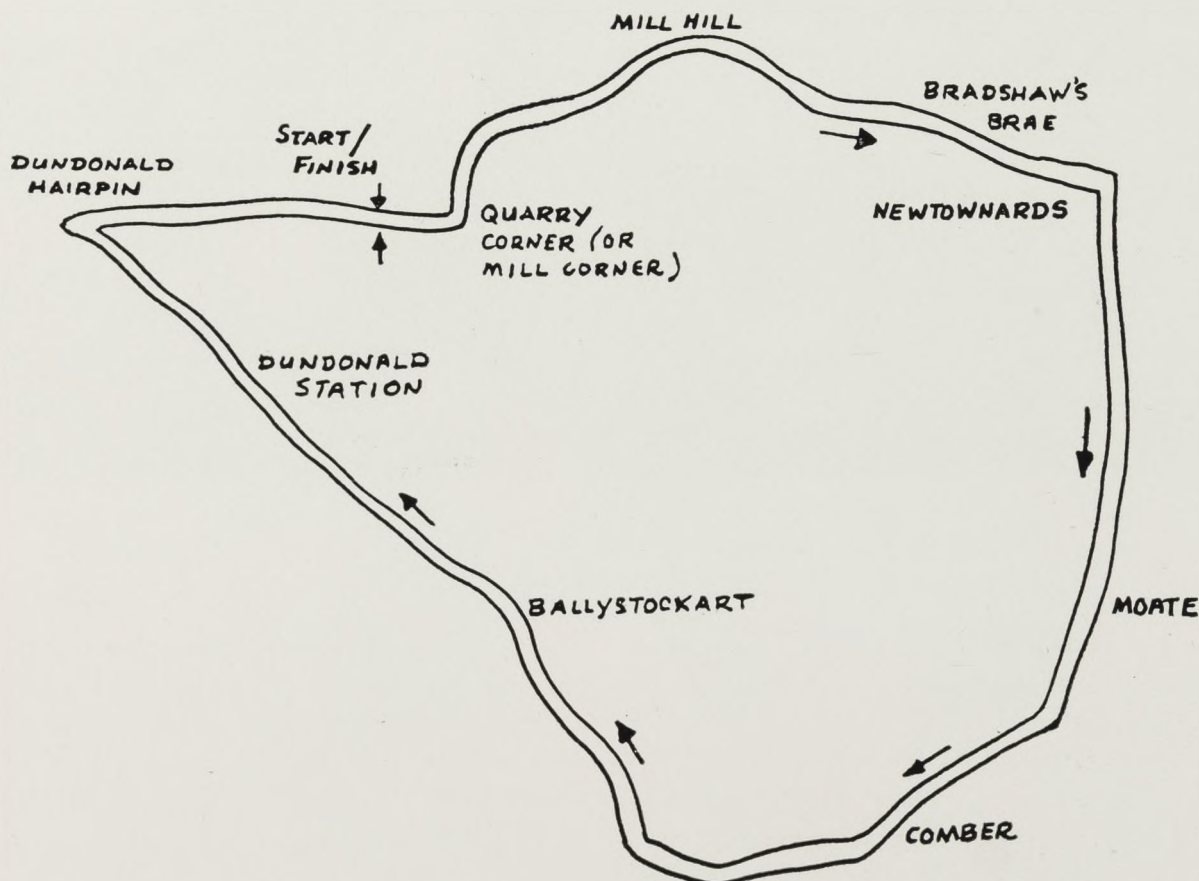
THIS SERIES OF SHORT DESCRIPTIVE PIECES AIMS TO bring to life the scenes and background to Lagonda racing history. Much has been written of the cars that competed, but in some cases little or nothing of the circuits that resounded to the throb of Lagonda engines, the shriek of over-worked brakes and the squeal of protesting tyres. It is hoped that these reflections will stir some ancient memories somewhere and prompt some reminiscences in the magazine. There is no special significance in the order in which these circuits are described.

It is likely that many people today would not be altogether certain of the location of the T.T. circuit of Ards. It was in fact not far from the outskirts of Belfast. Today, some of course would be unrecognisable from that which formed the actual circuit because of the spread of urban development. Despite this a commemoration

run of T.T. cars, amongst which was David Johnson's M.45R, BPK 202, was held in recent months. The Royal Automobile Club first organised its Tourist Trophy race as long ago as 1905. Through the years the individual regulations may have changed from time to time, but the spirit of the originators of the competition remained a dominant factor. During its existence the Tourist Trophy was competed for by most of the famous names in European motoring—both manufacturers and drivers—and established itself as one of the premier sporting events of the season.

Apart from some occasional lapses the T.T. race was held annually in a variety of places including the Isle of Man. But eventually the popularity of this venue waned and the choice fell upon Ards as the new circuit. This was mainly due to the enthusiasm of the Irish tractor manufacturer Harry Ferguson and the Ulster Government. The year, 1928.

Ards was a natural road circuit, some 13 2/3 miles in length. It contained a number of spectacular sections which proved a great attraction to the spectators who had a magnificent free view for most of the length of the circuit. They turned up in their thousands to watch but needless to say the official spectating stands were less popular



as an entrance fee was charged.

