

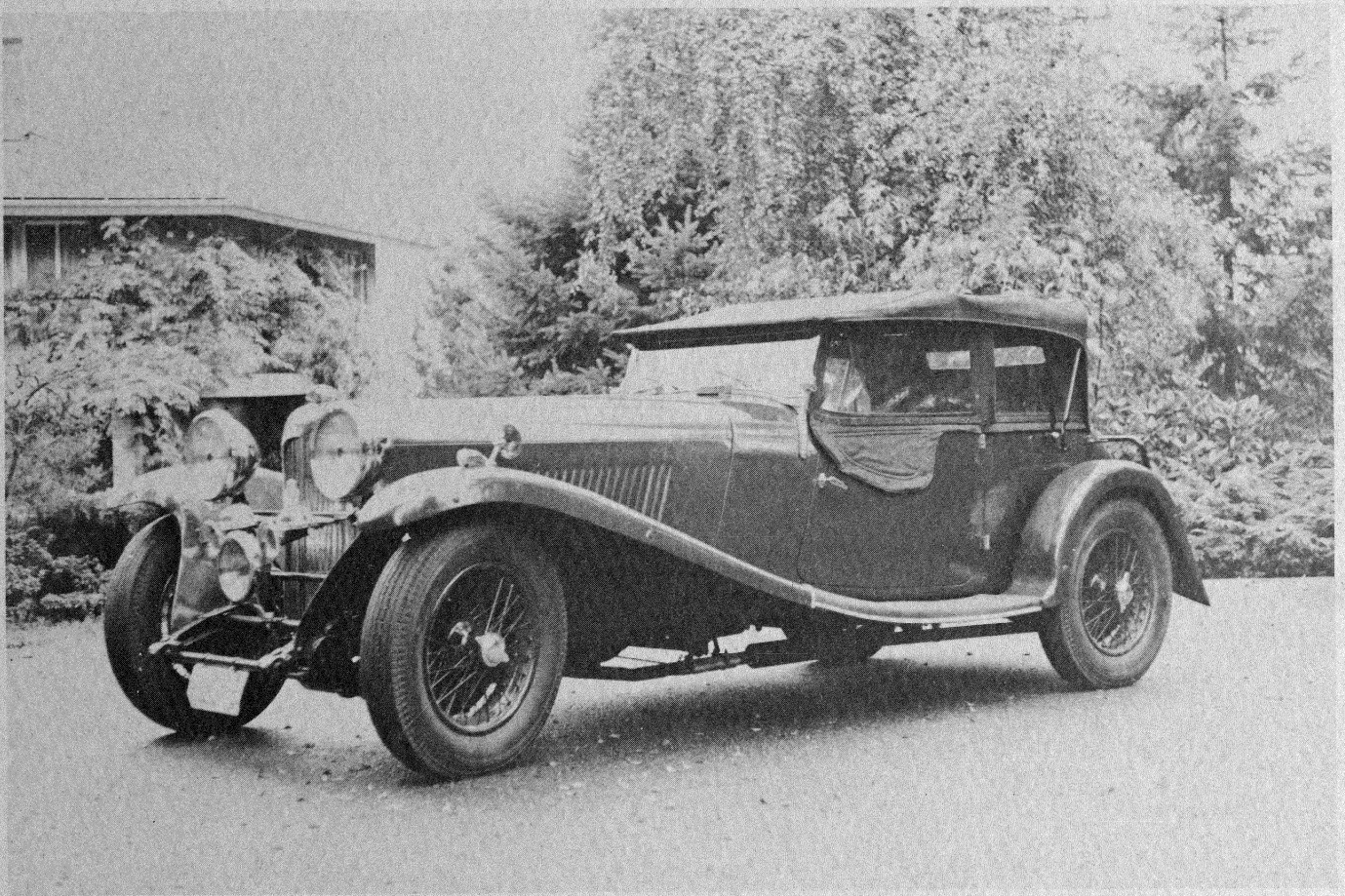
The Bumper Guardian

PACIFIC NORTHWEST REGION
GEORGE H. SHUFELT, EDITOR

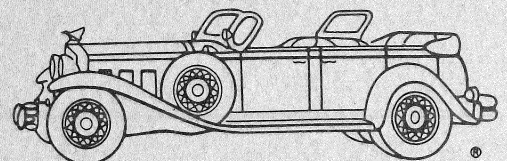
CLASSIC CAR CLUB OF AMERICA
P.O. BOX 69 . OLYMPIA, WASH. 98501

