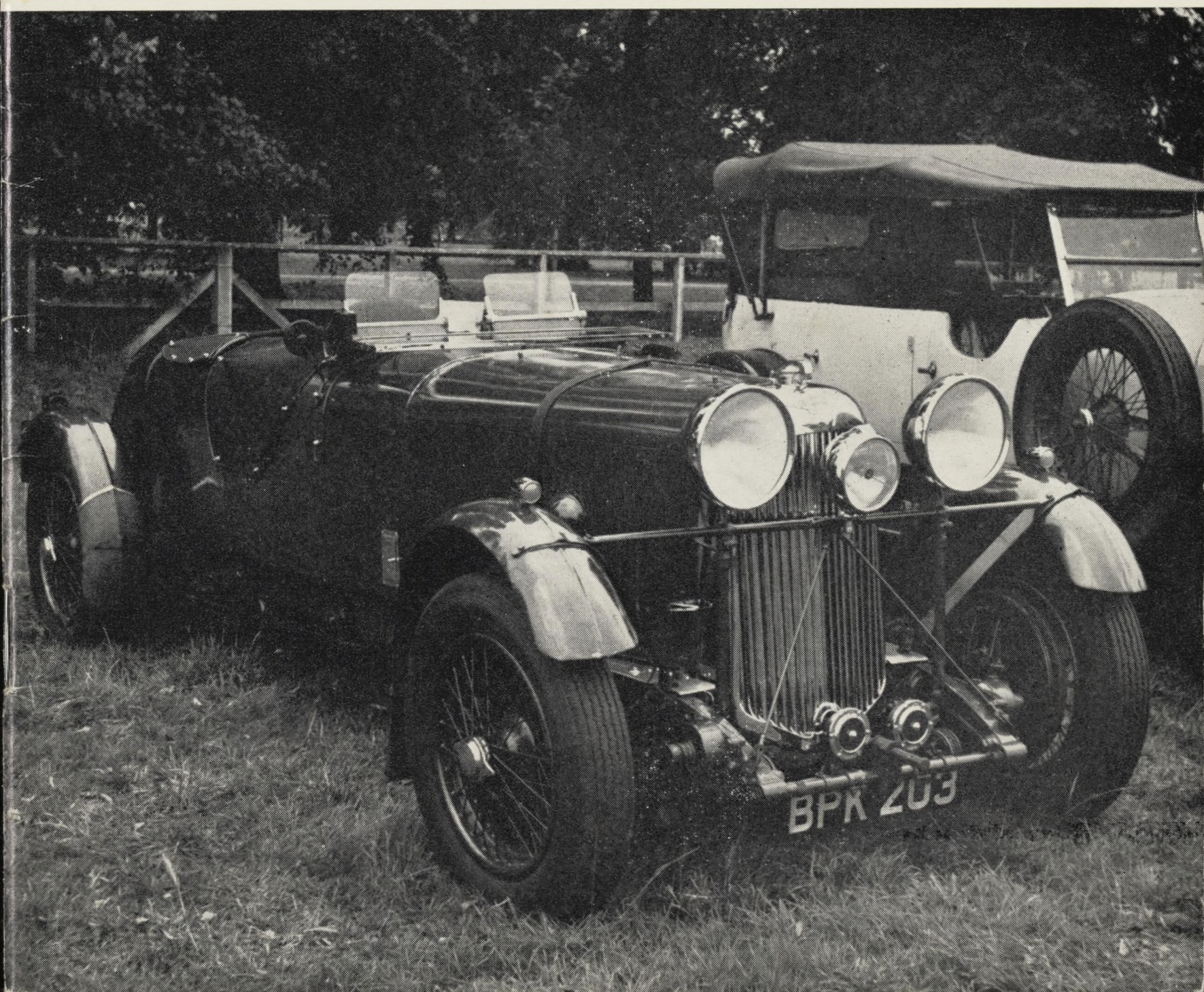




THE MAGAZINE OF THE LAGONDA CLUB

Number 79 Spring 1973



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ARNOLD DAVEY J. W. T. CROCKER

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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: Robbie Hewitt's M.45 Le Mans at Syon Park.

Photo: Phil Ridout.

NOTES, NEWS AND ANNOUNCEMENTS

HARRY GOSTLING died on the 1st March after a short illness. This tragic news came as a great shock to all his friends in the Club most of whom were unaware that Harry had been taken ill. Typical of the man he kept his illness from all but his closest colleagues. Harry had retired from business only a few months previously and was happily making plans to settle down in Sussex and organise a Lagonda section in the area. Given time he reckoned he would have a pub meet turnout to rival the popular West London gathering that he had built up over the years. But this was not to be.

Harry will always be associated with low chassis 2-litres, his green and latterly the black and cream cars regularly in attendance at Lagonda gatherings. His tall and commanding figure, tweed cap and pipe, could never be missed. Now he is gone and the loss will be felt no more keenly than by his many friends in the Club and especially those in the West London area. Our deepest sympathy goes to his brother Ian.

* * * *

Happier news comes with the marriage of the club historian ARNOLD DAVEY to WENDY HYNES in March this year. What with writing the Newsletter, compiling the History of Lagonda, researching into the whereabouts of missing Lagondas we are surprised Arnold found the time to think about the subject of matrimony. Wendy, of course, is known to many Club members and has often in the past performed notable feats of copytyping from Arnold's manuscript of Club Register, Newsletter, etc. Which only goes to prove if you can't beat them, join them!

Our very best wishes go to you both.

* * * *

News from the North East. IAIN MACDONALD reports the new location for their Pub Meet. It will be held at Milo's Welfare Hall, Backworth on the 28th of each month. Iain looks forward to seeing the regulars and any new faces.

January this year marked the 20th anniversary of the formation of the Rapier Register while this July is the 40th anniversary of the preparation of the first Rapier prototype. Congratulations to all concerned with the Register's organisation.

* * * *

THE HISTORY OF THE LAGONDA. THE PLANS FOR the book of the marque are going very well. During the time since the announcement of the Mike Wilby memorial fund, the joint authors have been researching records and information and busily writing. Some three-quarters of the text is now complete together with a good selection of photographs from various sources. Further news will follow when publishing plans are put in hand.

* * * *

Long serving member of the Committee JEFF ODY stands down as the overseas commitments of his work make his involvement in Club affairs increasingly difficult. As Jeff says it was about time he got down to the serious business of putting his 2-Litre together again for this season's racing. The Committee will miss his contribution to running the Club and hope that at some time in the future Jeff will come back on board again.

The Editor too will miss his valuable assistance in chasing up copy from reluctant contributors to the Magazine and thanks Jeff for his help in the past. He would be interested to hear from any volunteers for taking on this copy-gathering job.

* * * *

Saturday evening on 3rd March this year was the occasion of the Club Annual Dinner and Prize-giving. Held this year at *Syon Park* on the western side of London this new location proved a popular choice. No parking problems and the opportunity, after an excellent dinner, to adjourn to a private bar where the sixty-three guests chattered about Lagondas until the close.

"BA" CROCKER charmingly gave the awards to the successful competitors and PETER HULL was amongst the visitors. A fuller report appears elsewhere in this issue.

The Summer Magazine will be published in July. All copy from Regional Secretaries and contributors should be in the Editor's hands by 28th May.



Alan and Pat Elliott at Horse Guards Parade

Photo: Photocar Features

Veteran & Vintage Drive into Europe Jan 6th-8th, 1973

AT 5.30 ON A DARK CHILLY SATURDAY MORNING in January, a familiar roar and a blaze of light from her P.100 lamps, as our 1930 2-litre Lagonda tourer edged her way out of the garage and began her journey from Dorset to Brussels as part of the Drive into Europe, to celebrate Britain's entry into the European Economic Community.

We were very fortunate to have been chosen as one of the three Lagondas to take part, our fellow team mates being Tom Fenton in his recently acquired 1926 12-24, and Robbie Hewitt in her magnificent 1934 4½-litre team car, the latter, incidentally, the only lady "in the field" and giving further grease to the elbow of Women's Lib! Our own selection had caused us some

initial embarrassment as the car was temporarily laid-up, with the broken back axle acquired at Finmere, and Alan had to burn many nights of midnight oil to get her back on the road in time.

However, this achieved, and now suitably clad and prepared (we hoped) for most emergencies, we headed for London and Horse Guards Parade. The Cavalcade, which comprised over 70 vehicles, consisted of veteran, vintage and post vintage thoroughbred cars, motor cycles and historic commercial vehicles, giving as representative a picture as possible, of the history of road transport. We all assembled on Horse Guards, and after inspection were flagged off by the Prime Minister, at around 11.30, to fanfares of trumpets by the Life Guards. Lord Montagu of Beaulieu, the chairman of the committee who had organised the drive, was driving the 1899 Daimler which was supplied new to his father. As co-drivers he had Stirling Moss and Peter Garnier, editor of "The Autocar"

We had a very lively send-off from the crowds at Westminster and indeed were cheered all the way to Folkestone, despite the weather which by

the late afternoon had degenerated into a steady drizzle and forced us to put the hood up, and several of the more elderly vehicles to mount their trailers.

British Rail Sealink entertained us to a Cocktail Party and Dinner at the Grand Hotel where we were all spending the night, the menu for the latter being a special Common Market one. A very festive atmosphere prevailed, and it was with something of a Common hangover that many drivers reached the quayside early the next morning, Sunday, and embarked for Ostend. We were again very generously entertained by Sealink, and the crossing was one of the smoothest I have ever made, on one of their latest ferries, *M. V. Hengist*.

The welcome we received, on arrival at Ostend, was very heartening, and the drive, via Bruges and Ghent along the N10 to Brussels was unforgettable. Everywhere along the route, people gathered, in large groups and small, to wave and cheer us on through the murky dusk, and by the time we reached the outskirts of Brussels and were escorted, in hair raising fashion across the city to our hotel by the police, we were quite certain of one thing, we were WELCOME!

The Belgian police, I must add, did a fine job—as several of the older vehicles and motor cycles

had feeble or no lights—but being continually waved across red traffic lights, and having cars hurtling towards us at right angles—slamming on their brakes at the last moment—was a bit unnerving!

Our destination for the night was the Europa Hotel, a skyscraper block adjacent to the E.E.C. Headquarters—where we were again entertained most royally. The *Financial Times* gave a cocktail party, followed by a Gala Dinner, at which our Ambassador to Belgium and Mr. George Thompson, one of our Common Market Ministers, were present, together with the Burgomaster of Brussels and other notable guests. The speeches and toasts continued until eventually we all wended our way happily but wearily to bed.

The next morning, Monday, saw everyone down below bright and early, in the basement garage—which was vast—frantically polishing and cleaning their respective mounts, in order to show the flag with all honour in the parade to the Grand Place. Lord Montagu, accompanied by an escort of representative cars (not a Lagonda amongst them—but we were represented in spirit, if not in shape, by James Crocker, who formed one of the ‘petition party’) drove to the E.E.C. Headquarters where they handed in a petition urging the Commission that no future legislation



The Lagonda contingent: l. to r. Tom Fenton, James Crocker, Robbie Hewitt, Rosie Clarke, Roy Jenkins, Alan and Pat Elliott

impedes the driving of veteran and vintage vehicles on the roads of Europe. By all reports they were well received, the champagne flowed, and they were assured that this would never happen.

The rest of us drove to the Grand Place, to the cheers and waves of hundreds of Brussels citizens—many of them hanging perilously out of skyscraper office windows. Their productivity must have sunk to zero for that Monday morning! We were greeted on arrival in the square, by crowds of schoolchildren who had been escorted specially to the event, and indeed, a number of schools situated on our route back to the coast, turned out in force to cheer us on our way. Brussels is a beautiful city and we both wished that we could have had longer in which to take in something of her atmosphere and treasures—another time perhaps.

We were again given a police escort out of the city—this time to beyond Ghent, where with many waves and smiles they left us. On the run back to Ostend we did at last manage to get the three Lagondas lined up for a photograph together, outside a little roadside hostelry which had a Linden tree on the forecourt (the proprietor assured us it had been planted by a British Tommy in the 1914-18 war). While the historic picture was being taken, the rest of the Cavalcade bore down upon us, an incredible sight—motor cycles, buses, veteran and vintage, two and three abreast, thundering down the 'straight' towards home.

James Crocker had been driving the 4½ team car at tremendous speed—much to Robbie's trepidation—prior to our halt. For the remainder of the journey he was persuaded to transfer to Tom Fenton's more leisurely machine. However, it didn't respond too well to his lead boot and expired shortly with carburettor trouble! Fortunately one of the veteran tender cars with trailer was passing, and conveyed them to the ship. The carburettor was successfully rebuilt on the car deck during the voyage back to England.

The remaining 20 odd kilometres in Belgium were covered without mishap (apart from giving the odd tow to a 3-litre Sunbeam and a certain Bentley Speed Six driven by David Johnson—he should have come in a reliable Lagonda instead!) and the ferry sailed with everyone on board with the exception of the Foden steam lorry, which was still smoking and steaming its way steadily along the N10.

The Drive ended, on arrival at Folkestone, where we spent the night, before driving home round the south coast, the next day.

It was a truly memorable weekend—and grateful thanks must go to all who organised and sponsored it. I am sure that the object of the Enterprise was achieved—and let us hope that our future, in partnership with our European neighbours, will be as successful.

PAT ELLIOTT

COMPETITION NOTES

IMPORTANT ANNOUNCEMENT: THE COMPETITION Secretary is alive and well, despite the activity in Whitehall this week! One might say the season has started with a bang although the type of bang I personally can do without.

It's almost April, the month when people usually tax their cars for the Summer period. This article is really a follow up to the one in the last Magazine. A number of people have written to tell me of the type of events they would like to enter and I am delighted to have their ideas. It was my intention to do a mail shot at all those of you who are interested in competing but on reflection the Magazine and News letter seems a better medium and reaches everyone. I want **you** to write to me. As I build up a picture of who wants to do what I then have the people to approach as events come up.

This leads on to the Competition Calendar. V.S.C.C. Silverstone is the first race meeting and Regs are out. Contact me if you are entering and let me know how you get on! At meetings of this type I hope to be able to get most if not all Lagondas into the same event—give members a chance to compare speeds, etc., and have fun above the legal limit.

