



THE MAGAZINE OF THE LAGONDA CLUB

Number 86 Winter 1974



A MESSAGE FROM THE NEW CHAIRMAN

The Editor has asked me to write a few notes, and serious ones for a change!

I am honoured of course to be elected to this exalted position. Being a Northerner (through and through) is going to cause some initial difficulties—I mean nobody will understand what I am saying. But in time we should get over this problem. I am conscious too that I follow in the footsteps of distinguished men. Freeman Wright, James Crocker, Mike Wilby and Jon Abson. My style will be different, but the end result will, I hope, be the same, which is to help in any way I can to see that you get the maximum enjoyment and help from being in the Club.

I am conscious of the fact that it is going to be expensive coming down to London for Committee Meetings, and it would therefore be especially gratifying if large numbers of London area members could turn up at the Pub Meet which of course is held after the Committee Meetings at the "Westminster Arms", Storey's Gate, Westminster.

Most members I meet say to me "It's a great thing you have got going up North—all those keen chaps". Well, this is true, we do have a lot of active support up here, but I detect it is happening elsewhere, certainly in the Midlands thanks to the efforts of people like, Tony Wood,

the Wittridges, Robin Colquhoun and our new Midland Secretary, Neil Frajbis.

If I can offer anything to the Club in general, it will come to light in the "field" rather than at Committee Meetings. I suppose Alan Brown and myself cover a larger number of Lagonda Club events than anyone else. The Border Rally, most of the Socials, both the Driving Tests, and all of the Dinners, these being the Northern, Southern, Midland and Hull area. So at the very least I meet and know an awful lot of Lagonda people!

I become Chairman in uncertain times. The price of a gallon has recently doubled and is bound to rise even more. The Stock Market stands at its lowest since I started to earn a living. There is industrial unrest, increasing violence, and wanton vandalism.

However, we must not be unduly pessimistic and I suppose in 1975 all V.S.C.C. Race Meetings will be oversubscribed again despite the enormous expense of getting there. We will gobble down plastic sandwiches, and quench our thirsts with some Brewery's latest Keg offering in the various paddock bars up and down the country.

I look forward to seeing you all and wish you happy, if expensive, motoring in 1975.

HERB SCHOFIELD

THE LAGONDA CLUB

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MAGAZINE

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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: Lagonda revived! The new Aston Martin Lagonda V.8 luxury limousine.

Out and About

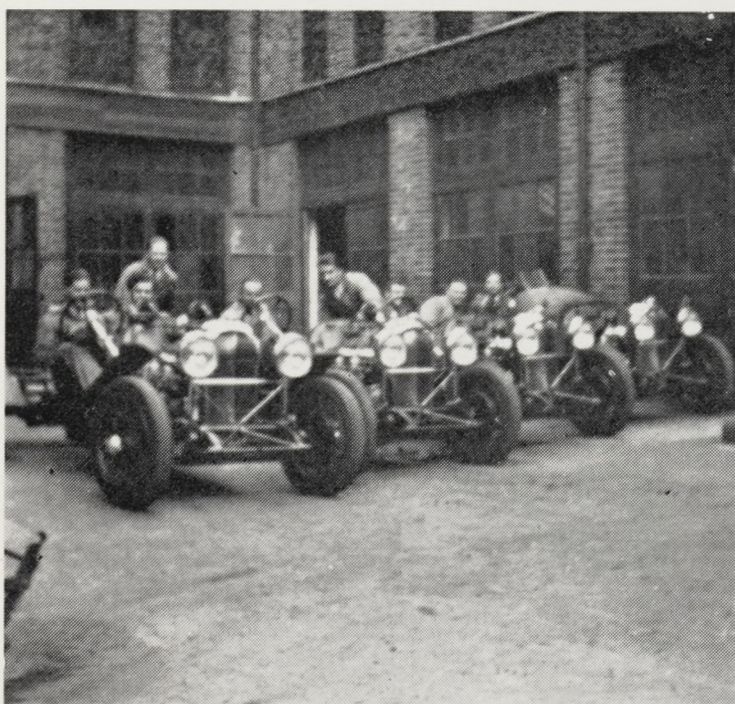
Two interesting photographs from Lagonda days at Staines have been kindly sent to us by an ex-employee, K. J. LIPSCOMBE. They show a group of Rapiers about to leave the factory for chassis road testing in about 1935, and Mr. Lipscombe bench testing one of the last V.12 engines before the Test Shop was closed down. Mr. Lipscombe is now on our "Old Lags" mailing list and we hope to see him at next year's A.G.M.

* * *

Now this Winter issue of the Magazine has appeared, it is the Editor's pleasant duty to award the HARRY GOSTLING PRIZE for the best article that was printed in the Magazine during 1974. This is not an easy task to evaluate which article has more to offer the reader. People's tastes are different; some prefer humour to technicalities. In the final analysis, several efforts stood out from the rest because they showed the care and diligence that a keen member will put into a hard task if he really likes his subject. During the January Committee Meeting, the eventual winner will be announced and this news will appear in the next Newsletter.

The Gostling Prize he keeps for 1975 and an inscribed Parker pen as a permanent memento.

K. J. Lipscombe's photographs revive days at Staines.



While on the subject of the Magazine may I thank most gratefully all those members who helped out with articles and reports of local meetings during this past year. Some, I know, were prepared in a very short space of time because of pressing copy dates. I appreciate their efforts without which it would be very difficult to produce an interesting magazine.

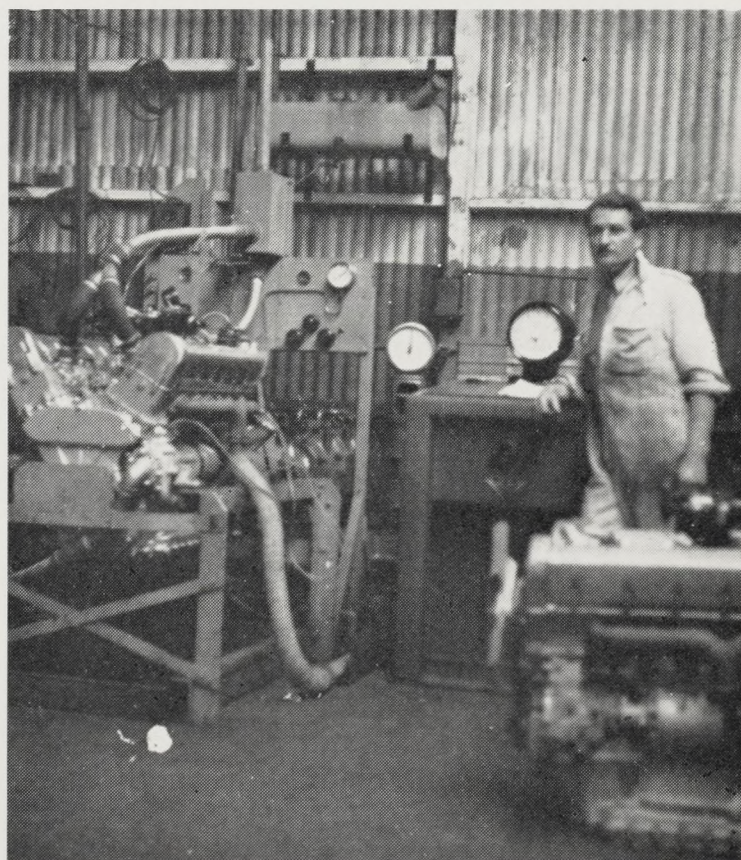
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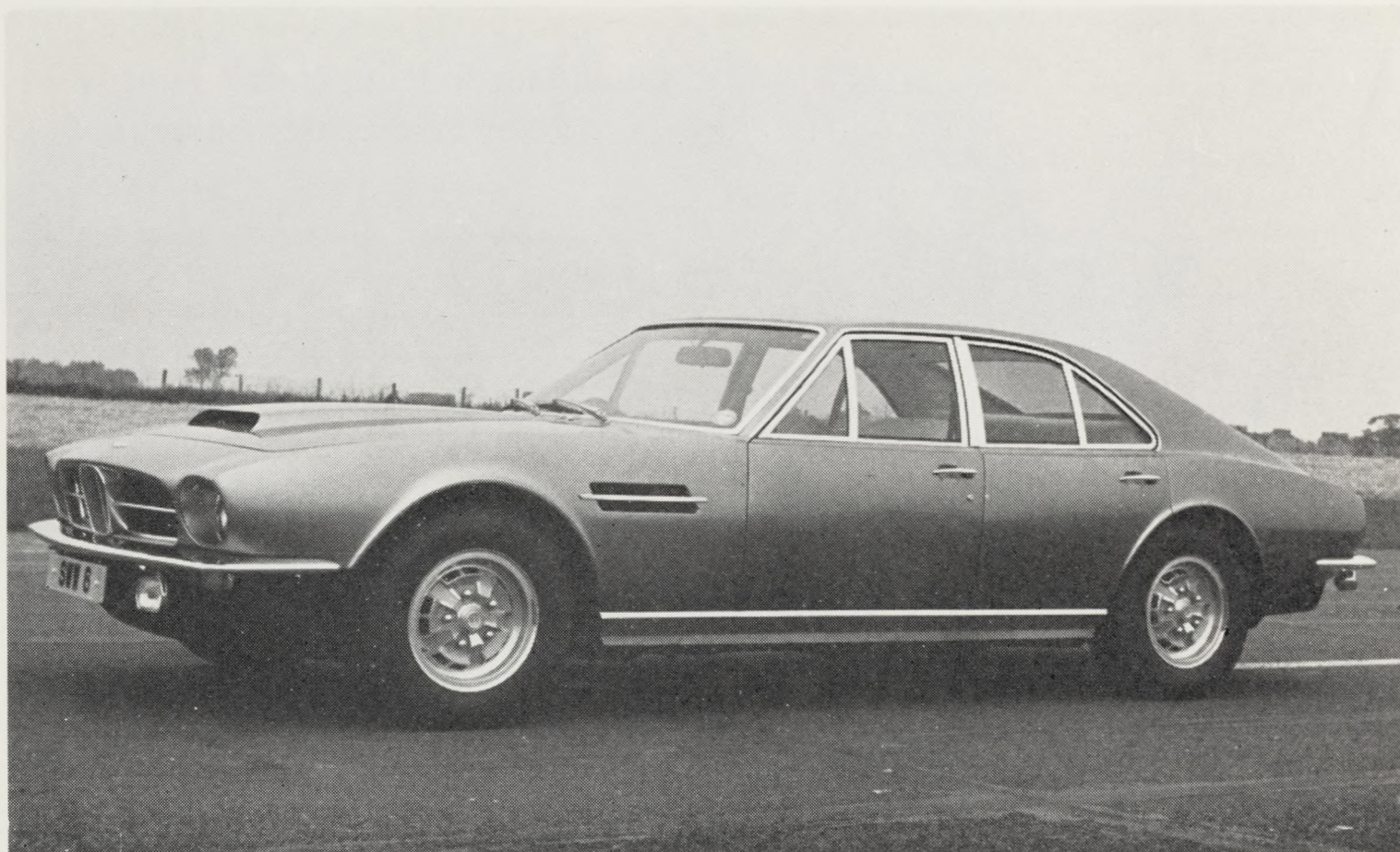
You will be receiving very shortly, the 1975 Club fixture list which, hopefully, will provide something for everybody. Even with the difficulties of the rising cost of motoring, please make the organizers happy by getting your entry to any competition events as early as possible. Try to support the Social gatherings that are planned—a lot of hard work by a few loyal people goes on behind the scenes to get these informal functions going. Please give them your support—if you haven't been before, give it a try. Success is entirely relative to the number of supporters. If you have any good ideas for new events or would like to try your hand at organizing one in your area, let your Area Representative know. He will be glad to advise you.

* * *

Finally, may the Committee wish all Club members and friends at home and abroad, a happy, successful, and above all, peaceful New Year.

* * *





The powerful lines of the new Lagonda.

Aston Martin Lagonda Limited

Aston Martin Lagonda Limited are proud to announce their new model, the Aston Martin LAGONDA.

The LAGONDA is a four-door limousine powered by the world-famous Aston Martin V.8 engine with its four overhead camshafts and four double choke Weber carburettors teamed with either the Torqueflite automatic transmission or the Z.F. five speed all synchromesh manual gearbox.

The new Aston Martin LAGONDA is not a car for the masses: it will be produced in very limited quantities meeting all the various standards of safety and emission for world-wide demand.