FOUR-AND-A-HALF LITRE

LAGONDA



MAR 1966
VOL III, No 1



THIS IS THE LAST ISSUE OF THIS PUBLICATION

you will receive if you are one of the people who have failed to renew your dues for 1966! Don't be left behind while the rest of us are out enjoying ourselves

this year. Send your \$5.00 right away to Membership Chairman John Wallerich, 502 N Yakima Ave, Tacoma. And don't forget to add your ZIP code.

LET'S ALL GO TO THE CALIF GRAND CLASSIC

Some of the group is beginning to seriously consider attending this year's West Coast Grand Classic, and it is understood that at least one 90-plus point Lincoln Continental is a "probable". There appears to be enough interest, so let us begin thought in that direction and make it a real party. Since few if any of the RROC gang plan to make it to this year's whingding in California, there is a flock of RR and B owners who might want to take in the GC instead. It is our duty to let those complacent Californians know that we up here in the deep woods have cars like Pete's Connie, Doc's Lincoln and Ted's 4 $\frac{1}{4}$ Bentley. Give it some thought!

ANOTHER OLD CAR BIT

BUSINESS WEEK for 12-25-65 did a story on "Old Car Restorations", concerning themselves mainly with classics and mentioning some familiar names like Klein Kars, Coachcraft Ltd and Hibernia Auto Restorations. For some reason, although the AACA and VMCCA were mentioned, the CCCA wasn't. J Walter Heater of Fleet Supply Corp in Detroit is quoted: "Before 1957, it was a matter of getting a car to run and look halfway decent, but everyone tried to outdo everyone else, and quality went up 500%!" That

Alderbrook Inn Will

be the site of the Region's 1966 Spring Rally, the weekend of May 6-7th. Plan ahead, and don't miss this. May is a good month on the Hood Canal (it rains in April and June), and there is no more perfect place to spend an enjoyable weekend than under the Olympics. The Activities Committee will have a cabin at the waterfront as a social center, and there is clam digging at the doorstep. (Ugh! ed) There will be a Saturday night banquet, and remember that the Inn is famous for it's outstanding food and it's fine bar. (Hooray! ed) There will be a restoration seminar and an analysis of your car's particular restoration problems (only at your request!) by a panel of "experts". ("EX, has been; SPURT, drip under pressure!" John McFarlane, The RROC FLYING LADY.)

Remember that things get started Friday night, so try to arrive as early as possible. There is no touring planned Sunday, as it is felt that those from any distance will have all the touring they want going home Sunday. More information will be sent to you later, with a reservation form.

brings up an interesting point: Suppose you quick-froze a 99 pt car in 1956, and thawed it out for the 1966 Grand Classic. Do you suppose it would still be a 99 point car?

If you are a paid-up Regional member for 1966, go on to the next page. If not, go back and read the top of this page again. Do not pass Go.

DIRECTOR'S DOODLINGS

by Al McEwan

The Dec 17th Christmas Party marked the end of our first full year as a CCCA Region. From the gaiety and laughter that carried through the evening, it was apparent that everyone was thoroughly enjoying himself. We all owe John Waller-ich a big Thank You for being our host at the lovely Tacoma Elks Club. As I think back through the activities we have had during the past year, I remember a lot of good times. Obviously many other people do too, as you always see the same people plus a few new faces at every activity. Pretty soon the new faces become regulars too.