Now to describe the course. Triangular in shape, the starting point was approximately 400 yards before Quarry (or Mill) Corner, one of three 90 degree bends in the course. The road then ascended through a number of right hand bends to Cree's Cross and to the top of Bradshaw's Brae where a fast twisting descent always sorted out the skilful drivers. A straight level section followed and then a quick left hander into the centre of the town of Newtownards. After this a straight 2½ mile stretch where cars were able to reach their highest speed on the course and then the road angled at Moate into the village of Comber. At this point the cars sped past the local butcher's shop which was to appear in the background of so many photographs taken from the vantage point across the road.

Round past Ballystockart with its double bend the route tested drivers' skill to the utmost with its deceiving twists before running into the tight hairpin bend at Dundonald and so back on a straightish section to the starting point which also marked the finish.

The natural hazards of a road circuit at this time were all too evident with cobbled roads, adverse cambers, prominent kerbs or grassy banks lining the narrow roads. Exciting tests for a skilful driver while trying a car's roadholding to the extreme.

The 1928 Tourist Trophy race established the popularity of the Ards circuit and through the years up to 1936. During this time the circuit echoed to the roar of Caracciola in white Mercedes, the ebullient Campari in his blood-red Alfa and the debonair Tim Birkin in the green Bentley. The flying Mantuan, Tazio Nuvolari, won the Trophy two times in three appearances. But let us not forget some of the other names who competed regularly at Ards in the thirties—Freddie Dixon, Eddie Hall, the Earl Howe, the Hon. Brian Lewis, Hindmarsh, Rose-Richards and Dodson, many of whom competed in Lagondas at one time or another. A tragic accident in 1936 that involved some spectators raised questions on the safety of Ards and this resulted in the untimely close of the circuit that had been the scene of so many stirring battles between the cream of European sports cars and fought in the proper tradition of the Tourist Trophy race.

A.W.M.

Scottish Chatter

or Kilties Clatter

IT IS NOW SOME TIME SINCE WE LAST APPEARED IN print so news first. Elliot Elder not satisfied with his multitudinous collection of cars, including a newly acquired modern (well nearly) Jaguar, digs out of a field where it had quite literally been buried, a 1912 Sunbeam and commences a massive restoration not helped by the fact that the car had been involved in a shunt—that's why it was buried folks—and the local farmer kept resurrecting the car with his fine new three furrow plough, it wasn't doing the plough any good, his furrows were kinked and so Elliot drove up with his express 'bus and some shovels and removed the carcass. The car is in quite good order. Remarkable considering that it lay under the ground like coal or gold—equally valuable—for some 53 years. It should form a fitting addition to his collection and we look forward to seeing it circulate at Oulton.

George Donne buys a Rapier and decides to do a restoration probably inspired by new member Muir Laidlaw's wonderful restoration of a Rapier, one of the best, even won a prize at the A.G.M., not an easy thing for a Rapier to do. The car also collected a fair collection of prizes at the Royal Scottish Automobile Club run. If the photograph accompanying this is printed that fellow's 16/80 also collected prizes, quite a Lagonda day out, particularly as the run was to Lord Doune's Museum, see previous mention where we dribbled all over his LG.6 Drophead. Incidentally the thing about Muir Laidlaw's rebuild is that he did the job in order to have reliable transport. Rumour has it that Muir may "do" a 2-litre next.

As you may have gathered most of the active Scottish members went to Oulton Park instead of the Border Rally, still Muir (that man again) was left to guard the Border and got back across with a prize. In actual fact Oulton proved a convenient excuse, we have heard the Macdonald jokes before and in fact hold copyright on them, incidentally we heard a rumour about Ian being president of some Anglo-American Friendly Society?

Oulton was a bit disappointing, Elliot's Rapier suffered a major derangement but Jonathon offered to drive the 'bus, as this meant removing the cooker and attendant, Mrs. Richardson. No one would let him as lunch was cooking, anyway there were other Lagondas in the paddock.

The writer paid two visits to the Schofield/Hine/Brown/Davenport/Hall/Barker menage. It's an awful place, they seem to be in possession of some alchemists stone that is able to breed from an old M.45 handbook, a final reminder for club sub-dated June 1950, and a 4th Madras Miners and Sappers cap badge, a most enviable collection of LG.6, LG.45s, and Rapides, it's a terrible place, they pour pints down your throat, shove peculiar things called "ham bappies" in your hand and then throw doors open and say "how do you like this Rapide?"—with a mouth full of bappie and beer all you can do is curse. The combine also have a hand reared panel beater who makes objects such as radiator shells and cycle type wings. Yes the largest village in England is a place.

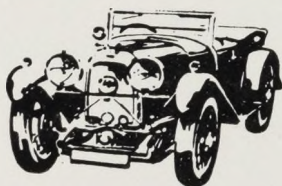
Rumour has it that an 11.8 or a brace of 11.9s (that's not the correct word but couple would be even worse) have taken up residence in Edinburgh and also a 16/80 Tourer in apparently good order was recently found in Dundee where it changed hands for a £1 note. We also hear of a derelict 3-litre with outside exhaust in Glasgow. We haven't yet managed to contact the respective owners but hope to do so soon.

