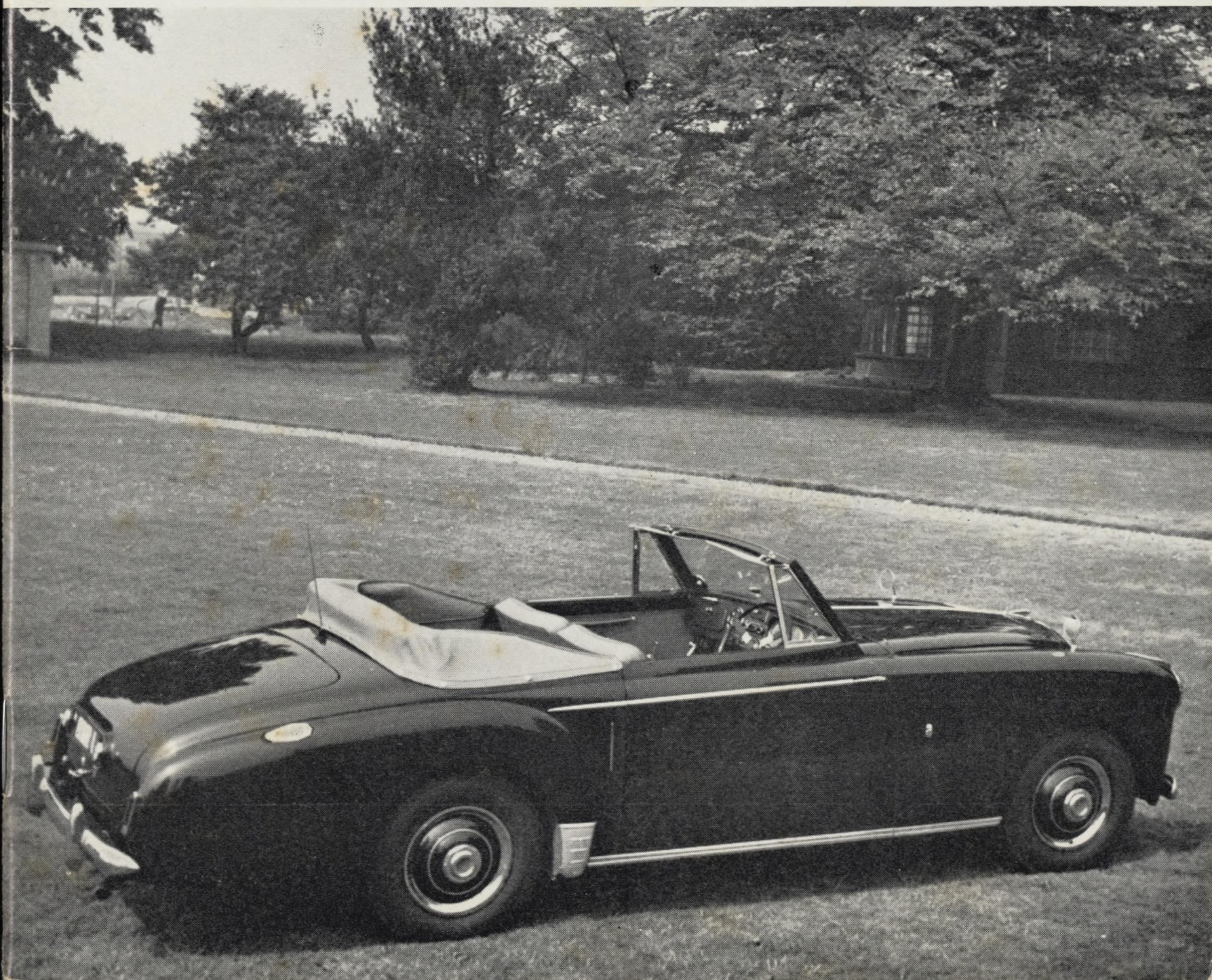




THE MAGAZINE OF THE LAGONDA CLUB

Number 80 Summer 1973



The Club Xmas Card

An innovation for this Xmas, a full colour photograph of a 1936 LG.45 Tourer belonging to the Heathfield Park Motor Museum, is shown on the front of the Club's card. This attractive card will be in great demand so overseas members are advised to send their orders as soon as possible to Mrs. M. Abson, 11 Highfield Green, Bury Lane, Epping, Essex.

Contrary to inflation everywhere else, this card is less expensive than 1963—twelve for £1.00.

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MAGAZINE

Issue No. 80

Summer 1973

PUBLISHED QUARTERLY

Editor: A. W. MAY

Editorial Committee:

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CONTENTS

Notes, News and Announcements	2
Northern Notes	3
Crossleys and the 16/80	5
Midlands Outing	6
4½-Litre Cooling	8
Lagonda Batteries	9
Les Vingt Quatres Heures Du Mans	10
Notes from Scotland	16
A Lagonda Rebuild—Phase 1	16
4½-Litre Lagonda Tourer	18
The Birth and Life of the Lagonda Rapier	20
Midlands Area Notes	21
Hull and East Riding Members Notes	22
Letters to the Editor	22

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

FRONT COVER: The Lagonda 3-Litre in open touring form. *Photo: Louis Klemantski Ltd.*

NOTES, NEWS AND ANNOUNCEMENTS

UNINTENTIONALLY, NO CREDIT WAS GIVEN TO ANDRE KENNY for his most interesting technical article, "A Way with Old Bores", in the last magazine. While Andre has modestly not raised the point, we would not like him to think that his efforts were not appreciated.

* * * *

A small personal milestone (or should that be millstone?) has been reached by your Editor. This issue marks his tenth year in the Editorial hot seat. "Seems more like a hundred" do I hear him cry? Nevertheless, it is timely to register sincere thanks to all the contributors, the regular and irregular, willing and unwilling, who are cajoled and blackmailed each three months to put down on paper and on film their Lagonda stories, reports, rebuilds and rallies. Without words and pictures there would be no magazine. A sobering thought, that.

* * * *

Motor Sport has been running a series of very readable articles on the "Perfect Pair of Cars". This is another variation on the game "If I had unlimited money and an endless garage", etc., etc., except that in this instance, the writers actually did own in most cases, the cars they referred to. Now most Lagonda owners have a second car to use as daily transport (there are some exceptions to this) so there must be some interesting old and new combinations that we could hear about.

* * * *

Books Received

THREE FURTHER "CARS IN PROFILE" FROM THE NEW series have been received—No. 8, 9 and 10. I seem to have been missed off the mailing list for some of the earlier ones. First: No. 8 profiles the incredible *McLaren M8* by David Hodges. The M8 series inspired by the late Bruce McLaren created racing history when the works M8's lead the way home in first place in twenty-one consecutive Can-Am races between 1968 and 1971. In all, McLaren works cars won thirty-two times in thirty-seven outings in this Challenge Trophy

series. And against quality opposition. The story behind this remarkable run of successes is graphically told here together with the interesting technical development of the cars themselves. The orange Can-Am cars and the dedicated team that prepared and raced them have gained a permanent place in the sporting history books that will remain as a fitting epitaph to the brilliant all-round skills of Bruce McLaren.

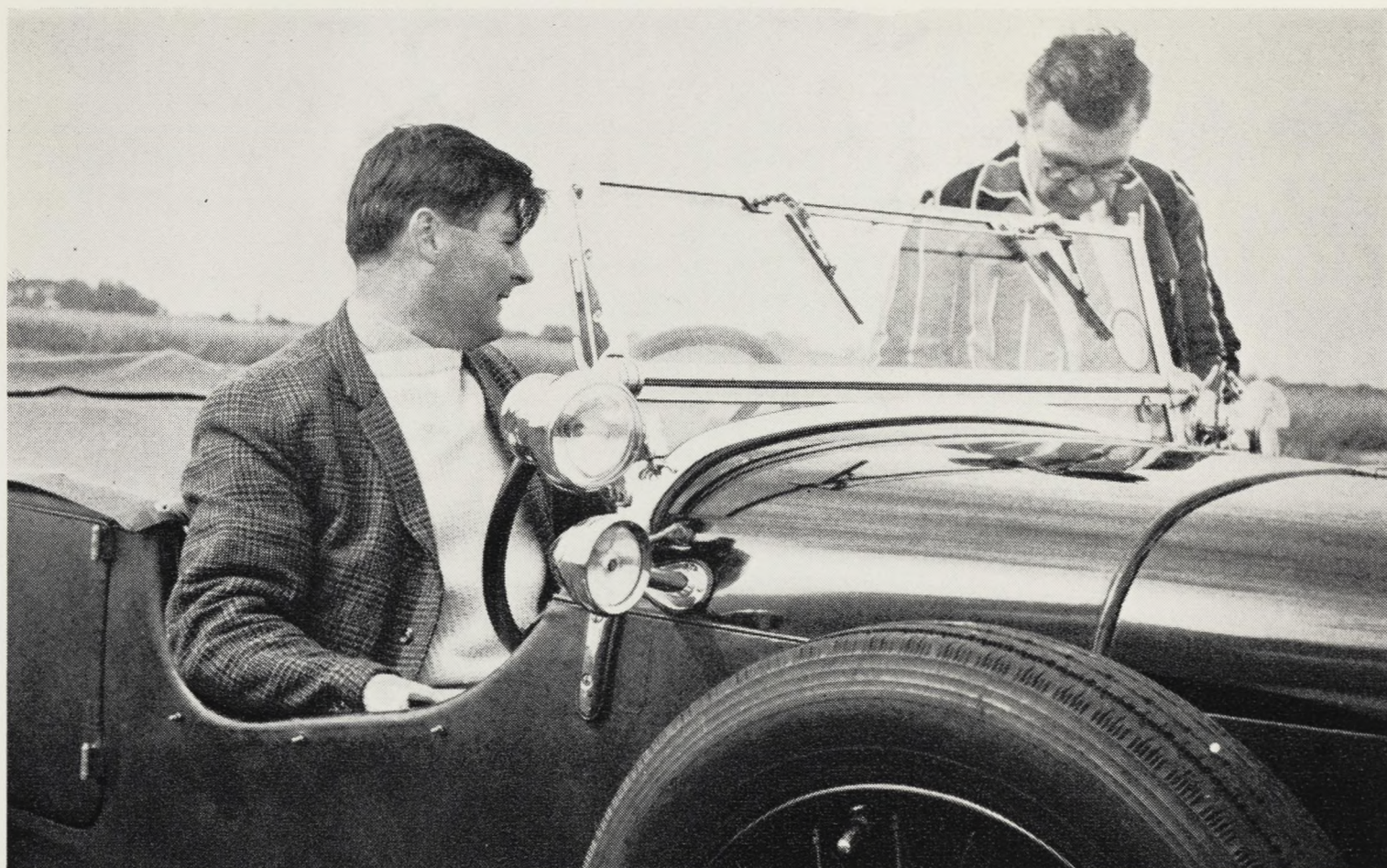
No. 9—The 4½-litre Bentley. The most famous of the illustrious line from the drawing board of "W. O." written by the late Darell Berthon, who was unable to complete its preparation before his death and Sir Anthony Stamer who finished the final draft. The text has undoubted authority and accuracy. One never tires of reading the stories behind those Le Mans victories and Brooklands long distance races. It is all here with lots of good photographs to match the text.

No. 10—The Matra MS80. Gerard Crombac, who I remember seeing a good many years ago flashing round the Brands Hatch circuit in a 'veteran' car race at a steady 25 m.p.h. (slightly less on the uphill bit to Druids), is a consultant to the Matra Organisation and has long been associated with motor racing journalism. In keeping with "Profile" policy of getting the best equipped man to write each particular "Profile", he is an eminent choice to record the story of the French Formula 1 car with the Ford Cosworth engine. Teamed with organising ability of Ken Tyrell and the driving of Jackie Stewart and Jean-Pierre Beltoise resulted in Stewart winning the Driver's World Championship in 1969 and the Matra MS80 scoring points in fourteen races out of twenty started. A short meteoric life of only one racing year before the car was superseded by a Simca-engined Matra but enough to justify the author's claim that MS80 had done enough in its limited career to take its place with other more prestigious manufacturers of Formula 1 cars.

Cars in Profile represent excellent value at 50p each. Edited by Anthony Harding and published by Profile Publications Ltd., Coburg House, Sheet Street, Windsor, Berks.

AWM

COPY FOR THE AUTUMN ISSUE
OF "LAGONDA" SHOULD BE IN
THE EDITOR'S HANDS PLEASE
BY SEPTEMBER 5th.