The Aston Martin LAGONDA is built as a classic understatement of power and luxury, and its automotive engineering and design, styled in the modern image of a great tradition, produces the requirements demanded by the world's aficionados for a car with the performance, road-

holding and safety of the Aston Martin V.8, but with limousine accommodation.

The most rewarding aspect of producing the new Aston Martin LAGONDA lies in its ability to meet the demands of the most critical motorist. On the open road, the LAGONDA responds with a surge of power and effortless performance. In the busiest town traffic, its flexibility and ease of control ensure that the driver reaches his destination without the fatigue and stress normally associated with motoring in congested traffic.

With a car such as the Aston Martin LAGONDA, one would expect sophisticated luxury with distinctive styling and these are included in full measure. No compromise has been made in the quality of its hand-crafted luxury: full through air-conditioning, upholstery from the highest quality leather for individual reclining front seats and wide rear seat accommodating two persons in armchair luxury or three, if the centre armrest is retracted, tinted safety glass, telescopically adjustable steering wheel, twin two-speed self parking windscreen wipers with flick wipe facility, electrically operated windscreen washers, electric door locking to all doors, also the luggage boot, deep pile carpet over specially

designed noise absorption material and an infinite number of other features that customer study has demanded as essential have been included.

The essential character of the Aston Martin LAGONDA is its ability to perform perfectly in all conditions in all areas of the world without compromising any of the safety features inherent in the LAGONDA's design.

The primary safety features of the Aston Martin LAGONDA are its magnificent acceleration and performance, the high braking power of the ventilated disc brakes with independent circuits front and rear, and its superb road-holding which ensure the ability of the car to avoid accidents. The secondary safety is built into the design of the Safety Platform chassis which produces passenger protection beyond all requirements known of legislation and ensures passenger protection second to none.

The well proven suspension of the Aston Martin V.8 has been modified to provide a limousine type ride.

The refined de Dion coupled with independent front suspension produces superb road-holding with delightfully predictable handling characteristics—a car that forgives you.

The Aston Martin LAGONDA is a car for the discerning owner who requires the exclusivity of a hand-crafted, quality car to the highest specifications of performance and strength of construction producing unsurpassed safety.

Aston Martin LAGONDA Saloon

Ex Works Price	£12,000.00
Car Tax	£1,000.00

	£13,000.00
V.A.T. 8%	£1,040.00

£14,040.00

The Aston Martin LAGONDA won the coveted Gold Medal (Luxury Coachwork Class) awarded by the S.M.M.T. at the London Earls Court Motor Show in November.

**Contributions to the Spring
Magazine to the Editor by
February 15th Please**

SPECIFICATION

Aston Martin "Lagonda" Four Door, Four/Five Seater Saloon.

Engine

V.8 Four overhead camshafts. Bore 100 mm (3.94 in.).

Stroke 85 mm (3.35 in.). Capacity 5,340 cc (326 cu. in.).

Four Weber twin choke down draught carburettors.

Air distribution box and twin micronic air filters.

Cylinder Block

Cast in aluminium alloy. Centrifugally cast chrome vanadium iron top seating wet liners.

Crankshaft

Forged in chrome molybdenum steel, statically and dynamically balanced. Torsional vibration damper. Five 2.75 in. (69.85 mm) Nitrided journals. Steel backed lead bronze bearings.

Cylinder Heads and Valve Operation

Heads cast in aluminium alloy, incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined at 64° included angle, exhaust valve guides in direct contact with water. Four overhead camshafts operate on hardened nickel molybdenum steel tappets with shim adjustment. Camshafts driven by two-stage Duplex roller chains with manual and automatic tensioners.

Pistons and Connecting Rods

Die cast aluminium alloy. Two compression rings. One spring oil control ring, large diameter gudgeon pin located by circlips. Forged connecting rods in nickel chrome molybdenum steel, weight graded and balanced.

Lubrication System

Front mounted chain driven oil pump, and full flow cartridge filter. Twin oil coolers.

Cooling System

By pump and engine driven cowled fan. Viscous coupling disengages fan drive at high engine r.p.m. Cross flow radiator with separate header and expansion tanks.

Ignition

Transistorized ignition. Distributor incorporates automatic advance and vernier adjustment.

Clutch

10.5 in. (26.67 mm) single plate diaphragm spring, hydraulically operated self adjusting.

Gearbox (Manual)

Five speeds. Synchromesh on all forward gears.
Fifth speed overdrive. Ratios: 5th 0.845:1

4th 1.00:1

3rd 1.22:1

2nd 1.78:1

1st 2.90:1

Reverse 2.63:1

Gearbox (Automatic)

Torqueflite three-speed epicyclic and torque convertor with part throttle kick down.

Ratios: Low 2.45:1

Intermediate 1.45:1

Top 1.00:1

Reverse 2.20:1

Maximum torque convertor ratio 2.10:1

Floor mounted selector lever, illuminated.

Propeller Shaft

Needle roller bearings sealed for life lubrication.
Shaft dynamically balanced.

Final Drive

Hypoid drive unit chassis mounted in rubber supported cradle.

Limited slip differential standard.

Ratios 3.54:1 Manual. 3.07:1 Automatic.

Front Suspension

Independent incorporating transverse unequal length wishbones and ball-jointed king pins. Co-axial coil springs and large diameter telescopic shock absorbers. Anti roll bar.

Rear Suspension

De Dion axle located by parallel trailing arms and watt linkage. Coil springs and double acting piston type shock absorbers. Roller spline drive shafts.

Steering

Power assisted rack and pinion 15 in. diameter (38.10 cm) leather rimmed fully dished steering wheel incorporating telescopic adjustment. Collapsible steering column. Steering lock. 2.9 turns lock to lock.

Pedals

Clutch, brake and accelerator pedals provided with two position adjustment.

Brakes

Girling ventilated disc front and rear with independent front/rear hydraulic circuits. Tandem master cylinder power assisted by separate vacuum servos. Floor mounted fly-off handbrake operates separate calipers on rear discs. Hydraulic fluid level and handbrake warning light.

Front lining area 36.73 in.²

Front Swept area 259 in.²

Rear lining area 21.08 in.²

Rear swept area 209 in.²

Exhaust System

Twin pipe system with five high efficiency silencers.

Recirculating Fuel System

Tank capacity 20 Imperial gallons (90.8 litres) S.U. high pressure dual fuel pump. Reserve warning light indicates three Imperial gallons (3.6 gallons 13.6 litres). Filler cover conceals quick release caps.

Electrical Equipment

Lucas 12 volt negative earth system. Sixty-eight amp-hour battery with master switch. C.A.V. heavy duty ventilated 75 amp alternator. Large high penetration Lucas halogen headlamps. Rear stop lamps and turn signals incorporate day-night intensity relay. Twin reversing lamps. Under bonnet and luggage compartment lamps. Doors fitted with red safety lights in the opening edges. Courtesy lights incorporate time delay. Flexible reading lamps in glove box and over rear seats. Instrument panel illumination controlled by rheostat switch. Push-push illuminated switches. Electric window lifts. Electric door locking to all doors. Electric locking to boot lid. Electric locking to petrol filler flaps. Two-speed windscreen wipers with flick wipe facility. Electric windscreen washer, heated rear window. High and low intensity horns with changeover switch. Cigar lighters to front and rear. Fuse box mounted for easy access under glove box lid.

Body

Panelled in aluminium alloy over rigid steel superstructure integral with safety platform chassis. Body chassis unit completely rust proofed, sound insulated and undersealed.

The interior is designed to meet the latest occupant protection standards. Interia reel seat belts.

All seats upholstered in quality English hide. Bucket type front seats with vernier reclining adjustments with squab locking restraint. Map pockets on backs of front seats. Passengers foot rest.

Contoured rear seats with folding arm rest, incorporating stowage container. Pile carpets throughout. Lockable glove box. Large console mounted ashtray with separate ashtrays for rear passenger seats.

Collapsible sun visors and break away interior driving mirror. Internally operated door mirror.

Passengers grab handles above each door. Anti burst door locks. Laminated safety glass windscreen. Curved side windows. Sundym glass throughout. Wrap round bumpers.

Instruments

Speedometer, Rev Counter, Oil Pressure Gauge, Water Temperature Gauge, Oil Temperature Gauge, Ammeter, Electric Clock, Warning Lights for Handbrake/Fluid Level, Choke, Heated Rear Window, Hazard Warning.

Air Conditioning

New custom designed Coolaire air conditioning is included in the standard specification. This equipment allows dehumidified air to be either refrigerated or heated by Easislide selection to give maximum passenger comfort. Available as through flow or recirculated air. Two 4-speed heavy duty blowers. Rear extractor vent.

Radio

Philips stereo radio/cassette player with facility to record from voice or radio.

Wheels and Tyres

Light alloy ventilated wheels with 7 in. (17.78 cm) wide rims. Five stud fixing. GR 70 VR 15 radial tyres.

Spare Wheel and Tools

The spare wheel is carried horizontally in the impact resisting boot floor. Tools are contained in a roll accommodated in the boot.

Jacking

By screw jack with engaging sockets adjacent to each wheel.

Fire Extinguisher

Mounted in a readily accessible position beside the driver's seat.

General Dimensions

Wheelbase 114 $\frac{3}{4}$ in. (291.4 cm)

Front Track 59 in. (150 cm)

Rear Track 59 in. (150 cm)

Overall Length 194 in. (492.8 cm) (Excluding Overriders)

Overall Width 72 in. (183 cm)

Overall Height 53 $\frac{1}{4}$ in. (135.2 cm)

Ground Clearance 5 $\frac{1}{2}$ in. (14 cm)

Turning Circle 44 ft. 6 in. (1,356.4 cm)

Kerb Weight 4,400 lb. (2,000 kg)

(Thanks, Aston Martin Lagonda Ltd., for the photographs and write-up of this exciting car. Ed.)

The 1974 A.G.M.

THE LAGONDA CLUB'S ANNUAL GENERAL MEETING and Concours d'Elegance was held for the second year running at the Berkshire Agricultural College on Sunday 22nd, September.

Early on the Sunday morning, one's thought turned inevitably to the day's weather forecast. The wettest Autumn for many years made one expect the worse. Listening to the prospects on the radio from those who know made one feel they were covering their bets... "scattered showers in most areas, low pressure centres approaching from the Atlantic, cold in most parts, snow on higher grounds, sunny intervals", etc., etc. It did not look too promising but luckily Lagonda owners, no doubt fortified by some of the hard stuff as personal central heating, climbed into their various AGM garb (I have seen one sports coat for nine consecutive AGM's on the same wearer), gave the chromework last minute flicks of the duster, checked the tyre pressures again, started the engine and set forth from various points of the compass towards Berkshire in anticipation of a good day, whatever the weather.

The imposing entrance to the College is set back a little from the road as many drivers found out and having overshot had to backtrack to find their way in.

Once through the gates, one realizes just what a marvellous setting we have for the major event of the Club year. The carriage road extends before us to a brow of a slight incline between an avenue of stately trees. The House does not come immediately into view in the best tradition of country estate planning but waits until we have breasted the rise in the road and then can be seen at the end of the drive—an imposing mansion of the early Georgian period. On either side of the carriageway are wide grass verges where cars can park and soon orderly lines of gleaming Lagondas were lining up with groups of people greeting each other and moving round to see what other cars had arrived. A big cheer went up when Robbie Hewitt in her Le Mans M.45 and Mike Gaber (3-litre) lead in a small procession of Lagondas each bearing beaming "Old Lags", the employees of the Staines days, who had been previously collected near their homes to undertake the journey in real motor cars. Despite the

cold day, their enthusiasm was plain to see and the Club is glad to give them the opportunity of spending the day with the cars they love.

The Private Bar in the House was soon open and elbows were bending with great rapidity. Outside, cars ancient and modern, were arriving with regularity, including some Lagondas not seen at AGM's in recent years. At the end of this report, Tony Wood has thoughtfully provided a complete breakdown of the Lagondas that were present. Forty-nine all told with lots of modern tinware as well. Why not more? It always takes time for members to accept a new venue for any event run by the Club, so perhaps next year we can get at least 20 or more Lagondas to come along. They don't know what they are missing!

The formal business of the day started at 2.30 when everyone had finished their picnic lunches. The Club stall, doing a roaring trade as usual, was packed up and the meeting room began to fill. Some more members were reluctant to leave the Bar, but several *Gruppenfuhrers* from the Committee ranks were out rounding up the strays.