6th May brings the Wilbur Gunn Memorial Run and Spring Social to be held in Wiltshire (no details of date here!) David Johnson and Robbie Hewitt have almost finished arrangements so let's have a good response please.

V.S.C.C. Curborough and also Oulton Park fall in May and June. I want to see a good turn-out of Lagondas and it would be splendid if another Lag could emulate David Royles 1972 feat and win the Concours again this year at Oulton. *Now*

is the time to start polishing!

Alan Elliott is preparing a Rally Tour in the Hampshire-Dorset area on 24th June. This will be a splendid event. Alan has plenty of experience over many miles in his 2-Litre and I feel sure he knows exactly what is put on for us as a blend of "Vintage" pleasure. Mark this date in your diary all you in the South of England, (plus anyone else who wants to come along).

It's our event at Finmere on 22nd July. This is always good fun and this year the bar will be well stocked. Ian North has kindly agreed to deal with the toilets so there's no reason not to offer your services as marshalls, helpers or competitors! There will be plenty of publicity as we near the date.

Finally, we have our own race at B.D.C. Silverstone in August. You know what I want—entries about twenty-five please. It's all been written before but this time an early mention. Details will follow. Watch this space.

JOHN BATT

"Let's get the D.B.'s Rollin' "—Lap 4

HAVING SAID WE WOULD GO TO PENSURST PLACE on the Sunday and not having got home till late on the Saturday we were, of course, late away the next day and the car was in the same state as when it left Gaydon. Sunday was wet, very wet and this helped to get some of the road dirt off on the way down to Penshurst. When we got there, I do not think I have seen so many cars, of so many types and makes, in one place before but as for Lagondas I could not see one. Plenty of water and mud and having driven across two muddy fields, made for the "way out" before the thousand or so fellow motorists churned the field into a mud Flanders and no one could get out. I later found out that the other 'Lags' were over by The Palace, brave boys, the distance and mud put me off and I made for Botler Farm and a cream tea.

We had put in for the A.M.O.C. invitation sprint at Curborough well in advance and, having been sent a copy of the Additional Supplementary Regs., applied for Class 9 Sport Saloon and G.T. Cars over 1600cc and sent off the entry form.

I then went through the Regs. again to make sure I understood them and awaited.

I received my invitation and final instructions. In Class 9, signing on being 8.15 hrs., scrutineering, 8 a.m. to 3 p.m. Practice 9 a.m. to 12 noon.

From the attached list of entrants, I found no other Lagonda or member listed, and I was again with the heavy metal, Ferrari 275GTB, Lola Astons D.B.S., V8, D.B.4 G.T., and the like.

I did think of scratching but as the course seemed interesting and John Guratt, whom I had met at Gaydon, would be there with his 3-litre Talbot, I made up my mind to go, have a good day and, at least, show the Club flag. I am very glad I did.

We did little to the car, as she was running so well now, except to change the oil all round and set up the C.B. points before starting out. Curborough lies about 3 miles N.E. of Lichfield, on the West side of the A.38, is R.A.C. sign-posted and all in the Burton-on-Trent area. So an early start, from London, is needed to get

FIXTURE LIST 1973

28th April Sat.	V.S.C.C. Silverstone
*6th May Sun.	Wilbur Gunn Memorial Run and Spring Social
13th May Sun.	Pageant of Motoring— Penshurst Place, Kent
13th May Sun.	V.S.C.C. Curborough Sprint
16th June Sat.	V.S.C.C. Oulton Park
*24th June Sun.	Rally Tour—Hants/Dorset
*30th June Sat.	Border Rally
*7th July Sat.	Northern Gymkhana
7th July Sat.	V.S.C.C./M.A.C. Shelsley Walsh
21st July Sat.	V.S.C.C. Silverstone
*22nd July Sun.	Lagonda/B.D.C. Finmere, Bucks
12th August Sun.	V.S.C.C. Prescott
19th August Sun.	Michelham Priory Sussex
*25th August Sat.	B.D.C. Silverstone Lagonda Race
8th September Sat.	V.S.C.C. Llandow
23rd September Sun.	A.G.M. Syon Park
7th December Fri.	Film Show Social Evg. London
*Fox Trophy Events.	

Dates to be allocated for B.D.C. and A.M.O.C. Sprint Invitation Events.

here by 8.15 a.m. We left at 4.30 a.m. on a damp overcast morning but with the weather man's promise of a bright sunny day so the hood was down, to the despair of my two crew members.

We had the usual, uneventful, drive up on near deserted roads and a good few stops for hot tea and "wads" on the way.

By 7.30 a.m. we had found a garage, open, in Lichfield with cafe and one of those places with "two hands and a towel" thing, so we made this a temporary base before moving on to the course. Here, apart from having breakfast and a wash, we topped up all the tyres to 32lb P.S.I. We had taken up with us the 15" sprint wheels, and reckoned it is easier to let air out than put it in, even with an air line from your own engine.

So we got to the course with plenty of time in hand, signed on at control, picked up the programme and moved into the paddock and parked up. While Peter changed over the exhaust system and cleared out the kit, tool box, spares, plugs, wheels and all the other stuff we carry, out of the boot I went off to 'walk the course' and sign the book to say I had done so in compliance with the regulations.

Now Curborough course is a little like a 'B' but printed backwards with a long tail and the course runs, up the long tail, around the two bulges of the 'B' as left, right left, and right hand bends, right around the top then all the way down the straight, past the finish and around the tail to the start which is now a turn round area for the second run. Cambers do not come into the reckoning but the curves, straights, and bends do, as these have to be worked out well in advance as the 'revs' have to be kept up on the back of the course. Now this is, I know, not clear to the reader so let me enlarge, just on one part of the course, the start. Having got off the line you have a long left hand bend, slightly uphill, into a short straight before the first left-hander, into the bottom of the 'B'. In practice, I tried two ways. 1st, 2nd held at 4,700 R.P.M. and then lift off into the bottom of the 'B'. Next 1st, 2nd, up to 3rd, down to 2nd and into the left-hander. On this alone with no other amendment cost 4/10th sec. and yet that 3rd gear snatch did seem faster sitting in the car.

So we and the others went down to the start for our first practice run.

Timing is by green light and light beam so it is, more or less, in your own time as the clock does

not start till you break the light beam.

The first ten cars having run, our turn came up and there we were, sitting on the line, revving to keep the hard plugs clear, and waiting for that red light to turn green.

At last 'green', push up the revs, drop in the clutch and, with the rear wheels jumping, push it up, through the revs to 4,500 R.P.M. and then a quick snip up into 2nd, build it up again, bend the car around the curve and into the short straight, pass the paddock, out to the outside to flatten the bend, lift off and sling the car, and she can now be slung, into the bend which is followed, very quickly by the right-hand, build up the revs., out of the bend and along the straight and into the middle of the 'B'.

Here you only had to lift off to go into the start of the bend, right-hand, take to the near-side of the next left-hander and turn on the power again and the back end comes around to see you facing up the short straight and into the right-hander. Now full power up to the top of the 'B', hard all the way around, the back end comes out and as soon as 4,800 R.P.M. comes up bang it into 3rd. Into the straight, the back of the 'B' and then into top to pass the finish lamp. Once over, you lift off right away, and let the car slow as you have, at the start of the tail of the 'B', to pass to the off-side of the course, round around the, now, right-hand curve and back into the start area.

Here we formed up in the line of cars awaiting their second run, got out and walked up to start control to see Peter and the timed run. 60.1/10, about 9.5/10th slower than anyone else in the run but as this was an Aston-Martin D.B.3 of 3-litres with three double choked Webers and weighing some 16 cwt I was not too upset.

We found a lot of the A. M. boys came over to talk to us, mainly about the engine, as it had been pinched to power their D.B.2 and 3, and we both had a lot to say to each other. Back in the paddock after the second run (59.7/10th) Peter and I found a few old, and made a lot of new friends—Derrick Edwards with his 1935 Ulster, John and Janet Norman D.B.2/4 Jack and Jean Moss D.B.3. These two I think are a great pair, both husband and wife drive the same car and against each other. I wonder why we do not have members like this or do we?

Bob Gregory with his Zagato we had seen at Gaydon. Frank Robinson with his Alvis, first met at the Alvis open day at the Palace two

years ago. John Guratt as we have said, John Corbyn with his Corbyn Special and having a lot of trouble with the jets in his webers. Peter and I tried to help but he still had a lot of stutter in his 1st and 2nd run. Henry Rollason with Peter Whitehead E.R.A. (and he had broken his throttle linkage bracket during practice) which, with the help of some bolts from the tool box we helped to repair before lunch, and also there, Paul Gardner with the Jaguar H.W.M. we had missed when it had been offered for sale, and, today, going much better than at Gaydon. And so we went off to lunch, but only after many had taken pictures of the car inside and outside and said how pleased they all were to see a 2.6 with them, a sort of mother among all the D.B. Astons.

After lunch, and doing both runs in each class, the classes were called to the line. Class 1, Pre-War Astons being won by Bishop in his Speed Model at 49.7 sec. Class 2 D.B.1, 2, 2/4 and 3 by John Norman 44.00 sec. who also won the Sealed Handicap. Class 3 4.9.7, Zagato, 3S, DBR1, 3S V8 by Nick Cussons 40.6 sec. Class 5 D.B.4, 5, 6, and D.B.S., Williams 40.6 sec. Class 6

Vintage and Venerable by Geoff Bishop, Speed Model 41.5 sec. Class 7 J. Williamson MacLaren M.10 A/B 35.1 sec. Class 8 G.T. up to 1600 cc S. Riley Lotus 7 37.7 sec. Class 9 over 1600 cc P. Foden in a A.M. D.B.S. V.8 40.8 sec. Class 10 last to run H.S.C. Richard Bond H.W.M. in 40.00 sec. dead. My best still stood at 59.7 sec.

And with the best, 2,580 cc D.B.2/4 at 47.4 sec. I came to the conclusion that NYK 804 is far too heavy and one has no way at all of taking off any more weight, other than seats and the like, without spoiling a very good car. The idea of building a special bodied 2.6 had been sat on, as you cannot find any entry in which to race and sprint it. I had, therefore, come to the point of, either fitting a 2.6 engine in a Rapier chassis or turning to something else. But this will have to wait until next time.

Might I add, before closing. One very good thing came out of the last 'lap'—Ron Gee, who tried all this before I did, got in touch with me. I hope he will keep in touch and the Club will see a little more of him in 1973.

G. M. FRANCIS and Co., Ltd.—Cash purchasers of 1935 and 1936 Vauxhalls.—110, Great Portland St., W.1. Museum 0231. [9936]

SPROSEN, Ltd.—Immediate cash for good Vauxhall 12-6 and 14-6 cars.—157-159, Great Portland St., London. Langham 1211. [5600]

WE Specialise in Vauxhalls and Are London's Best Buyers; exchanges.—London and Empire Motors, Ltd., 77, St. Martin's Lane, W.C.2 (facing Leicester Square Tube). Temple Bar 9422-4. [4811]

Veteran Cars.

READY for London-Brighton Annual Run.

1903 Cadillac original condition. [505]

1904 Di Dion 6h.p. 2-str., original condition and trembler; £60.

1904 Lagonda Tricar, requires small repairs; £45.—Burtenshaws of Reigate. 'Phone: 2064. [4077]

Veteran Cars Wanted

ANTIQUES—Selling books. —Cecil Burney, Crown Cottage, Addlestone. [0432]

Wolseley.

THE CAR MART, Ltd.

1935 Wolseley 21 Limousine De Luxe, occasional seats, low mileage, renovated; £375.

146—150, Park Lane, W.1. Grosvenor 3434. [5125]

BERTRAM COWEN Offers:

1935 Wolseley 9 Saloon, faultless condition; £100.—Hermitage Lane, Streatham. Opposite King William IV. 'Phone: Pollards 2100, 2188. [4334]

THIS Week's Special Bargain!!!

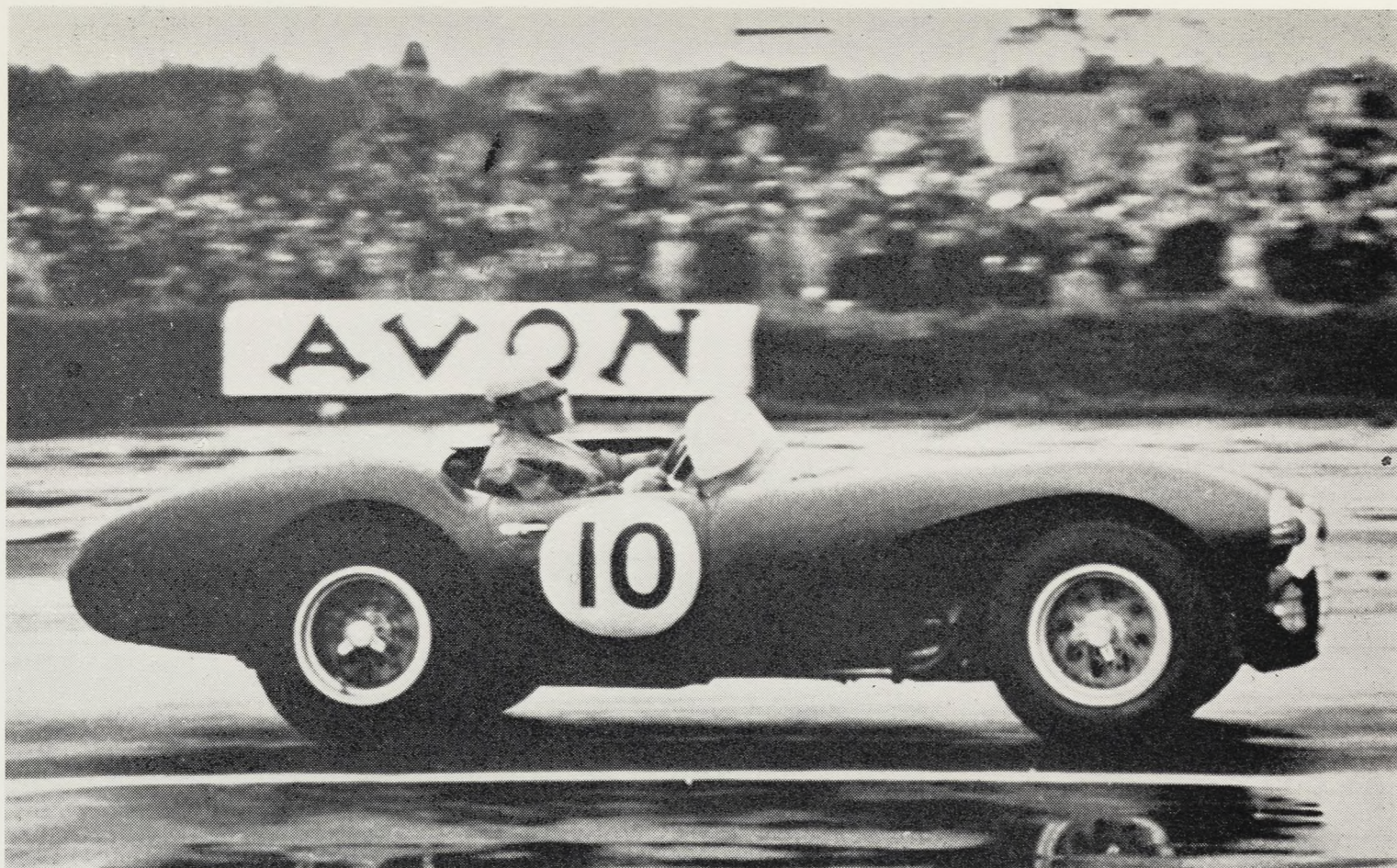
Spotted by John Broadbank in a 1936 Autocar