Finally, summer meetings in conjunction with V.S.C.C. and B.D.C. are noted as follows:

April	Marchbanks Hotel—Balernd
May	Alan Ramsay—Carlops
June	Old Smiddy Inn—Pencaitland
July	Black Barony—Eddleston
August	Habbies How—Nine Mile Burn
September	Glenburn Hotel—Currie
October	Queens Hotel—Gullane

All in and around Edinburgh, visiting member with the contents of the piggy bank in their pockets welcome. Long may your oil pump.

J. MCK.C.



A Speedy Two-Litre Through Fog and Sunshine on the 14-60 h.p. Lagonda Sports Model. A Car which Combines Lively Speed with Remarkable Smoothness.

DATA FOR THE DRIVER

14-60 h.p., four cylinders, 72 × 120 mm (1,954 c.c.)

Tax £13. Overhead valves. Magneto ignition.

Weight of complete car, less passengers, 26 cwt.

Weight per c.c., 1.5 lb.

Gear ratios: 13.2, 8.25, 5.28 and 4.2 to 1.

Spiral bevel final drive.

Half-elliptic springs.

4½ in. tyres for 21 in. rims on detachable wire wheels.

Brakes on four wheels.

Wheelbase, 10 ft. Track, 4 ft. 6 in.

Fuel consumption 23-26 m.p.g. Tank capacity 12 gallons.

Price, four-seater £675.

There is always a special appeal in a really well-designed speed model. This is not concerned solely with its capabilities in the matters of speed, acceleration, and hill-climbing, but is due rather to the careful arrangement of the controls, and the easy manner in which they fulfil their various duties, giving the driver a feeling of confidence in the car.

This appeal the two-litre speed model Lagonda meets in no small degree. After taking over the car at Staines we travelled back to town in a fog which at times became so thick that it was necessary to crawl along the Great West Road on second gear with the head lamps dipped. If for a moment one lost sight of the near side kerb one might just as well have been traversing the trackless wastes of the Sahara, and in the circumstances the ease of control of the Lagonda was much appreciated.

Fog seemed to be our lot, for the next morning

so dense was it that from the driver's seat one almost lost sight of the radiator thermometer. Nevertheless, with every confidence in the car we set forth for Oxford and Cheltenham, and for miles had to be content with crawling along on second and third gears. Not until Slough was reached did the fog thin out a little, and as it had rendered the road surface treacherous to a degree we more than once blessed the stability afforded when slowing up rapidly by the well-compensated brakes on all four wheels. As we left Henley behind it was actually possible to see the sky, and as the willing engine was given its head on the long gentle rise to Nettlebed Thicket we emerged into brilliant sunshine.

At last we were able to appreciate something of the performance of the car, which at higher speeds proved just as tractable as when crawling along. The two front seats have Leveroll fittings, so allowing the driver to set himself just that distance from the pedals and the steering wheel which he finds most comfortable, and the sloping four-pane screen is brought sufficiently close to the wheel to give a large measure of protection, so that, cosily ensconced behind it, one hears only the pleasant burble of the exhaust and the hiss of the carburetter as the car cruises smoothly along at any speed up to 50 m.p.h., or even more whenever road conditions allow.

As regards maximum speeds a figure of 80 m.p.h. is guaranteed on top gear, corresponding to an engine speed of approximately 3,300 r.p.m.

**LAGONDA/B.D.C.
DRIVING TESTS
at FINMERE, Bucks.**

★ ★ ★

SUNDAY, 23rd JULY

**Competitors urgently
required. Contact
Peter Loe without delay.**

On third 70 m.p.h. is guaranteed, while 50 m.p.h. can be obtained on second and 30 m.p.h. on first, these speeds involving 4,000 r.p.m. of the crankshaft. Naturally, the last few m.p.h. require time to obtain, but the car readily reaches 70 m.p.h. on top, 60 m.p.h. on third, and 40 m.p.h. on second.

The ability to attain such figures is not accompanied on all speed models, however, by smooth running, but the four-cylinder Lagonda engine has acquired a reputation for that quietness and freedom from vibration which one expects from a six-cylinder unit. It must unquestionably be one of the best balanced four-cylinder engines ever produced, and it is a result of careful attention to detail in design and production. The crankshaft is exceptionally strong and rigid, has five large main bearings and balanced webs, while the connecting rods and aluminium pistons, are also balanced, and the hemispherical combustion chambers are machined all over.

Naturally, from a car of this type with fairly high gear ratios rapid acceleration is only secured by proper use of the gears. The lightness of the clutch and the ease of the gear change, however, make it a simple matter to effect noiseless changes as may be desired, only average skill being required. In traffic or on winding roads the change from top to second is very useful, and for fast hill-climbing the change from top to third can be made very easily at any speed. It should not be thought, however, that the high efficiency of the engine has resulted in flexibility being sacrificed, for the car can be driven to a great extent on top gear, if one so desires.