James Crocker, looking fit again after a recent bout in hospital, welcomed the assembled to the meeting and then Jonathan Abson took the Committee through their routine. Area representatives reported on the encouraging states of health of their local regions; Valerie May indicated membership was steady, some recent

advertising in the motoring press had resulted in a number of new members and would everyone pay theirs subs promptly please; the Club's financial position was being carefully budgetted, thanks to the vigilance of Duncan Westall, working with Barbara Wittridge; John Batt gave a spirited Competition Report and wants more entrants in 1975 please. Ivan Forshaw, on a time limit this year, told of the trials and tribulations of being Spares Registrar but with the usual incredible anecdotes from his experiences; the Lagonda Book should be ready as a manuscript for the publishers by the end of 1974 said Arnold Davey and the Editor commented on the problems of keeping down the ever-rising costs of producing the Magazine. Brian Horwood reported on the promising start made by his Spares Liaison Scheme.

At the election of officers, Jonathan Abson confirmed his intended retirement from the office of Chairman and the meeting supported the Committee's choice of Herb Schofield. Herb will continue to hold the office of Northern Secretary which must create some sort of masochist record. A big hand was given to Jonathan for his hard work for the past five years. Congratulations and good wishes to Herb!

Tony Wood also announced his retirement from the position of Midland Secretary and Neil Frajbis was elected in his place. Tony has put a

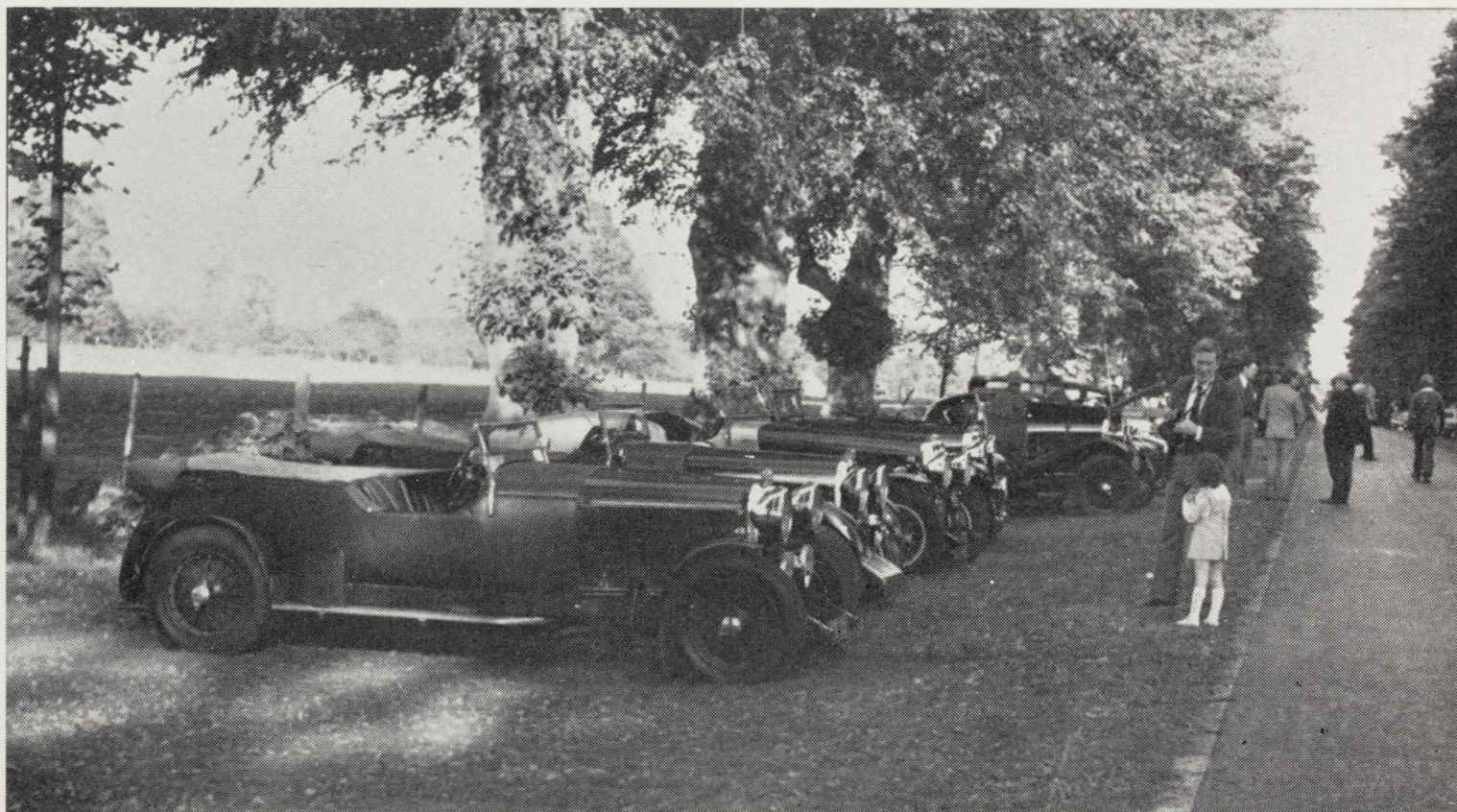


Photo: Tony Wood

lot of hard effort into getting an active Midlands Section and this was duly recorded at the meeting.

At the conclusion of the scheduled programme, the meeting was thrown open for general discussion and questions were received on the practicability of exchanging technical advice on car rebuilds; the need for more pub meets and local social gatherings and other topics of concern to members.

In the end, everyone made their way home in good spirits having had a splendid day out. Finally, the winners of the Concours were as follows:

PVT

1. C. WARREN 2-LITRE (OVERALL WINNER)
2. J. WALKER 2-LITRE
3. B. MARTIN LG.6
4. W. WRIGHT 16/80

VINTAGE

1. G. SEATON 3-LITRE
2. C. SMITH 2-LITRE
3. D. KING 2-LITRE SALOON

POST WAR

1. M. EGLINTON DB RAPIDE
2. J. LANCASTER DB 3-LITRE
3. A. STEWART DB 3-LITRE

See you there next year!

CARS IN ATTENDANCE

2-litre	14 (including 2 blown car)
3-litre	6
DB 3-litre	4
M.45	3
LG.45	3
LG.6	3
DB 2.6	3
14/60	2 (both saloons)
Rapier	1 (Peter Whitman-Prototype)
3½-litre	1
M.45R	1
LG.45R	1
16/80	1
M.45/3½-litre Sp.	1
4½ Team Car	1
4½ Team Car Replica	1
V.12	1
V.12 Saloon	1
DB Rapide	1
Total	49

AWM.



Clive Smith's concours 2-litre.

Photo: Clive Smith

Odd Thoughts At The 'A.G.M.'

HOW CURIOUS THAT THE MILK RAN OUT AT AN AGM held in an agricultural college, surrounded by real live cows.

What a splendid sight! The new Spares Secretary conducting a sort of street market of assorted oddments from the boot of his car, with a stream of satisfied customers going away with wire dooflickers, two brake drums, running boards and other curiosities in hand.

The remark of one member's lady, who commented that the committee member's report was indeed concise but that his invitation for questions was so phrased as to infer that questions would be as welcome as a split block.

A man standing by the roadside, two brake-drums at his feet, one covered decorously by a cloth, the other uncloaked.

The members' choices of dog! One huge and sad-looking bloodhound: a labrador: a half-bottle of (white) Scotch whisky and a mobile dish-mop on a string.

The remarkable similarity between the coachwork of a Lagonda saloon (circa 1926) and a

visiting Austin of about the same vintage. One supposes that is how a Motor Car was, in those days.

The slightly curious sight of the comodious rear passenger compartment of such a motor car occupied by two brake drums.

The member who was so untrusting as to carry his beer into the Gentleman's Lavatory with him.

The Treasurer sitting at the Receipt of Custom outside the door of the Toilets, with an increasingly threatening attitude, inferring that any non-paying member might be hi-jacked in the Loo until his subscription was settled.

A member's elegant 3-litre: on the driver's seat a book *Post War British Thoroughbreds* displayed the specification of his sort of Motor Car, and on the passenger's seat a book of music was open at a page on which the upper part read: "If we find the maiden coy, will murmer forth decorous joy, in dreamy roundelay". This was set in four flats. One wonders if this has some important pschycolological inference in respect of driver and passenger respectively.

The fascination of the evening sun throwing a single shaft of light through the stalking trees of the avenue onto a particularly shiny 16/80 like some equinoxial ray at Stonehenge on a Druidical (or should it be Lagondical?) occasion.

D. J. WESTALL



A general view of the House.



Some of the "old Lags" arrive.

Photos: Iain May

Competition Notes

November, 1974

THIS IS THE TIME OF THE YEAR WHEN I FIND MYSELF looking back over the competition season, reviewing events and activities, as I compile the awards list to give Mike Gaber time to organize the engraving, and have them on the table for presentation at the Annual Dinner in March. This enjoyable exercise gives me the opportunity of comparing Members' performance, or should I say the performance of their cars, and wonder why some people did so well, and others found little success. This brings me onto the subject of competition activities "out of season", and the thought that each year awards are presented, and it would be nice to hear from these members in the form of an article for the Magazine, how it is all done. Most reports concern race activities rather than the accent being on the individual who is competing, and so I am going to suggest here that as part of the return to the main body of Club members, award winners should be prevailed upon to write a few lines on what the previous season held for them. Apart from helping me to fill up my section in the Magazine, this would have two effects; firstly, provide encouragement to other members who really want to know what it is all about; shall we say, starting with the choice and preparation of vehicle, application for competition licence and medical certificate, problems with entry, travelling to events, spares which have to be taken in case anything happens to the car, the event itself, details of practice and the race or races, and last, but by no means least, discussion with friends afterwards and the usual stories which follow both true and untrue, in the bar. I feel this theme would provide considerable interest, and secondly, provide our Editor, Tony May, with copy which could be used all year round.

The second exercise which is usual for this time of year, is the preparation of the new Fixture List, and this is already taking shape. Hopefully it will be printed in December, and should be received in the new year, either with the next Magazine or Newsletter. I hope everybody will make the

appropriate note in their 1975 Diary, and have things ready in good time so that entries can be sent in early to avoid disappointment.

Writing of preparation, the RAC have just advised a number of changes to Motor Sport Regulations for 1975. The last issue of the MSRs was published in 1971 with an expected life of three years. This was originally intended as an economy measure, and in fact saved the RAC a large sum of money as compared with re-publishing each year. However, a new issue is being published for 1975, again with a life of three years, and the opportunity has been taken to rearrange some of the sections of the book into a more logical sequence. I am not sure, at this stage, if any changes affect the "vintage" movement, but it is as well to note these changes, just in case.

The Crash Helmet regulation is also being changed, and helmets to BS 1869 will not be acceptable for *any* branch of motor sport from 1st January. Most of us have helmets to this specification, so these should now be sold to the friendly motor bike enthusiast down the road, the local pawn shop or disposed of in some other way, as from this date the permitted helmets will be those carrying one or more of the following approval stamps:

BS 2495

Snell 1970 (or later)

Z 90 with the serial number after 455000.

Please also note the instructions say the Z 90 will not be acceptable from 1st January, 1976, and one is advised to go for BS 2495. To clarify doubts which have been expressed, the RAC is *not* insisting on a full face type helmet, and I am told at least four British manufacturers list BS 2495 open faced helmets. Personally, I find this change rather annoying, since my helmet is still in very good condition, and probably, like most other people's, is entirely up to the job for which it was designed. Whether there has been some kind of commercial deal in the background, it is difficult to say, but I have read somewhere that no helmet should be more than five years old, and mine certainly comes in this category!

There is to be an increase in licence fees which have remained constant, except for the addition of VAT, for three years. I should have received the new forms by the time this article is published, and will be pleased to forward to any member, on receipt of a stamped and addressed envelope.

<i>Drivers'</i>		
<i>Licences</i>	<i>Restricted</i>	<i>National</i>
Race	£4.00	£6.00
Rally	£2.00	£4.00
Speed	£2.00	£4.00

There seem to be an ever increasing number of cars prepared each year for competition, and this year is no exception. I read with interest the comments and letters in the last two Magazines on the subject of "Specials", and will simply add that I don't mind which type of car is entered providing it is a Lagonda (or Rapier—of course!) and we can field a full entry when the occasion requires.