Martin Holloway and Roy Paterson at a Northern Rally

NORTHERN NOTES

from Herb Schofield

Northern Dinner—March 23rd 1973

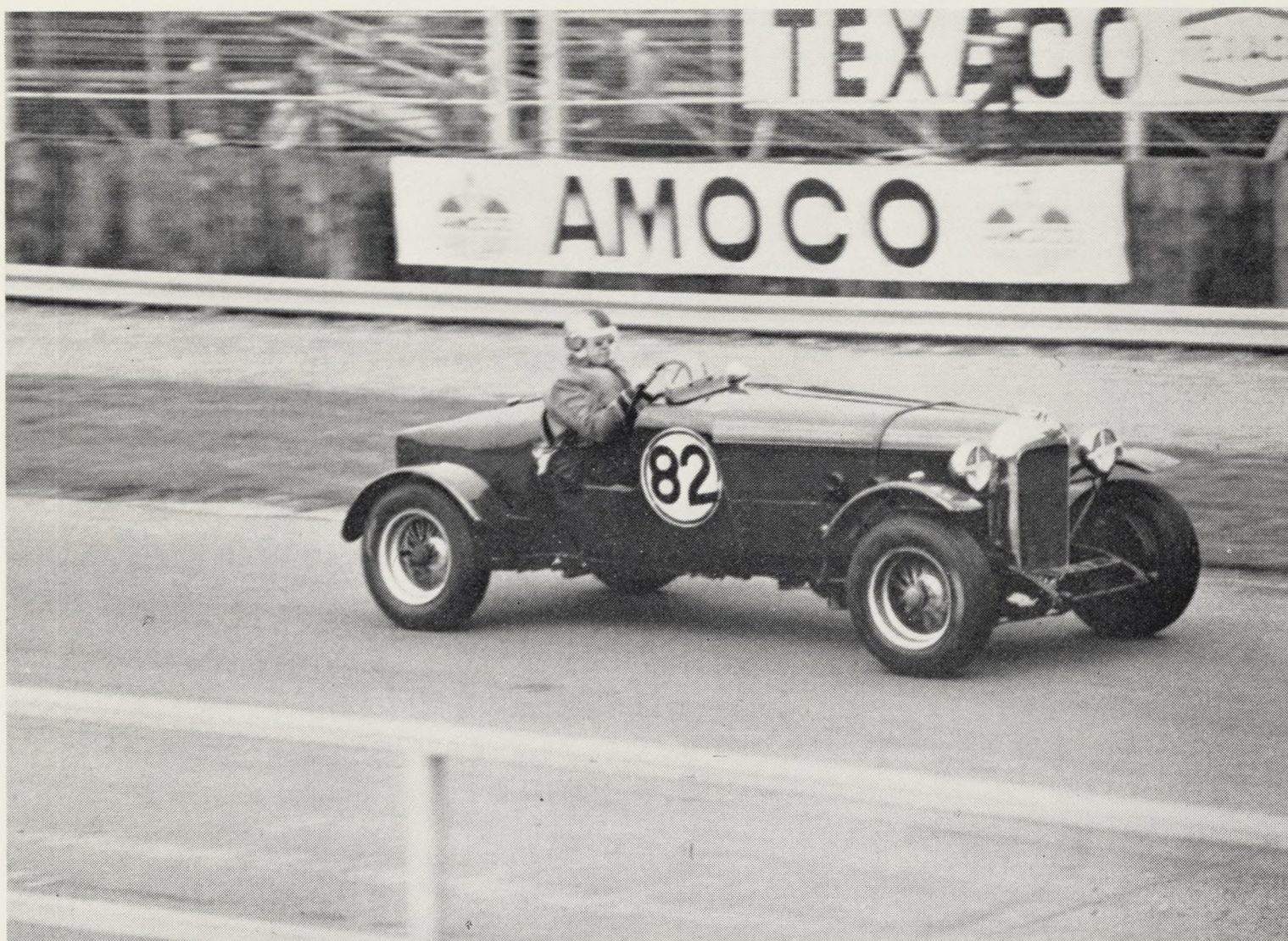
AS LAST YEAR, ANOTHER DAY OF BEAUTIFUL SUNSHINE heralded this, the most important Northern event in the Lagonda Club. The fine day brought out the usual crop of Lagondas driven by the usual people. Alan Ogden with his M.45 tourer. Hine with his LG.45R. Mike Gaber from London in his 2-litre and Schofield with the "Fire engine" complete with new motor. Long distance travellers apart from Gaber, included Wing Cdr. Brown and Quack Young from Devon—both very brave efforts and much appreciated. Julian Reisner from Tyneside who broke down in his modern at Catterick and came the rest of the way by taxi, and from London, international tycoon, Alastair Barker, and also from London, Geoff Moore.

Monk Fryston, as I say every year is just about

the ideal setting for a Lagonda Club event, a beautiful old country manor house set in its own grounds—you can even hear the birds singing, or at least you normally can, for when I arrived, enjoying for a few minutes the peace and silence of the place, one of the kitchen staff decided to pollute the air with the sounds of wonderful Radio One.

Members started arriving late afternoon to take advantage of the bathroom and toilet facilities, whilst others retired to the bar to take advantage of the toilet facilities later! As a result of remarks made in the magazine about the 1972 event everyone seemed to be wearing brand new outfits, although it was noticed that Richard Weir sported the top half of the red suit he wore last year. Alan Brown and John Beardow were wearing identical suits from the 'tailor of taste' which was a bit embarrassing. Brian Minshull had disguised himself behind a new beard which he had either grown or rented for the evening.

Dinner was taken at 8.15 after which Alan Brown introduced the Northern Secretary, who in his speech, mentioned that he had been a club official for twelve years, this brought forth a gasp from the audience!—how could he still look so



Iain Macdonald going well at Vintage Silverstone

Photo: R. Paterson

incredibly young! During these twelve years many things had changed, most of all the prices of pre-war cars which private specialists and dealers had gazumped from £200 to £2,000 for a good 2-litre, and £450 to £5,000 for a really good LG.6 or V-12 drophead, this suggested that the 'impoverished enthusiast' of the old *Motor Sport* ads. was being slowly replaced by the collector and the type of person who would not likely compete or drive his investment owing to the immense capital outlay in acquiring it. Fortunately he said not many of these types had infiltrated into the North yet, and this perhaps might explain our continuing success in enjoying good support for our Northern meetings.

Prizegiving followed with a special award of merit donated by the Northern Secretary, in the shape of the "concours cup" going to Nigel Hall for his efforts in building what should be considered the finest 4½-litre sports car yet attempted, and for backing it up with a most entertaining

article in the magazine. The 'Northern Trophy' was kindly handed over to Roy Paterson by the donor of the cup and his wife, Mr. and Mrs. Henry Coates.

Dancing followed till 1.00 a.m. An enjoyable evening, not quite as lively as last year perhaps, but no worse for it.

Other News

Good results achieved by Northerners at the April Vintage Silverstone. Iain Macdonald easily qualified in the hour blind and had two firsts and fastest laps. Nigel Hall two second places and a fastest lap. The Northern Secretary finished in two races!

Herb Schofield and Alan Brown are taking 4½ Lagondas to Le Mans June 7th to participate in the Jubilee 24 hour race and guided by member Robbie Hewitt, who is used to the "in's and outs" of this sort of thing. Should make an interesting story for the next magazine anyway.

Crossleys and the 16/80

I WAS INTERESTED TO READ J. D. RYDER'S PRAISE OF the 16/80 engine for its smoothness, silence and flexibility at low speeds. I must have covered nearly 90,000 miles in the Crossley, which is of course similarly powered. I find it beautifully smooth and very willing throughout the rev range, which I have limited for normal use to 3,500 r.p.m.—conservative, perhaps, but I have a vivid imagination and can see all those slender alloy con-rods thrashing round . . .

The car gathers speed gracefully rather than accelerates, unless one is fairly brutish and holds it in the intermediate gears (which is fun in narrow walled streets!). It is, however, a pleasant fast tourer, and at over 2,500 r.p.m. (about 52 m.p.h. on my gearing) the Crossley has plenty of go. It returns about 22 m.p.g. on cooking petrol, and has always used quite a lot of oil (200 m.p.p.), much of which I believe is forced past the rear

main bearing into the bell housing (it is a wet clutch).

It is interesting to compare the modifications made to the engine by Crossleys when they produced the "Sports" model in 1929, and Lagondas for the 16/80 in 1932 (was it then?).

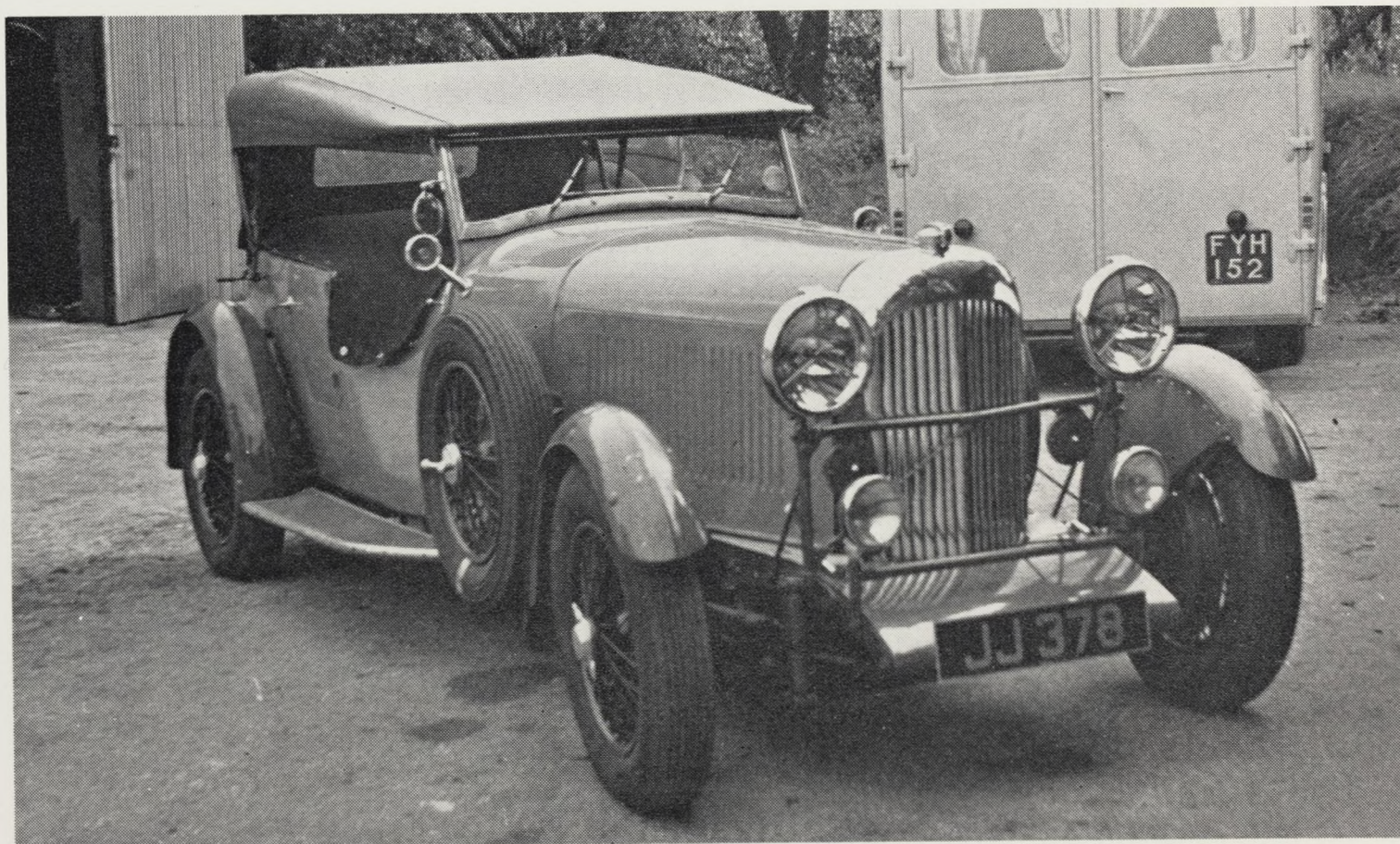
1. **Crossleys.** For the 2L Sports (Saloon and Tourer) the following modifications were made:

- a. Larger radiator (the only model fitted with the attractive rounded bull-nose radiator).
- b. Higher compression ratio—6.5:1.
- c. "Hotter" camshaft—I think, with longer openings.
- d. Larger diameter inlet manifold, but retaining the single updraught Crossley-Stromberg.
- e. Twin branch exhaust.

All this produced an increase in power of nearly 50%, apparently.

2. **Lagondas.** 16/80 owners will be better informed than I, but I believe the following modifications were made to Crossley's 2L Sports engine:

- a. 1 extra gallon sump capacity (to 3 gallons!).



A splendid 1932 16/80 Special Six

- b. Shorter inlet tract with twin SUs, and hot-spots.
- c. (Later). Re-designed water pump.
- d. Other details such as names, position of oil lines, re-arranged timing chain—dynamo—magneto train, etc.

I believe the poor thing was even supercharged, or am I thinking of the 2L HC which I know was.

In summary, I would say that the Crossley 16/80 engine is reliable (touch wood), easy to work on (i.e., maintain!), reasonably economical, and although it could hardly be called "high performance" it provides a reasonable standard of performance for a vintage/PVT tourer, and above all is a joy to drive—surely the most important factor. I have just completed a tour of some of the wine producing areas of Germany; the Mosel, the Rhine, the Nahe, the Nekar and the Main, and the Crossley's performance was faultless, including the return trip from Wurzburg to Bielefeld (216 miles) in 4½ hours, including stops.

(See also Dick Sage's "16/80 LORE" in The Summer '70 issue).

Capt. S. C. E. WELD, R.E.,
Headquarters 1 (B.R.) Corps,
B.F.P.O. 39.