In the matter of road holding nothing but praise is called for, for the steering is light and exact, the springing is sufficiently rigid to prevent roll or side sway, and the car can be held to its course when taken fast round a bend with no more than a finger and thumb on the steering wheel. On a bad road the springing might feel a little on the harsh side were it not for the pneumatic upholstery, but the combination of the springing and the upholstery is such that a run of 200 miles leaves both driver and passengers entirely free from fatigue.

Speed and Comfort

In the brake gear more than usual attention has been paid to compensation, and the four wheel set, operated by the pedal, can be applied with

the utmost decisiveness without any pull on the steering. From a speed of 40 m.p.h. the car was brought to rest in a distance of 72 ft. on a wet, tar-surfaced road. The brake lever is well placed, and has its ratchet normally out of use, so that in driving it is held on as required and flies to the off position under spring pressure when released. Only when it is desired to leave the car standing with the brake on is the ratchet brought into use by depressing the thumb button at the top of the brake lever.

Maintenance by the owner-driver has evidently been borne in mind by the designer, for the magneto, carburetter, oil filler, and filter are all readily accessible, while the cylinder head can be removed for decarbonising without derangement of the two camshafts and the timing gear. The grease gun nipples for chassis lubrication are grouped on the main frame members on each side of the car, so that there is no reason for this important duty to be neglected.

While the four-seater body is of sporting appearance, it is not of the type in which comfort has been a secondary consideration, for the rear passengers are given ample leg room by means of wells in the floorboards. The hood folds neatly, is securely fastened, has an envelope, and does not spoil the lines of the car when erected, while all-weather side screens are stowed when not required in a compartment behind the squab of the rear seat. A tonneau cover is provided, as it should be on any car of this character.

Equipment Complete

It goes without saying in these days that the equipment is very complete, and in addition to the central panel containing clock, speedometer, ampmeter, and oil pressure gauge, a revolution counter is fitted in front of the driver and a petrol gauge in front of the passenger. There is also beneath the scuttle a three-way petrol tap which gives a reserve supply of two gallons, and can be operated without raising the bonnet.

In brief, the two-litre Lagonda speed model may be said to combine the lively performance of a sports car with the quiet manners and convenience of a tourer, the result being a vehicle which is a sheer delight to handle, while it will convey four people in comfort over long distances at a high average speed.

Reprinted from the *Autocar* 16th December, 1927 by kind permission.

Service Technical Data Sheet

Valve Timing

2·6-Litre Engine,

Standard and Vintage

(LB6B, VB6B, VB6E)

IT IS FIRST NECESSARY TO OBTAIN TOP DEAD CENTRE on Nos. 1 and 6 cylinders. Remove the timing peg which will be found screwed into the flywheel housing just below the starter motor. Insert the plain portion of the timing peg into its threaded hole, turn the engine slowly with the peg pushed against the flywheel until it engages with a hole drilled in the flywheel for this purpose. The engine should now be at T.D.C. on Nos. 1 and 6 cylinders. This should be roughly checked against the actual T.D.C. position of No. 1 or No. 6 piston as it is possible that the flywheel could be mounted incorrectly on the crankshaft during a previous overhaul. Remove the starter motor and mark the face of the flywheel to coincide with a line which will be found marked on the starter mounting face of the flywheel housing. Turn the engine a little in the *opposite* direction of rotation and make a second mark 8/12 in. away from T.D.C. position on the face of the flywheel. This

LAGONDA RACE
B.D.C. SILVERSTONE
SATURDAY
26th AUGUST
Has Peter Loe got
your entry?

is the 8 degree position for use in checking the exhaust valve timing. Now turn the engine a little in the *normal* direction of rotation and make a third mark 1 in. beyond the T.D.C. mark on the flywheel face. This is the 12 degree position for use in checking the inlet valve timing. It will be noted from these measurements that 1 degree on the flywheel is equal to 1/12 in. measured at the face adjacent to the line on the flywheel housing.

Examine the distributor to ensure that No. 1 cylinder is on its firing stroke when, at T.D.C., the rotor should be pointing directly forward. The valve timing should then be checked on No. 6 cylinder to the following instructions. A Mercer clock type gauge should be used to check the clearances as illustrated on the attached drawing. A valve timing diagram is also attached.

Exhaust Timing

(1) Set No. 1 piston at T.D.C. on its firing stroke as described above then turn the crankshaft in the *opposite* direction of normal rotation a few degrees beyond the 8 degree timing mark. Then turn the crankshaft slowly in the *normal* direction of rotation until the 8 degree mark on the flywheel coincides with the line on the flywheel housing (this is to ensure that the timing chain is tensioned as under running conditions).

(2) Set the clock gauge at zero with tappet on back of cam as illustrated.

(3) Turn the exhaust camshaft until No. 6 exhaust valve is open .082 in. to .087 in. on the closing cycle of the cam, i.e. just before the cam has allowed the valve to close.

(4) Bolt up sprocket.

Inlet Timing

(1) Set No. 1 piston at T.D.C. on its firing stroke then turn the crankshaft in *normal* direction of rotation until the 12 degree timing mark on the flywheel coincides with the line on the flywheel housing.