JOHN BATT

The Year's Racing 1974—as seen from the North

IN PUTTING PEN TO PAPER AT THE END OF THE racing season, one's memory goes a bit dim as to the happenings at the earlier race meetings. (Dim could be the wrong word as it leaves the writer open to ribald remarks which are bound to come from various quarters!)

The only points that stick in my mind from the VSCC April Silverstone meeting are that all the cars from the Northern Lagonda Factory were running in. Is this because they rebuild their engines every year to increase performance, or because they have to? Anyway, they circulated with a certain amount of gentility. It was only later in the season they started wearing their lead racing boots.

One of our members it seems, acted as pit staff to a gentleman driving an Alvis in the "One Hour Blind". The pit stop consists of removing a plug from the engine and then replacing it to the satisfaction of the marshalls on duty. Our intrepid enthusiast crouched ready for action with a "beaten-up" box spanner in one hand and a screwdriver in the other. As the Alvis entered the pits he leaped into action, raised the bonnet, removed the front plug lead, smoothly slid the spanner into position, inserted the screwdriver and turned. Nothing happened. So with renewed vigour he then proceeded to bend the screwdriver. The driver, who by this time was a gentle shade of purple, leaped out of the car, took

over, and proceeded to break the plug off while still in the engine. Our hero, undaunted, was then seen running across the paddock at high speed. But he was not followed by an irate gesticulating driver. So what could be happening? Scattering the crowd around the "Complete Automobilst" stand he proceeded to purchase an 18 mm plug from the surprised attendant and sprint back to the pits. Here the plug was successfully fitted and the Alvis rejoined the track after four-and-a-half minutes to change a plug! The driver unfortunately did not qualify, but the enthusiasm and ingenuity shown by the pit man deserves applause. However, at the time, the assembled company fell about laughing.

The next VSCC meeting was the June affair at Oulton Park, and fortunately we were blessed with a beautiful day. However, some drama did occur on the Friday, as I understand that when Mr. Herbert Schofield's works driver (who had been summoned to the Northern Lagonda Factory to receive his instructions and collect his benefactor's car), arrived in Oldham, the car was brought out with due ceremony, driven down the road, where the front wheel fell off! This caused some frenzied rebuilding on Friday afternoon, but fortunately this was completed on time and all went well the next day. On Saturday we were graced with Robby Hewitt attending, complete with Champagne. This was most welcome to the Lagonda hangovers. Barker was there again with "Rent-a-crowd". How does he know so many people?

The Wood-Batt Special was in pieces surrounded by tools and spanners, as some obviously high-powered engineering took place. I did hear the remark passed, perhaps a little unkindly, that John and Tony bring it to every meeting in pieces, then smuggle it into the paddock, where it is assembled for the day's activities out of three large suitcases. A sort of superior "Airfix" kit.

You are saying to yourself, "What about the racing then?" Well, the sun was shining, the beer was good, and I don't remember the races! Lagondas did stop at a pub—is this unusual?—on the way back in a certain amount of force, where we met some funny people with little toy motor cars driven by chains. This speeded the rate of beer consumption and ribald remarks in equal quantities. It was nice to see Mel Riding again, but this time on two-wheeled transport complete with acetelyne lamps.

The July VSCC Silverstone meeting started as usual, with a meeting of the Board of Directors (or perhaps it should be the "Bawd of Directors") in the Fox and Hounds at Wittlebury on Friday evening. This was to decide the tactics for the week-end including Finmere on Sunday. The result of this has already been covered by Jenks in an article in the VSCC Bulletin, so I will not enlarge any further except to add my congratulations to Nigel "Biggles" Hall on winning the Fox and Nicholls trophy in such fine style, closely followed home by Herb Schofield in the "Fire Engine". There even seems to be some confusion getting into the motoring press with regard to "genuine 4½-litre team cars" and "genuine replica 4½-litre team cars". "I hope this confusion will not be made worse next year as there are rumours of replicas being built of the 'genuine replica'! It is confusing already isn't it? I suppose we will have the 'genuine genuine replica' and the 'replica of the replica'."

Meanwhile, back at the ranch in Wittlebury, there was some talk—only a little as it interferes with liquid consumption—that a childrens' short story could be written, entitled "Biggles and the Green Clock". However, this was soon abandoned as an author could not be found who would be suitable in maintaining the thread of the story without too many "expletive deleted's". By the way, who is the blonde that Barker goes swimming with in Brackley every time there is a Silverstone meeting? I always thought he came for the motor racing.

Sunday at Finmere passed smoothly due to the able organization of our Competition Secretary, although the weather was a little cold but guarded against with some enthusiastic consumption of beer and pies. I waited in vain to see the two light aircraft perform the tests and it was only towards the end of the afternoon that Mike Gaber told me they were not entered.

The next affair was the August meeting organized by the Bentley Drivers Club at Silverstone. What a good meeting this is! It is pleasantly relaxed, not too crowded, particularly in the paddock bar, and an interesting diversity of cars and races. I arrived on Friday night at the Fox and Hounds at Wittlebury where the management still agrees to put us up. This in itself is a tribute to their stamina and kindness. Being without transport that week Roger Firth had kindly picked me up in the Midlands in his

mobile "Off Licence" and brought me to Wittlebury.

Saturday dawned a very pleasant day and we were all pleased to learn that our new chairman was to give us the excitement of watching him compete himself in one race, and that the other race in which the "genuine replica fire engine" was entered would be driven by the works driver. David Hine was competing in the Lagonda race in his "Rapide" as the V.12 had been put to bed for the coming winter. Brian Minshull was out for the first time in his 4½-litre special and, apart from a few problems which were overcome, successfully completed his first race. Well done Brian Old Boy! Biggles in the "flymo" and "Legs" Brown in the "Selector Special" were also there, and as nobody had their camera with them, Brown refused to spin at Woodcote on this occasion. The Macdonald Family seemed to be having a few motor car problems, and Iain's car was not its usual self. Iain's son, John, managed to win one race in his blown plus 8 Morgan, but unfortunately retired in his next race. It was most interesting to see his car out-accelerate the lightweight Ferrari Daytona away from the start line!

Thruxton was the last VSCC race meeting of the year, and opened up in the most miserable conditions. That well-known philanthropist, Mr. Herbert Schofield had his "fire engine" entered for three races. In the main 8 lap event it would be driven by himself and in the two 4 lap handicaps it was driven by Jenks and Barker. If you include practice by each driver, then the car did over 100 racing miles that day and further about 120 miles on the road, being driven to and from the circuit. It never missed a beat and a little water and a lot of petrol were all that were required. In fact the owner finds no necessity to carry his tools any more!

Keith Schellenburg was down from his castle in the hills with the "Barnato-Hassan" Bentley, and on "signing on" as his medical certificate was out of date, he proceeded to arrange a medical on the spot. It is an interesting sight which is unlikely to be often repeated, to see the "Barnato-Hassan" and driver both being scrutineered at the same time! Jenks had also forgotten his medical certificate and so he had to rush off home to collect it. Fortunately he was back in time to practice for his race.

The weather was foul for the first practice, so

in good democratic style, Mr. Schofield sent his works driver out for the first session. Since neither had driven on the circuit before it took Barker two laps to find out how to get off the circuit again. When asked what the track was like he said he did not know as he had followed two single seaters round, and had not been able to see a thing for water!

Fortunately the weather changed for the afternoon and one or two tramps who seemed to have invaded the paddock divested themselves of their outer garments and proved to be competitors.

Fletcher-Jones drove very well in the Rapier and won the Spero Trophy which was the only accolade received by Lagonda on the day. The Brooklands Memorial Trophy was won by Peter Morley, but it was nice to see Iain Macdonald there to receive his replica trophy as the previous winner.

If you have struggled through all this rubbish looking for some knowledgeable, exciting, and factual reporting, packed full of results, then you have struggled in vain. For this I apologize, but this is how I saw the season through the bottom of a pint pot!

THE CAPTAIN

Midland Notes

from Neil Frajbis

FIRST OF ALL, MAY I INTRODUCE MYSELF AS YOUR new Midlands Area Secretary. For the past two years, Tony Wood has been very active in arranging our affairs in the Midlands and I hope that I can maintain the high standard he has established. On behalf of all members in the Midlands, I offer a sincere vote of thanks to Tony.

To bring you up to date with the activities in the Midlands. On September 15th, we had our Third Sunday Social, a visit to the Iron Bridge Museum Site near Telford. We chose this venue because of its interest and also (so we thought at the time) it would give an opportunity to members living in the western part of the area to join in our activities. Alas, the turn-out was disappointing; only 10 members and their friends and three cars turned out. Nevertheless, we had a very nice lunch at a nearby pub and found the Museum

Site very interesting. But no more of this since I believe the day's events are reported elsewhere in this issue.

Robin Colquhoun and family did set out for Iron Bridge but a couple of miles from home, his 2-litre decided to break a half shaft. Although this brought his day out to an abrupt end, worse still, he had to effect repairs in time to start on his continental trip the following weekend.

Fortunately, he had a spare half shaft and was back on the road for the following Tuesday's Pub Meet at Osgathorpe.

Following the A.G.M., Robin continued south to Grenoble to start in the Rally Napoleon which, by all accounts, kept them roaming over the French Alps for about 10 days. I have done my best to persuade Robin or Mairwen to write up a full account of their adventures in the Alps. Suffice to say, they scored 14th place overall and was the best British entrant. Congratulations on a wonderful effort.

On 1st November, we had our Midland Dinner at the Black Horse Inn, Market Bosworth, and were delighted to welcome Herb and Alan Brown.

By the time you read these notes, it will be the depths of winter. No doubt, you will be curled up in your favourite armchair beside the fire (miners permitting) struggling with your conscience which is saying you ought to be out in the garage getting on with the re-build or whatever.

Whilst you are trying to resolve that problem, here is another. I want a volunteer, a member living in the Worcester Area, to run a pub meet in that locality. As Tony has said on previous occasions, the Midlands Region covers an enormous expanse of country and to get as many members as possible in contact with each other, we need more pub meet venues.

There are quite a number of members living in the Bromsgrove, Worcester and Cheltenham areas and I am sure a pub meet will help them to get to know each other.

If just one member would write to me, I can supply names and addresses of other members nearby. It is not as difficult as it may sound. We soon got a second meet going at Osgathorpe and its success continues after 18 months. With ever increasing petrol costs, nobody wants to travel more than 20 miles round trip to a pub meet. So how about it?

To wind up, just a few words about 1975. The Sunday Social outings over the past two years

have gained popularity so these will continue next year. To add a little variety, I propose to include a Gymkhana event and also a Treasure Hunt for the afternoon's entertainment. In the next set of notes, I will offer more specific details. If, in the meantime, anyone knows of some places of interest we can visit on a Sunday afternoon, then please drop me a line.

One firm date for 1975 is the 18th March. On that evening, we are having a Midland Film Show, very much on the lines of the London do. There will be full details of this in the February Newsletter.

There remains only for me to offer my Good Wishes to all for Christmas and the New Year.

The two area Pub Meets, the Manor at Meriden, second Tuesdays, and Gate Inn, Osgathorpe, third Tuesdays, will continue throughout the winter months.

Sliding, Skidding and Spinning by Duncan Westall

A WINTER REVIEW OF THE ODD BEHAVIOUR OF CARS WHEN THEY BECOME 'UNSTUCK'; AN ATTEMPT TO CLARIFY 'WHAT GOES ON', AND SOME SUGGESTIONS FOR THE CORRECTION OF SUCH ODDITIES QUICKLY ENOUGH TO PREVENT THE CRASH.

"The car went into a skid, M'Lord and there was nothing I could do about it . . ."

"Any driver who has not taken the trouble to learn, practice and perfect control of his vehicle after he allows it to lose adhesion with the road should surrender his licence between December and March."

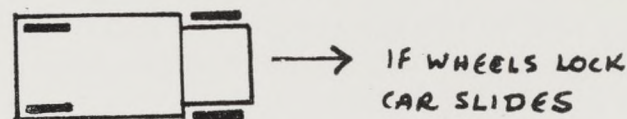
This article has been subscribed by one of our members, following a course on skid control, including both classroom studies and practice on a length of greased road.

In conversation with the Editor, the author said he was appalled at the realisation that he had been driving a variety of motor cars for a quarter of a century, with quite insufficient knowledge or the circumstances and forces involved at low (of zero!) adhesion.