THE 1954 / 55 V12 SPORTS RACERS

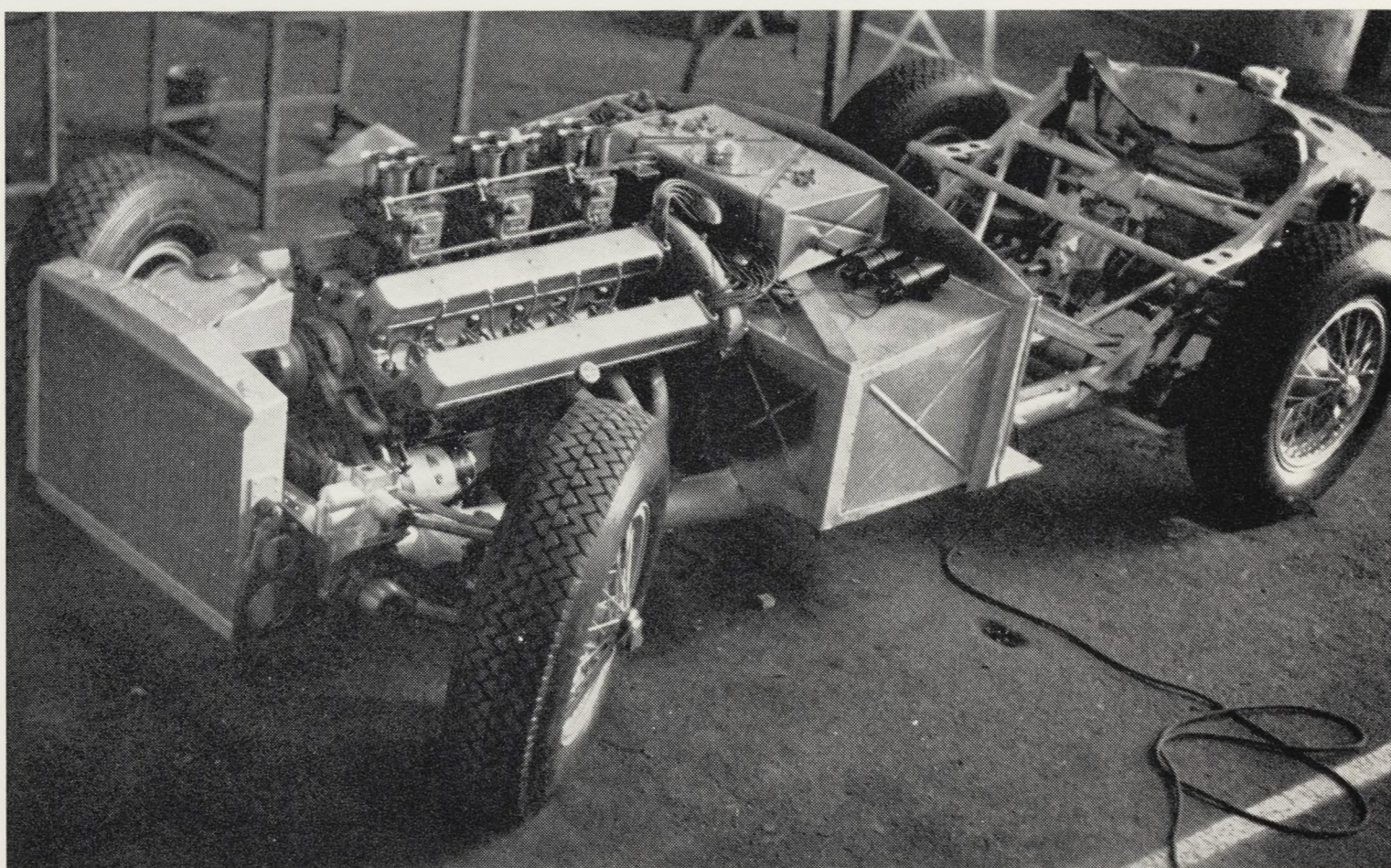
THE INTERESTING PHOTOGRAPHS WITH THIS ARTICLE have been provided by James Crocker and show various aspects of the big Lagonda "bangers" of the fifties. Some four cars were prepared but one prototype was accidentally destroyed in a fire.

The all-aluminium V12 engine had four overhead camshafts, two valves per cylinder and triple Weber down draught 45 m.m. 401 FC carburetors. The compression ratio was 8.65 to 1 and dry sump lubrication was employed. The engine's output was rated at 305 b.h.p. with the power transmitted through to the five speed gearbox by a Borg & Beck clutch with a ZF limited slip differential.

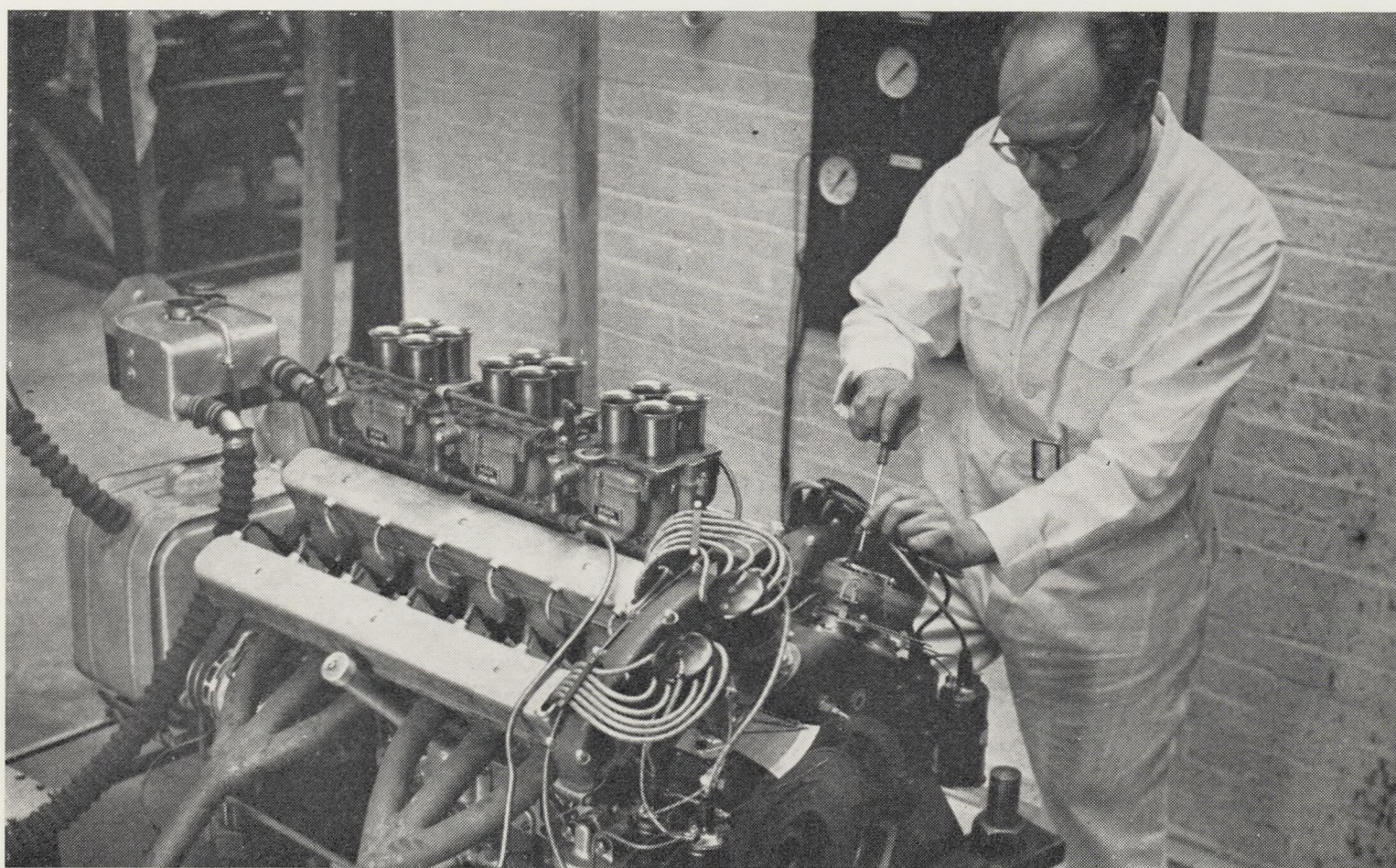
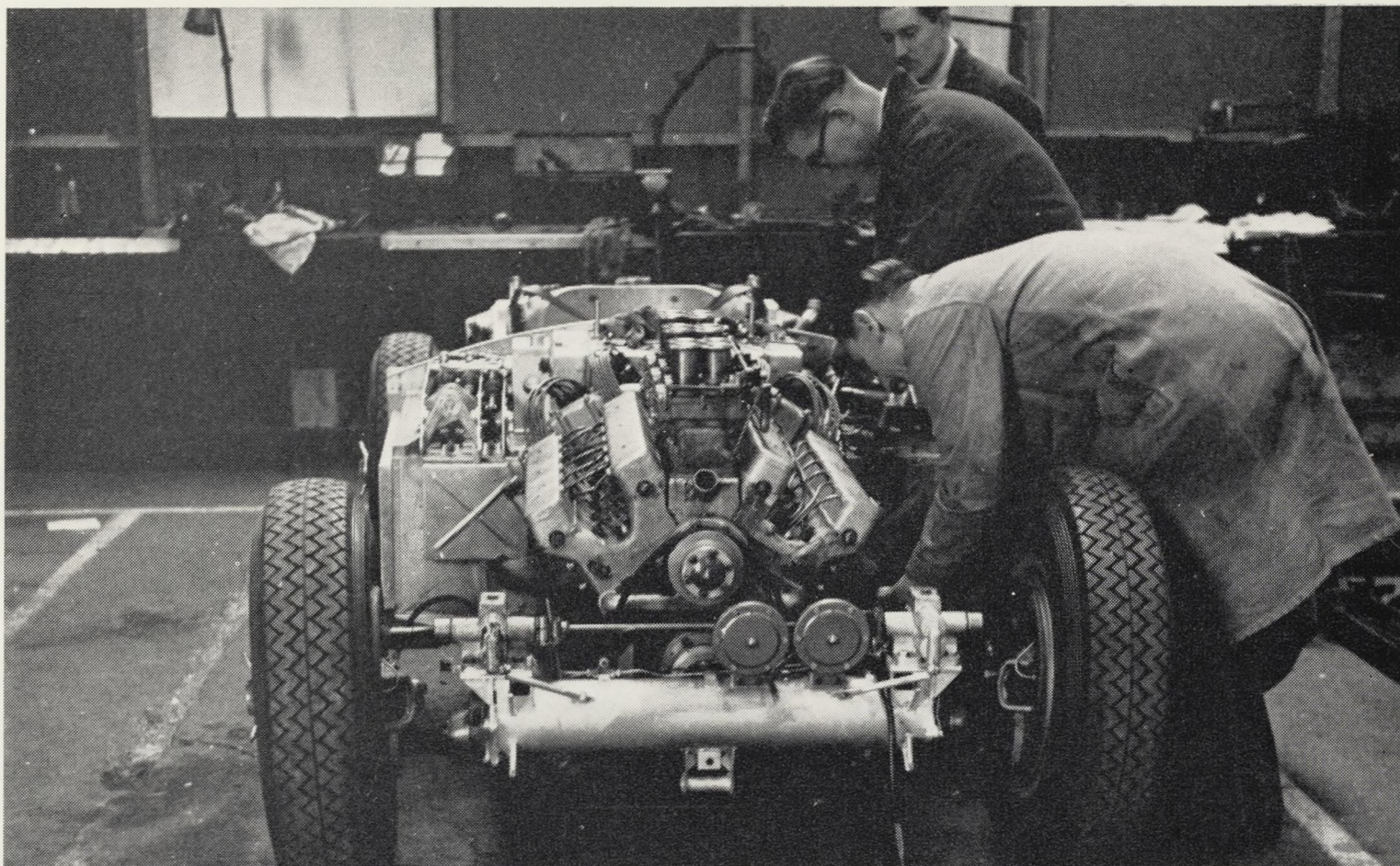
The first car made its sporting debut in an International Trophy race at Silverstone in May 1954. Driven by the late Reg Parnell the Lagonda finished in fifth place with a best lap of 2 mins. 7 secs. against the winner's time of 2 mins. 3 secs. in a 4.9-litre Ferrari. The V12 was entered for Le