Midlands Outing

3rd June

IT BEGAN WITH THE CRACKER-EATING CONTEST AT the May Pub Meet at Meriden. The idea is to eat a cream-cracker (no, not the pre-war M.G. competition team) in one minute without the aid of liquid refreshment to help it down. This is far more difficult than it sounds. Cream-crackers are very dry. Anyway, Barry Rowe managed it whilst Stuart Pettifer did not. So, it was thought that a more suitable time and venue should be chosen for this sort of exercise—somewhere where they did not mind mountains of cracker crumbs all over the carpet!

Ben and Mary Martin suggested a little pub they knew of just South of Stratford and off the beaten track, so they went down a couple of weeks before to see if it was capable of catering for a Sunday lunch gathering of the more unstable of the motoring fraternity. It was, but as numbers

had to be limited owing to the small dining room and shortage of staff, the party had, perforce, to be far smaller than your Midlands Sec. would have liked. It was also arranged at pretty short notice, so the announcement in the Newsletter was not possible.

Fortunately, Sunday 3rd June turned out fine after an early fright when I left Birmingham in the Rapier in a fairly heavy rain shower. I picked up the Wittridges and their M.45 in Solihull and we had a splendid run down to Stratford, with the weather clearing to give bright sunshine. We arrived at The Royal Oak at Whatcote just after mid-day to find most of the Lag lot already there. Apart from my Rapier there were the Wittridges' M.45, Les Buckton's V.12 Saloon and Ben and Mary Martin's S.S. 100 Jaguar, just back from a week in Norfolk. Other members arrived in modern tin but promised to do better next time.

The Royal Oak instantly won for itself the accolade of the day by serving REAL beer—not this modern gaseous muck, but the proper pump-drawn, locally-brewed nectar. It was really beautiful.

Lunch, too, was excellent and all prepared by the landlord's wife. The twenty odd ravenous Lagonda souls appeared not to have eaten for a long time—Stuart Pettifer probably not since his cream-cracker failure at Meriden! Oddly he had cheese and cream-crackers for afters—and he still couldn't beat the 1 minute barrier! Witt Wittridge insisted on a second helping of Scampi-in-the-Basket to gain for himself the title of Gannet of the Day. We were more or less chucked out at 2.15 and staggered out to the waiting vehicles which were to take us to Ragley Hall, just outside Alcester, the seat of the Marquess of Hertford. The convoy set off, a little unsteadily down the country lanes, with Ben Martin leading in the S.S. Just as we reached the first main road, Ben stopped and ambled back along the line of cars—which had suddenly sprouted a modern piece of tin which had nothing to do with the outing—and blandly announced; "I say chaps, I think I've blown a core plug". He had. Or at least the S.S. had. Fortunately, Lag Club members are nothing if not versatile, and despite the fact that it was not a Lagonda they were administering to, were instantly full of ideas as to how the problem could be remedied. The ruder ones were rejected out of hand and it was not long before the local hedge-row had been desecrated for a suitable sized stick which was whittled down and bunged uncere-

moniously into the 'ole. Meanwhile the ladies, Bless 'em, had been directing traffic. Now, to have about seven or eight vehicles in line ahead on the approach to a set of cross-roads, the leading one having broken down, and on a summer Sunday too, tends to make these so called motorists lose their nerve completely. The ladies very nearly managed to bring off the Accident of the Year but some rather skilful wheel-twirling by the pilot of a Lotus Europa saved the day. Whilst all this was going on, old Wittridge just sat on the fence sticking straws in his hair. Fancied himself as a country yokel, no doubt!

The makeshift plug worked, and as we drove off again Ben remarked that it would have to last until the end of August when the S.S. tax expired and he could take the head off and replace it with a spare. It probably will too!

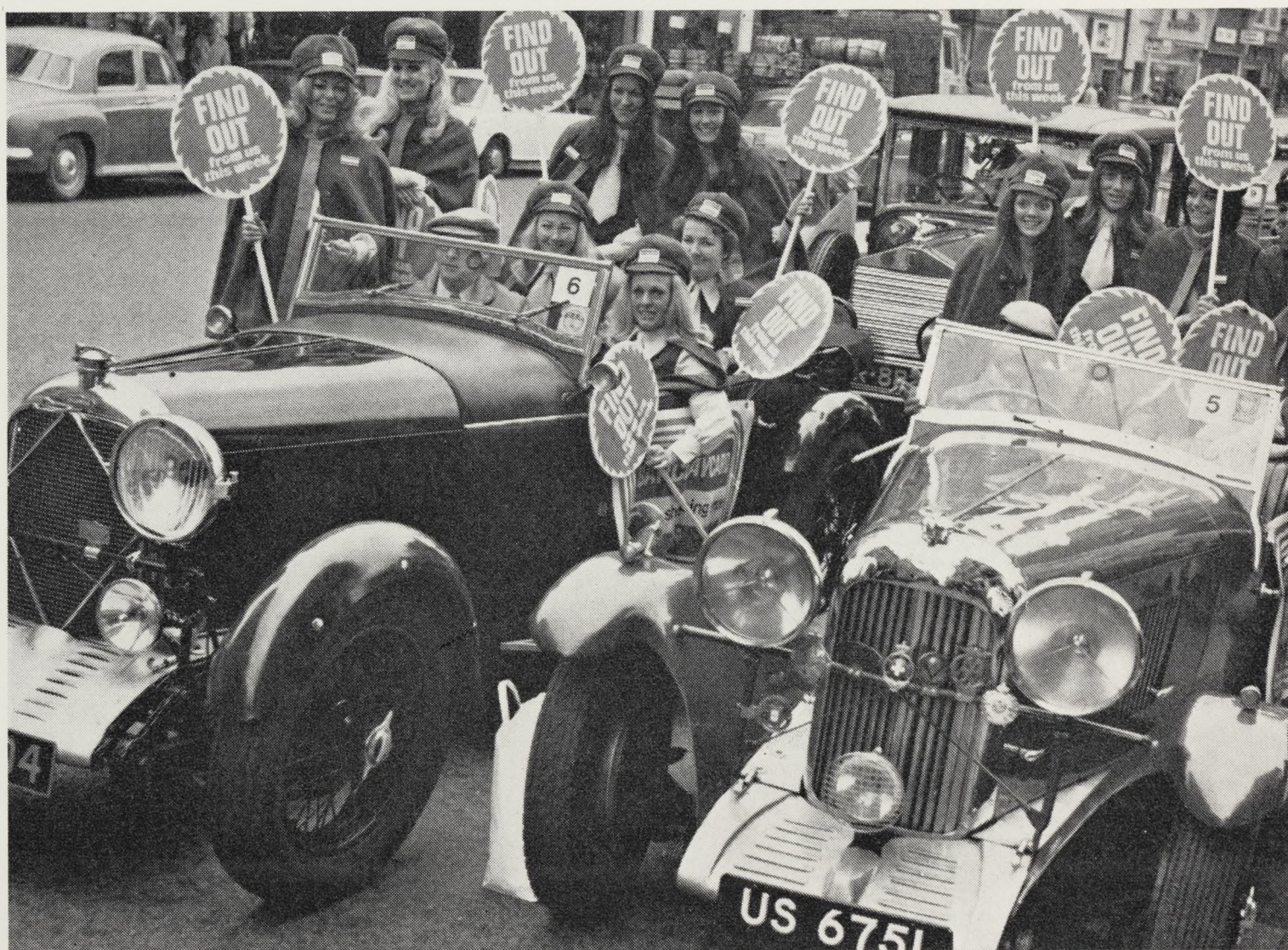
We arrived at Ragley Hall (except for the Buckton contingent, who returned home) and had

a pleasant hour or so looking around this quite magnificent Georgian mansion built in 1750. We also signed the Marquess's petition against the Dreaded Motorway which the bureaucrats want to slice right through his park. Then we took a stroll in the gardens and came upon some swings which were immediately seized by Witt and Barbara Wittridge. A swinging pair, one might say! A brief look at the lake then more or less finished off the day—no, no one fell in—and we all wandered back to the cars to make our various ways home through the fine June evening.

An excellent day's outing and one which it is hoped to repeat later in the summer, but in the Northern sector of the Midlands, with a visit to the Donnington Museum. Neil Frajbis will be organising this one so watch out for the announcement.

The cracker-eating contest is still open to any takers!

TONY WOOD



John Batt (he's the short haired one on the left)

Photo: Peter Moss-Vernon

4 $\frac{1}{2}$ -Litre Cooling

THE 4 $\frac{1}{2}$ -LITRE LAGONDA IS SLOWLY BEING RECOGNISED for the magnificent example of the designer's art that it was when originally manufactured and, indeed, still is!

Those of us who use this model for daily transport will know the exhilaration of burbling along at the legal maximum or above it when the law is not looking at a mere handful of revs. without the need of overdrive gears.

Unfortunately, the 'four and a half' has its failings and of these the cooling system is probably the most noticeable. After 1935 the illustrious W. O. Bentley was responsible for design at Staines and he employed the equally illustrious Weslake to try to improve the original design—without, I think, any significant result—but neither of these great men seems to have applied his talents to the Lagonda's plumbing.

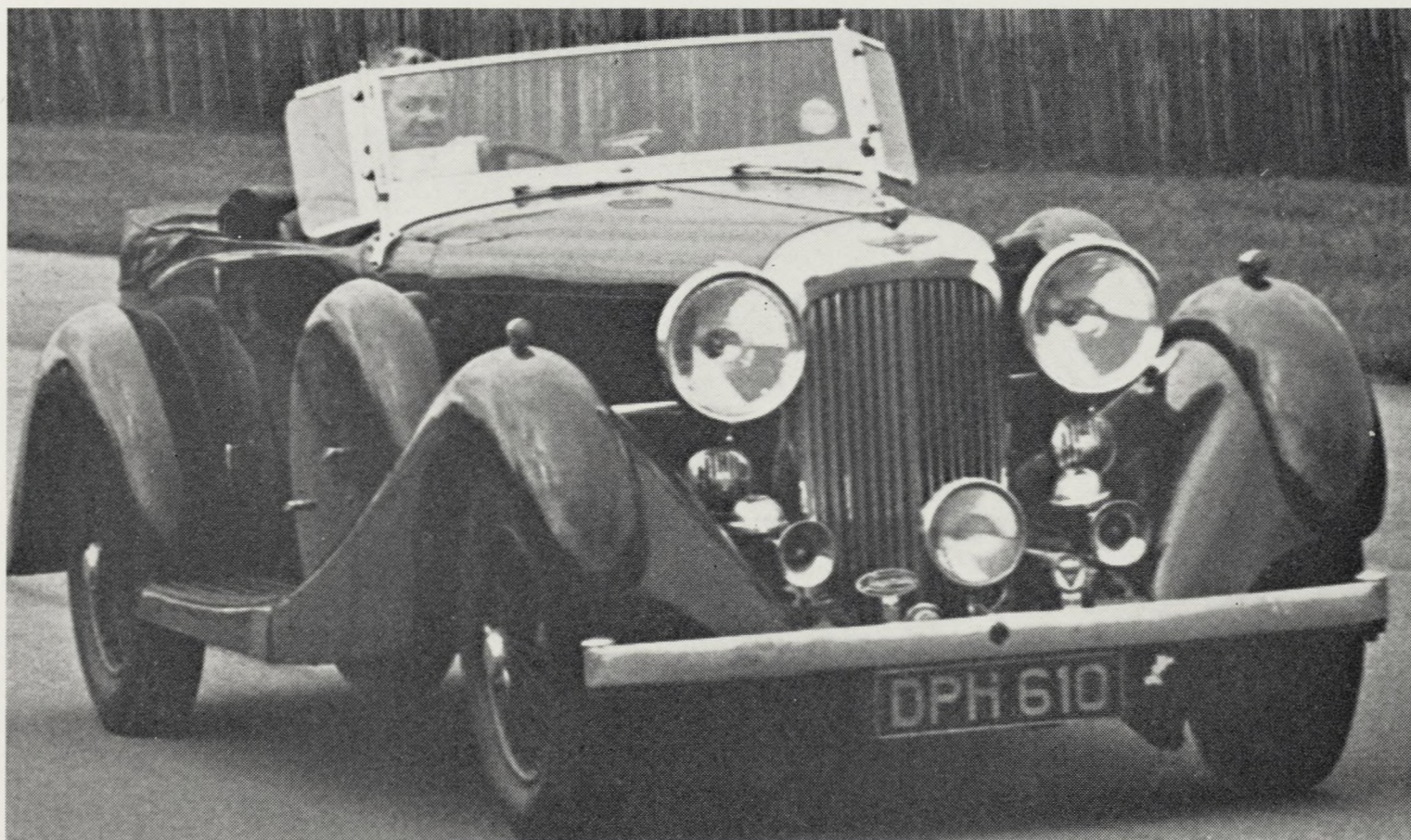
I hesitate to mention the exact manifestation of this failing for fear of bringing on another attack but I will say that my wife used to object bitterly at having her hot shower BEFORE she arrived at the hotel.

The engine, in design, is clean, functional and very strong but it must be remembered that its designer, R. S. Crump, originally conceived it as having a swept volume of only 2-litres so I suppose to accommodate so much bigger bores the waterways in the block must have been reduced to some extent. Perhaps too this is why there are no direct waterways through the block into the head. All transfer passages being external and on the exhaust side only.

I have a theory that this creates a restriction somewhere which allows local overheating. The restriction is overcome occasionally when braking allowing water into the overheated zone when local boiling occurs so setting off the chain reaction which results in my wife's unsolicited shower.