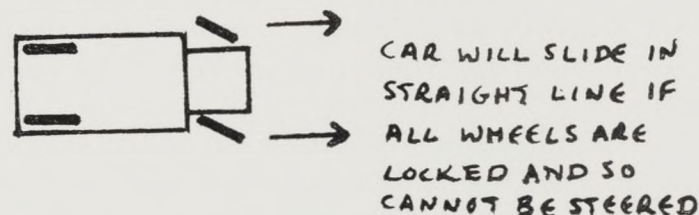
It took hours of relentless practice before some success was achieved in even a reasonable number of 'incidents'.

Hopefully the following observations will be of benefit to members whether they are driving Lagondas or moderns.

1. BRAKING ON SLIPPERY SURFACES



If lock is put on with wheels locked thus:



Therefore, act as follows

DECLUTCH to prevent:

- (a) Drag from engine
- (b) Chance of stalling engine
- (c) Any effects from differential

and to allow:

- (a) Rear wheels to roll unimpeded
- (b) All 'grip' to be used to counteract skidding sideways.

THEN "CADENCE" BRAKE

i.e. Bash brakes on in sympathy with the rate of front springs (this is slow-ON-OFF-pause-nose up-ON)

This intermittent braking puts maximum weight on front wheels. It doesn't seem to do much at first, but as "bounce" of front end increases it is effective.

N.B. This scheme allows front wheels to roll between braking, and therefore *permits some steering to be done.*

2. REAR WHEEL SKIDS

WHAT IS HAPPENING DURING A REAR WHEEL SKID?

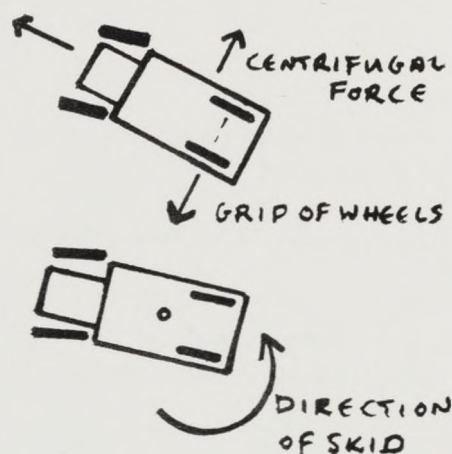
Due to some reason or another, adhesion between the rear wheels and the road surface has been lost at a time when the car was subject to rotational forces (e.g. centrifugal force in cornering). These forces are normally looked after by the ability of the tyres to resist side thrust by friction with the road.

Once this ability has been lost, however, the rotational forces will spin the whole car. (To say that the 'back-end is coming round' is no different to saying that the car is spinning.)

At this moment, the car is doing two things at once:

- (a) Continuing to travel forward along its original line.
- (b) Rotating in a horizontal plane.

It is suggested that it is the combination of these two movements which are foreign to the experience of many drivers, that induces panic, and the belief that the 'car spun' and 'there was nothing one could do about it'.



LOSS OF ADHESION

It is most important to realize that once the adhesion has been lost, the ability of the tyre to resist sliding is very much less than was the case when it was in rolling contact with the road, before the adhesion was lost.

WHAT ARE THE CAUSES OF A REAR WHEEL SKID?

The ability of the tyre to resist side-thrust depends on:

- (a) The weight on the wheel, and contact area (Tyre pressure affects this)
- (b) The coefficient of friction between tyre and road

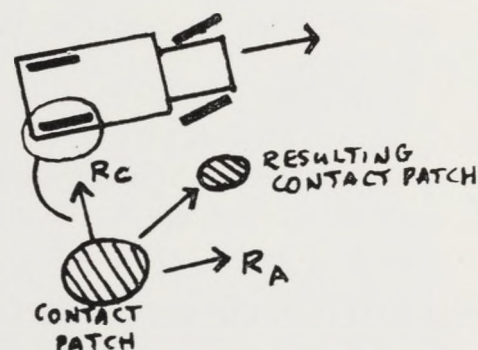
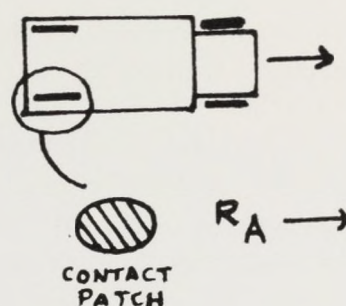
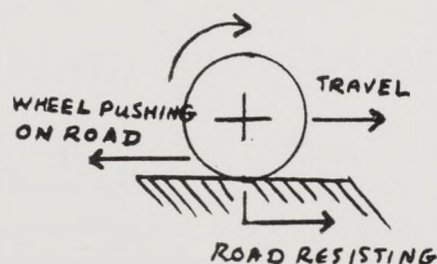
and obviously

- (c) The size of the side-thrust

but also

- (d) Whatever else the contact patch of that tyre may be being asked to do at that particular moment.

Consider item (d) now:



R_A = RESISTANCE TO ACCELERATING FORCE

R_C = RESISTANCE TO CENTRIFUGAL FORCE

During acceleration, or braking, forces must be transmitted through the tyre to the road in a fore-and-aft direction:

Thus:

Now the same again, but cornering or swerving at the same time and we have the contact patch (or available adhesion) being asked to look after TWO forces at once.

The resultant of these two is larger than either.

Now put that line of thought on one side for a moment, and

Imagine a slippery road, where the coefficient

SUBSCRIPTIONS!

**Have you paid your Membership fee for this current year?
If not, see page 22!**

of friction is low, and the adhesion of the tyre contact patch is therefore limited to a certain maximum available say "X".

The total force that can be looked after is therefore equal to "X", (and no more! . . . otherwise the adhesion will be overcome and the tyre will slide away in some direction or other).

This fixed amount may be used most advantageously to look after centrifugal force alone, rather than trying to look after both the centrifugal force and the forces of acceleration/braking at the same time.

So, one of the first *causes* of a rear wheel skid is accelerating or braking which 'uses up' some of the available adhesion: reduces that available to look after the centrifugal force, and whoops, the back end is away.

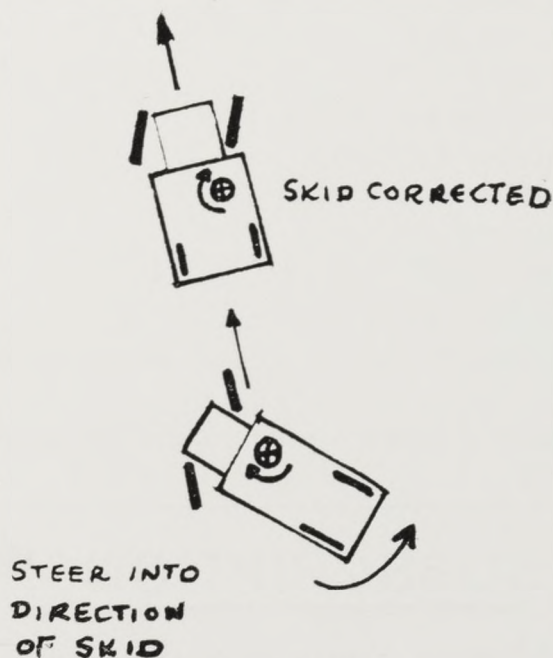
3. CORRECTION OF REAR WHEEL SKIDS

(a) Get rid of any accelerating (or braking) force, so that all available adhesion may be available to counter the spin.

So, declutch and don't touch the brakes

(b) Turn the steering wheel the opposite way to the direction of rotation of the incipient spin, with a view to steering out of it before it's spun you too far round.

Diagrammatically:



SECONDARY SPINS

Now see what attitude you've got yourself into. (See previous diagram)

Proceeding along line of travel—good! Spin stopped—clever!

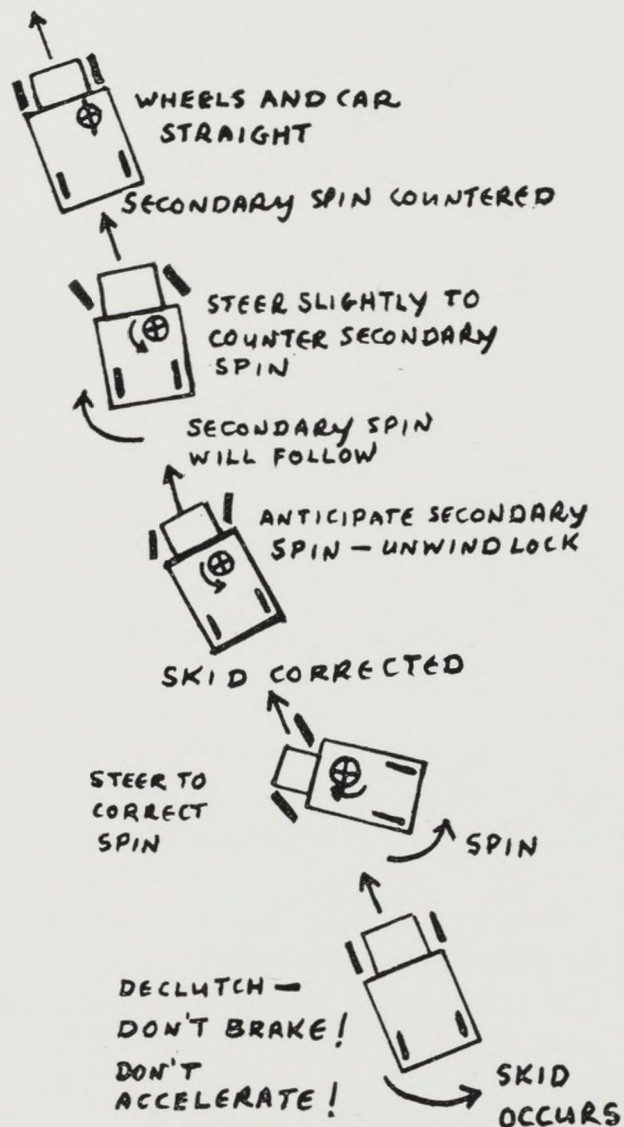
But with the steering hard over clockwise,

which will invite a secondary spin in the opposite direction.

A secondary skid WILL inevitably occur and usually this is when the smash happens, and all the blood is spilt.

So, just before you get to that situation (and rest to congratulate yourself!)

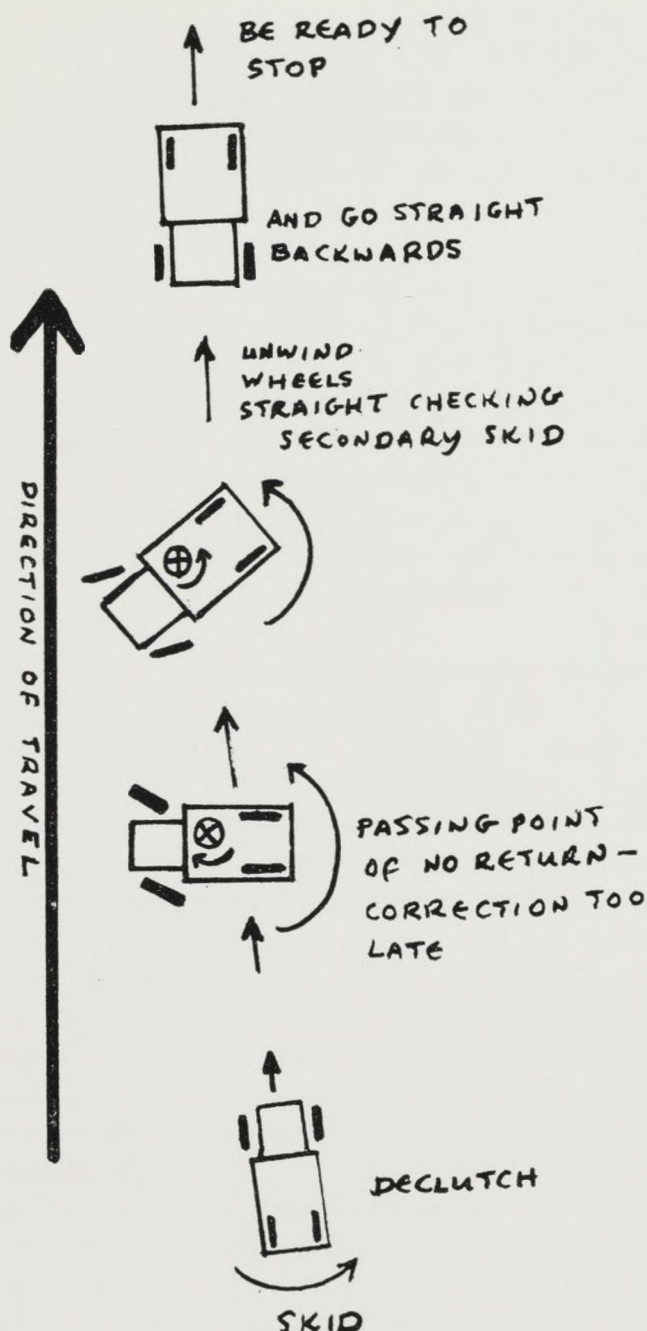
Diagrammatically:



- Urgently straighten up,
- Anticipate the inevitable secondary spin
- Turn a little the other way to steer out of the secondary spin,
- Only then straighten your wheels and roll forward, along the line of travel.