Reg Parnell in the 1954 V.12 at its debut at Silverstone



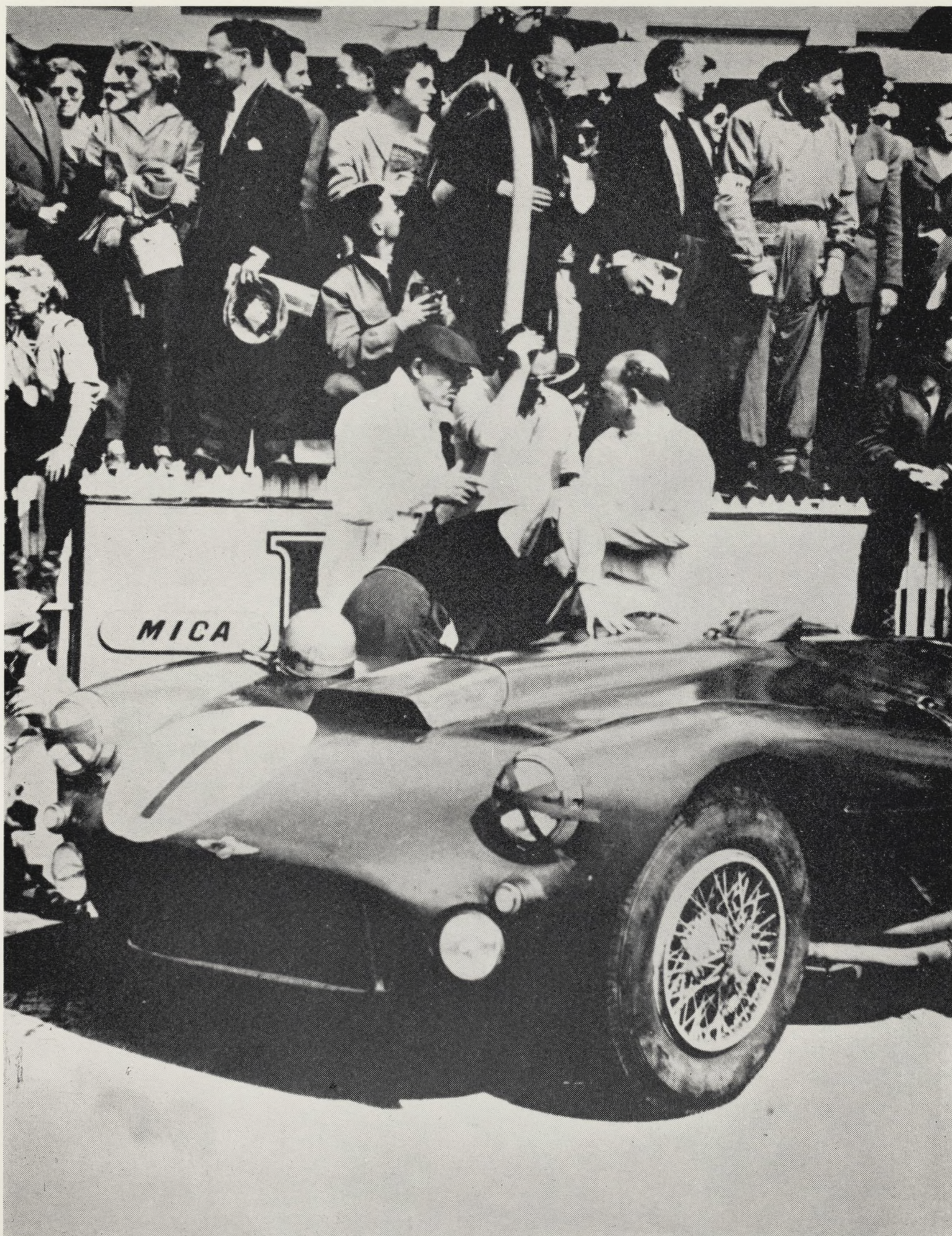
The chassis and running gear of the 1954 car



Scenes from the assembly and tuning bays



Eric Thompson extricating himself from the bank at Le Mans in the 1954 race



The 1955 V.12 at Le Mans with new chassis and bodywork



Maurice Leo at full blast at the Brighton Speed Trials

Photo: The Autocar

Mans in the same year with Dennis Poore and Eric Thompson sharing the wheel. The car ran well until Thompson unfortunately spun in the Esses while overtaking another car. The V12 lodged itself firmly on the bank and it took poor Thompson two hours to dig himself out and drive the car back round to the pits for a mechanical check. The rear quarter of the body was badly crumpled but not so as to interfere with the car's handling. Sadly the authorities insisted that the car be withdrawn from the race as the rear light was broken and no replacement was carried.

So ended Lagonda's hopes for 1954.

One of the other V12 racers was worked on considerably during the close season in order to try again for the 1955 Le Mans race. The main changes involved were the replacement of the ladder frame with a space frame, revised brakes

and new bodywork. The engine was little changed. Reg Parnell was to drive this car at Le Mans with Dennis Poore as a co-driver. After keeping up with the leaders for some hours the V12 ran out of fuel on the course. Surprisingly the race official had failed to seal the car's petrol filling cap and petrol had been lost steadily on the circuitous parts of the course. Once again the Lagonda failed to finish the season's premier sports car race in circumstances which could not have pleased the Company. Changes in the sports car formula ruled out further development of these giant sports cars.

The three V12's survive, two have been in the hands of Maurice Leo who achieved some remarkable terminal speeds in sprint events. The space frame car is in America.

AWM

A Message from the Chairman

THE OBJECTIVES OF THE CLUB

AS YOU ALL KNOW YOUR SUBSCRIPTIONS HAVE just gone up by £1, a formidable rise, and you may well be wondering exactly what your return on this investment will be; so I thought this might be a good moment to recall the objects of the Club and state its objectives for the future. This will necessarily be a brief article outlining the main headings, but you will find in the next magazine the first of a series of longer articles dealing with the particular aims and objectives under the care of one Committee member.

Magazine

There will be four magazines a year of not less than 28 pages, preferably more. We are lucky to have in Tony May an Editor who has brought consistent and high standards of content and presentation to all that he has published; however he can only work within the limits of the material available to him. In the past there have occasionally been only three magazines a year. This is in no way due to lack of effort, holidays, illness and the thousand and one cares that man is heir to, but entirely to LACK OF COPY. The magazine is the prime means of keeping the Club together and informing you that the Club is alive and thriving. To do this the Editor must have articles from members on how they are affected by Lagondas. We are all interested to know how you enjoyed your continental tour, coast to coast trip, towing a six berth caravan behind an 11.9, rebuilding from the personal or professional viewpoint, making those new sprung hide seats to replace the old pneumatics, a local meet, taking the bride to and from Church, breaking a half-shaft in the middle of the traffic lights in the morning rush hour, or whatever. It is only by relating your experiences in print for the benefit of the membership at large that we can publish a

good magazine regularly and consistently four times a year, so please do write to the Editor. If you don't, I promise you there won't be four magazines. The remedy is in your hands.

Newsletters

Policy is to publish 10 per year. Publication dates vary slightly to accommodate information on forthcoming events, but is roughly monthly. The two blank months are when we have no forthcoming events combined with a lack of news of member's happenings and doings, so again shorter notes to Arnold Davey will help to ensure regular and full publication.

Social Events

We now have a Social Secretary, Robby Hewitt, and although the job is brand new the intention is to hold a monthly event during the summer, at different locations in which the family can participate. There will be non-Lagonda attractions such as gardens, National Trust Houses, etc., for the family and the locations will move around a bit. The first is planned at a very pretty village through which the revamped November Handicap Rally, now called the Wilbur Gunn Memorial Run, will go in May. Robby would also like to encourage Continental rallying, apparently a type of contest between car and driver to see who can drink more, and has lots of personally gained information on nearly all the good Continental runs.

Spares and Technical Information

Spares and technical information are available from A.M.L. Engineering, Ltd., (Day: Northbourne 4727, Evenings: Parkstone 743149) run by our old friend Captain Forshaw. Ivan and his son Richard are able to supply most spares and have a terrific fund of technical knowledge which is liable to come as a multi page letter with the bit you have ordered.

However the time has come when Ivan is no longer able to provide every spare that everybody wants. The basic reasons being that cars are no longer being broken for spares because of their rising value and new bits stopped being made years ago. If therefore suitable opportunities exist the Club intends to COMPLEMENT—I cannot stress that too much—Ivan's service by having odd bits stocked. This will take the form of supplementing orders placed by Club members to achieve more economic batch sizes if we think

there is a long term demand. Geoff Moore is in charge of this area and he hopes to produce instruction sheets on some operations, say top overhauls, gear box maintenance and king pin renewals for specific models as well as maintaining a register of good garage facilities. Geoff would welcome any information along these lines, but don't ask him to make you a cylinder head before you get a dozen or so firm orders with cheques and costs for various quantities. Similarly if you can tell him how to replace an M45 timing chain put it down on paper from the "open the offside bonnet" stage onwards.

Secretarial Services

We don't envisage any momentous changes here. Valerie May will continue to carry out all the multifarious duties of the Secretary in her charming and efficient way and to sell ties, car badges, instruction books, lapel badges, back copies of magazines and what have you's. These will be advertised from time to time.

Financial

We intended for the years 1969 to 71 to keep the then new subscription rate of £3 steady; in the event by wise financial management we kept the subscription at this level for four years to 1972, no mean achievement when costs were rising so steeply as they did latterly. Again we intend that the new £4 subscription should last for three years, but it is already obvious that unless we can find an alternative source of income to our present ones then subscriptions can only rise in due course to keep pace with the cost of living—in our case

mainly the cost of printing, paper and postage. The only obvious and substantial source of income is to increase our membership. You may feel this is pie in the sky with a slowly reducing number of cars on the road, but I firmly believe that if we can continue to increase the appeal of the Club services we shall see a turnaround in membership increasing to a new and much greater level in five or even ten year's time.

As regards costs we are instituting a budgetary control system, dragging ourselves into the 20th Century. I think we will find we will like it once it has settled down, it certainly should enable us to take some realistic decisions over alternative courses of action. Secondly, we have decided reluctantly that we must stick to our rule book and remove people who have not paid their subscriptions after three months instead of the old laissez faire attitude we had which involved us in substantial costs without any return. If you are reading this you have paid your subscription this year. Anyone who complains that he hasn't had the current magazine hasn't paid his subscription and you can tell him how to rectify it.

So I finally come back to what I have been saying all the way through this forecast. To demonstrate that the Club is alive and thriving to all the members we need your help, your articles, your stories, your photographs, your enthusiasm and above all your involvement so that we can publish to all the members what is going on in the Lagonda world.