The increased size of the engine will also mean that a great deal more fuel will be consumed and as even the most efficient internal combustion engine turns nearly 70% of the latent power of the fuel into heat there must be a lot more heat in the bigger engine to be got rid of.

I must say that my own experience is that a new, clean radiator in conjunction with a clean block will completely dispel the dreaded gush while these conditions remain. However, the least



The author at Silverstone

attractive feature of the design of the plumbing is that the outlet from the bottom tank of the radiator is located on the near side of the engine from which a pipe carries the cooled water vertically upwards and over the crankshaft harmonic stabiliser at the front of the engine and into the water pump on the off side of the engine through a funny shaped aluminium elbow which actually turns downwards so creating a reservoir for the products of cavitation which when they have reached large enough proportions can completely cut off the supply of water to the pump. Again braking can overcome this blockage and water once more reaches overheated parts of the engine and is turned into steam which sets off the fatal chain reaction again!!!

When I built my 'special' I lowered the top of the radiator by three inches, so, as I had to have a new radiator, I redesigned the bottom tank so that the outlet was adjacent to the water pump inlet. This radiator is so efficient that I do not need to use a fan which absorbs over 5 horse power at 3,500 revs. (measured on our rolling road type dynamometer) and in the "Hour blind" at Vintage Silverstone in April 1973 the water temperature never exceeded 170°F. (I'll grant that the weather was not very warm). If you have to change your radiator I strongly advise this modification.

Finally, we come to the water pump. This leaves a great deal to be desired. The whole thing is off to an unpromising start, because, for reasons best known to Mr. Crump, it is driven at one and a half times engine revs. I suppose that at 2,000 or even 2,500 revs. this is acceptable and as a 2-litre stationary engine this is probably what was envisaged—No doubt with rather more careful arrangement of the plumbing than was accorded by Lagonda (perhaps Lagonda had bought a job lot of Army Surplus radiators—some say that is how they bought the Meadows engines!!)

The instruction book shows clearly how and where to stuff the pump with packing and leaves you in no doubt of the necessity of using "Stauffer's Special Centi Grease" but unfortunately gives no indication where these essentials may be acquired. The result is that all sorts of things are poked into the various openings and jammed down with ever increasing ferocity to try to keep the water in. Here I think the only solution is to adapt the pump body so that a modern carbon thrust water seal can be used. Both my cars have been modified in this way and have not leaked

from this cause for twelve years.

The design of the impeller too can be improved to reduce cavitation.

IAIN MACDONALD

LAGONDA BATTERIES

I WAS RECENTLY FACED WITH THE EXPENSE OF replacing the batteries in my 2-litre low chassis car. As most members know, these cars were originally fitted with two large six volt batteries connected in series and mounted either side of the propellor shaft under the rear seat.

A completely satisfactory alternative is to use a single twelve volt battery located in one battery box, and this can provide ample power for the car. Even fanatical vintage enthusiasts will, I am sure, admit that battery design has improved over the last 40 years, and the huge batteries required in former times are no longer necessary. This arrangement has the further advantage that the empty battery box becomes available for storing miscellaneous spare parts, etc. Make sure the box is watertight before putting in anything which is affected by dampness! It is of course necessary to make one of the battery cables longer to stretch across to the other compartment.

The battery I have used is standard on the E-type Jaguar and Rover 2000. Its external dimensions are $9\frac{3}{4}$ " long, $6\frac{11}{16}$ " wide, $8\frac{11}{16}$ " high. The type numbers of various alternative makes are as follows:

Crompton 6HCZU9R 57 AH

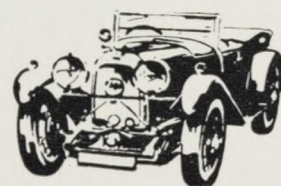
Chrysler (Mopar) 75242650

Exide 6XNFS9R

Lucas FRV11-7A

I would advise measuring your battery box carefully before purchasing a battery, to ensure that it will fit. Lagondas have a disconcerting habit of differing, even on apparently identical models!

ALAN ELLIOTT



Les Vingt Quatres Heures Du Mans

THE 24 HOURS TRIAL I'M TALKING ABOUT WAS between lunch time on June 6th and 7th not the much-noised race of a few days later.

It all started with an announcement in the B.D.C. Bulletin about the 50th Anniversary Celebrations of the Le Mans 24 hour race which was to include an event on the 7th June for old cars which had raced there. Owning the 1935 race winning M.45 I was naturally very keen to go.

I immediately put pen to paper, explained my interest and would they invite me. Two months and about three weeks before entries closed I got a remarkable form to fill in about the car—in French naturally. Having used my initiative to sort out *embrayage*, etc., I sent it off and was invited in due course; as long as I arrived with seat belts, a 10lb fire extinguisher, proof of authenticity of the car, etc.

The Le Mans car had come back from a filming job with a nacked clutch but that was easy; not so easy was the radiator flush which turned into a major rebuild days before the event so that on the eve of our departure the car failed its MOT. However, who ever worried about details like that so after a last minute repair I 'tuffed' off. Yes 'tuffed', but thinking it was merely a crack in the exhaust manifold I set off to meet the first of the crew, Paul Grist at Waltham Cross.

Paul, incidentally, has made a really good Le Mans replica 4½-litre Bentley out of an old chassis of mine. The car was put up as a competition chassis but sold to Major Cadbury as a saloon. It hadn't been used since the war, just shopped around so he was glad of a change of scenery after the rebuild had finished.

Having decided that 'tuffing' was coming from the head gasket but that there wasn't any need to do anything precipitate; we got the car MOT'd and sat in the sun waiting for Liza (Paul's wife) and John Foy, his partner in vintage car rebuilding. After tea we set off for a leisurely drive to Southampton in beautiful weather arriving at the Docks in good order and in time for supper on board. Many others had decided on the Southampton/Le Havre crossing; it is a little more

expensive but quicker to reach for me than Dover and nearer Le Mans too. Paul chatted to Stephen Curtis who was driving Paul's old 'C' type; Colin Crabbe was there in his 'Testa Rossa', Witt Wittridge was also among our company in his Lagonda. Having piled into our cabin we sat down for a pleasant supper and bed.

I always oversleep so it was a rush in the morning but we were soon up and away out of Le Havre via the industrial estate and over the new bridge to Les Lisieux for breakfast having got the cars over a few kilometres without incident. After being photographed by the local paper we headed off for Le Mans which was reached after lunch nearby. We then skirted the city of Mars le Briere where we asked for the house of the people who were going to put us up; we were directed to the local chateau but found it was his younger brother's more modern and smaller home!

The de Vannoises were very friendly and helpful people. Immediately clearing a garage so that we could do the Lagonda head. This was a nerve-racking business as firstly the exhaust gas could have damaged the head or block (it hadn't); we might not be able to get a tap and die (the local garage helped); there might not be enough metal left (just!) and the new stud might not hold (it has to date). In two things I was lucky. A van had rushed a gasket set to me the week before and I had a Delage head, both metric to do the repair. Late at night, in true Le Mans 24 hour race style, the car was fired up again and off we tramped to supper at 11.00 p.m.

Next morning, the day of the races, we got betimes but it was relatively late when we tried the cars again with the Lagonda refusing. After a tow round the local countryside with much popping and banging I set off to Le Mans still on the end of a rope! We arrived not knowing what to expect except for French chaos and we weren't disappointed. Whilst I reported to the control, John tried to get some action. We were neither successful, the organisers wanted my driving licence (left at home) and the car wouldn't go. However, rescue was at hand in the form of Barry Peerless and his Land Rover. He towed the Lagonda through the scrutineering bay, over the static test bed the French officials were playing with, lent me his driving licence and finally towed me to the track! Whilst the others ate, John and I checked the car through, suspecting damage to the timing. As a last resort the expert allowed me to change one set of plugs; when I tried the last



The original start in 1935

Editons Jipé

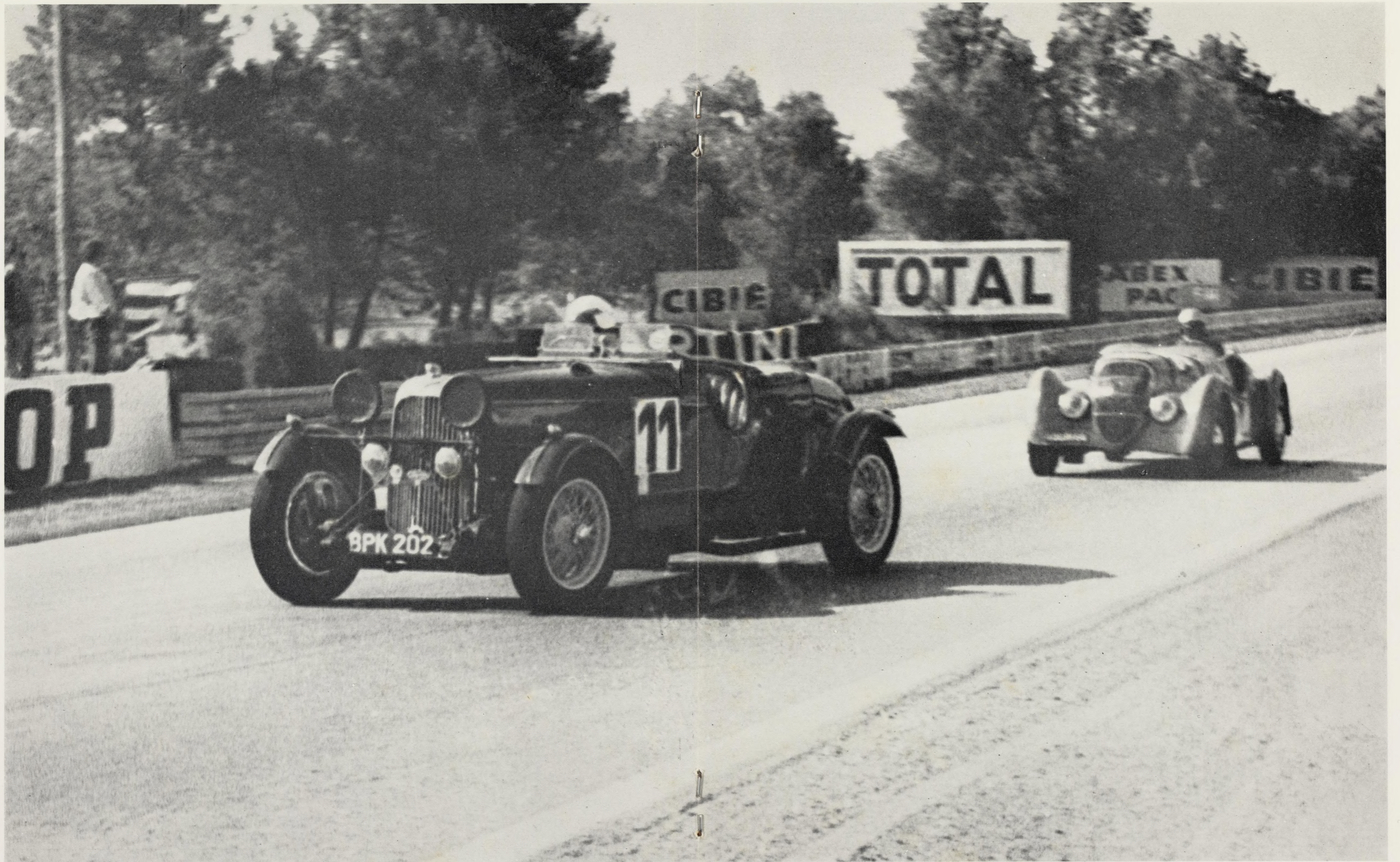
for a spark away she went!! So off for food before the race, in the nobs' area, us with filthy clothes and faces! The end of my real 24 hours' trial.

After lunch a very relieved competitor got down to the real reason for going. We took the car into the pits to prepare for the practice session, not really quite knowing what was expected of us. One official said six laps, another two so I was not surprised to be flagged off after three!

By this time we had quite an audience, probably come to see the big boys practice, so we gave them a Le Mans start for the race for the pre-war cars, which started on time at 5 p.m. Among the entries were a Chenard-Walcker, like the winner of the first race in 1923 (someone said it was the car itself). Stirling Moss drove Rob Walker's original competing Delahaye in the company of two other similar cars. The Lagonda contingent was made up of 'Witt' and myself and Herb Schofield's elongated replica enjoying a kerbside

view of the Mulsanne straight where it had given up the ghost during practice. The Bentleys were there in force being represented by Paul's 4½-litre, M. Hill in his splendidly original 5-litre Le Mans car (Thistlethwaite and Gallop), Len Wilton's replica of the Le Mans winning old No. 7, Hamish Moreton's indecently fast 3/4½-litre and the Tindell/Pardy 4½-litre. Mr. Blight was there in one of his Innumerable Talbots and a gaggle of other vehicles including BMW, Aston-Martin auntcar but with the usual lack of Alvis and only one Alfa-Romeo.