4. FAILURE TO CORRECT REAR WHEEL SPINS

If you fail to 'catch' a skid quickly enough to steer out of it, and the car rotates past the 'point of no return', then *accept this* and prepare to get out backwards as the following diagram:



5. FRONT WHEEL SKIDS

Either:

- (1) Straighten up (lets wheels roll again) and re-apply lock violently.
(This may induce back-end skid as well)
- or (2) Break adhesion at back by throttle burst and let back slide round to help.
- or (3) Declutch and
Use handbrake (providing on rear wheels) *ON and OFF* to break adhesion at rear and induce rear wheel skid.

This is not nearly so well developed a technique as control of rear-wheel skids.

NOTES

In cornering:

Take the longest radius as soon as possible and therefore reduce chance of break-away.

If you're going to hit a curb side on (overturning car):

Steer it

In favour of de-clutching:

If a skid has occurred and/or back wheels have already lost adhesion. Application of power or brakes **CANNOT** have any effect. Traction or drag only wastes the grip required to counter centrifugal force.

CONCLUSION

After the initial alarm of four grown men spinning like a top down a private greasy road in a metal box virtually out of control, the next most frightening experience was to drive down the M1 on a wet wintry Sunday night with significantly reduced adhesion (despite the marvels of modern tyre design). And contemplate how many of the weekend crowd bowling along at 50-70 m.p.h. were blissfully oblivious of the subject of skid-control which might be vital to them (or their victims) during this winter.

Midlands Outing 15th September

by Tony Wood

TO ROUND OFF THE SUMMER IN THE MIDLANDS Area, an outing to the Blists Hill Open Air Industrial Museum was fixed up for the 15th September. Blists Hill is part of the Ironbridge Gorge Museum, and covers the old forges, canal spur leading to the famous Hay Incline, etc. The visit was publicized in the Newsletter but a couple of weeks before the thing was due to take place, your somewhat harassed organizer was completely devoid of names of those wishing to go. So hurried telephone calls were required to drum up a bit of interest. In the end 16 people were down to go and not all of these were Lag Club members. **SHAME** on you who didn't think it worthwhile. Those who tendered apologies are, of course, excluded from that last rap on the knuckles!

The general pattern of outings this year, has

been to start off at a pub and "go on somewhere" afterwards. As this outing specifically included the Museum, a pub had to be found in the vicinity. This turned out to be easy, as The Pheasant was situated almost across the road from the Museum entrance, and it was the sort of establishment which takes everything in its stride including, apparently, early morning breakfasts for Parties visiting the Museum! The appointed day arrived and the few who said they would go, set off.

Your late Midlands Secretary had arranged a 12 noon rendezvous at the pub and so left Birmingham at about 11 a.m. to get there in time. It was raining! Having negotiated what is perhaps the worst piece of road in the Midlands, the pre-war dual carriageway between Birmingham and Wolverhampton, the Rapier developed a misfire. Nothing that one could say was a particular fault, just a sort of wooliness and a lack of power low down in the rev range. Progress was maintained but the problem was obviously getting worse and by the time The Pheasant Inn had been reached at about 12.15, the poor old car could hardly drag itself away from a standstill. Bill Wright had already arrived at the pub, together with a couple of friends and 16/80 and a quick think was had to see if agreement could be reached on the cause of the misfire. This was not done at the Rapier, you understand, but at the Bar with a foaming tankard of Banks's Best Bitter to help things along. By then, the rain had just about stopped, but it was thought that nothing could be done actually at the car—theory was much the better idea at this juncture. So, just in case a brilliant idea came up which would mean rushing out to the Rapier to see if it was correct, the first arrivals decided to eat their "basket" lunches before anyone else turned up. Just as these were ready, the landlady called out that there was a phone call for someone name of Wood. It was Robin Colquhoun, ringing to say that only a mile from home, the 2-litre suddenly lost all drive. Something dire in the transmission was suspected and this later proved to be a broken half-shaft. So this immediately reduced the party from 16 to 11. And the Wittridges hadn't turned up yet!

The excellent basket meal was consumed and during this exercise, the management announced that the locals had been busy with a home-baking competition, and the results were being auctioned off to aid an old-peoples' outing. Ah, great!

Something for "afters"! The goodies were indeed very good and Bill Wright put in a successful bid for a plate of splendid jam tarts. By now the Frajbis contingent had arrived to swell the somewhat small Lagonda representation. But the Wittridges hadn't turned up yet!

By this time it was getting on for 1.30 and it was thought that perhaps the Wittridges were NOT going to turn up. Then suddenly they were there! Apparently he (or she) who shall remain nameless, had thought the Madeley, in which the pub was situated, was the Madeley in Staffordshire, not the Madeley in Shropshire. A natural mistake, one would think—except the A4169 does not run through Madeley, Staffordshire! It WAS a prettier run though, but meant a 60 mile detour!

An adjournment to the Museum was eventually mooted, and we all trooped out, less Bill Wright and friends, who had gone on ahead. The Rapier started easily with no misfire! Odd! However, there was no time to ponder the vagaries of recalcitrant Rapiers, when a splendid Industrial Museum was at hand. And it was splendid, despite the fact that restoration is only partly complete and it will be several years yet before it can be seen in its full glory. The visitor is at once confronted by a magnificent beam engine, undergoing restoration and with a sort of Dutch Barn built over it to protect it from the weather. One can clamber about on the viewing platform at will to look at this piece of ingenious last-century engineering. The engine is known as David and Samson and powered a blast furnace up until 1900, being finally taken out of service after standby duties, as late as 1952. Perhaps the most awe inspiring sight though, was the vast vertical engine in the North Engine House. This brought gasps of astonishment from the visitors—even M.45 owners have never seen anything quite as big before! Peering in through the quite normal-sized door one was aware of some giant brooding presence reaching up into the dark upper regions of the engine house. The "Thing" stood as tall as a three storey house and attached was a flywheel all of 10 feet in diameter. It was quite the biggest and most dramatic steam engine your scribe has ever seen. And to think that it will be in running order one day! Its purpose in the days when the furnace was operative, was to provide a gargantuan blast of air to the coals. Little is known about the engine and its makers,

but it was built in 1888.

After this sobering experience, the party continued on to inspect the canal spur and the fantastic Hay Incline. This incline was built to transport canal barges from the canal down to the River Severn, about 300 feet below. It has a slope of about 1:5 at a guess, and the barges were loaded under water onto bogies which had the leading wheels larger than the back to keep the thing level on the incline. By some ingenious arrangement in the loading dock the bogies were level when the barges were floated onto them. There were two tracks, one going down and the other coming up. Motive power was by gravity and by two 1820 "Haystack" boilers, providing steam. Fascinating—and this will also be in working order in due course. There were various other items to inspect, including a Telford-designed Toll House, transported to the Museum from a position alongside the A5 near Shrewsbury. In front of the toll house—which has been furnished with the trappings of the day—a stretch of road had been built exactly to Telford's specifications. It seems that the building of the A5 to this specification cut the time of travel by

stage coach, from London to Holyhead, from three days to 16 hours! Rather like today's A5!

It took two hours to see everything in the Museum, and the long walk affected Witt so much he just had to sit down on a grassy knoll. Unfortunately it was still wet from the morning's rain!

A well worthwhile outing—but it is surprising that so few turned up. The Museum is a must for anyone in the least interested in industrial history, and I would think that includes most Vintage car enthusiasts.

TONY WOOD

(Many thanks, Tony, for this last report during your tenure of the Midlands Secretariat. Hope you will still find time to keep taking photos for the Magazine! Ed.)

* * * *

MARION WILBY, FREDDIE and PAT EMPSON have taken over the "Cross Keys" at Redgrave, near Diss, Norfolk. They warmly welcome Lagonda Club members in the area. What about a Pub Meet?



Roy's Recipe for a Good Day

Take a trip to BDC Silverstone
View Paddock from bridge
Listen for quick-fire laughter
See densest gathering of people and
Notice young lady in its centre.

JOIN THEM

THE CENTREPIECE WILL BE OUR SUNBURNED SOCIAL Secretary, Robbie Hewitt. She will be surrounded by Lagonda competitors, correspondents, drivers, entrants, mechanics, committee men, ex-members, lapsed members, paid-up members, friends, reporters, supporters, visitors, and well-wishers, and also our active Hon. Comp. Sec. ex Ken Pape and I joined them last year and we remained in the Paddock (balcony for spectating from, cafeteria, hot-dog stall, ice cream stall, licensed bar, refreshments, shops, and toilets all nearby) for the rest of the day. Even at this distance in time we recall Mike Gaber and Tony Wood of the present committee, Richard Hare and James Woollard who used to be on it, and Alan Elliott and his family. We feel sure we saw Tony Loch who last ventured up to Sandtoft about fifteen years ago, but he would not know us anyway. New member Alan Westcott asked us if we knew Ian Gostling and introduced himself as the present proud owner of Harry's 2-litre Continental, left behind in Canada. Unfortunately Ken and I did not know Ian. As first recipient of the Harry Gostling Prize, I should particularly have appreciated meeting its donor.

There were broad smiles all round when it was learned from the programme that the handicappers in their well-known handicappers' wisdom had placed our Freda Roberts and their competitor number 11 on the same mark. Freda driving her well known 1922 Lagonda of 11.9 h.p., the opposition being mounted on his much later 4½-litre Bentley! (As another subscriber from the north suggested some time ago, it would be rather grand if Freda could be offered the ladies' Thompson Trophy which was originally donated from my own locality.)

Ken and I have decided we'd like to go again in 1975. We hope many other readers will decide to do likewise. Make a note of it immediately. And if you wish to meet someone at Silverstone,

arrange to meet near the Lagondas, in the paddock, and preferably before the first race. See you there?

ROY PATERSON

P.S. You are certain to observe a great number of replica and team cars with an optional extra which is not often sported by lesser makes; it's a sort of hatch built in behind the driver's seat. It would be appreciated if visitors would use them for the purpose for which they are intended, suitable places for kind-hearted benefactors to deposit the odd can(s) of beer to replace those dispensed to certain favoured guests by drivers of the Northern Syndicate. Thanks, Herb.