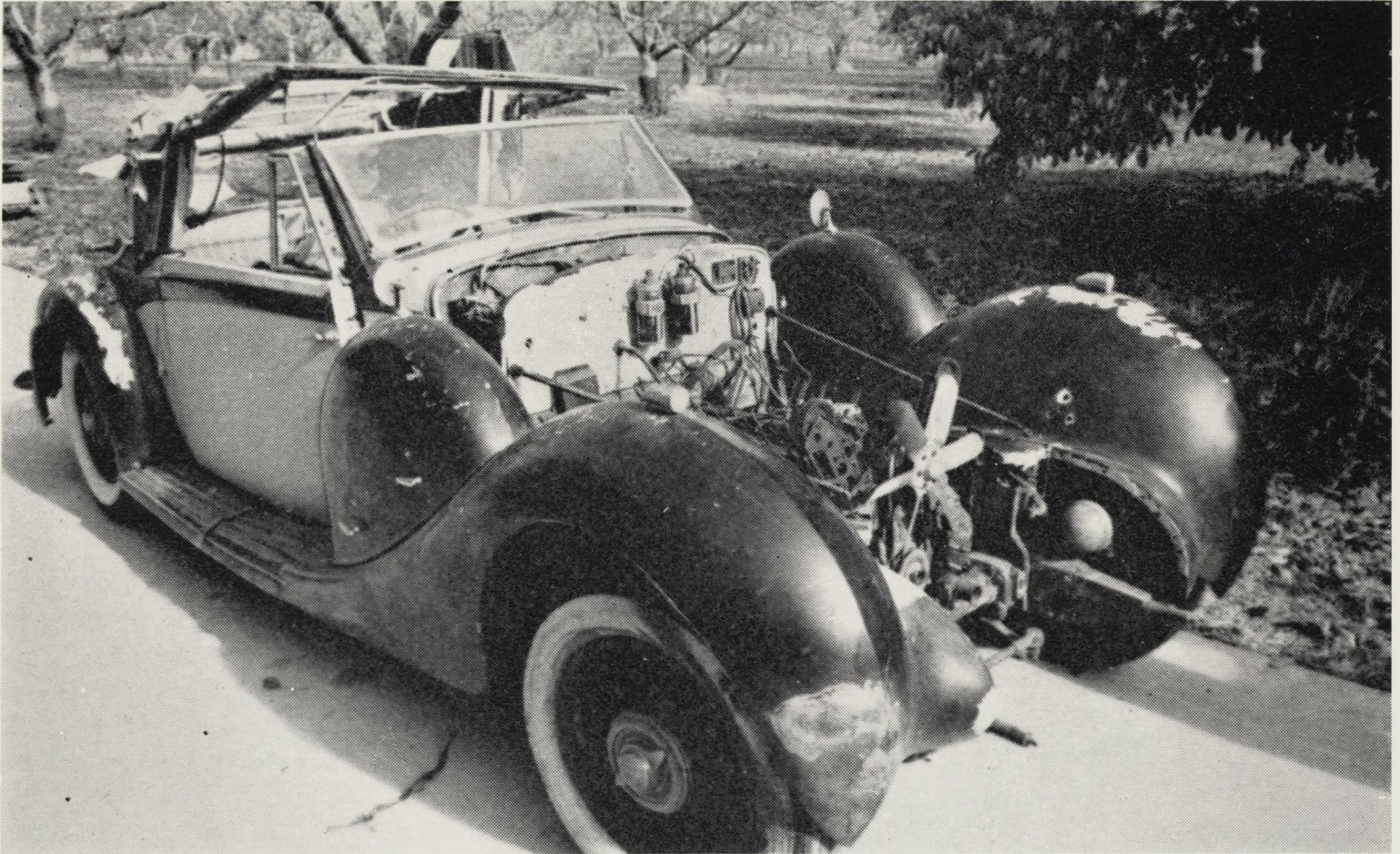
JONATHON ABSON
Chairman

Rescued From Death Valley

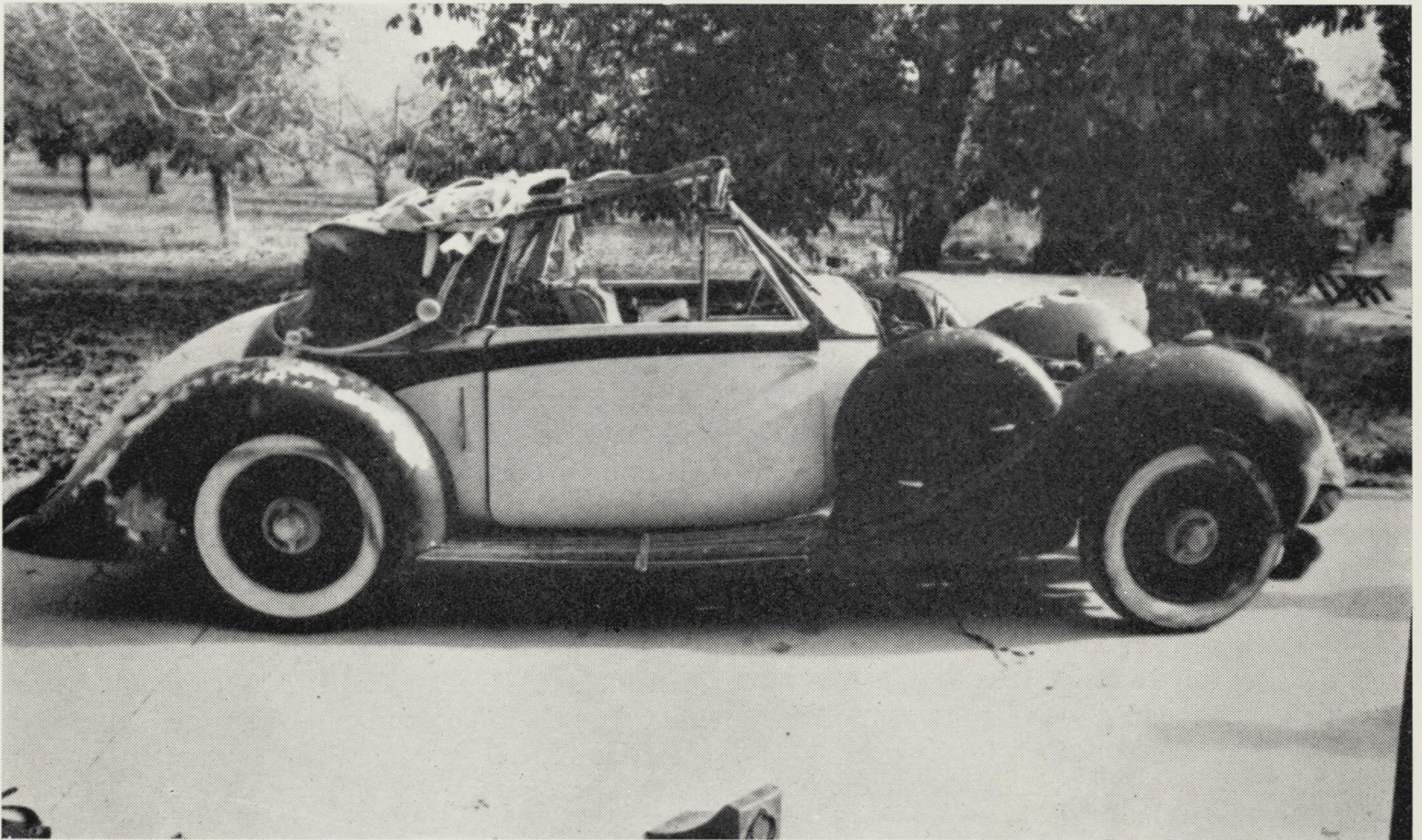
STUART MACROBBIE writes from U.S.A. to tell how he found a V.12 in the Californian desert. "I am not sure that I told you in all the rush the story in regard to the drophead coupé, the pictures of which you have. I had known that this car had appeared in the movies and television owned by David Nelson (of the Ozzie and Harriet Nelsons) and had disappeared after the brief appearance in Hollywood on a used car lot with a rather neglectful owner. As a result of some tips which were given over the years, a survey far out into the desert finally gave us the final lead and discovery of this car in the backyard of a desert ghetto house, quite completely

dismantled and with chicken guano many inches deep in some parts. It is a tribute to the quality of the Lagonda construction and to the subsequent complete restoration some 10 or 15 years ago that there was an awful lot left intact, enough to rebuild after having been out in the weather for at least 10 years. It may be added that the weather in this area is extremely dry. The car itself, although quite heavily laden with guano, sand, sagebrush, even rat's nests in the upholstery, was almost rust free and some of the chrome remained intact. It is our distinct hope that we bring this one back to its original shape or even better."

(Photos overleaf).

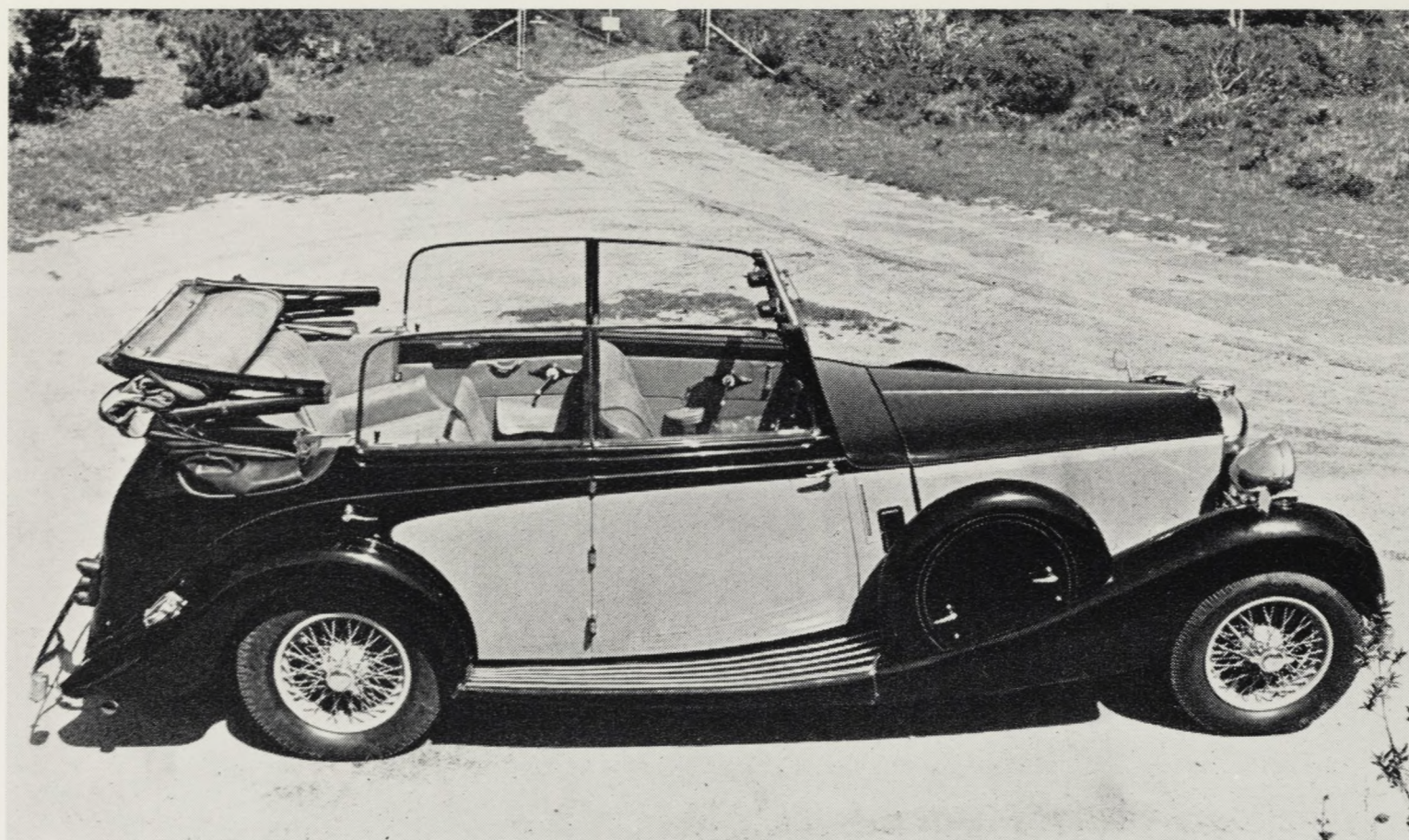


Two views of the V.12 reclaimed from the desert by Stuart MacRobbie





Two recent conversions from the Northern Vintage Car Factory



LG 45—1277/G 10 L

I FIRST BECAME AWARE OF THIS AUTOMOBILE when I saw it advertised for sale in an Antique Car magazine called *Cars and Parts*. It was being offered by a man in Boston. I am a musician and travel a lot, so the next time I was in Boston I telephoned and asked to see it. I had never seen any Lagonda before and my first glimpse of it enthralled me. It was staring at me with its huge headlights from the end of a long driveway with a large hedge on one side. It was love at first sight. I bought it and planned to drive it across the country from Boston to my home in Inverness which is about 40 miles north of San Francisco. I was plagued by overheating problems though, and decided to have it shipped.

When the car arrived I gave it a thorough cleaning and tightened everything that was loose. I had the radiator re-cored, fixed the leaking gas tank re-sprayed, one rear fender, re-did the inside of the trunk, and generally tidied up. I didn't discover that the jacking system was inoperative until I had my first flat. One of the rams was badly pitted and had to be built up and then

ground down and polished. The other three jacks needed to have all seals replaced and rams polished. Then I discovered that the splines on the rear hubs and wheels were so worn that occasionally in reverse, the right rear hub would spin inside the wheel. I searched for a year and a half for a new hub and wheel with no success. Finally I located a crack machinist who re-splined both rear hubs and rear wheels. Very expensive, needless to say.

Everything is working now and the car has won Third in its class at the Silverado Concours D'Elegance in Napa, California. It's a Convertible Sedan on the long wheelbase. Body by Salmons and Sons built in 1937 for Lord Basil Sanderson. It has a crank-down hood, jump seats, fitted luggage, adjustable elbow rests in front, Jackall System, Andre Tele Control shocks on the rear, Sanction III engine, G 10 transmission, and opening windscreen. I have been in correspondence with Lord Sanderson to ask about the windscreen for the rear passengers which is missing. He informed me he had it added after he purchased the car but evidently it was lost somewhere along the way before it got to me. I plan to have one made as soon as I come up with a satisfactory design.

LOWELL LEVINGER, CALIFORNIA

Reflections from over 40

IN VSCC TERMS, PEOPLE OF MY AGE QUALIFY AS 'Vintage' and although the popular media would have us believe that the world belongs solely to those, who, by the same definition, are 'late P.V.T.' it is (understandably) a point of view to which I do not subscribe.

There is much to be said, certainly as far as our particular hobby is concerned, in having experienced the time when to own a motor car did not automatically qualify one for inclusion in the files of the Criminal Records Office, when the roads were places where motor cars could be enjoyed—to no one's surprise, and when manufacturers got on with the business of producing a splendid, individualistic range of designs without either a computer to work out next year's badge variations or an army of resident psychiatrists to handle the apparently insurmountable problem of explaining to Trade Union Officials that their members are actually expected to work for the money which the company pays them. No doubt to younger members of the movement such halycon days must seem as unreal as a Hollywood Musical.

None of this, of course, has anything at all to do with Lagondas, as such, but as this is a magazine concerned with the preservation of proper standards and as the Editor is such a tolerant fellow, it seems appropriate to start by declaring one's hand.

In the decade prior to the 1939-45 unpleasant-ries, when the Marque Lagonda was in the zenith of its popularity, I can well recall my late, Freelance-Journalist father having what must have been the entire range of these cars in our family garage, at one time or another. As he was predominantly a motoring writer, one could construe from this that his reporting was at times a trifle one-sided. It was more than that, it was completely biased!—and Lagondas had far more than their fair share of exposure in his writings—to the detriment of the coverage given to lesser makes from Crewe, and such places.

Although in his long career, he had a whole succession of other vehicles—(mostly free!) none

occupied the same place in his affections as did Lagondas and I suppose it is entirely natural that as I grew up, I should inherit these delightful prejudices.

Certainly I know that at an early age I felt quite passionately about the subject and recall that I actually fought a school-mate who persisted that "Bentleys are better, because Sir Henry Birkin drives one"! It was a very long while before I completely forgave John Hindmarsh for failing to make the 1935 New Year's Honours List!

However, "liking and having is two different people", as they say, and it was to be early in the 1950's before I actually owned a Lagonda—prior to which I had indulged in fleeting courtships with senile M.G.'s, Morgans, (3 and 4 wheels), a Brough Superior Coupe, and numerous motor-cycles of exciting pedigree but painful memory.

This was a 1930 low-chassis 2-litre with wrong-sized tyres, with (I hardly dare say so)—coil ignition cannibalised from an American Army Lorry—and possessing a unique total-loss oiling system. Up the inside and down the outside; of which one could fairly say, I suppose, that wear due to dirty oil was completely obviated.

It was extremely difficult to start, having been mortally offended I've no doubt, by the indignity of the colonial electrics—almost impossible to stop and consumed petrol at a rate which would have disgraced a Sherman Tank. The handling also left something to be desired and was succinctly described by a colleague of mine when he likened it to that of an—inadequately—maintained wheel-barrow. In case the reader should gain the impression that this car was wholly bad, let me hasten to say that this was not so. For some inexplicable reason—or probably because they had escaped the attentions of the previous owner, all the instruments worked. The previous owner incidentally, was a butcher—by trade and by inclination and after about nine months of grappling with the progressive debility of this vehicle I finally admitted, albeit reluctantly, that I had been outmanoeuvred.

One incident however, serves to remind me that few things are wholly without pleasure.

In the days when Supermarkets were happily not yet with us, and at a time when the Corner-Store gave the sort of service about which we can now but reminisce, my parents were rather given to imposing a form of moral pressure upon me in

return for periodic financial support. (There's nothing like an old 2-litre for keeping an apprentice permanently in debt!).

This partly took the form of my having to help out with the Saturday morning shopping—a task which I loathed, but on reflection see as a quite just procedure under the circumstances.

I used to park the 2-litre in front of some unoccupied premises which the mighty Co-Operative Organisation subsequently saw fit to transform into a quite appalling glass and chromium edifice.