The Region ended the year in good financial condition thanks to the Aurora Village Show, the Speed Show and the Concours de Elegance. Special thanks go to those who displayed classics or helped watch the cars at these events.

We have been very fortunate to have the excellent publication which George Shufelt has produced during the past year. Luckily, George will continue as editor of THE BUMPER GUARDIAN, and he reports plans for an even more outstanding bulletin for 1966.

The Activities Committee, under the able guidance of Phil Schwarz, met twice during the month of January to plan an even better activities schedule for 1966. Their first major job was setting up the Speed Show display, which made an eye-catching exhibit and enriched our treasury. Their calendar of coming events for the year makes it worth the cost of buying a classic just to be able to attend.

On the National scene, there is now peace, and we all hope that the problems of the past year have been put to bed for good.

Many constructive suggestions were presented at Buck Hill Falls, and I am sure that an even better club will result.

One of the more important resolutions was the reaffirmation of the CCCA's policy statement regarding participation by non-classic cars, which is:

"The Board of Directors has again reaffirmed it's position of Dec 1956 regarding the participation of non-classic cars in sanctioned CCCA National and Regional meets. It will continue to be the policy of the Club that in all Club events the only cars eligible will be those designated as Classic Cars in the current Club Directory. Deviation from this policy is tantamount to destruction of the organization through dilution of the high standards set for ourselves."

Another item of interest is that all Regions are now working with National to modify the originally proposed By-laws. Once all the suggested changes have been submitted and discussed between the Regions and National, the Club attorney will prepare a legal set for our approval by vote. This will result in a set of fair By-laws fully understood by everyone.

I think we can look forward to a tremendous year of fun and enjoyment with our classics. How about you? Are you just a "mail member"? Why not come to some of the functions and get acquainted with more of the Club activities and more of it's members.

You might just enjoy yourself so much that you would eventually become one of the "regular faces" mentioned above!

BOARD MEETINGS CONSIDER OLD & NEW PROBLEMS

The Board of Managers met in Tacoma 12-9-65, with McEwan, Carman, Hooper, Deshayé, Manello, Schwarz and Shufelt present. After reading of previous minutes and a Treasurer's report, (\$505) came a discussion of problems relating to technical information and how to get it from members without resorting to violence. Possibilities included: assigning Tech Reps in Regional cities to sniff out local service and parts sources, sending members return-postage-paid cards to be filled out with sources they know of or have used, and interviewing car owners at meets and bluntly asking them where they had various types of work done.

The Membership and Publications Chairmen had nothing new to offer. Renewal blanks were to be included in the next publication.

McEwan read parts of the National Minutes that needed discussion, and all wondered what would happen at Buck Hill Falls.

Judging technique and obtaining judges will be an increasing problem as we get deeper into serious judging, and McEwan reported that he was making up composite score sheets showing how each car at the Country Club Meet was scored by each of the judges, (shown only by number), so that each judge could see how his scores for each item on each car compared to that of the other judges. For the car owners, a composite sheet would show how his scores went in each judging category. This procedure involves an astounding amount of fine-print labor by Chief Judge McEwan, but will greatly aid in both the training of qualified judges and letting car owners know in which areas their cars need the work.

The problem of mailing special tour notices was discussed, and it was found that some mechanization of addressing can be done by outside help at low cost.

Final plans were made for the Christmas Dinner on December 17th.

McEwan informed the Board that the pewter mugs that have been received so well as meet trophies have suddenly become obsolete, as far as the manufacturer is concerned. The question is now what to replace them with. No conclusions were reached, except it was decided to keep hardware on a similarly high quality level, and to avoid the usual walnut and pot metal stuff.

Schwarz reported that the Mercer Island Concours is officially dead. We all mourn it's passing, and hope for it's resurrection.

There was a short Board Meeting to elect new officers following the Christmas Party General Membership Meeting in Tacoma 12-17-65. New Managers for 1966 are John Wallerich and Ray Radford, with George Shufelt re-elected. Continuing from 1965 are McEwan, Hooper, Carman, Schwarz, Manello, Deshayé and Carr.