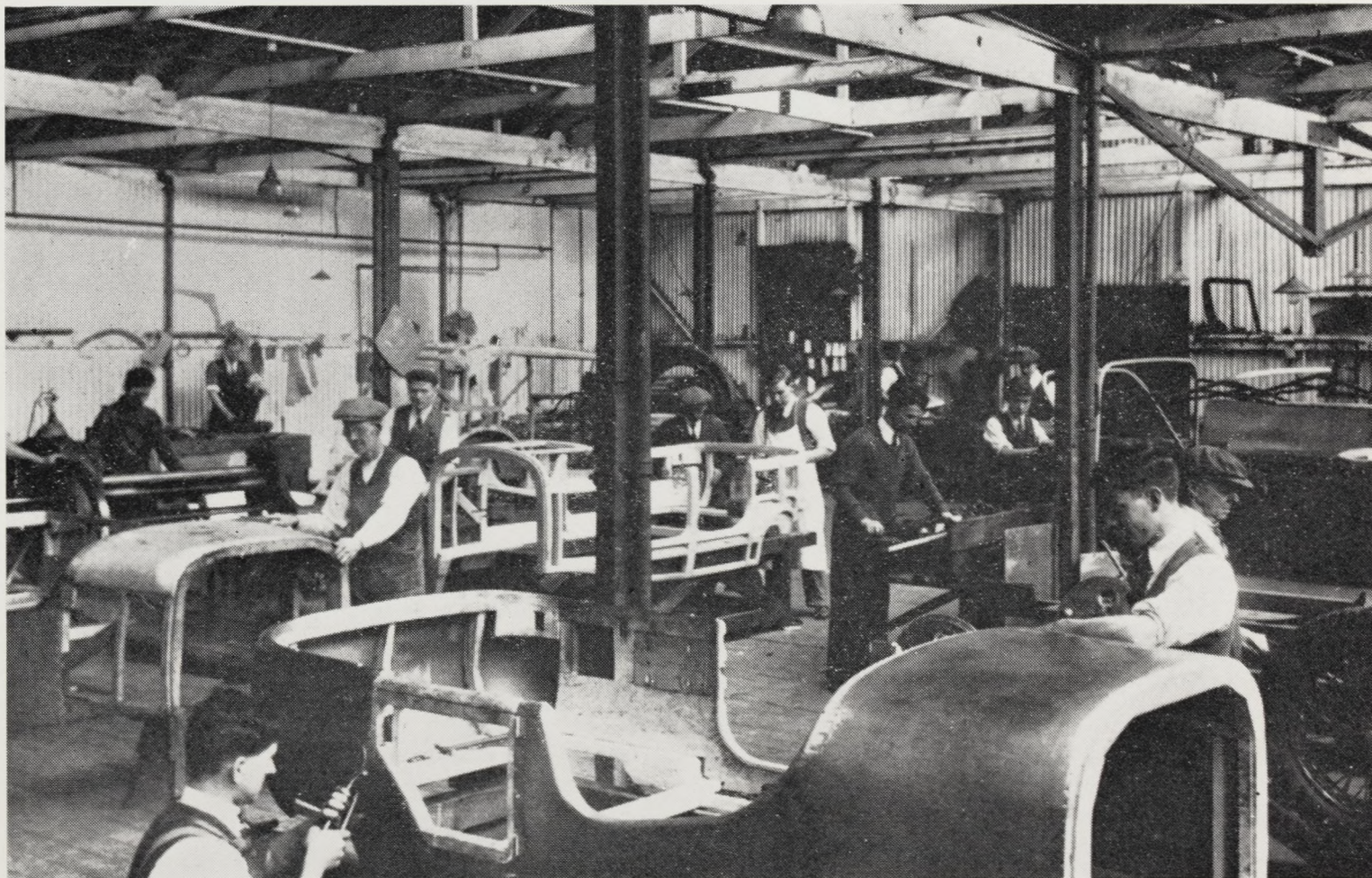
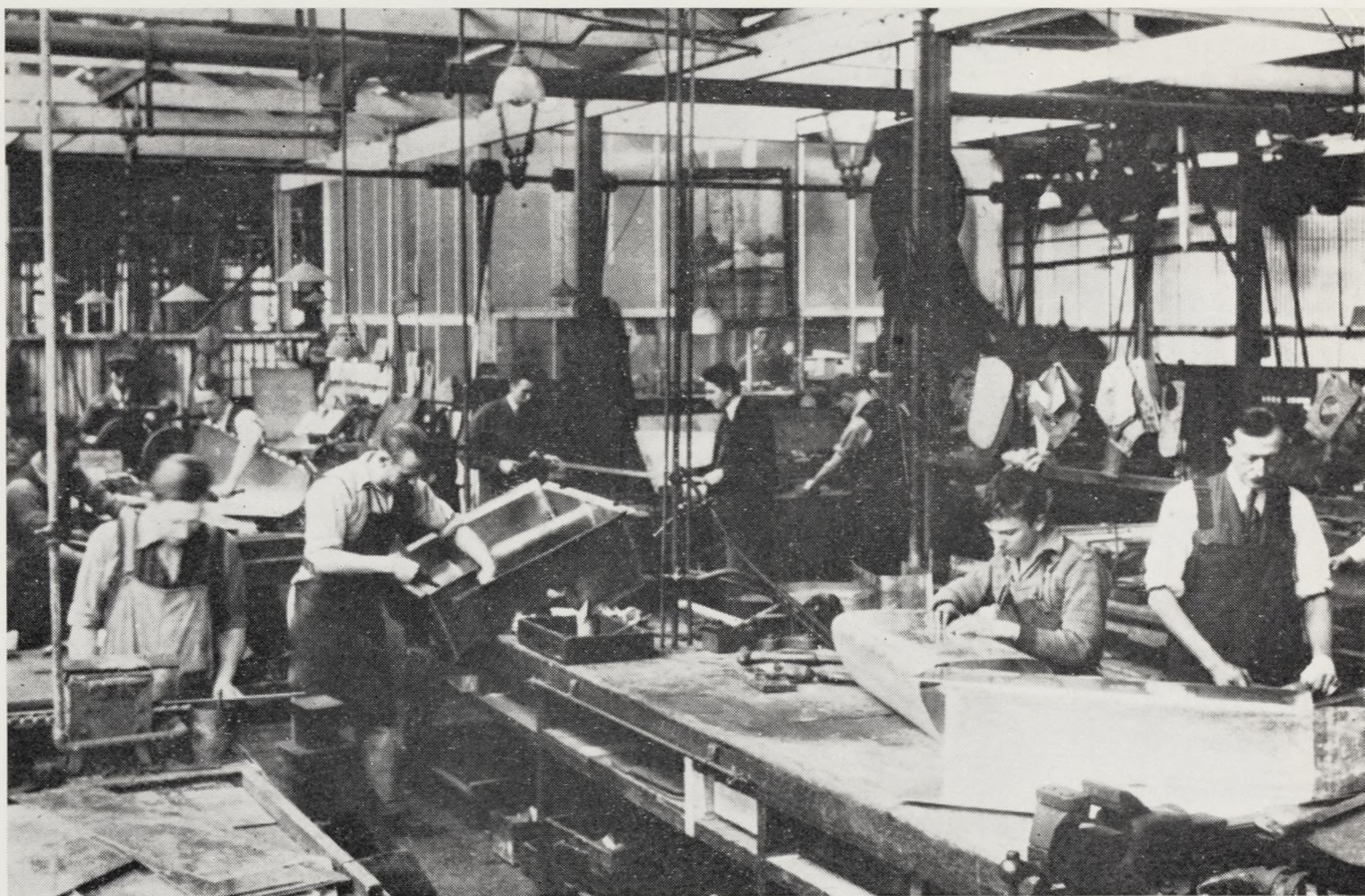
Lagonda Days

MORE PHOTOGRAPHS FROM THE INVALUABLE collection of the Staines factory in the early thirties sent to us by Mr. Arthur Thatcher, whose notes appear below.

First the *Sheet Metal Department* supervised by Mr. Denny, who can be just seen at the back of the shop left of centre wearing the inevitable cap. Mr. Thatcher reports that he was a splendid man and craftsman. His son worked in the shop, who was especially skilful at sheet metal repairs, and who personally looked after all Lagondas received for accident repairs.

The man working on the petrol tank had the reputation of never wasting a second of his working day. He made *all* the petrol tanks needed by the Production Department by himself. He worked with great speed and always kept up to the schedule. Regretfully, Mr. Thatcher cannot remember his name, but recalls that he won a number of medals during the First World War, including the Distinguished Conduct Medal. He specialized, it seemed, in blowing up bridges in enemy territory! Perhaps some of our friends from Staines may remember him.

Secondly, the *Panelling Shop*. The gentleman in profile with the cap, of course, immediately behind the younger man in the bottom right foreground was the foreman. One of the older school, his word was law, and when he said "now" he meant "at once". A dedicated department which liked to work without interference. If someone came along and changed the order halfway through, it was a terrible shock from which they did not recover for weeks afterwards!



IMPORTANT NOTICE

Our Treasurer reports the Club's concern over the number of outstanding membership subscriptions. It has been decided by the Committee to withdraw the name of any overdue member from the mailing list within 7 days of the publication of this Magazine. This means NO January Newsletter, which includes details of the Annual Dinner, and other communications until the member pays up! You have been warned!!

V.S.C.C. Eastern Road Rally 27th October 1974

TO SHOW THAT OUR VERY OWN COMPETITION Secretary wasn't *all* words and wind, I persuaded him to enter this event with the promise of at least half a pint reward at the end of it—and so it proved.

With none of his specials registered at the time it was a considerable chore for him to resurrect one just for 70 miles of a 28 m.p.h. average map reading exercise.

His previous forays into VSCC rallying had been a disastrous Measham many years in the past, and a Nidderdale Rally with a modern rally navigator in the hot seat who had the distinction of finishing several times in the top 10 of such Rallies as the Manx and some of the *Motoring News* Championship events. My memory of this particular rally was him kindly stopping to assist my wife and I in a stationary Riley Lynx and when asked if he had a spare electric petrol pump

he replied—"Never use them, old boy" and drove away having been told off by his navigator for wasting time.

We arrived at Billing Aquadrome with six minutes to spare having done a complete service that morning and during that period I had the honour to hold his grease gun.

Six Lagondas arrived to do battle.

No.

1	Robin Colquhoun	'32	2-litre
4	John Batt		2/3-litre
21	Stuart Pettifer	'32	2-litre
25	Jeff Clarke	'34	3-litre
50	Phil Kingston	'29	2-litre
54	J. H. Leigh	'29	2-litre

Please excuse me for not commenting on these vehicles because my knowledge is rather scanty on technical details but I do know that Leigh's fabric saloon is most impressive.

Our route was given to us five minutes before the off and by the time we started I had the first section plotted but was completely at a loss trying to cross the Grand Union Canal seven times before continuing through some spot heights.

Whilst attempting to plot this I wrong slotted John twice and marvelled at his cool reception of my instruction to turn around and retrace our route. When we reached our Grand Union Canal puzzle we both poured over the map before setting off into the maze. After a short while we found cars approaching us from both the rear and the front so we decided to proceed to the next section which we had found by retracing the route from approximately two-thirds of the way around the route.

We then happened upon T.C. 2 having missed R.C. 1 and 2, and T.C. 1. After that everything went to plan with a meander around the countryside going through Silverstone and passing the famous Fox and Hounds Hostelry at Whittlebury.

In due course we arrived back at the Aquadrome and booked in before discussing the route with other competitors. They had all, it seemed, had difficulty with the route and were pleased to see how it was done with the official route being posted in the restaurant.

John (the pessimist) was ready for going home but I said we should have tea and see what sort of an award we had got—that statement had him in stitches! During tea we found that only 31 cars had been to T.C. 1 and of these only 12 going the correct way so we still had a chance!

When the results were announced Lagondas had scored as follows:

R. Colquhoun	1st Class Award (PVT Class)
J. Batt	2nd Class Award
J. Clarke	3rd Class Award
P. Kingston	1st Class Award (Vintage Class)

Stuart Pettifer entered his 2-litre Continental and enjoyed the Rally and Mrs. Leigh arrived in a splendid high chassis two-door fabric saloon.

John was so surprised he chuckled all the way home and even promised me a drink—(which I still have to collect). This shows that Lagondas are strong in rallying circles as well as on the track!

IAN NORTH

Amazing Discovery in the North West

IT WAS REFRESHING INDEED TO REALIZE THAT after but a few cheerful telephone calls, the roads of Lancs, Cheshire and Derbyshire, not to mention Yorks, are teeming regularly with used Lagondas—no sorry that should read: with regularly used Lagondas. All this unmentioned and unheralded in the Newsletter and Magazine which concentrate more on the efforts (praiseworthy in the extreme) of the Oldham Mafia and its stable of cossetted cars and caravans.

Willie Alsager flies around Stockport in 2.6 DB drophead and his V.12 Mulliner Sports Saloon and is a sight to behold—daily! The 2-litre of member Warren can be regularly seen on the Wirral, as is Ogden's M.45 of Manchester South and the V.12 Drophead or DB Rapide of Harold Collins in North Cheshire. A welcome sight amongst the tinware of Coventry, etc. The last mentioned is very appreciative of the assistance given by the O.M. to his efforts to complete his Le Mans Replica with an LG.6 engine.

The unusual Sedan de Ville V.12 of friend Hegarty is resting at the moment as is the well known M.45 of Mr. Fletcher of Helsly. The environs of the M1 around Kegworth in Derbyshire are regularly enlivened by the 16/80 tourer of Mr. Wright.

News of the collections of Mel Riding and member Wilkinson, the LG.45 d.h.c. of Mr. Watson as well as the Read Rapier of Colne plus many others will appear in the next Magazine.

NILUS SECUNDUS

P.S. Was Humpty Dumpty pushed by Herb Schofield?