We were off to the usual chaotic Le Mans start and my car got away quite well in a cloud of burning rubber and clutch material just behind the Delahayes and the fake old No. 7 Bentley. A good start but not to be kept up as I was trying to be careful of the car; it being a long tow home! The Mulsanne straight may not seem much at 200 m.p.h. but it is a splendid vista holding the Lagonda



BPK 202 returns in 1973

down to 80 m.p.h. at nearly nil throttle sweeping past the cafe "Les Hunaudieres", flat out through a slight bend and over a ridge to Mulsanne, down to 2nd and out of the 'virage' to a slight curve which can also be taken in top and then into the double curve at Arnage which I also went into straight through and then down to 3rd out of it. At the next bend, "Virage Porsche" I think, we leave the old circuit and miss the famous White House. Instead one takes a fast right handed curve followed by a left bend before a long right-hander just before the Chicane where the Lagonda's superior road holding allowed me to nip round the Bentley's etc! Then up the Pit straight to the Esses and round Tertre Rouge to the Mulsanne straight again. It was great fun, and wonderful after the troubles, to be competing on a proper length of track in sunshine and with the car going well. Although I finished well down the field, Hamish Moreton lapping me on every lap, it seemed, I thoroughly enjoyed it and it was well worth the trip.

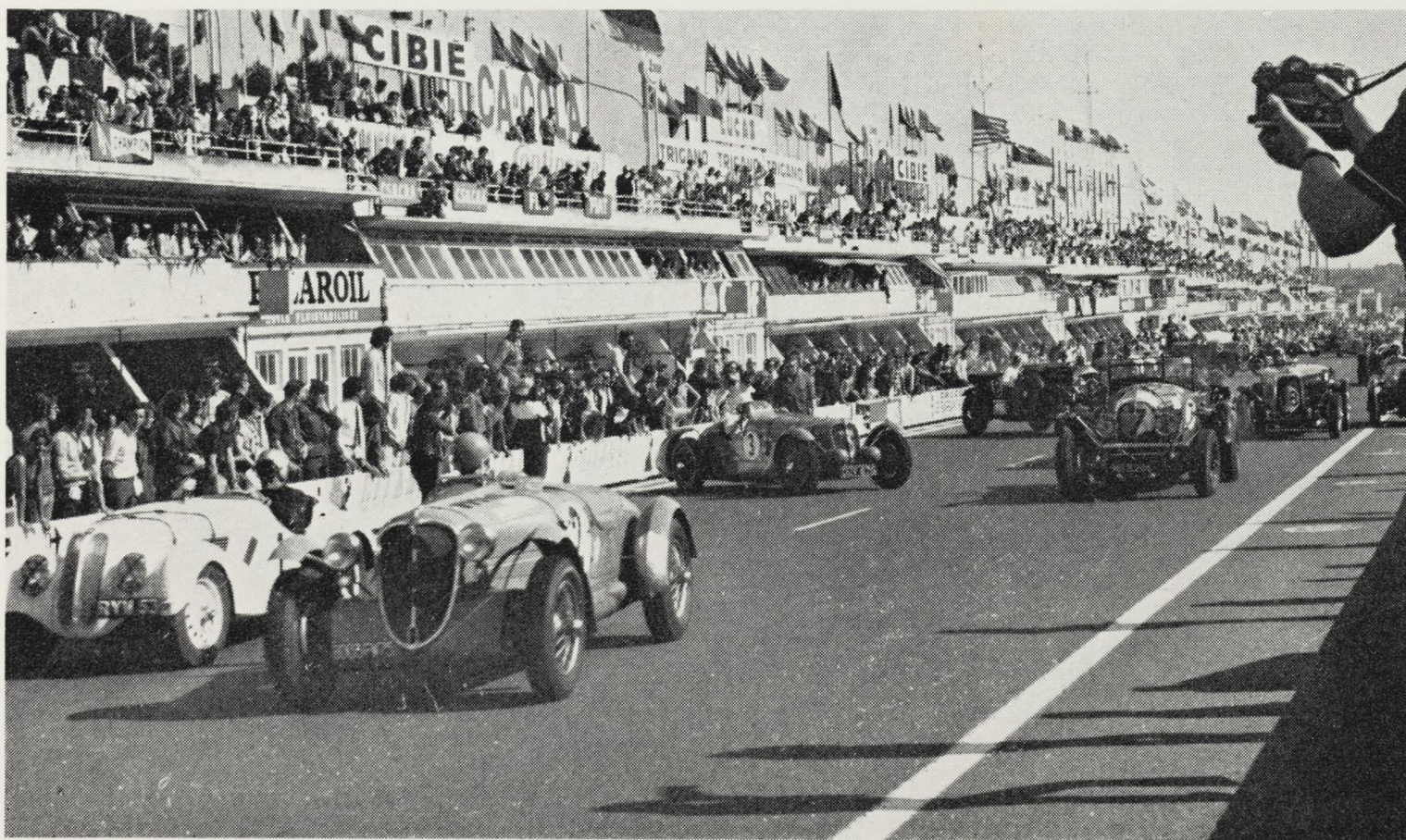
Weary but satisfied we trekked back from the course to our home where our hosts were surprised to see the Lagonda arrive under its own steam. We capped the evening with a splendid meal at a very French restaurant nearby, long and

delicious and washed down with gallons of the local wine.

Next day, as one can imagine, we got up late and ambled into Le Mans to the office of the local paper for a buffet lunch in their penthouse suite. The cars were in the square below and everybody was speculating on what they would do if someone got into their car seven floors down; "drop one of those J.C.B./Digger bodies on 'em", someone said. A tour in the afternoon was laid on, exploring old Le Mans, a local Chateau and another old car museum at Chatelreau. I worked out the E.T.A. home as midnight and opted out. As the others in fact returned at 2 a.m., our second supper visit to our super French restaurant with Hamish Moreton joining us, our decision was obviously wise.

As we missed the hectic trip on Friday, we also missed the change of plans for Saturday, i.e. to meet at the track at 10 a.m. not as previously said at the newspaper offices! We got there though, and not last!

We lined up in the scrutineering area where I polished a bit before we were told various things which resulted in our bursting onto the track in the middle with the two team cars and 'Witt' in line. We were told that this was to be a parade



The massed start in 1973

round the circuit before the race proper, not a race although we were told to do a Le Mans start for the crowd's benefit and we could only take one passenger! So off we go with three to a car! I did my usual speedy exit which annoyed the Bentley boys, we then had a fast parade of two laps with GT 40's vying with XK 120's, Bentley etc. As we peeled off, some cars went to the Gendarmes park, others up to the Museum park at the rear of the pits, where our cars were meant to remain until after the main race!

I drove up to the Museum giving "Steady" Barker a lift and he was full of lore regarding Lagonda's and the design of the 16/65 engine. (Note this Arnold!)

After parking, no one knew what was happening but we all returned to the 'Welcome' where the nobs go and ended up eating in the company of the "Pilotes Ancienne" who, for some reason, included our own Bob Wood (Invicta owner).

Then followed a minor event of some 24 hours of which much has been written and its detail is irrelevant here. Incidentally, I met Mr. Aldington of Frazer-Nash there, a pleasant and kindly gentleman. The cars were splendid but more divorced from reality than ever but with incredibly fast Capris, two girls racing, our Neil Corner in last year's competing Ferrari and an incredible scrap between the prototype Ferrari's and Matra's and several rumbling V8 Yanks. We watched from various positions, if you see what I mean, wandered through the filth and prone bodies near the Esses, and having got overwhelmed by the number of people we slipped away to supper, after being temporarily held up by a crashed police wagon. We returned later joining crowds to watch the cars flash through the night. After hobbling round for a time I went home to bed, coward that I am, but seeing the cars flash through the night is very impressive and the constant engine noise is equally impressive background music. In the morning several cars were gone including most of the British vehicles, Neil Corner, the Capri's, etc, and very appropriately the 50th Anniversary event was won by France.

It was a splendid occasion with both our little event and the big race, but our bit was chaotic as the directions were changed and there was no one to contact to find out what really was the programme.

We popped home after the race having had a quick look at the Museum, and to attend the official prize giving. This was in a super reno-

vated Abbey and was followed by a buffet. Here we received our plaques (very handsome) and certificate and when we reached the dining room for supper we were nearly trampled under foot by the French—you'd think they hadn't eaten for a week. John got a tray of food for us all and only half was left when he reached us!! So we slipped into Le Mans for supper!

Next day a leisurely breakfast with the family and as it was a French holiday we were taken to the trout farm. After a light lunch we headed back to Le Havre which was reached in good order. *Another* meal on the boat, sleep and a rush getting up saw us back running through Southampton at 7.30 and home by 10 for breakfast.

The troubles I had could have been much worse and indeed was for many others, but I got back in good order, despite the French organisation and was very grateful to them for a super event which I wouldn't have missed for anything.

DAVID JOHNSON

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. Fimmere, 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.

Notes from Scotland

IT SEEMS AT TIMES THAT NOT AN AWFUL LOT happens here, what little does happen is to a small band of people.

Leslie Thornton sells his 2-litre—in kit form—and goes off to Nepal to sulk and build roads. Robin Brownlie buys a new house, new to him anyway, and lays up the 2-litre giving his talents over to renewing woodwork and paperhanging. George Donne continues to wheel around in his 2-litre saloon which is normally to be found with the Donne modification—a second clock—generally a grandfather or a turret. Elliott Elder goes off to Australia, he has now, it can be said, quartered the globe in search of spares for his Sunbeam. Elliott returns with a whole suite of new stories, as he returned via India and America he has to assume several voices when he tells his stories.

Unfortunately, that dire event in our calendar, the Border Rally, approaches and, once again, no doubt Iain Macdonald will give his monologue on the plumbing of the 4½ Meadows. He's not a bad lad really—only has two failings, one being the continual theft of other people's highly witty sayings and the other the aforesaid monologue. When we come away from his rally, we always say the same thing "Poor Mrs. Macdonald"! It is, however, quite a good day out although it does mean that we have to look at Harry Golding's 2-litre, and quite a nice collection of cars always manage to turn up. Curiously enough the two Lagonda V.12 saloons were used for John Hewitt's wedding and as Elliot's V.12 drophead was used as transport also, this gave a total of three Lagonda V.12's in official use at the wedding, can't be every day we see that.

From the current, May issue of *Motor Sport*, we found that a 2-litre was being advertised for sale in Edinburgh. This seems to have been a recent addition to cars in Scotland, almost said members, we did send the man an application form for membership in the hope that he might change his mind but doesn't appear to have worked. We have noted some new members joining but so far none has bought a drink at the monthly meetings. This is most reprehensible and cannot be allowed to continue, so do come along!

We normally let Hamish Davidson and Elliot buy alternate rounds but will let new members in over the art.

Enough of this rambling, the sun is shining and the car is ready to go.

LONG MAY YOUR PLUGS SPARK!

J. MCK. C.

A Lagonda Rebuild—Phase 1

AFTER READING THE LATEST ISSUE OF THE MAGAZINE *Lagonda*, I thought I would put pen to paper and if you were really short of copy, it may fill a space.

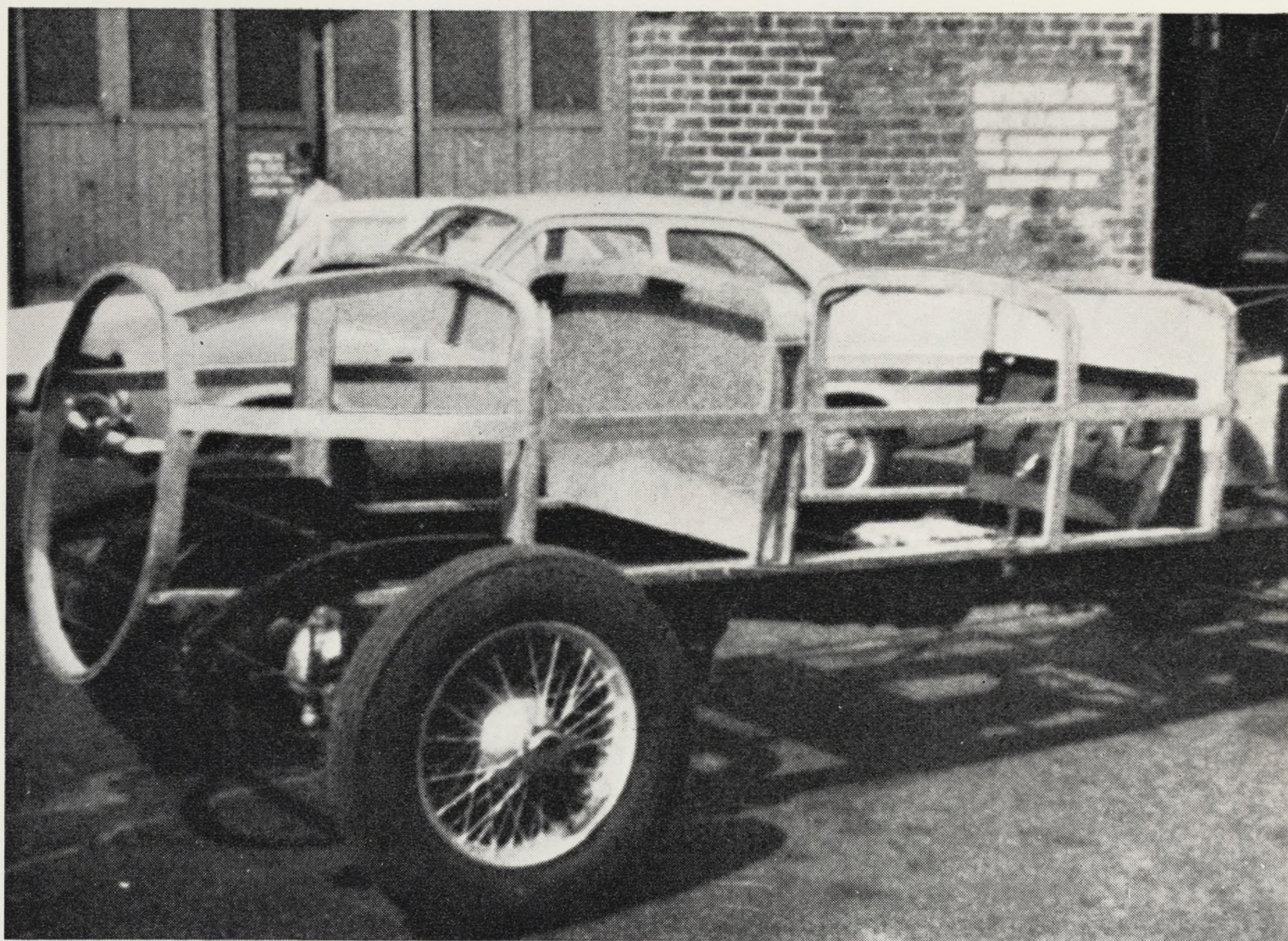
I am a new member of this club and also a proud new owner of a Lagonda, but in the short space of time I have been a member, the few people I have had contact with in the club could not have been more helpful. I think a special mention is warranted to Captain Ivan Forshaw from whom I experienced unlimited help and excellent spare parts service (price as good too).