(2) Set clock gauge at zero with tappet on back of cam.

(3) Turn inlet camshaft until No. 6 inlet valve is open .082 in. to .087 in. on the *opening* cycle of the cam.

(4) Bolt up sprocket.

Upon completion of these instructions turn the

engine several revolutions and re-check the valve timing.

To correct an error in the valve timing it will be necessary to remove the support bracket situated between the camshaft sprockets, then remove the sprockets to allow the camshafts to be rotated into the desired position to obtain the above dimensions. On re-assembly of the sprockets to the camshaft it may be necessary to turn the sprockets (three teeth at a time) to obtain the vernier effect relative to the camshaft holes and pick up the matching holes in the camshaft. In some cases it may be necessary to open out one of the sprocket holes to 5/16 in. diameter to match up with the corresponding size hole in the camshaft.

A timing jig, Part No. 75816, can be supplied by our Stores Department. This is particularly useful for setting or checking the valve timing with the engine in the chassis. The jig consists of a steel plate in which the cam profiles have been cut, the jig bridging the two camshafts. Position the engine with No. 1 piston at T.D.C. on its firing stroke with the rotor positioned as described in paragraph 2. Remove the front bearing cap from each camshaft and if the timing is correct the profiles of the jig will bridge the two cams on No. 1 cylinder exactly with the jig resting across the top of the cylinder head.

Where the cylinder head is already removed from the engine the jig should be used to position the camshafts before fitting the cylinder head. Ensure that No. 1 cylinder is at T.D.C. on its firing stroke as explained in paragraph 2 then set the camshafts by use of the jig on the cams of No. 1 cylinder. The cylinder head can then be fitted. If the jig is not available, before the head is fitted the camshafts should be set so that No. 6 inlet valve has just opened on its opening cycle and No. 6 exhaust valve is almost closed having nearly completed its cycle. It is obvious that when using this method No. 1 piston must be at T.D.C. on its firing stroke. This method of setting the camshafts in relation to T.D.C. is to ensure that the pistons do not foul the valves.

Important

(1) The crankshaft *must not* be turned indiscriminately with the timing chains disconnected or the pistons will foul the valves.

(2) The timing chains *must* be under tension in the 8 degree and 12 degree checking positions.

LETTERS TO THE EDITOR

News from the North East

Dear Sir—In addition to the last issue's Finmere report which I was invited to submit, I was interested to read a second account in an article by J.M.M., and noted that both agreed in factual details. However, "Let's get the DB's Rollin'" immediately emphasised my own apparent failure to mention any DB models. I assure J.M.M. that this resulted from an accidental omission in attempting to make a fair copy from a badly written and much altered draft, which operation due to bread and butter work was done hurriedly and very very late at night.

I know that both the Bentley Drivers' and Alvis Owners' Clubs have a high proportion of post-war cars and I should like to see the same in our own Lagonda Club. In my notes of Summer 1967 I wrote

"... let us induce all post-war Lagonda owners to join us."

This is a principle to which I still adhere.

Further, Roy Paterson tells me it was he who submitted the picture of the DB 3-litre in the report of the last November Handicap, although the photograph itself must be credited to Julia Turner, daughter of Limousine John. The marshal shown is her father, the car is the winner's.

On behalf of Northern members I should like to invite Mr. McHurdy and his fellow-rollers to our Northern meeting which is traditionally held on the first Saturday in July and which I trust our indefatigable Hon. Northern Sec. is even now arranging for Sandtoft. By using the motorways a DB driver could leave London as late as 11 a.m. and still arrive in time without collecting any penalty points for lateness. The Secretary of the meeting craftily orders the start to be half an hour after the last arrival!

I am confident that any member will really enjoy the event run under H.L.S. and will find it as friendly as Finmere. May J.M.M. "get the DB's rollin'" Will it encourage them to know that Ron Gee collected a first class award with his 2.6 some eight years ago?

"HERMES"

Rally Insurance

Dear Sir—I should like to resurrect the question of insurance on rallies. Last October my company after reading the regs. for the November Handicap offered me the necessary cover for £5, i.e. 5p per mile. When I suggested this was rather expensive for such a slow event and reinforced it by showing a paragraph in last year's magazine that premiums varied from one to three pounds I was offered insurance "for £3 this time ... but it will have to be £5 next time". I should be most interested to know how other competitors manage.