On completion, the inevitable rash of signs appeared, one of which sought to prevent parking, presumably with the purpose of ensuring that the builder's misdemeanours were not hidden from the public gaze. Never having had overmuch regard for anonymous instructions of dubious authority, I saw no reason to discontinue my established practice and continued to park where I had always done so.

One bright Saturday morning, I was about to walk away from the car when a little man, who looked as though he had stepped straight from a Punch cartoon about shopkeepers, came bustling up and, with considerable self-importance announced that 'we', were having an opening ceremony this morning. He then made some rather uncomplimentary remarks about the presence and the appearance of the 2-litre and also commented upon my disregard of 'his' No-Parking signs.

This was a mistake, and predictably drew the reply, "If you want it moved, then move it".

As I departed, a large limousine drew up, not one of the better pedigrees but the sort to which minor civic dignitaries seem addicted. The arrival sent my striped-trouserred, red-faced friend into a positive vortex of activity as he struggled frantically with the alien levers of the Lagonda in an attempt to move it.

The procession, headed by the minor civic dignitary, advanced purposefully across the intervening pavement and with a sense of timing that would have done credit to a Chinese juggler, the little fellow managed to release the fly-off handbrake at precisely the moment when the man from the Town Hall stretched out his hand in greeting.

Alas, the sense of occasion, compounded by his desperation to get the 2-litre out of the way, so overwhelmed our hero, that he forgot—if indeed

he had ever known)—that the force of gravity causes motor cars parked on a slope, to move, when their handbrakes are released. This one, all 28 cwts of it, moved. It moved towards, and as the assembly watched transfixed, straight through a plate glass window, its rear dumb-irons demolishing what I personally regarded as a somewhat unimaginative 'pyramid' display of butter, about four dozen boxes of breakfast cereal and several rows of indigestible-looking teatime confections.

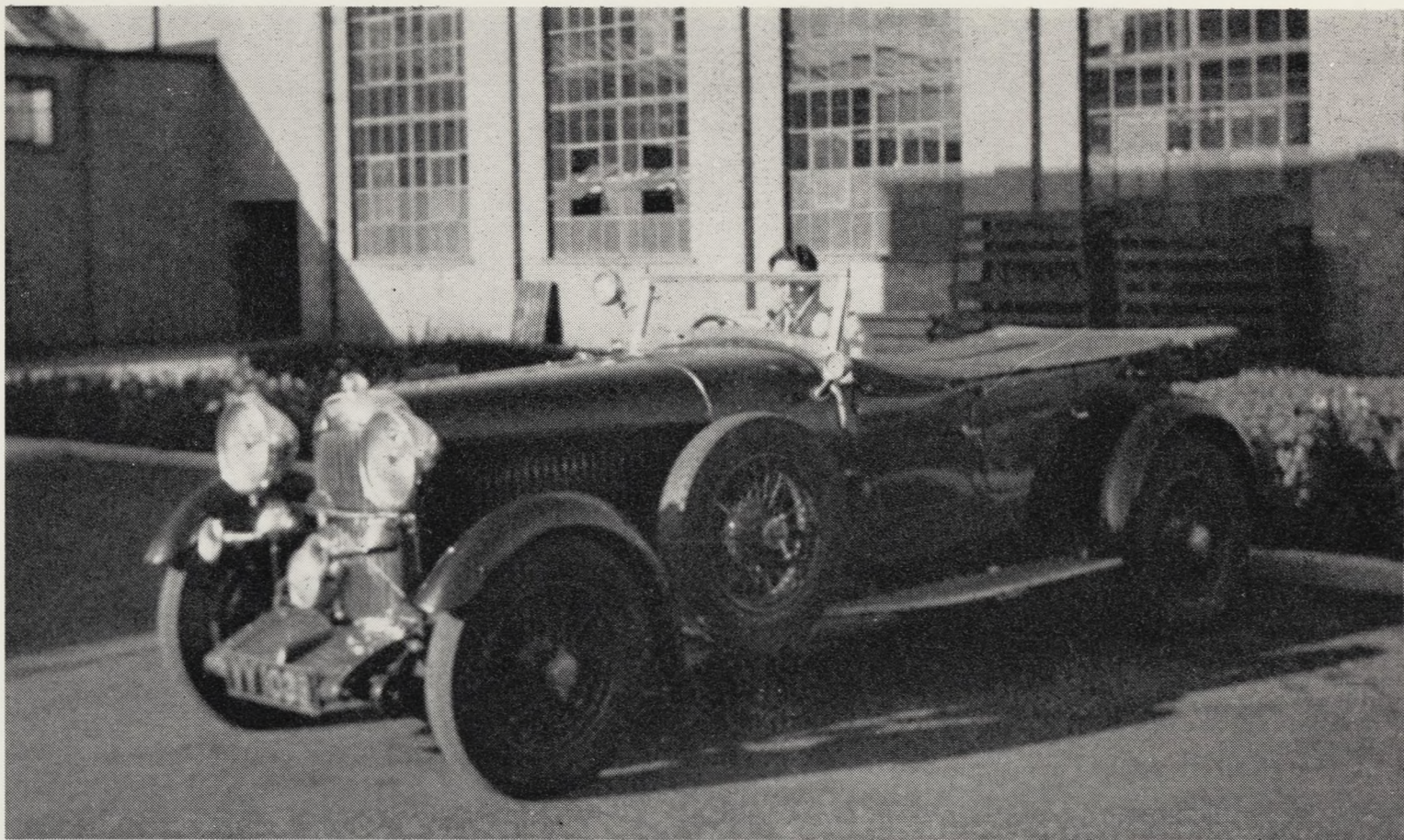
The photographer from the local rag, who had hitherto displayed an understandably bored indifference to the proceedings, now burst into life and took several pictures, one of which appeared in the evening edition, depicting the 2-litre wedged unrepentantly in the window and bearing the legend, "Car beats Alderman in opening Co-Op".

He, of the striped trousers, was not amused by all this and spoke to me about it when I retrieved my possession, although later, it was with some amusement that I learned that upon mentioning the incident to our local bobby, that gentleman had made oblique references to the possible penalties which could be incurred by those who unlawfully tampered with other people's motor cars! The fact that this particular custodian of law and order ran a quite delightful four light Kestrel and used the same refreshment rooms as myself most evenings, had of course, nothing whatever to do with it.

I must confess however, to feeling somewhat discriminated against when my family were later specifically excluded from a list of those invited to share in the delights of dividend shopping.

Whilst never having given much thought to the matter of religion—or perhaps, even because of this—it was with some feeling of guilt that I found myself, having advertised the Lagonda, in negotiation with, of all people, the wife of a Vicar!

Whilst it is true, that such a recalcitrant vehicle would doubtless provide her clerical partner with a practical diversion from the spiritual abstractions of his chosen profession, it somehow didn't seem quite right to swindle a man of the cloth—even indirectly. His wife certainly knew more about cars than he did and both of them were most determined to buy it; which despite my emphasising the not so obvious faults, they subsequently did. They thought it had, 'loads of character' and although they didn't ever



The 16/80 drophead coupé

come back or contact me again, I'd like to think that their faith sustained them in ownership, somewhat better than did my own.

I bought in its place a 1935 Triumph Gloria 16 h.p. Sports Saloon, one owner, almost showroom condition (£185!) and without wishing to dwell on non-Staines matters would like to record what a thoroughly well-made, reliable and enjoyable car it was. In my opinion, it exceeded in quality and performance very many of the vehicles about which some VSCC members wax so poetic.

Two years elapsed and whilst my previous acquaintance with high-camshaft 2-litres had not endeared them to me, I started to look seriously again for a Lagonda—this time casting my sights somewhat higher. Large scale simplicity appeals to me (as someone who had read this, prosaically remarked, “that’s probably why you are six feet two!”)—so I began a search for an M.45 or an LG45.

As often happens, if you want to find exactly what you are looking for, just agree to buy an alternative—then it will turn up!

After months of perusing the ‘For Sale’ columns of that well known air-cooled magazine, “Motorenwagensport” (this will be lost on any

but early 1950’s readers), I decided that if I could not buy a reasonable M45 I’d have a 16/80, an odd alternative you may feel, but I’d convinced myself that a simple-six was what I wanted and with four seats, plus open coachwork, this was it. In those days, £150 would buy a good one. This cost £55!

I spent almost three years on YY 1039 and it won the Lagonda Club A.G.M. concours in, I think, 1961 at the now extinct Royal Ascot Hotel where my old friend John Willis of VSCC commentating fame, blandly remarked to a waiter who wouldn’t serve us: “I’m bound to say, you have to be bloody determined to be a customer here”! We also got a mention at Oulton Park, although I don’t think the organisers were very fair—they put Herb Schofield’s LG45R next to mine!

After the monumental rebuild, it went very nicely indeed—it was an early one with manual box and anyone who has never tried a 16/80 would, I think, be agreeably surprised by the smooth low-speed torque and degree of mechanical silence. Small sixes were not noted for being particularly reliable in that period as I recall; I think the relatively high unit-loadings on bearings and so on tended to overtask the available ma-

terials (howls of protest from A. C. owners!) certainly neither of the two E. W. Hornet specials which I had, and one of which I meticulously rebuilt, were anything like as smooth or reliable, although admittedly of smaller h.p. I think also that the coachwork on the 16/80 was probably the most elegant ever fitted in that immediate period.

During this time, I developed an urge to build a Hindmarsh replica and although an M45 chassis and various other bits were purchased and a start made, it was eventually sold in a semi-finished state; do I hear cries of "COWARD" coming from a certain re-build and replica factory to the North of here?

I tell everybody—and at the time I believed it myself, that I abandoned the replica project for all sorts of sound reasons, but this is not strictly true.

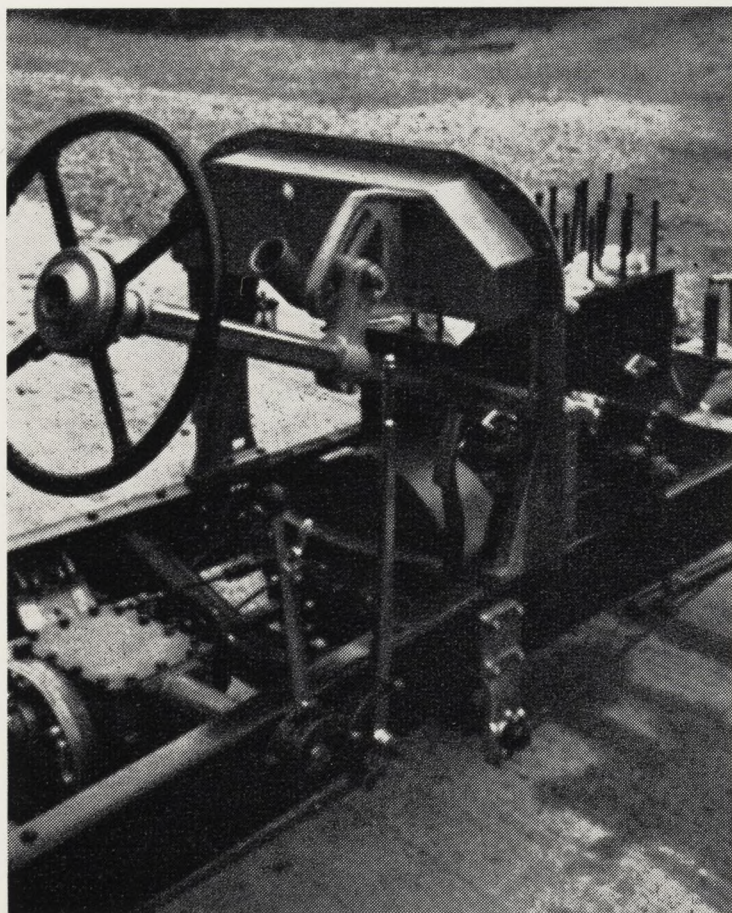
At an age when most men are considered fairly sane I became fatally attracted to a young woman who seemed to have all the right ideas, (she liked Lagondas as well!) and before I really appreciated what was happening, had become the proud, if somewhat apprehensive, owner of a 300 year old ruin in Shropshire. Of this occurrence, I can do no better than to again quote citizen Willis, who summarised this event, and the ceremony which

preceded it, as: "displaying a complete lack of self-control"!

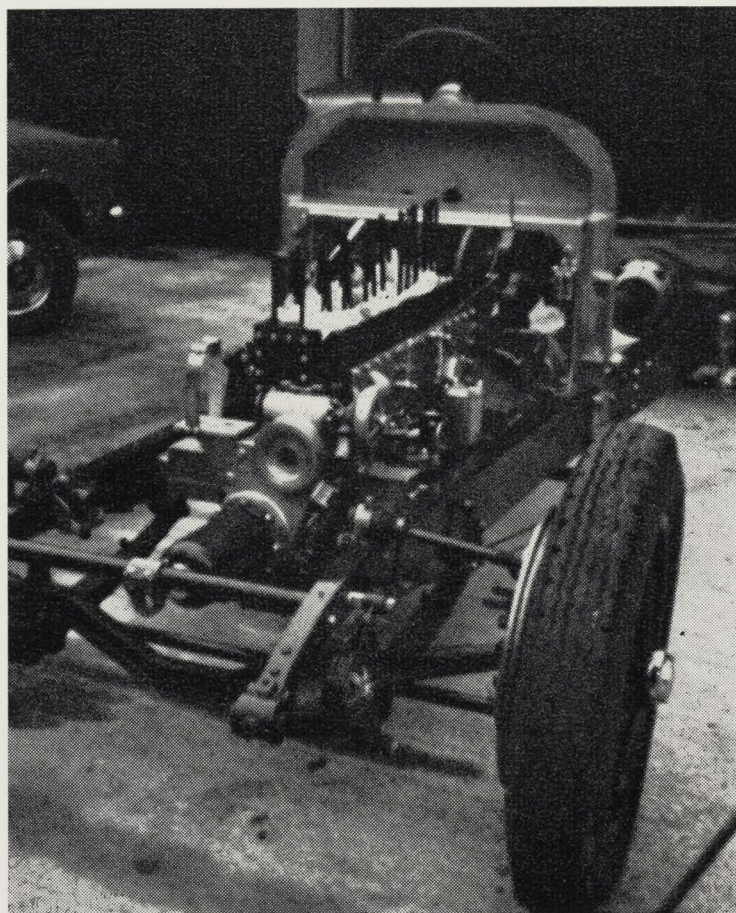
Things don't vary much, and the same lack of realism which causes us to buy hideously expensive cars that "only want a few jobs doing" also evidences itself when we look at old cottages that "just need a bit of tidying up". The 16/80 went to an excellent home with a Collector/solicitor for a price which made my contemporaries raise their eyebrows and we spent the next six years house-restoring and extending; in character, I hasten to add, because I cannot stand modern additions to old places, any more than I can countenance P.V.C. recovering on vintage motor car seats. This is not the place to discourse on the joys and despairs of property renovation—but it has its rewards, not all of which are purely financial and I suppose if by nature, one is a restorer—and which vintage car-owner isn't, then the task varies only really in scale, the motivation being basically the same.