Re-elected as Regional Director was Al McEwan. Al had asked the Board to elect a new Director this year, but after considerable discussion the other Board members concluded that his outstanding record over the past two years made him the most highly qualified candidate for the post, and recommended that he accept the position.

Joe Carman is the new Assistant Director, Dick Hooper remains as Secretary and Vic Deshayé became Treasurer. Committee Chairmen remain as in 1965 (Schwarz for

Activities, Manello for Technical and Shufelt for Publications) except that Wallerich is now Membership Chairman. Carr and Radford will be Portland area representatives, and will be responsible for most recruiting and activities planning in that area.

All of the new Managers were present except Hooper, Radford and Carr.

The Board met at Tacoma 1-18-66, with McEwan, Carman, Hooper, Radford, Manello, Schwarz, Wallerich and Shufelt present. After routine reading of previous minutes and Committee reports, McEwan went into the most recent National Board Minutes, and reported on his recent call to The East to find out What Happened at Buck Hill Falls. The National's slate of officers was returned to office, and with the club still in the hands of men of proven capability, the future looks good. The one third of the membership who voted against them were probably for the most part voting FOR some policy changes rather than AGAINST the personalities involved. In any case, we hope that never again will we be bombarded with accusations and counter-accusations. The letter sent to all Regional members by the Board of Managers just before the National election represented the conclusions of the Board after considerable research into the matter, and a thorough investigation into the charges and counter-charges.

All Regional Managers have been asked to review the proposed and defeated Bylaws, and to determine in what respects they were right and wrong. After comments from Regional Boards, National will draw up a new set of By-laws for consideration by the membership.

The question of replica bodies will grow as more are built, and their classification is becoming a problem. Regional Boards have

been asked to consider the matter, and to send their thoughts to the National. Some thoughts developed at this Board Meeting were these: BEFORE the car is built, plans should be submitted to the CCCA with an application for acceptance. The body should be one that ACTUALLY HAD BEEN BUILT on the particular chassis under consideration, and not something that existed only on some other chassis, or never got off somebody's drawing board. If copies of one-off cars can be accepted, what will happen to the value and uniqueness of the "real" cars? Conceivably a fiberglass company could start offering in kit form replica bodies of Bill Harrah's Duesenberg Speedster for \$2995, and maybe a hundred Duesenberg sedan owners would buy them. To what extent should original construction methods and materials be demanded? If a fiberglass repair is legal, how about a fiberglass fender, and later a Speedster body? Where does full restoration leave off and the replica begin? Some cars are so completely restored that they have been virtually reconstructed from the ground up. Should replicas be shown in a separate class or should they compete directly with other cars?

The problems, obviously, are many and complex. Probably it is better to be conservative now, as is apparently National's thought, than to be too liberal at first and later have to tighten a regulation that would wipe out a lot of replicas in which owners had invested considerable money.

The problems of getting Regional Directors to attend more National Board meetings is a geographical one, and National has asked for suggestions. A possibility offered by our Director was to have special semi-annual National Board meetings at some western location, remembering that to some people in New York, Pittsburgh is away

out west. In any case, the problem would then be to get eastern people out here, which makes it now their problem and not ours. Next question, please.

Jos descriptions for Regional Board positions were distributed to the new Board members. These forms, drawn up by McEwan last year, were so highly regarded by the National that they were copied and distributed to all regions.

Activities Chairman Schwarz announced that his committee now consists of Blair Eastman, Russ Keller, Gar Butts and Bob Irwin. The Committee is working hard on plans for the Speed Show in early February, with Keller designing some very elaborate lighting for the display synchronized with a tape-recorded commentary on the cars and CCCA. The plans for the summer now include an Alderbrook Spring Rally, a summer judging meet in the Puget Sound area, a fall tour to the Portland area (Mt Hood?), and whatever one-day things that might sound interesting later on. The basic plan is for 4 major events per year.