R. PATERSON

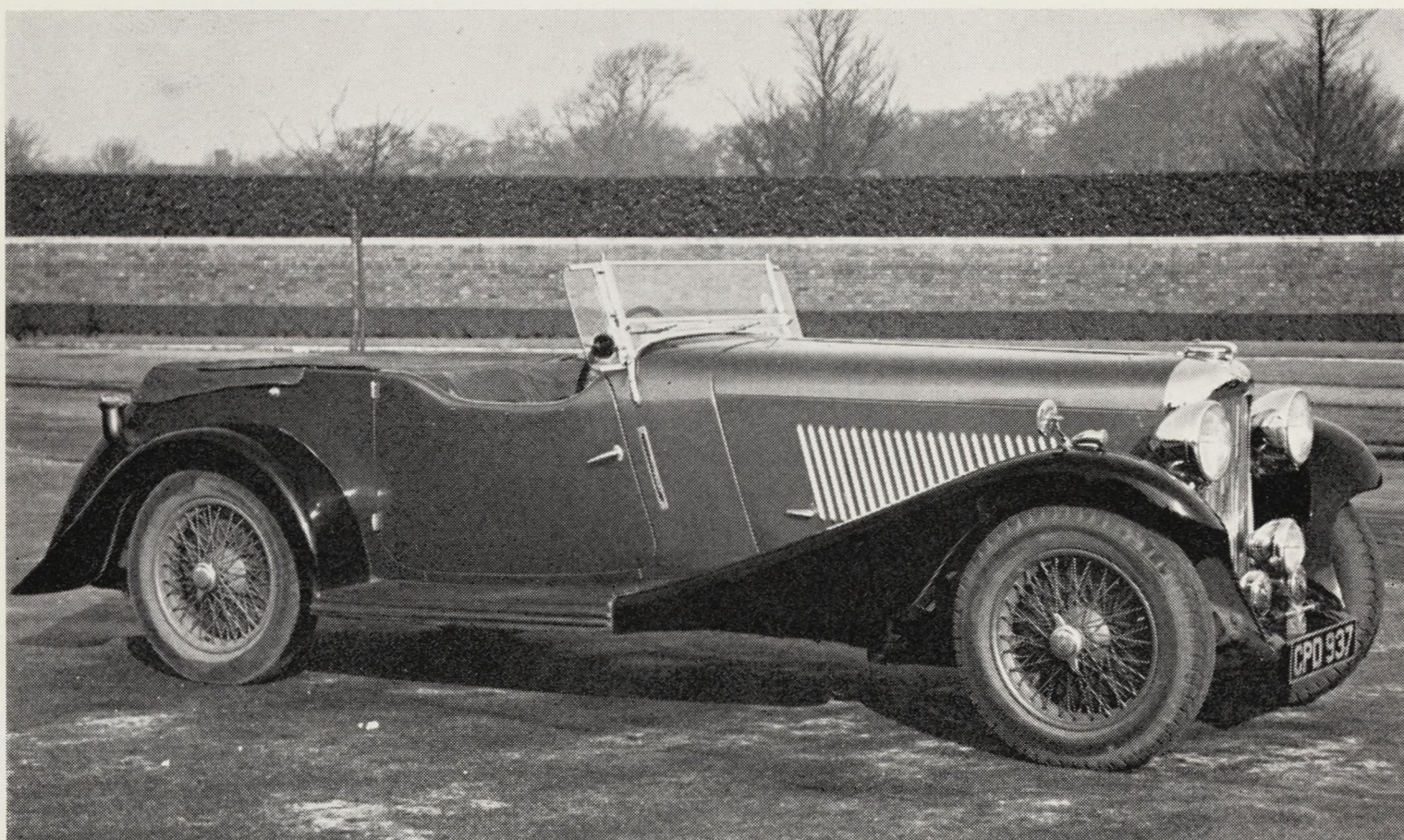
Ella Street, Hull.

Rapier and M.45 Reminiscences

Dear Sir—As a previous owner of the Lagonda Rapier BPJ 160 mentioned in the letter from Tony Wood in the Winter issue of the Magazine, I was surprised to learn that this car was featured in a Road Report.

This was something I did not know. What I did know about the car however was that the first owner was Frank Wootton, the well known artist, whose works have graced many an Air Force Mess, and in later years reproductions of his water colours of famous steam trains were used as advertisements by Britain Rail. Two sketches of the car appeared in his book called "How to Draw Cars" published in 1947. There is a beautiful detailed sketch of the steering wheel, scuttle and aero screen, and a full side view sketch which makes the car look more like an H.R.G. I enclose a photograph of the car taken a few months after I had purchased it in 1949. Incidentally the photograph was taken on a disused air field in Warwickshire known as Gaydon, not far from my home, and was the venue for driving tests incorporated during the road section of an M.G. Car Club Rally. It is strange to think that after all these years Lagondas are travelling the same ground.

Whilst on the subject of Lagondas used for Road Tests, my next car, the original works prototype M.45R Reg. No. CPD 937, was also the car used in the Autocar Road Test No. 939 reported in the Winter Magazine. When I purchased the car it was absolutely original with small headlamps, separate locker for the spare wheel, complete with glass fronted recess for the illuminated number plate, leather tonneau, detachable aero screens which could be attached on to the sides



The works prototype M.45R belonging to Harry Wareham

of the windscreen and act as wind deflectors. The Rapier also had this ideal arrangement.

As I have mentioned before the M.45R was a little faster off the mark than subsequent standard models as the weight was less due to the fact that the body, wings and running boards were all aluminium. In fact my opinion is that it also handled better this I think was due to the fact that the petrol tank was placed well forward, almost over the back axle and not in the tail as on the standard models.