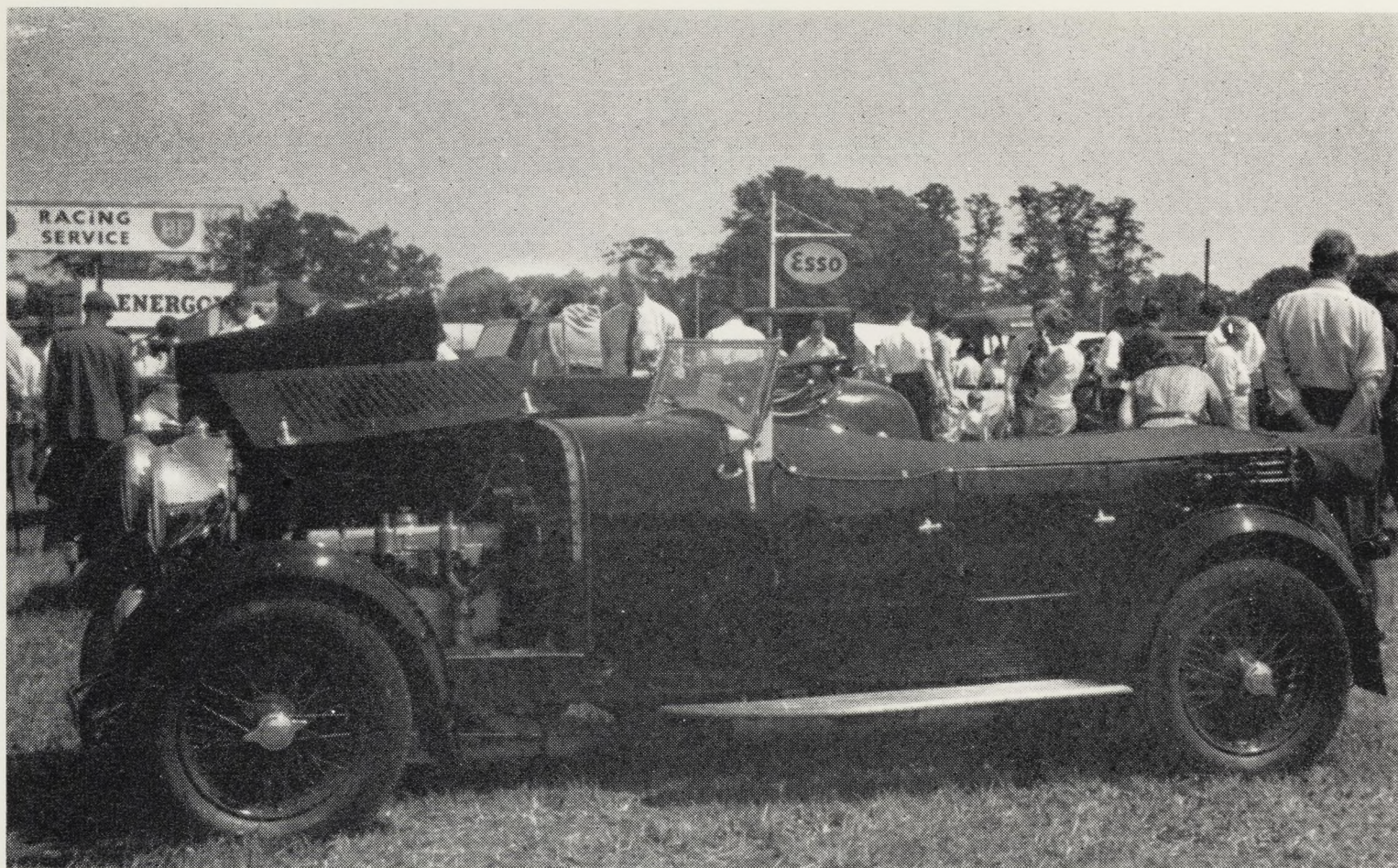
I'd always wanted a really good workshop and garage and now, having all the room I needed, set about building one. It took about 18 months, was a satisfying task and you can get five cars in the result. Two, if they are in pieces!

What more natural than that I should now



The 3-litre rebuild





The 16/80 at an Oulton Park Concours

look for something to rebuild (like a Lagonda) and with this in mind, began once again to pursue the relevant journals.

A year or so before, following a tip from our local milkman, who had only recently taken up his rural round after a depressing period traversing council estates, I managed to locate an absolutely original, though sadly neglected beam-axle Alvis Speed 20 V.D.P. Saloon living behind an Anderson shelter in a council house garden—although I use the term loosely. Whilst I have nothing whatever against the Marque—and indeed once owned a delightful 12/50 Ducksback I couldn't quite bring myself to start pulling it to pieces until I'd had a good look for a Lag! I've still got the Alvis and may one day restore it, but we managed to locate what proved to be a 1932 3-litre Lagonda reposing in a builder's yard in North Wales, in company with a complete but tatty M.45 saloon.

My wife and I, with passports duly stamped, journeyed down one wintry afternoon in 1968 and in truth, she bought it after I had said that I didn't think a vehicle without even a body was worth starting on.

Bringing it home a few weeks later, in freezing

fog, on a trailer behind a senile Land-Rover, would provide enough material for a story in itself, but I think one incident is worth relating.

We were starving by about 4.30 in the afternoon, having had nothing to eat since a 7 a.m. breakfast, with a lot of mauling about getting the thing loaded and so on, and when we spotted a small cafe somewhere near the Shropshire border, we threw caution to the winds, parked the whole assembly—about 35 feet of it, right outside on the yellow line and set about savaging some 3" thick bacon sandwiches.

The Proprietress, the epitome of a Welsh landlady peered through the steamy windows at the pile of junk on the trailer, turned to our table and said in a pure 'stage' Welsh accent "Pity that!—'Ad a breakdown 'ave you luv'!?"

A week or so later, we had thoughts about the M.45 also, but when I telephoned it had gone.

I could, were it not for the fact that Brian Morgan has just done so, in his usual faultless style, now embark upon a blow by blow account of how you tear apart a 3-litre down to the two chassis members and rebuild it, but for me to describe the "Restoration of APH" 13 so soon after his article would be rather like coming on as

a singer after Frank Sinatra. So, I've simply enclosed a few 'progress' snaps. Those of you who have been through the exercise will know what is involved and those who are about to do so, will not be discouraged by reading about it.

Last winter, I spent a lot of time preparing a complete set of detail drawings for a replica body of the fabric tourer. They ran to about 15—off 20" x 30" sheets; and on paper I'm confident that we now have an itemised, fully dimensioned set of body components.

I'm just laying out the full size templates, and it seems to be all right, but as I've had to say to one or two others, please don't ask for copies because until I'm certain that it goes together and looks like something we can all recognise, I'm keeping them to myself.

Last week, a small multi-angle bandsaw and a large bundle of seasoned ash arrived and so very shortly I shall find out whether building a body from scratch is something that one can do without having too much specialised knowledge. If not, I shall probably have to sell the restored chassis to pay Wilkinsons to do it for me!

However, if anyone is interested, and providing the Editor agrees, I'll be happy to send along a few words and pictures as the job progresses.

What a hobby!—I've often thought how much less complicated it would be to collect stamps—but I suppose the oil would only make them soggy.

JOHN D. RYDER

SOUTHERN DINNER 1973

WE HAD A CHANGE OF VENUE THIS YEAR AND HELD the dinner at Syon Park, Brentford, where we had a large room and two bars at our disposal.

The evening was saddened for many who only learned that night of the sudden death of Harry Gostling two days before.

Plenty of members came to the dinner and it was very nice to see so many of our Midland friends, including the Hon. Treasurer, who I'm sure would have no trouble in collecting some subscriptions if the magazine would publish a photograph of her!

We sat down at about 7.45 p.m. to a dinner of Smoked Salmon, Fillet de Boeuf, and a very ambitious ice cream creation. There were no real speeches as such, but James Crocker gave us a

very interesting account of the 'Cavalcade to Europe' in which he took part, together with the three Lagondas. Our guest was Peter Hull, Secretary of the V.S.C.C., who said a few words, and then very kindly accepted on behalf of the V.S.C.C., two of the trophies that had been awarded to Arthur Fox at Brooklands in the 'thirties', when he was preparing Lagondas. Afterwards Mrs. Crocker presented the annual Club trophies, including the 'Night Trial'! trophy to Robbie Hewitt which raised a laugh, and we ended with the usual friendly gathering around the bar and warm thoughts to Valerie May who had arranged the evening so well for us. The dinner will be held next year at the same place on Saturday 2nd March, 1974. R.A.M. E. & O.E.!!

A Way with Old Bores

THE DIFFICULTY IN OBTAINING PISTONS FOR PRE-war Lagonda engines is well-known. A fresh cause for alarm is the restriction by the Sheepbridge Engineering Co. Ltd. and other cylinder liner makers of their stock liners in the relevant bore diameters to lengths from 8 $\frac{1}{8}$ " to around 8 $\frac{5}{8}$ ". It is true that Sheepbridge will make liners within three months or so to any size which one may wish, but the price of them is high. For example a set of six for a 16/80 was recently invoiced to me at £66: a vigorous protest caused this to be reduced to £48 "for this delivery only". If the old pistons cannot be used such prices make engine overhauls more expensive than they should be. I therefore looked into the possibility of fitting two short liners in tandem in a long bore instead of a single long liner. A 3-litre was taken as an example, since 73 and 75 mm are among the Sheepbridge stock bore size bores, and it is not at present foreseen that there will be a logistic problem. Nor is there a mechanical problem even if the piston rings pass over the joint between the two liners.

The arrangement, then, with a two-part liner resembles that used by Rolls Royce and Bentley in their post-war six cylinder car engines. RR practice is to fit in the top of each cylinder a replaceable cuff about 2 $\frac{1}{2}$ " long, flash-chromed to a thickness of .0015". On reconditioning an engine the lower part of the bore is only lined if the wear in it renders this necessary. It may be

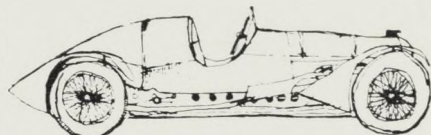
·010" oversize throughout if the bottom will clean up to this size: a liner or cuff of the same oversize and of the required length is fitted in the top of the bore. In all cases, unless a chromed cuff is used, the cylinder should be bored through both liners, or through the single liner and the untouched lower part of the bore until it is ·003" smaller than the required bore: it should then be finished to size by honing. If the cylinder is

Table I

Nominal Bore (mm)	Outside diameter (inches)	Length (inches)	Sheepbridge Ref. number (dimensionless)
62.5	2.563	6 ¹³ / ₃₂	209SL
62.5	2.579	5 ⁵ / ₈	209SW
65	2.559	7 ³ / ₈	211SK
69	2.875	8 ³ / ₁₆	214SZ
72	3	7 ¹ / ₂	300SH2
72	3	7 ³ / ₈	300SN
73	3	7 ³ / ₄	300SD
73	3	8	300SP
73	3	8 ³ / ₁₆	300SZ
75	3.063	8 ¹ / ₈	301SM
75	3.063	8 ³ / ₁₆	301SN
75	3.063	8 ⁵ / ₁₆	301SA2
80	3.281	8 ¹³ / ₃₂	305SD2
88.5	3.625	8	CL141 (flanged)
88.898	3.625	9 ¹ / ₄	310SJ
88.898	3.75	10	CL137P (flanged)
88.911	3.6865	8	CL193P (flanged)
90	3.688	10 ¹ / ₄	311SM

Notes: (1) All the above liners are plain unless otherwise stated in column 4.

(2) It cannot be guaranteed that any particular liner will fit any engine: each cylinder block must be measured and the liners chosen to fit each bore: they need not all be the same.



MAGAZINE COPY

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bored rather than ground, small cuts only should be taken. The liners are fitted with a nip of around ·001" per inch of diameter, for a 75mm liner this is nearly ·003", and a pressure of about 3 tons is needed. It is essential that the ends of the liners where the butt joint will occur shall be truly at 90° to the longitudinal axis. Parting them off on a lathe will not be good enough: the ends must be ground square on a surface grinder or else lapped by hand using a surface-plate and vee blocks. The top ends may be left protruding very slightly from the top of the block and cleaned off with a surface grinder when the block is trued up. If there seems to be any danger of "pick-up" when the liners are pressed into the block, their rear or outer edges may be lightly chamfered or radiused, which will also give them a lead-in. If one liner only is used, care must be taken to see that the edge of the conterbore in the block is sharp and true, i.e. that it is not either chamfered on the bore side or truly undercut.

Table I shows a selection of liners possibly suitable for Lagonda bores which are at the present time obtainable (nominally) from stock.

I shall not deal in detail with pistons because I believe that the Spares Registrar has a good stock of these, and so has Maurice Leo. However, it is worth noting that by juggling with liner diameters (boring these out if necessary) and with compression heights and pin diameters it may be possible to find pistons actually in production commercially which will suit the engine which you are repairing. Extra compression height may often be accommodated by machining tiny depressions in the piston crowns, but this should be done with caution. The object of this is to ensure that the pistons do not interfere with the valves at t.d.c. on the exhaust stroke. The chief difficulty with wrist pins (gudgeon maybe to the anglers among our readers) is that modern practice has called for thicker pins, with the result that the holes in otherwise suitable pistons are frequently too big. This is at first sight an almost insuperable difficulty, but I leave it to the ingenuity of Lagonda owners to devise their own *ad hoc* solutions to it. On this enigmatic note I close. Table II, reproduced by courtesy of Messrs. Hepworth and Grandage, gives a list of the characteristics of Lagonda pistons from 1926 to 1938. 11·9 and 11·2 owners may be comforted by relecting that *de minimis non curat lex*, which is the law of the jungle as well as of the motor trade.