Final discussion revolved around the need for a Regional Project, and the possibility of a display of cars in the new Tacoma Mall.

On 3-2-66 the Board met at Tacoma. Present were McEwan, Carman, Carr, Manello, Schwarz, Wallerich, Radford and Shufelt. The current Treasurer was not present, so the materials of the office were given to the Editor, and the Region's new account is in an Olympia bank, under management of Vic Deshaye.

Director McEwan reviewed recent National correspondence and minutes, and reported that he has had extensive recent correspondence with National officers on replica bodies, location of National Meetings nearer the western Regions,

and availability of special license plates in the states and provinces of our Region. Al has transmitted to National charts showing mileages to both Denver and Tahoe from the cities of the western Regions, including Oil Belt, Upper Midwest, Iowa and Missouri Valley. Of the two sites, Tahoe appears as the most convenient for Directors of the 9 western Regions.

Membership Chairman Wallerich reported that we finished 1965 with 60 members, and thus far in 1966 we have 40, with renewals coming in regularly. Our rate of growth appears fairly steady, but diligent recruiting efforts need to be continued by all, especially the Managers. A suitable award will be given to the Manager logging in the most new members.

Further plans for obtaining service recommendations were formulated, and eventually a guide to restoration services in various Regional areas will be published. All members are asked to report particularly successful work on restoration projects by service firms (bodymen, platers, painters, mechanics, etc) to Pete Manello, 3059 104th NE, Bellevue, Wash.

Activities in the Portland area were discussed, and the two Managers from that area reviewed the problems concerned with extending more Regional activities into that area. It was felt that a major judging event should be held there later, but not this year.

Schwarz reviewed plans for the 1966 Spring Rally at Alderbrook, and a story of this meet appears elsewhere. It will be our first outing for the year, and should be much fun for all.

Locations for further summer meets were discussed, including the Washington beaches, Olympia

and Mt Hood. We will not be participating in the VCCC Tour this year as a Regional event, but many members will probably attend. It is May 21-22-23rd at Vancouver, and mailouts will be out soon. Headquarters will be The Bayshore Inn, which is strictly First Cabin.

Secretary Hooper is reviewing both the present and the recently de-

feated By-laws from an attorney's viewpoint, and will assist the Board in making recommendations for a new By-laws proposal.

Ray Radford made a technical suggestion regarding a long-discussed Regional project which made the whole idea sound feasible for the first time. It was decided to continue development of the idea.

GIFTS GIVEN (AND TAKEN) AT CHRISTMAS PARTY

The Region's First Christmas Party was held on Dec 17th, with members being the guests of JohnWallerich at the beautiful new Tacoma Elks Club. About 50 people attended, and a short cocktail hour was followed by a fine dinner and then by a gift-drawing session which provided an evening's entertainment. Each participating couple was to contribute a wrapped gift in the \$1.50 class, and each contributor then drew a number. In numerical sequence guests then took from the pile whichever gift appealed to them. HOWEVER, after opening the gift, the recipient could exchange it (by force if necessary) for any other gift already opened, by a person with a lower number. After all the gifts had been opened and exchanged, the poor participant who had #1 could exchange his item for anything in the house.

Some of the gifts were quite imaginative, wrappings were seasonal, (Did you ever try to gift wrap a 7.00 X 19 tire?) and "trading" was vigorous. The most popular items were a felt wall decoration displaying a Hispano-Suiza and a small Japanese wind-up tinplate toy car in which a plastic old man bobbed up and down.

Considering McEwan's record of tire trouble on the way to Reno

in recent years, he will undoubtedly put the tire to good use. Now all he needs in a FULL tank of gas and he will have a reliable tour car. Myra was anxious to open the tire, but Al told her if she did, she'd have to roll it accross the dance floor herself on the way to the parking lot After The Ball was Over. Unfortunately we left too early to observe this Climax of The Evening.