The only body alterations I made to the car were to replace the small headlamps with P.80's and remove the illuminated number plate from the locker lid as the glass was always getting broken. The car was registered in the name of the Lagonda Co., for twelve months and it must have been driven by practically every motoring journalist in the country during this time. Apart from *Motor Sport*, *Autocar* and *Motor Road Tests*, photographs of CPD 937 appeared in *Britannia* and *Eve*, *Country Life*, *Tatler* and *Sketch*.

The late Mr. Hammond of Lagonda knew the car well and told me that he had covered some three thousand miles in the car before it was finally sold after a demonstration to a solicitor in

Malvern, Worcestershire.

Mr. Hammond told me that he remembered the occasion very well as it was one of the few times in his life that he had to travel by rail. Apparently the sales department had heard that there was a prospective customer in Malvern, so Mr. Hammond was instructed to take the M.45R up to Worcestershire and demonstrate the model. Apparently the prospective customer was impressed, but would not place an order for a new car. He insisted that he purchase the actual car (CPD 937) there and then. Try as he could Mr. Hammond was unable to alter the gentleman's decision and after several telephone calls to the factory a deal was done, and the new owner kept the car in his possession and so Mr. Hammond had to find his own way back to Staines via the Great Western Railway.

After the solicitor in Malvern had finished with the car it returned again to the Lagonda fold in the name of Lord de Clifford. I have no knowledge of its history during the war but the car was standing in Rowland Smith's show room in Hampstead in 1947 priced, if my memory serves me correctly at £1,000. Incidentally I purchased the car in the early fifties for £285. Happy, happy days!

The enclosed photograph was taken at the time of purchase. The small headlamps are clearly visible, also the aero screens acting as deflectors and the petrol filler coming from the fuel tank just behind the rear axle.

I frequently averaged 50 m.p.h. on journeys and could regularly cover the 104 miles from my home near Warwick to Worle near Weston-super-Mare in one hour fifty minutes, which journey included the very winding road from Bath to Banwell. On rare occasions I managed to average 60 m.p.h. on the straight main roads such as the A5 from Cannock to Llangollen or Daventry to Fenny Stratford. This was before the days of motorways.

T. H. WAREHAM
Fenny Compton,
nr. Leamington Spa,
Warwicks.

News from Area 17

Dear Sir—The Club Meets are still held at the 'Hambro Arms', Milton Abbas on the second Friday of each month. Visitors to Dorset are especially invited; Milton Abbas was chosen as second amongst the most attractive villages, and if in the area, it is worth a visit.

Amongst those normally present include: Ron Mitchard and 16/80, Dudley Palmer and 2-litre, Clifford Rees and Alan Elliott and 2-litre, Stephen Weld and Silver Crossley and Dick Sage and 16/80. Other cars recently present were a supercharged 2-litre A.C. and a vintage Sunbeam tourer.

D. PALMER
Quibo Lane,
Weymouth.

From Our Man in Rio

Dear Sir—I am writing to you whilst sitting in glamorous South America, feeling somewhat frustrated at not being able to get out and do something on the Lagonda, in the nostalgic glow of having read in the Winter Magazine Roy Paterson's usual competent account of the 1971 Finmere Driving Test Meeting (which I attended).

The impetus behind this letter is "Hermes" parting comment regarding the lack of warning given to potential reporters of Club events for the Magazine. It is likely that I was the person at fault in this instance, and if not in this, then in quite a few others in the last two or three years, and I feel it is worth mentioning how the situation

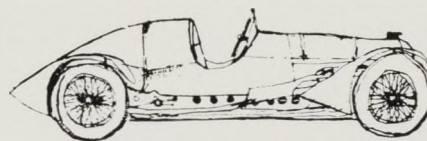
arises, as it is not accidental, however slaphappy it may appear.

We do our best to obtain Magazine reports of as many Club events as possible, for obvious reasons, but it is not a matter of simply arranging a reporter beforehand, as the only easily-accessible individuals certain to turn up are the competitors, who cannot always combine competing with reporting. As an admittedly imperfect compromise, therefore, we tend to spread the job around a bit, at the same time as nailing the apparently most suitable bloke available, by selecting the volunteer at the meeting itself, as early as possible to give him (or her) more than half a chance.

Roy, as usual, responded magnificently, but I know there have been situations where the system has caught some poor chap unawares: this is genuinely regretted, and the Editor would be only too grateful I'm sure if members intending to go to a meeting would unilaterally decide to do a write-up; photo montage; cartoon; record of comments-overheard, or whatever they fancy, for the Magazine and tell the Editor later. It is unlikely, to put it mildly, that their efforts will be wasted, as even two separate contributions on the same meeting are seldom incompatible.

On a more general note: to read the Lag. Mag. in remote parts as I occasionally find myself doing (and I don't mean the Northern Secretary's domain) concentrates the mind on just what superbly unique environment U.K. vintage motoring is: it is simply not possible to explain to people overseas that there is a sizeable (well 1,000, 3,000?) group of people in Britain, who can concentrate sufficient enthusiasm and vehicles to make up what are virtually pre-war motoring events, like a spectacle removed in time by 40 years. One half of the world must be insane and I'm pretty sure it isn't the half that runs vintage cars.