Table II

PISTONS										RINGS		PINS			
Make and Year	Model	Cyl. Bore	Ref. No.	Code Word	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Ref. Width No.	Dia	Length	Type No.	Price
LAGONDA															
1934/5	10 H.P. 1104 c.c. Rapier	Al.	62.5m.	5077	Brusq	1 15/16"	3 9/16"	Dome	19/6	2	1.5m.	13 1/16"	2 3/16"	F.F. k1897B.	2/8
1933/5	15.7 H.P. 1991 c.c. Special 6	H'lex	65m.	1348	Lento	41.5m.	80m.	Dome	16/6	2	3m.	9/16"	2 3/16"	C.C. k70A.	1/2
	(N.B. Invarstrut for above)	N.B.	65m.	3560	Field	41.5m.	80m.	Dome	18/6	1	4m.	9/16"	2 5/32"	C.C. x1390A.	1/2
1927/31	17.75 H.P. 2692 c.c.	Al.	69m.	2109	Mace	38m.	80m.	Dome	17/9	2	4m.	3/4"	2 1 1/2"	F.F. x1190B.	2/3
	(N.B. Invarstrut for above)	N.B.	69m.	3935	Fag	38m.	80m.	Dome	20/6	2	4m.	3/4"	2 1 1/2"	F.F. x1190B.	2/3
1927/31	12.9 H.P. 2 Litre	Al.	72m.	2510	Mac	36.5m.	77.5m.	Flat	19/6	2	4m.	19m.	2 19/32"	F.F. x337C.	2/8
	(N.B. Invarstrut for above)	N.B.	72m.	3887	Gape	36.5m.	77.5m.	Flat	20/-	2	1 1/8"	19m.	2 19/32"	F.F. x337C.	2/8
1926/33	12.9 H.P. Speed, 2 Litre C.R. }	Al.	72m.	2578	Crux	1 19/32"	3 7/32"	Dome	18/6	2	3 3/32"	3/4"	2 9/16"	F.F. x363B.	2/1
1926/33	6.2 to 1 (R.B.P.)	Al.	72m.	2811	Piner	1 19/32"	3 7/32"	Dome	20/-	2	1 1/8"	3/4"	2 9/16"	F.F. x363B.	2/1
	12.9 H.P. 2 Litre, Speed (R.B.P.)	N.B.	72m.	3400	Gaite	1 19/32"	3 13/32"	Dome	21/-	2	5 3/32"	3/4"	2 9/16"	F.F. x363B.	2/1
1931/3	12.9 H.P. 1954 c.c. 2 Litre, Super Charged (R.B.P.) }	Al.	72m.	4118	Cycad	1 9/32"	2 7/8"	Flat	20/-	3	3 3/32"	3/4"	2 9/16"	F.F. x363B.	2/1
	19.28 H.P. 2931 c.c. 3 Litre	N.B.	72m.	3407	Gamme	50m.	91m.	Flat	23/-	2	3 3/32"	3/4"	2 9/16"	F.F. x363B.	2/1
1932/5	20.94 H.P. 3181 c.c. O.H.V. }	N.B.	75m.	4625	Sermo	2"	3 5/8"	Flat	22/-	1	1 1/8"	3/4"	2 11/16"	F.F. x368C.	2/1
	3 Litre, Special Selector	H'lex	75m.	T8075	Bupor	1 29/32"	3 5/8"	Flat	24/3	1	4m.	7/8"	63m.	C.C. k2711A.	2/8
1937/8	41.85 H.P., 4480, V12	Al.	80m.	S7428	Salab	45.8m.	93.42m.	Flat	28/3	1	3 3/32"	1"	2 5/8"	C.C. 603A.	1/11
1937	30 H.P. 4 1/2 Litre, Rapide. }	Al.	88.5m.	S7141	Saper	1 7/8"	3 13/16"	Flat	29/6	2	4m.	1 5/16"	3 1/16"	A.C. k1900.	2/11
	6.55 to 1. (R.B.P.)	Al.	88.5m.	S3402	Physi	1 25/32"	3 11/16"	Dome	25/3	1	5m.	1 5/16"	3 1/16"	A.C. k1900.	2/11
1934/5	30 H.P. 4 1/2 Litre, Z (R.B.P.)	Al.	88.5m.	S3402	Physi	1 25/32"	3 11/16"	Dome	25/3	2	5m.	1 5/16"	3 1/16"	A.C. k1900.	2/11

Note: R.B.P. means "ring below gudgeon pin"

LETTERS TO THE EDITOR

The 11·1 in the U.S.A.

Dear Sir—This letter refers to your publication No. 77, Summer/Autumn 1972 with the picture on the front, of the little Lagonda. Inside it says that it is "now believed to be in the U.S.A."

You are most certainly correct!

It is the property of Mr. Arthur G. Rippey, owner of Rippey's Veteran Car Museum, 2030 S. Cherokee St., Denver, Colorado, U.S.A.

This car was offered for auction by Parke-Bernet at the Rippey Museum in the fall of 1967 by the then owners, a Mr. Richard J. Callaway and Mr. Jay P. Keepman of Madison, Wisconsin.

Apparently, whoever bought it either didn't take it or Mr. Rippey bought it himself. In any event it went for \$4,000.00 but is now a permanent member of the Rippey Museum.

I'm sure it is the same car you show because I've checked the licence numbers in your photo and the brochure photo of Parke-Bernet.

I think I've advised Bob Crane of the existence of this car in Denver.

If you'd like more detail, let me know and I'll try to provide it.

TRUMAN A. STOCKTON JR. Denver, Colorado.

Competition News

AMONGST A NUMBER OF REPLIES RECEIVED BY John Batt following his article in the last magazine were these letters:

Dear Sir—I write in response to your call for competitors. I have almost completed essential repairs to my LG.45 1936 Tourer and would like to have a run at Prescott this year if a Lagonda team is being entered.

My car has not been used on the road for the past ten years, so this year I would like to limit my competition activities and all being well perhaps try Finmere as well as Prescott.

DR. WILLIAMS. Abergavenny.

Dear Sir—I am interested in the lot! I usually manage to enter a scattering of events during the year. However my "Lagging" is shared with Bentley-type motoring so there is a limit to my appearances! Hope you are able to stir up the dead wood a bit.

WITT WITTRIDGE. Solihull, Warks.

Dear Sir—I was interested to read your article in the last magazine. I am thinking of entering my 16/80 for hill climbs and sprints in 1973. If you are considering entering a team in any such events I would gladly join forces.

R. J. SAGE. Wool, Dorset.

From Arnold Davey

Dear Sir—Can I please have a few lines in the magazine to thank the Club for the beautiful gift of a Viner's gallery tray on my marriage to Wendy in March. We both enjoy the work we do for the Club so it was all the more overwhelming to be presented with the tray in this way. We propose to have it suitably engraved as a perpetual reminder of the members of the best Club in motoring.

ARNOLD and WENDY DAVEY

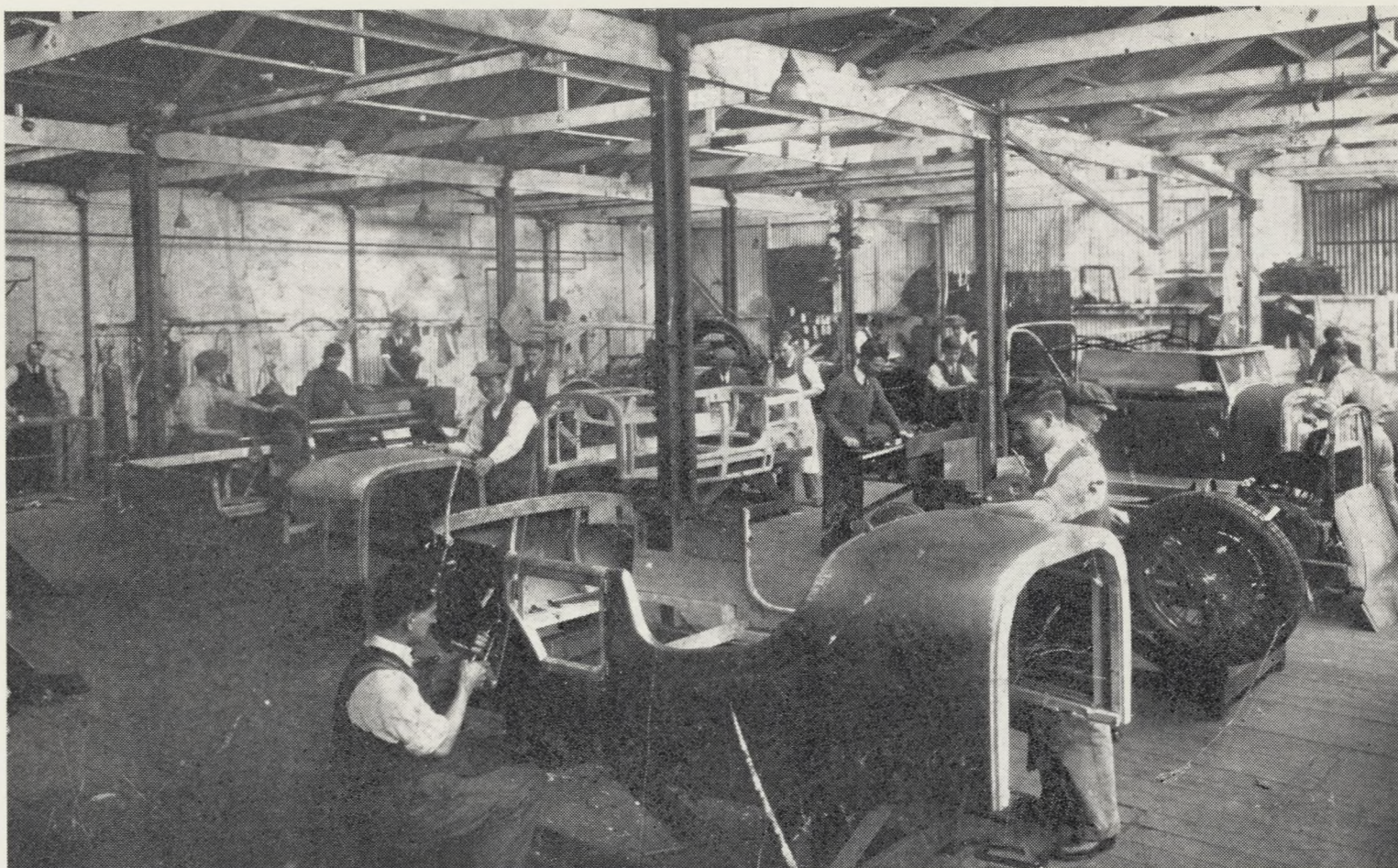
Potters Bar, Herts.

Michelham Priory Meeting—19 August 1973

Dear Sir—As members will have seen from their Club calendars Brian Horwood and I are again arranging a Southern Social Meeting at Michelham Priory on Sunday 19 August as a result of last year's successful gathering.

We thought however that we ought to explain why it appears once more on a Sunday and in August especially as some members had validly pointed out the traffic difficulties involved in returning to London on a Sunday and others especially farmers would have preferred a date earlier in the season. Sunday was eventually decided upon because of the wail that went up from those who worked on Saturdays particularly those connected with the Motor Trade. August was chosen simply because with the very packed RAC calendar for the motoring enthusiast, this was about the only weekend that our Social Secretary could find which was reasonably free. We had as well to let the Custodian of the Priory know before Christmas (1972 of course!) our proposed date so that he could include the meeting in his annual publicity.

You may well ask why we should bother with aspect. The answer is, to save you money, dear members, for the Priory generously offered FREE ENTRY to the grounds for "cars and their crews"; this will save adults 10p per head and children under 15, 5p. You do, however, have to pay to go into the House, again 10p and 5p respectively.



The Body Shop at Staines in 1932 (see below).

The programme, about which you will receive full details in a future newsletter are roughly; noon till 1.30 at the Gun Inn, Gun Hill—not far from the Priory; 2 p.m. at the Priory to the display area; 3 p.m. a guided tour of the House for those with tickets; 5 p.m. close. Additionally snacks and lightish lunches can be obtained at the Gun from opening time and a full lunch for about £1.25 a head is available at the Priory from 12.30 p.m. It is best to phone a little in advance to reserve a table and you should mention the Lagonda Club; they will try if possible to put Club members in the same dining area. Brian Horwood and I *will not undertake* to arrange lunches for anybody.

We are also going to invite members from the Alfa Romeo O.C., Alvis O.C., Aston Martin O.C., Bugatti O.C. Rapier Register and the VSCC, so you may see other interesting cars in addition to Lagondas. In view of the Priory's generosity do mark this as a Club event to support. Here's hoping for fine weather again like we had last year. Don't forget your Club needs YOU!

G. THYER
Cranbrook, Kent.

Lagondas in 1932

Dear Sir—I thought that you may care to reproduce the enclosed photograph of Lagonda Body Shop in the year 1932. The photo is the property of Mr. R. Breakwell, who is in the right foreground, later to become panel shop foreman. Others in the photo include Bill Merrett (welder) Stan Starr, Tom Willoughby, Jack Goodman, Fred Hobbs, Fred Austen, Bill Stevens, Charlie Burchett, Wally Andrews, Ted Rickard, Frank Wise, Ron Breakwell, George Wise (foreman). Although this photo is a little before my time with Lagonda's I owe a great deal of my knowledge to several people in the photo, such as Merrett, Breakwell, Burchett, and Ted Rickard, the latter who is a partner of Gilbert & Rickard and advertise in the magazine.

Would you please return the photograph when you have finished with it, as I am sure you realise it is of great sentimental value to its owner.

JOHN BIGGS
51 Templedene Avenue,
Staines,
Middx.



A. G. Stephen's M45 heads the procession welcoming Gareth Edwards, the Welsh rugby international, after the British Lion's tour.

LAGONDA SERVICE



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

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

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

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