After Fun & Games there was a brief business meeting at which the new Managers were introduced, followed by presentation of the trophies for the Alderbrook Meet, in May, May 1964, that is. The trophies were late arriving, but all of the same owners still owned all of the same cars, fortunately. Pewter mugs were also presented, and the Editor is grateful for his special mug for publication efforts. Luckily there was no fine print on the bottom that said it had to go back if we missed an issue. In fact, the bottoms of the mugs are of glass, and McEwan explained that in Olden Times this was to prevent the gent accross the table from you from putting his sword through you while you wuaffed the last of your Ale. ("Too bad", said The Girl Accross The Table, "I had planned on

Now that we have your attention, have you paid your 1966 dues yet? SEX!

doing you in just after dinner!")

While the Board of Managers met for election of Officers, the remainder of the group adjourned to the ballroom for live music, entertainment and dancing.

SPEED SHOW DISPLAYS 6 REGIONAL CLASSICS

The Second Annual Seattle Custom (capital "K") Auto, Hot Boat and Speed Show (no wonder they needed b-i-g tickets!) was held at the Seattle Center's Exhibition Hall on Feb 3,4,5 & 6th. As in 1965, the Club was asked to provide an exhibit, and the Show was asked to provide remuneration. We did and they did. The six cars consisted of:

1935 Auburn	Blair Eastman
1933 Rolls	Al McEwan
1931 Pierce	Perry Fowler
1927 Lincoln	Vic Deshayé
1934 Lagonda	Bob Irwin
1928 Packard	Ernie Crutcher

The original thought as planned by Boeing-type Russ Keller was an elaborately-constructed mechanism (which had to be seen to be comprehended) which was to synchronize special overhead spotlights with a sound track, so that each car would in turn be lighted as the announcer described it. As it turned out, strong overhead lights added to the Hall since last year made the whole project unworkable, so the cars simply formed themselves into a circle to defend themselves from the attacking spectators. As was noted last year, there are some pretty peculiar types attracted to this type of show, but they are quite well-mannered around good automobiles. The unshaven and unwashed motorcycle types in the Kandy-Apple Red German helmets stayed on their own side of the floor.

Winners in the Classic Class were: First, Crutcher's Packard phaeton; Second, Eastman's Auburn convertible sedan; and Third, McEwan's P II sedan coupe. The six-foot trophy for the "Best Pre-31 Car" went (as last year) to Deshayé. Now he can make two floor lamps.

In addition to the Regional exhibit, Herb Schoenfeld contributed his 1926 Bugatti to the Sports Car Class.

The Region should be highly appreciative of the tremendous amount of work put into the display by the Activities Committee people, assisted by Manello and McEwan. It looked good.

Actually, it wouldn't really have looked much better if the white gravel on which the cars were parked HAD completely surrounded the cars. The engineers planning the display carefully computed the area of the strange shape formed by the six cars, figured the minimum depth of gravel needed for floor coverage, and obtained (borrowed from Bob Irwin) the appropriate amount of gravel. They figured that a half inch depth would do the job, but the average particle size turned out to be about $1\frac{1}{2}$ ", which meant that to "average" it out to the proper depth, there would be about five lumps per square foot. Oh well, their airplanes fly.

AMONG OTHER EXCUSES

While making our annual voyage to Vancouver BC for ties and tea and General Touring, we noted that an auction house had a 25/30 Rolls in with it's second-hand furniture and old pictures. The car (a sedan de ville) was reportedly in "excellent" condition, and sold for \$2800. We first spotted it in their window while driving out the suicide lane on West Georgia St in 5PM rush hour traffic,

and had planned on checking into things the next day, but the auction was that night.

While touring the Hudson's Bay store we found in the Men's Dept a battery-powered shoe shine kit made by Peugeot, apparently meant as an accessory for owners of 404 sedans. Leave it to the French to think of details.

We failed on that trip to catch a glimpse of MCLEAN'S MAGAZINE, which about that time carried a full page color ad featuring Harvey McEwen's 745 Packard.