I started off with a 1929 12/4 Austin Saloon which I rebuilt, but unfortunately had to sell to finance the Lagonda.

The car I purchased in April from a well known Northern member is a 1935 December registered LG.45 Saloon (29th off). The person from whom I bought the car lent me some Lagonda magazines and it was not very difficult to decide what to do. Do a Nigel Hall. I hope these gentlemen in Lancashire do not mind, but I think this is a magnificent vehicle (cannot pass an opinion on the driving yet, but I hope to do so around October.)

I have stripped the vehicle down and now in the process of rebuilding. Please find enclosed photographs of the car with the body frame ready for panelling. By the way there is a very good LG.45 Saloon body, doors, wings, seats, handles, etc., sat in our car park waiting to be used if anyone wants them.

The acquisition of my Lagonda began in March when I was asking around as to the whereabouts of this breed of vehicle. Then a friend of mine asked if he could borrow my Land Rover and trailer to fetch a car from North London. On enquiring what type of vehicle this was he in-



The new body framework

formed me it was a Lagonda.

I said that I would like to go with him and so it all began. We arranged to meet at my firm at 7.30 a.m. and set off for London, at a reasonable pace, stopping for breakfast, arguing who was to pay and I eventually giving in to my companion's insistence! Back on the road and on to North London. After leaving the motorway and doing four or five circuits of a roundabout, we eventually got onto the right road and found the vendors house.

After greetings, a cup of coffee and a look round some superb motor cars owned by this gentleman just two of which being a Lagonda tourer and an S.S. 100, we made our way through the garden and into some bushes, where in the middle of lay, the LG.45.

We had to remove part of the garden fence, back the Land Rover in and pull the Lagonda out of the bushes and across the flower beds onto the road. We then set about winching it onto the trailer which was luckily only just big enough by fractions of an inch.

Farewells were made and on our way we went, only to find that the trailer swayed from side to side at any speed over 28 m.p.h. We left at 12.45 p.m. and arrived home in Sheffield some 6½ hours later stopping only for nature and petrol. This run normally takes 2 hours!

The following day I phoned my friend and agreed on *his* figure and so the rebuild began.

If I may at a later date and if it is of any interest I would like to let you know how the rebuild went when it is completed. I would also be pleased to hear from anyone who can give me any information on the Le Mans cars.

I forgot to mention that I am in the family firm of panel beaters, etc. which my father founded in 1919, so the rebuild is not too bad for me.

We do quite a lot of vintage work in this area and if anyone is stuck for panel work I would be only too pleased to help if possible.

RICHARD W. FOX
10 MEADOW VIEW ROAD,
LITTLE NORTON,
SHEFFIELD S8 7TP.

Autocar Road Test of the M45

4½-LITRE LAGONDA TOURER

No. 830 (Post-War Series)

New Model has an Outstandingly Good,
Easily Achieved Performance

A VERY REMARKABLE MOTOR CAR HAS BEEN produced by the Lagonda concern in the new 4½-litre six-cylinder. Great things were expected as soon as it was known that such a car was to be made, and on test the most hopeful expectations have been more than realised. It is a delightful and intriguing machine to drive.

This is a type of car in connection with which performance figures can legitimately be stressed, for in the first instance, at all events, it will interest people who are by no means novices in handling cars, and who appreciate them on the basis of what they can do. The maximum is obviously ample, and it should be remembered that the figure shown in the table, namely 95.74 m.p.h., represents an average over a measured distance, on the level and under conditions of wind not specially favourable to the car, but at the same time not against it. Even better, however, are the acceleration figures; the implied ability of the car to get under way really briskly and therefore to overtake other vehicles safely and with certainty counts above all today.

The acceleration figures are worthy of study, for several of them—and this concerns some of the most important ranges of acceleration for road use—represent the best performance so far obtained in any of these tests made by *The Autocar* of a normal production car. What is more, the brilliance of the acceleration is shown to be consistent through the range. An additional figure was taken through the gears from a standstill up to 70 m.p.h., and three runs averaged out at 20 sec.

This Lagonda secures these excellent results, about which one can genuinely enthuse, by a very good proportion of engine power to total weight, and by the use of high gear ratios, giving most useful maxima on the indirect gears; it weighs not a great deal more than the three-litre model, yet has an engine half as big again. At the same time, it cannot be too clearly stated and underlined, as it were, that besides possessing a tremendous performance the car is amazingly docile and tractable.

It is quiet, too, both mechanically and as to the exhaust, a pleasant but not insistent "boom" being apparent only when accelerating on the gears and at the lower speeds on top gear. It will run at 5 or 6 m.p.h. on top gear with the ignition retarded, then pick up easily and very swiftly; in fact, the acceleration figures for top gear show in themselves that performance has not been obtained at the price of flexibility. This is the more remarkable in view of the high back axle ratio.

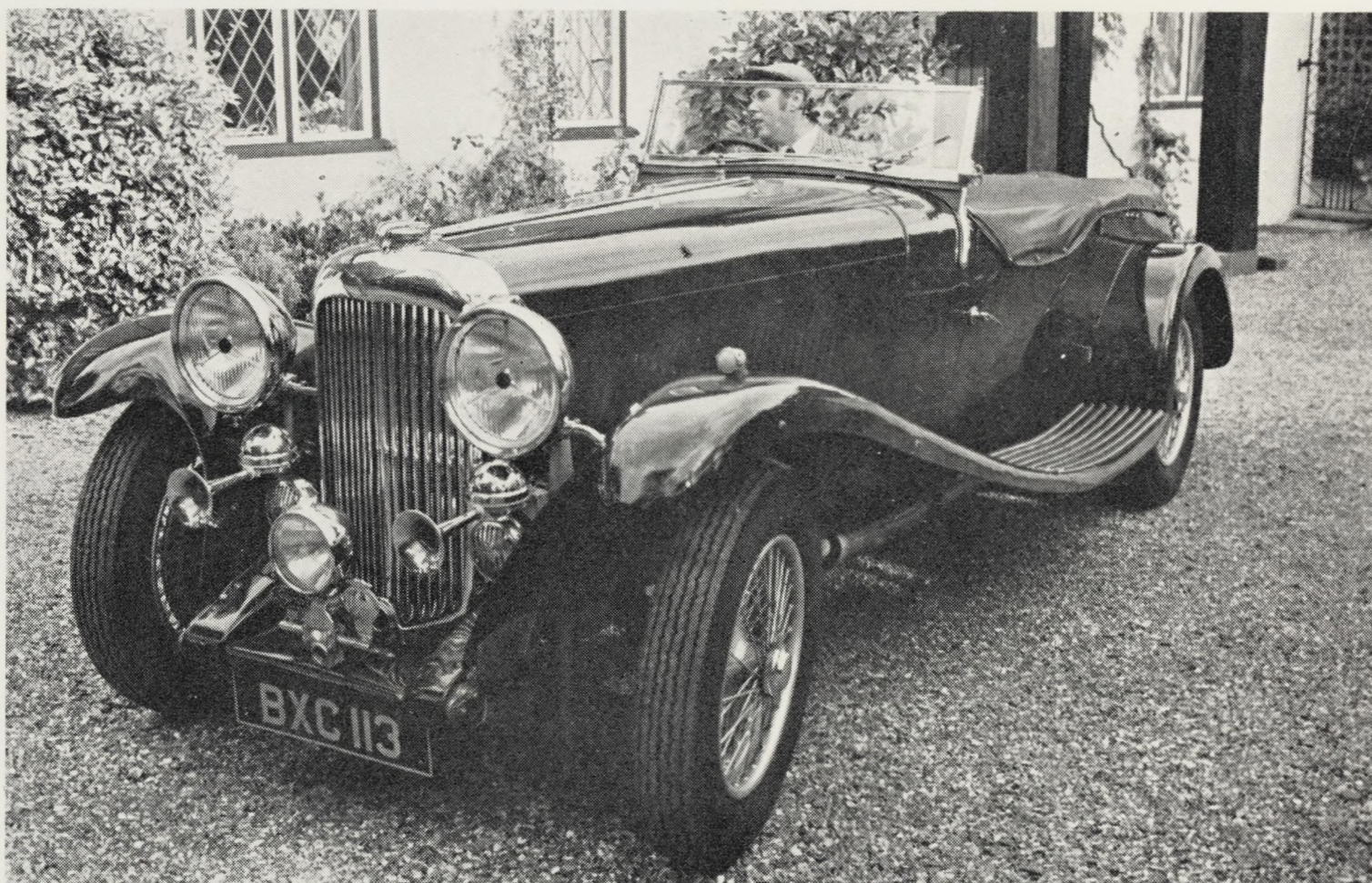
It is also a machine in which anyone at all accustomed to cars of any size quickly feels at home, for though there is an impressive length of bonnet, both wings can be seen, and the steering of the 4½-litre strikes one as being appreciably lighter than on Lagonda cars hitherto.

Then, again, the gear change handles more easily, and the clutch has a lighter action; the gear change requires just that amount of intelligent control to make it interesting, but quite good results can be obtained even by anyone unaccustomed to the car. Also, a silent third speed is now used, and fully bears out its name. It is actually possible to run at speeds up to 60 m.p.h. without noticing that third gear and not top is engaged, whilst the change to third and back again is delightfully rapid and certain. On first gear a reading of just over 30 is obtainable, on second 52, and on third just 80, with due respect for the red warning mark on the rev. counter at 4,000 r.p.m.

In attaining the maximum timed speed given the windscreen was opened, and the speedometer recorded a limit reading of 100. With the screen closed a timed speed of 93.75 m.p.h. was obtained, the speedometer recording 97-98 under otherwise identical conditions; there were two people on board, including the driver, and the track was dry.

Another remarkable figure is for the standing start climb up the Test Hill, the figure being the best in any of these tests so far. The same hill, approached at 25 m.p.h. on third, was climbed comfortably on second gear.

These indeed excellent results translated, as it were, into terms of use on the road, mean that the owner, fortunate fellow, has a car capable of going from one place to another in an astonishingly easy fashion, very swiftly if necessary, but still without the slightest fuss, for 60 is maintained absolutely effortlessly, with no noise at all, and even 70 is a cruising speed. This machine flattens



The M45 resplendent and ready to go

out the hills on top gear, they scarcely exist, in fact, and accelerates over them amazingly if third is used. Yet the car can also be handled in town on top and third gears principally.

Coupled with the car's ability to travel quickly, it has brakes which bring the speed down decisively, though not aggressively in the sense that swerving is produced, and the actuation is assisted by a vacuum servo. The hand brake is of the fly-off racing pattern, and was used as well as the pedal in making the stopping test. Nor would the car be of the slightest use to the enthusiastic driver if it did not permit fast cornering, and in these respects it is extremely good. There are Telecontrol shock absorbers for both axles, as well as ordinary Hartfords.

A finish much above what is general has been achieved, whilst the equipment is very well carried out. There is dual ignition, with two sets of plugs. Practical considerations have been well studied; for the back passengers there is a central folding armrest, as well as softly padded armrests at the sides; the sloping portion of the tail hinges down to form a luggage platform. Very good side-screen equipment is provided. The illustration shows the latest four-seater body, with one

wide door on the near side instead of two doors on that side; the actual car tested was the first of the 4½-litres, with the earlier type of body.

Altogether, this car appears to be extremely good value.

Reprinted from the *Autocar*, Dec. 22nd, 1933 by kind permission.

4½-LITRE LAGONDA TOURER

DATA FOR THE DRIVER

29.13 h.p., six cylinders, 88.5 × 120 mm. (4,429 c.c.).

Tax £30.

Tyres: 19 × 6.00 in. on Rudge-Whitworth knock-off wire wheels.