JEFF ODY
"Sea View",
High Street,
Ipanema, Rio, Gb.,
Brazil.

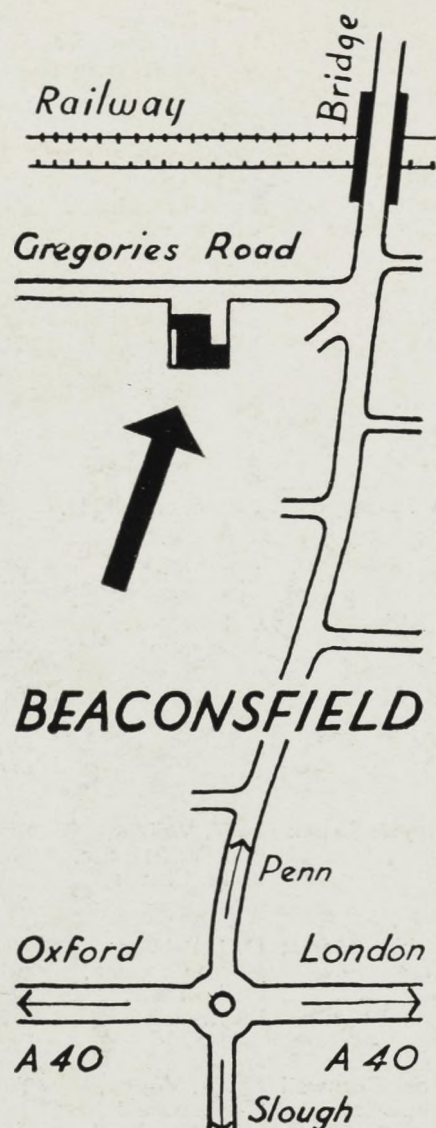


REGIONALISATION

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

Area No.		Monthly Meetings, 8/8.30 p.m.			
1	N. Ireland	J. Longridge, "Rockville", 22 Warren Road, Donaghadee, County Down	North Down House, Comber, Co. Down. 1st Tuesday		
			The Globe Tavern, Joy's Entry, off High St., Belfast. Lunch each Friday for any- one in Belfast on business.		
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	The Commodore Hotel, Marine Drive, Edinburgh. 1st Thursday In conjunction with V.S.C.C.		
4	Border country	I. G. Macdonald, 37 Oaklands, Gosforth, Newcastle-on-Tyne	Red Bar, Ridley Arms, Stannington, Northumberland. Last Wednesday		
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		
6	W. Riding, Notts, and Lincs		To be announced		
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	J. B. Castle, 16 Porthkerry Road, Rhoose, Barry, Glam.	Bear Hotel, Cowbridge, Glam. 1st Thursday V.S.C.C.		
9	Gloucestershire, Bristol, N. Somerset & S. Worcester	J. Organ, 'Onaway', Chalford Hill, Stroud, Glos.	The Compass Inn, Tormarton, Glos. 4th Friday		
	and for the Northern part of this area	J. Organ	The Royal William Hotel, Cranham, Glos. 3rd Thursday		
9a	Shropshire, Herefordshire, Worcestershire, N. Wales	D. P. Crow, 181 Abbey Foregate, Shrewsbury, Salop.		White Horse Inn, Wenlock Road, Shrewsbury. 2nd Friday	
10	Warwicks, S. Staffs & Leics	C. H. Nolten, 29 Hollyhurst Road, Banners Gate Sutton Coldfield		Manor House Hotel, Old A45 at Meriden (not by-pass). 2nd Tuesday	
11	Essex & East Anglia	J. D. Abson, 11 Highfield Green, Bury Lane, Epping		The Old King's Head, Stock (S.W. of on B1007, Essex. 8.30 p.m. 1st Wednesday	
12	Bucks & W. Herts & Bedfordshire	D. D. Overy, The Old Cottage, Bourne End, Boxmoor, Herts.			
13	Berks & Oxon	M. B. Jones, 4 Grass Hill, Caversham, Reading		The Bull, Sonning. 3rd Friday	
14	W. Home Counties, Middx & W. London	A. H. Gostling, 8 Ridgeway Road, Isleworth, Middx.		Anglers Hotel, Staines. 2nd Wednesday	
15	Kent	L. N. Buck, 21 Willow Walk, Culverstone, Meopham		Park Gate Inn, Hollingbourne, Kent. On A20, ¾ mile from M20. 2nd Wednesday Sir Jeffrey Amherst, between Sevenoaks and Plaxtol on A25. 3rd Thursday	
16	Surrey & Sussex	N. T. Walder, Old Park House, Ifield, Crawley		Star Inn, Ruspur, Nr. Horsham. Last Friday	
17	Wiltshire, Dorset & Hampshire	D. J. Palmer, North Carolina, Quibo Lane, Weymouth		Hambro Arms, Milton Abbas, Dorset. 2nd Friday	
18	Devon, Cornwall & Somerset	Dr. A. Young, 'The Towers', Hookhill Road, Paignton, Devon.		To be arranged	
19	London			Coach & Horses Hill St., W.1. 1st 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.

Send your enquiries to:

MAURICE LEO LTD

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