Midlands Dinner

1st. November 1974

AT THE AGM, A PRELIMINARY ANNOUNCEMENT OF the Midlands Dinner was made, with the comment that probably not many of those present had heard of the place where it was to be held—Market Bosworth. Historians will, of course, immediately recognize it as the scene of one of England's famous battles, when Richard III was unhorsed at Bosworth Field. Another battle, of a slightly different sort took place on the evening of 1st November when a certain M.45 Lagonda laden with four intrepid prospective diners, pitted its wits and strength against the winding, misty lanes of Leicestershire to arrive unscathed at the Old Black Horse in plenty of time to allow the Club's brand new Chairman to buy the travellers a well earned drink!

The aforementioned travellers were—if you haven't already guessed—the Wittridge family plus your scribe. The M.45 made up exactly half the complement of Lagondas in attendance, the other half being Harry Taylor's DB.3-litre from Nottingham. Not a very good showing, but fortunately the quality of the diners made up for that in good measure! Robin and Mairwen Colquhoun happen to live in Bosworth, and so had the task of actually arranging the dinner. And well they did it too! A room had been put at our disposal and the 19 diners sat down to a splendid steak dinner with all the trimmings. The three course meal, together with coffee and a liqueur afterwards worked out very reasonably considering the extravagant prices being asked for anything these days. It did not take long for the atmosphere to become typically raucous. After the meal, the evening quickly degenerated into huddles of well sated Lagondists mulling over how the Club could be run quite adequately by those present despite a decided inability to think straight, let alone put two consecutively unslurred words together!

As was mentioned earlier, the gathering was of high quality and included Herb Schofield and Alan Brown from the merry North to add a touch of the indescribable to the proceedings. One well known Midlands member had not been able to come himself but sent his wife along instead,

specially for this scribe to chat up. His excuse was that he had to go to a Dinner! Another one, you understand! The new Midlands Secretary was also there, flexing his muscles for better things to come—although it will be difficult to visualize better than this feast.

Afterwards we were all invited back to the Colquhouns' palatial Georgian house for coffee. Only two minutes' walk, but the Northern contingent insisted on picking up Barbara Wittridge in its Triumph Dolomite. Admittedly she was standing in the road looking expectedly for a lift! Witt had to walk!

The whole thing eventually came to a close at about 1 a.m. and the M.45 headed back along the winding, misty lanes of Leicestershire from whence it came with a full complement of well fed and contented diners.

It was a good evening. Thanks to all who made it so worthwhile—and when's the next?

TONY WOOD

LETTERS TO THE EDITOR

From Mr. H. B. Norris, late Lagonda Ltd.

Dear Sir—As an associate of the late Alan P. Good, Chairman of Lagonda Ltd., Staines, and an executive of that company with Richard Watney and "W.O.", I was most interested to learn while in London last Spring of the existence of the Lagonda Club, and although not an owner now, would much like to become a member as from 1st October 1974.

Accordingly, I enclose an application form and a cheque on my London bank and hope that I may be acceptable.

As you can imagine, I have a good deal of information on the company and quite a few photographs, some of which can no doubt be reproduced if of any interest to the Club and when I visit England again next Spring would hope to be able to attend a Club meeting or get-together.

If you will let me know the cost of the Car Badge, I'll be glad to send on an additional cheque.

H. B. NORRIS
912 West 37th Avenue,
Vancouver, B.C.
Canada.

Lagondas v. the Rest

Dear Sir—Being the subject of a very kind paragraph in an article by Roy Paterson in the Summer 1974 issue of the *Lagonda*, I felt I must acknowledge this in some way, and how better than to give you an account of the VSCC Eastern Rally, with particular mention of the Lagonda owners taking part.

In the Winter 1973 issue, John Batt reported on last year's event, as an onlooker, remarking on the fact that no fewer than eight Lagondas were entered in a field of 71. I do not remember seeing the results in either the News Letter of the Magazine. Perhaps you would be interested to learn that three of the eight figured in the award list, as follows:

PVT Class

R. Colquhoun	2-litre	2nd Class Award
R. J. Grindell	4½-litre	3rd Class Award

Vintage Class

P. B. Kingston	2-litre	2nd Class Award
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This year only six Lagondas were entered, with four of these earning mention in the award list.

PVT Class

R. Colquhoun	2-litre	1st Class Award
J. A. Batt	3-litre	2nd Class Award
D. H. J. Clarke	3-litre	3rd Class Award

Vintage Class

P. B. Kingston	2-litre	1st Class Award
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I think you will agree that the above results prove that Lagondas can hold their own against all comers, especially as this year the entry list had increased to 81, plus the fact that all entrants agreed that this year's route was considerably more difficult than the 1973 one.

P. B. KINGSTON
Towcester,
Northants.

Another Saga of V.12 Restoration

Dear Sir—Earlier this year we had a holiday in the Vosges mountains (Alsace, France), and drove our 1937 Rover 10 over 1,500 miles in 10 days. The whole trip was most enjoyable and must have affected my wife Carol in such a way that to my surprise, on our return, she asked, when are you going to have the Lagonda out of the garage and ready for the road?

I then proceeded at a rate unknown by me (before she changed her mind) and arranged for the V.12 "that is the nobility of automobilia and one of the Grand Marques", to be taken in to a local garage.

The garage agreed to strip out the engine, the mechanic appeared to have the knowledge and experience which was required.

The first process was removing the front bumper and centre wing assembly around the front of the radiator grill which included the removal of the horns in our case, then the radiator was removed after the bonnet. Next was the auxiliary pipes and the disconnection of all the electronics, it was about this time that we realized also that the steering box and column had to be removed with part of the suspension and shock absorbers. The engine mountings were loosened and taken out also disconnecting the engine from the gearbox drive-shaft thus making sure that the engine was free to be removed. One or two auxiliaries such as the starter, distributors and carburettors were removed from the engine before it was taken from the chassis.

The engine was then placed upon the bench for stripping. First of all the rocker covers were taken off and then we were able to proceed with the removal of the heads which were put to one side. We then made a start on the water pump, in the middle of the impeller is a nut, (we had to make a puller nut, this is the special tool required) which has to be removed.

When the water pump is free one can then remove the front casing of the block. With the sump removed we were able to strip out the pistons

When the conrods were removed we found that some of them were in a very bad state causing the crankshaft to be badly scored, it was here obviously that complications and problems were facing us, for it meant the crankshaft had to be re-ground by .020 thou., which meant that the big ends of the conrods would have to be shelled, and with an engine of approximately 9:1 compression ratio these shells would have to be heavy duty or racing type. Upon investigation from a Glacier Bearing Catalogue, the only types suitable were wither a Buick V.8 engine size 264 or 322, crankshaft size 2.250, housing diameter 2.3745, wall thickness .062, bearing length .820 or of a Pontiac V.8 engine with crankshaft size 2.2498, housing diameter 2.375, wall thickness .062 and bearing length .820. We were able to purchase two sets of shells from the Watford Motor Accessories, Watford, for the purpose of shelling the big ends. These shells were of the racing type and would take compression of up to 12:1.

The engine is now away at the engineers who are in the process of line boring and all other necessary work.

This saga, we hope, will continue in the near future.

ALAN D. HEARD
Rainham,
Essex.

News from Canada

Dear Sir—The work on my Lagonda has gone well. The transmission, clutch, differential, brakes, springs, shock absorbers, exhaust system, steering and engine have been installed and road tested.

Perhaps the members will be interested to know how I solved the problem of the broken third gear. As it was impossible to find a place to cut a double helical gear under \$1,000, I machined off the damaged teeth (fortunately these were on one side only) then had a single helical gear cut to match (\$47) machined it inside to fit, slid it on to match the damaged teeth, then pinned and welded it in place, it was then case hardened and replaced. Total cost including replacing all bearings \$81.

The car has been road tested up to 30 m.p.h. I am very pleased with the results. The brakes are a little on the heavy side, this could be remedied by using a vacuum operated servo, perhaps they are available in England?

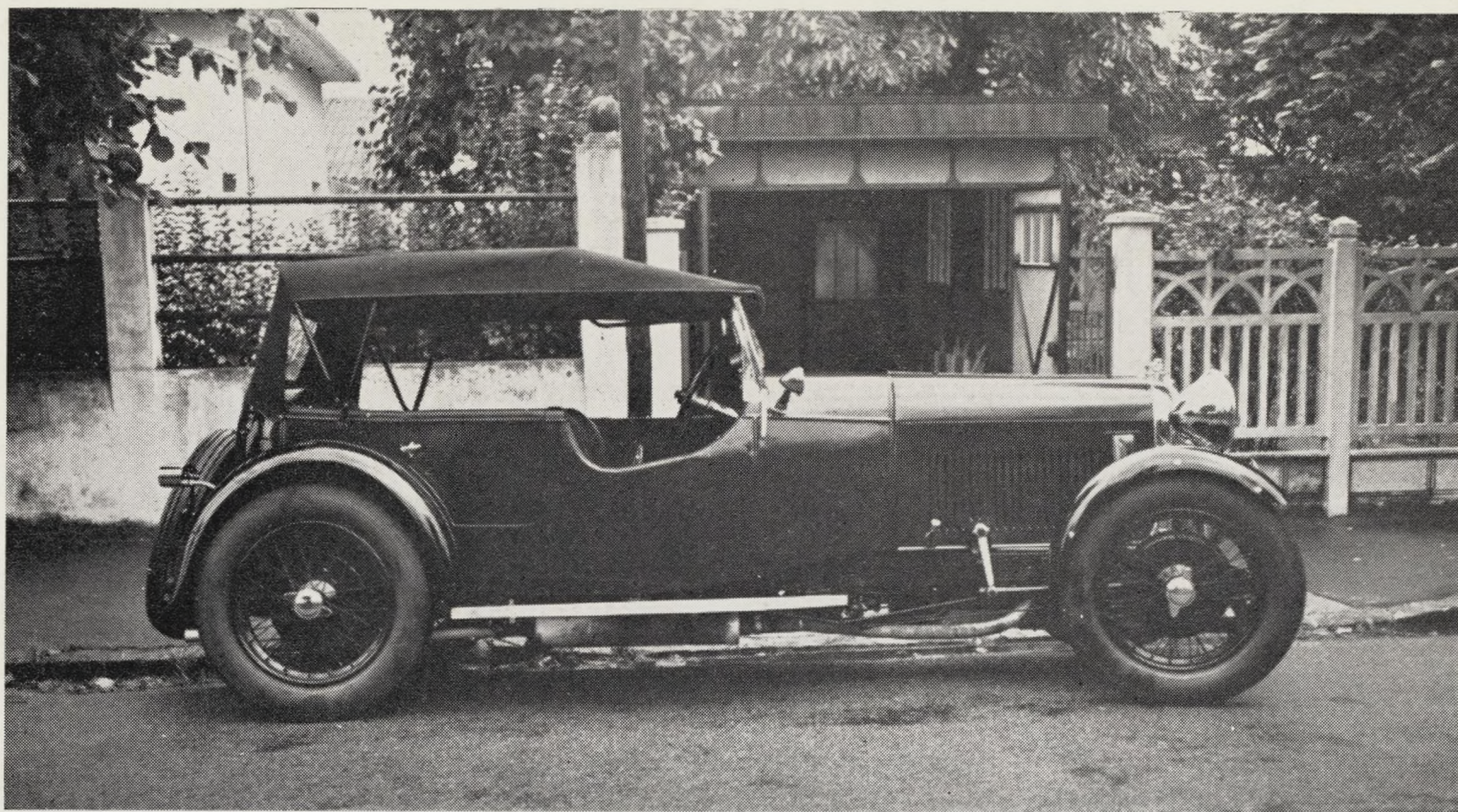
I need the Lucas P100 inside rims and wire clips if you can give me a lead on these it would be appreciated.

Of the four known Lagondas in Canada, three are in Vancouver, these are a 1937 LG.45 drop-head, owner Robert Taylor, former owner Dr. Leyland, 1939 V.12 Cabriolet, owner Blair Hamilton, former owner Herbert Marshall, the actor, this car's first owner was the Governor of the Bahama Islands and of course my 1936 LG.45 Sanction 2 Tourer, former owner Mr. Carlisle, U.S.A.

My car has a free wheel fitted to the transmission and a strange anomaly, Andre shocks but Luvax controls.

The weather here is still good but it cannot last too much longer and it will soon be too cold to be on my back on the concrete floor of my garage.

THOMAS OSBORNE
Vancouver,
B.C. Canada.



MEMBERS' CARS ABROAD: Amongst photographs received are Levy B. Silvain's 2-litre in Paris and below members Durbin's 1938 Coupé and Stockton's 1939 Rapide in the U.S.A.