Engine-rear axle gear ratios	Acceleration from steady speed.			Timed speed over ¼ mile
	10 to 30 m.p.h.	20 to 40 m.p.h.	30 to 50 m.p.h.	
11.49 to 1	3.1/5 sec.	—	—	
7.35 to 1	3.4/5 sec.	4 sec.	5.1/5 sec.	
4.75 to 1	6.1/5 sec.	6.2/5 sec.	6.2/5 sec.	
3.6 to 1	8 sec.	8.1/5 sec.	8.1/5 sec.	95.74 m.p.h.

Acceleration from rest through the gears to 50 m.p.h., 10 sec.

Acceleration from rest through the gears to 60 m.p.h., 15.4/5 sec.

Speed up Brooklands Test Hill from rest (1 in 5 average gradient), 23.09 m.p.h. (on first gear).

15 yards of 1 in 5 gradient from rest, 3.2/5 sec.

Turning circle: 43 ft.

Tank capacity 20 gallons, fuel consumption 16 m.p.g.

12-volt lighting set; automatic dynamo output control.

Weight: 32 cwt. 2 qr.

Price, with open tourer body, £795.

The Birth and Life of the Lagonda Rapier

Lagondas' second incursion into the voiturette field was more than carefully planned. The Rapier was intended to be the leading example of the 1,100 c.c. motor car and considerable thought was put into its inception. Design planning was entrusted to Tim Ashcroft who was at the time acting as engineering consultant to one of Europe's largest foundries, and commenced on April 5th, 1931. A semi racing chassis was decided on, one with a maximum of lateral rigidity and sufficient torsional movement for the short, stiff springs. The whole frame was of bolted construction, free from welding and the stresses inherent therein; the only fused joint being the brazing of the flanges to the circular section cross members. Front and rear axles were drop forgings and the Rudge Whitworth wheels were well, and rim spoked. Thirteen inch diameter Girling compensated brakes were employed and it is interesting to note that Giralings used a Rapier experimental car on which was fitted a Hydraulic system, this being found inferior in performance to the original mechanical layout. The Rapier, under official test set up a braking record which has never since been bettered.

The power unit followed conventional racing pattern employing hemispherical combustion chambers, inclined valves and twin overhead camshafts, with fingers between the cams and valve stems. The crankshaft was machined from a Vickers drop forging in super V.N.C.A. steel, the con rods of light but wide section, machined all over and produced in balanced sets. At this juncture the inevitable Lagonda economy axe was wielded and the cylinder block and head were made in iron as opposed to the original intention of alloy, the alloy block to contain dry liners. The ultimate use of iron castings contributed largely to the unintended heavy weight of the completed car, the engine alone weighing $3\frac{1}{2}$ cwt. Criticism was levelled at the designer for his incorporation of the E.N.V. 75 pre-selective gearbox, but subsequent use proved his foresight; the gearbox was a special close ratio design, and enabled full use to be made of the high revving feature of the

engine. The final drive was a three quarter floating E.N.V. axle using $1\frac{1}{8}$ in. dia. half shafts, again virtually unbreakable. English electrical units were used, contributed by Messrs. Smith, Lucas and B.T.H. Work on the car went on apace albeit with a tiny staff, consisting of Ashcroft and a draughtsman, producing workshop drawings from Ashcroft's sketches, even so the first prototype chassis was ready on September 6th, 1931, and was taken out on test by Ashcroft and Bert Hammond.

Production commenced immediately from the original drawings and chassis were supplied by Lagonda at £275, Abbott bodied cars selling at £375. A variety of bodies were fitted, two seat, four seat open, fixed head coupes and D.H.C., by various coachbuilders—Warwick Wright, Bertelli, March, Corinthian, to mention a few. A 2/4 seat body was designed and laid out by the Earl of March and built in less than fourteen days ready for the Show at Olympia.

Current press reports were glowing and the seal of success was set when Sir Malcolm Campbell, then Public Hero No. 1 ordered one of the new cars. Sir Malcolm was reported to be delighted with his new acquisition and publicly referred to "this very exceptional sports car". Nuvolari, when asked to comment, said that the car "went like a little Alfa". The exceptional handling properties of the car were very quickly discovered, and it was found to be controllable under all conditions, thus making several more forceful characters begin to think in certain directions. Before long Rapiers were beginning to appear in the more leisurely types of competitive event, whilst others were being considered for more active pursuits.

The first obstacle confronting the enthusiasts was the kerb weight of the car—19 cwt. including fuel, but by dint of rebodysing this could be reduced to around the 16 cwt. mark. The result was a crop of two seaters by various of the aforementioned coachbuilders. Whilst the weight of the power unit was a severe handicap, there was obviously much to be done with such a design; compression ratios were increased, valve diameters enlarged, cam profiles modified and engine revs. climbed higher and higher, until one well known lady driver operating a supercharged Rapier took the rev. counter needle right off the dial; she thought she was in top gear, was actually in third and took F.T.D. (Lady Driver) at the Brighton Speed Trials.

In June, 1934 a Rapier was entered for the Le Mans by Charles Brackenbury and Lord de Clifford and qualified in the Bi-ennial Cup and Rudge Whitworth Trophy although unable to beat Chinetti and Etancelin in Alfas! It did prove beyond doubt the Rapier's complete reliability through 24 hours gruelling driving.

In June, 1935, Lagonda were once more in difficulty and the Debenture holders put in a Receiver, the following month, July, Ashcroft, Neville Brocklebank and Bill Oates bought the Rapier from the Receiver, including the name "Rapier", all parts, tools, jigs, fixtures, assembly line—in fact the lot. The new company was registered—Rapier Cars Ltd., with the name Rapier as a registered Trade Mark. The same chassis was produced, virtually unchanged but with bodywork now by Ranaiah, although an interesting innovation in 1936 was the 90 m.p.h. supercharged Rapier which employed a chain driven blower mounted on the inlet manifold. The new company got off to a very good start making a 32 per cent. nett profit in the first twelve months trading, but unfortunately the war was drawing near and in 1939 Rapier Cars closed their doors and production of a very fine motor car ceased.

It is estimated that altogether some 300 cars were produced being exported widely, and now there are probably not more than 200 left.

The war years seemed to see a renaissance of interest in those still owning Rapiers, and a considerable amount of quiet work proceeded. Two cars are of particular interest. The Eccles family Rapier, which driven by Roy Eccles broke the Brooklands Outer circuit record at 132 m.p.h. and the car owned by Daniel Richmond, two stage supercharged at 11 to 1 compression ratio and capable of 130 m.p.h. In 1951 this car was able to outrace "C" type Jaguars on small circuits due primarily to its amazing cornering.

No account would be complete without mention of the Emery Rapier, a supercharged engine mounted in a tubular chassis and with Singer I.F.S., rumoured to have put in the fastest time ever recorded at Shelsley Walsh.

That Rapiers are still held in esteem is evidenced by the care bestowed upon them by their present owners, delighting in the use of a motor car which feels right, is superbly safe, and still, by today's standards capable of exhilarating performance.

GEOFF SPEIGHT

Midlands Area Notes

I TOOK OVER THE MIDLANDS AREA FROM PETER Densham after the last A.G.M., after much cajoling and arm twisting by the Hon. Treasurer—who, it has to be admitted, has rather persuasive ways! There was already a pub meet in existence at the Manor Hotel, Meriden and this continues to flourish with an average attendance of about 14 people. However, it is a rare occasion when a Lagonda turns up as well but I am hoping for better things this summer.

Neil Frajbis, of Burton-on-Trent, bravely offered to get a meeting going in the North of the area and this has been quite successful so far, several of the Meriden contingent attending the inaugural meeting.

Other offers to arrange pub meets in this rather large area have not yet been forthcoming—but I live in hopes.

Vintage racing calendar being so full but no doubt something will be managed. God knows when all the rebuilds will be finished if every weekend is taken up!

Rapiers to Germany

Five Rapiers are venturing onto the Continent during the first two weeks in July to celebrate the 20th Anniversary of the Rapier Register. The route ranges from Hamburg (ferry from Harwich) to Osnabruck, where they will meet up with a German Register member and his Rapier, Munster, Solitude Racing Circuit, Heidelberg, Stuttgart Museum, Nurburgring, Spa Francorchamps, Rotterdam, Hook of Holland and then the ferry to Harwich. About 2,000 miles in all. At the time of writing only two of the Rapiers are actually on the road, with the other three in various stages of preparation. It will no doubt be a midnight oil job on one or two!

A tender vehicle will be accompanying the party with various spare parts, but it is hoped that these will not be needed. One bright spark asked, "What happens if the tender vehicle breaks down?" Do you know, I reckon this is more likely than the Rapiers!!

TONY WOOD

HULL and EAST RIDING MEMBERS NOTES

OUR VARIOUS VINTAGE FLYING HELMETS, CAPS, deerstalkers, and hats off to Mike Gaber. He has a bit of a reputation for making long and hazardous trips in his 2-litre tourer—and we've read about some of them. After the Northern Dinner he penetrated into the East Riding of Yorkshire, and eventually motored out with no unpleasant incident to report. Quite the reverse, the local inhabitants enjoyed his company. A confidential neighbour of the writer, knowing of his interest in motorcars of a certain type, was excited enough to burst in one Sunday evening. "When we were about sixty miles away from home we saw this fine old tourer motoring majestically along. There was just one man in it, the driver". That would be Mike, homeward bound.

And some time ago the *Yorkshire Post* had a photograph of a Lagonda used as a bridal carriage. Noteworthy enough, it was not John Beardow's this time, but HRT 789. This looked like a 2-litre in immaculate condition, and it is not in the Register of Members and their Cars. Neither is ALO 918, a black tourer with green wings, encountered on Boothferry Bridge and also motoring south.

A few local members and friends spectated at V.S.C.C. Silverstone last April, and now offer congratulations to all our Club entrants. We feel that Lagondas are on the up and up in respect of both appearances and performances. We should like to see this continue, and hope that the resurgence of spirit will increase in other directions, notably in the number of visitors to our region. Surely some members occasionally find themselves in this part of the country. They will be welcomed. Our pub meet is still every last Tuesday at the Duke of York, Skirlaugh, and for students of navigation (keep practising) the map reference is Sheet 99, 142395.

Now, we must get back to working on our cars. Please excuse.

"HERMES"

**Order your Xmas cards now! See
the inside front cover for details**

LETTERS TO THE EDITOR

2-litre News

Dear Sir—Some months ago I was fortunate to acquire a 1932 Continental 2-litre Saloon, which should make an attractive stable mate for my 2-litre tourer. The car was discovered in a derelict condition, overgrown with weeds, in a backyard in Essex. As far as I could find out the car has not been on the road for many years, and during this time has passed through several owners, each of whom intended to restore it, but none actually made a start.

Work so far has been confined to getting the engine running, and driving it up and down the short distance in front of my garage. It appears to be mechanically sound, the only defect being a tendency to jump out of second gear.

I have been unable to discover anything regarding the early history of the car, and as far as I know, it has not previously been in the club. If any member knows anything regarding the car, I would be interested to hear. The registration number is KY 2717, Chassis number is OH10154, engine number 1903, and it was first registered on 21st July, 1932.

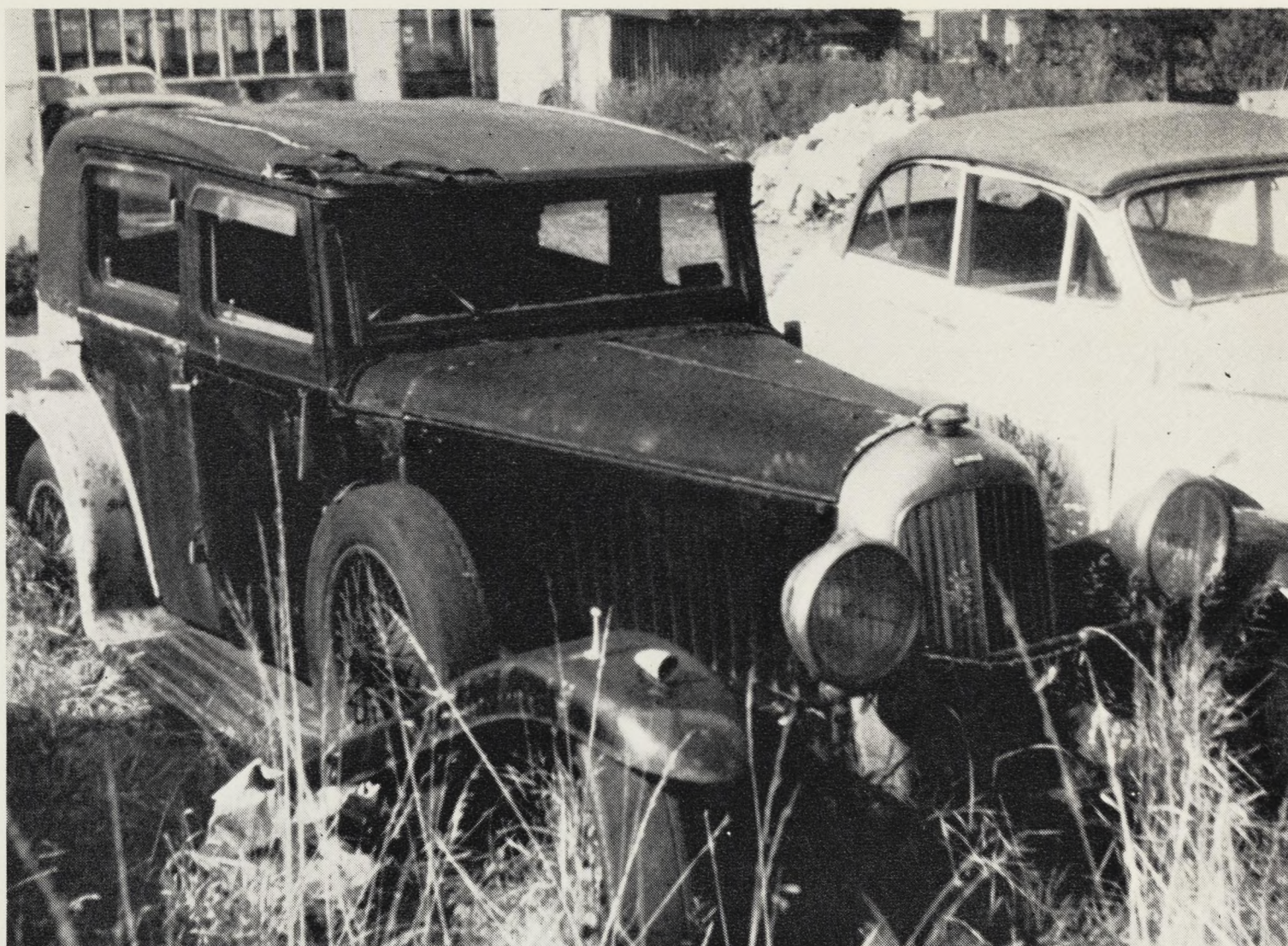
ALAN ELLIOTT
Sherbourne, Dorset.

The Family Robinson

Dear Sir—In order to keep the club records up to date, I am sending along the following information concerning the Robinson family Lagondas. For ready reference, I have given the pertinent engine and chassis numbers for our M.45's below.

To recap a bit, Marianne and I obtained our M.45's in Singapore some years back and were very active in the Malaysian and Singapore Vintage Car Register during our five years there. Aside from our racing activities, you may recall that Marianne and I participated in the first Asian Highway Rally from Vientiane, Laos to Singapore in 1968 . . . the story of which appeared in a subsequent *Lagonda* magazine . . . via the hand of Ken Painter.

We were transferred to South Africa in 1971 and shipped our two Lags to Durban. There, we had a grand time participating in the weekend



Alan Elliott's find

rallies of the Veteran Car Club of South Africa. The Durban/Pietermaritz club is very strong and active and we were very cordially received into their fellowship . . . especially since they didn't have any Lagondas on their roster!

We had a trouble-free two years there in Durban and were sorry to leave a great country for open tourer driving! (Also we'll miss the forthcoming International in 1974!) However, we've been transferred again . . . this time, Alaska! . . . with a prior year's assignment (or less) here in Houston, Texas, before going to Alaska. So as I write this letter, our Lags are on the high seas from South Africa and should arrive here in Houston about the second week of April. There are several active clubs here with Fords being the most numerous models, of course. Although we had the cars crated for the shipment from Singapore to Durban, we did not crate them for the shipment to Houston . . . so we have our fingers crossed.

Texas weather is somewhat like the climate in South Africa . . . that is, kind to open tourer owners! So we expect to travel quite a few happy miles while we are here. Next year, when we are posted to Alaska . . . ah, that will be another matter. I doubt that we'll take both cars up there . . . or we may store them somewhere down here for the time we're up there. We'll have to think that decision over a bit more carefully when the time comes to move.

My Lag (Engine No. 2625) (Late AA1710, SV 5318) was brought out to Malaya in 1952 by Dr. Arnold Young and after passing through several planters' and army officers' hands, I became owner in 1966. I don't know if Dr. Young has kept track of its exploits in my hands since then, but it is going better than ever. Marianne's Lag (Engine No. 2237) (Late JE9997, SX1930) also runs trouble-free. Her Lag was also brought out to Malaya in the early 50's by a doctor (whose name escapes me at the moment).



Well, that's briefly the story up to date. I have written to Bob Crane and brought him up to date, also (and sent my dues to him as well). We hope this letter finds you and yours well and in good spirits.

(Lagonda M.45: Engine No. 2237 Chassis No. Z-10488.

Lagonda M.45: Engine No. 2625 Chassis No. Z-10877).

H. J. ROBINSON

327 Duncaster, Houston,
Texas 77024.

Batt meets his Waterloo

Dear Sir—I have just received No. 79 Magazine and would like to point out that our Competition Secretary has got his wires crossed!

Not only does he want me to buy his beer for him but he also wants me to help him dispose of it.

I stated in my offer to help at Finmere, which was in exchange for a night's lodging for my family, that I would do anything *except* erect the toilets as this onerous task performed strictly on a rota basis will come to Roy Paterson and I in approximately 200 years time.

Obviously one of the ways out of this duty in

future is to have a Lagonda on the road and compete in it. This I hope to do before my turn on the rota gets much closer.

IAN D. NORTH

Keyingham, E. Yorks.

Seen in Belgium

Dear Sir—At the EF-rally in Belgium this year a Danish participant, driving in a BMW 327 sports cabriolet 1939, took the enclosed picture of BPK 203. I think it is an unusual and interesting picture, and may be worthwhile bringing in the Lagonda Magazine. If you have a picture of the Lagonda taken from another angle, I would like to borrow it to put in our magazine with some technical and historical informations of BPK 201, 202 and 203.

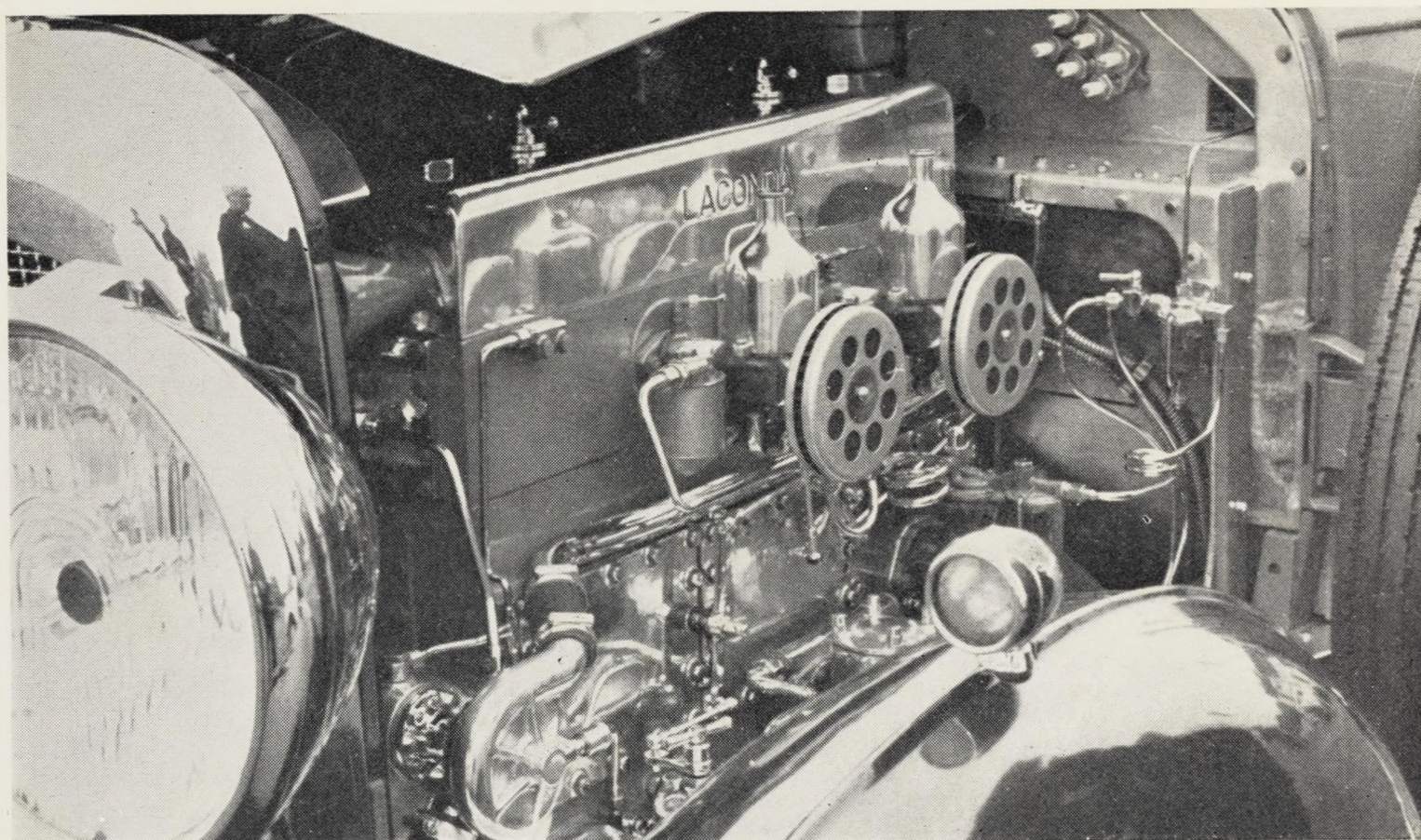
Enclosed copies of our magazine with the actual picture.

If possible, please return the photo, as it is the only copy I have.

(Perhaps the owners of the cars mentioned would like to get in touch with our Danish member direct. Ed.)

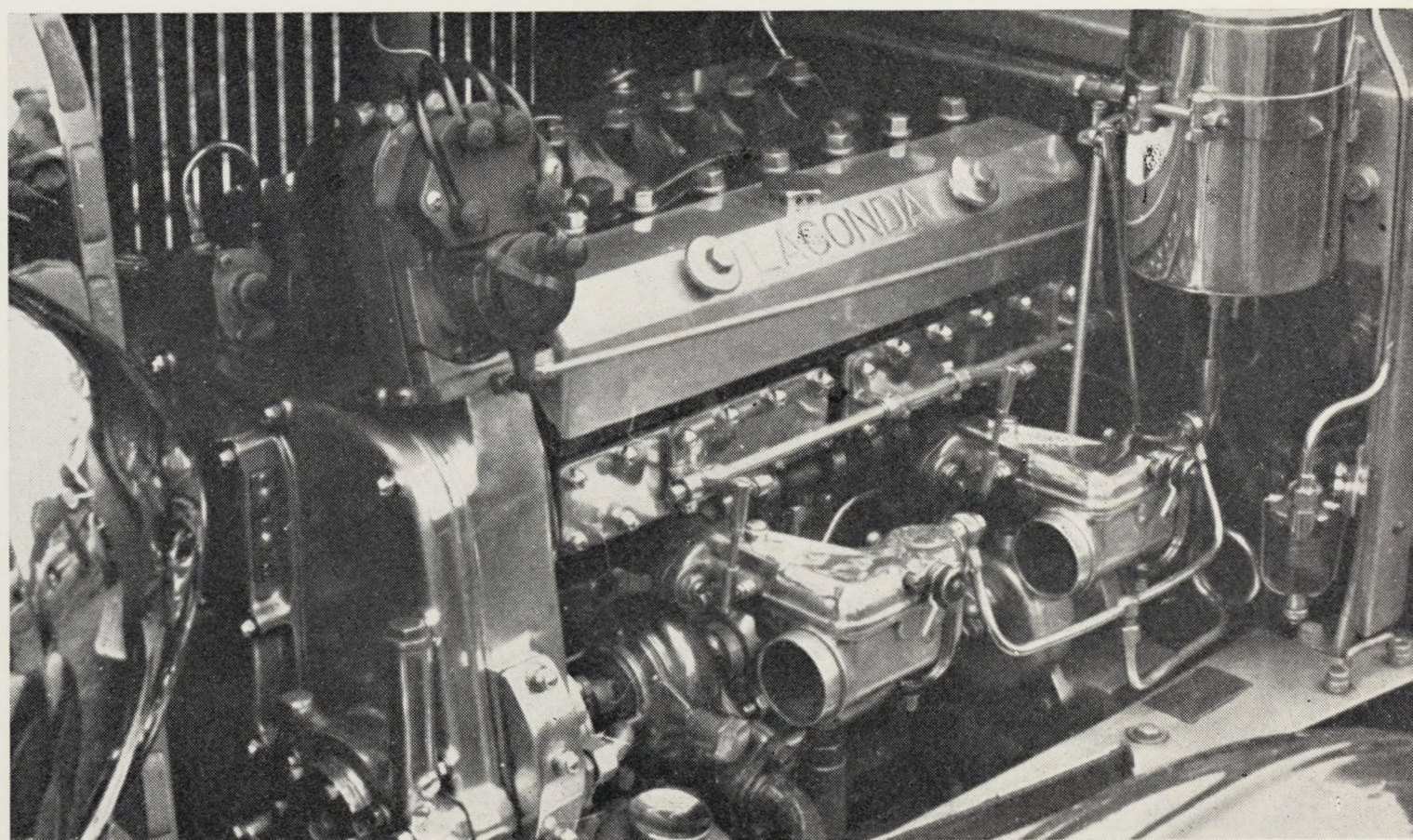
M. BESSERMANN-NIELSEN

Ellevadsvej 7A,
2920 Charlottenlund, Danmark.



The 3-Litre "KY 1610"

ENGINE ROOMS COMPARED



The 2-Litre (? whose)

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