The trip and some other problems was why the November publication had a December label on it, but why there was no January issue would take an issue to explain. We are now again a bimonthly, and

will catch up later on the "lost" issue with a Special Edition on some subject or other. What, if anything, would you like to see a Special Edition on? Technical and restoration stuff? Old service data? Pictures of members? Drop us a note if you feel so inclined, and while you're at it, let us know what's in this thing now that you particularly like or don't like. Some letters might be published. Others might be furiously ripped to shreds. All will be read.

Early last year we ran a headline stating: "REGULARITY ATTAINED!" We recently thought of running another saying: "REGULARITY LOST!" but then thought better of it. As The Girl Accross The Table said, it suggests an altogether different kind of a problem.

A CHANGING SCENE: OLD CARS FIND NEW OWNERS

There have been cars coming and going all winter. Leaving the area was Chuck Whittaker's 1931 Packard Dietrich phaeton, which he traded through a National Bulletin ad to Gene Perkins of the Indiana Region. Chuck drove the Packard to Iowa, and drove back in the trade-in, a 1933 Ford touring which had been trucked in from Pennsylvania. We hope that Chuck's adventure to Indiana was as trouble-free as was the trip out from New York State a couple of years ago in the same Packard, when the only problem was having to add a gallon of oil every few hundred miles.

In 1961 Chuck traded in a 1927 Dodge roadster on a 1931 Marmon touring, making the drive both ways to Indiana in the middle of a bitter midwestern winter. An unfortunate choice of routes put him in Colorado in time for "The Great Blizzard of '61", and it was THERE that he really wished

that he had side curtains! The trip sounded even more rugged than the Editor's trip out from St Louis in 1960 in a Locomobile sedan. While we were stopped cold, so to speak, by blizzards in Kansas and Wyoming, we at least had glass windows to roll up and a solid roof overhead. With the help of about 3 rolls of masking tape, the car was fairly weathertight.

Even before he had received his copy of the National Bulletin carrying ads for his two Delages, Doc Deshayé was getting wires, phone calls and air mail letters about the blue D8 drophead. He could have sold a dozen of them! It went to Baton Rouge, Louisiana. By truck!

Abandoning his position as a non-owner, Phil Schwarz joined the game with a full house - or is it called a full garage here? He and co-conspirator Pete Man-

ello bought, practically all at one time, the following stock of merchandise: a 1927 Stutz sedan (with Ford V8 power), a 1932 Lincoln KB-V12 7 passenger sedan, a 1929 Pierce-Arrow close-coupled sports sedan with landau bars and other goodies and a 1936 Packard Super 8 Club sedan. The Stutz is for sale and the Lincoln might be - they have to sell something - just think of the annual cost of one-make club memberships! Phil reports they have sold the 1941 Continental to a prospective member of the Region, Art Montgomery. Getting the Packard home at the end of a tow bar from the White Pass area was an adventure, according to Pete, who steered the beast all the way back to Bellevue.

Dick Hooper is still corresponding madly with various British car sources, and has some new pictures to show at each Board meeting. He now has the 1935 20/25 Gurney-Nutting sedan coupe in Seattle, and is stripping the car for painting. It may be at Alderbrook. Paddon Brothers overhauled it before it left England.

His wild 1929 Phantom I boat-tail by Mulliner (114WR) has just had it's engine work completed by Adams and Oliver, and is now undergoing some interior restoration. This is the same car our Director rode from London to Goodwood in 2 years ago - a ride he still cannot describe calmly. Like it GOES!

Dick is having a 1937 Bentley 4½ (KU series) drophead by Mulliner redone (interior and front suspension) before export to the US. And he has other irons in the fire. We may start a column on Hooper's new cars. A monthly column!

Bob Irwin and Gill Duffy recently bought in Vancouver BC a James Young sedan coupe drophead, a 1933 P II. The car runs well, but needs much (capital "M") work in

and out before it would be really presentable. Bob drove the thing down, running first on one, then (when it gave up) the other ignition system. At one point he found the points burned to cinders, but happened to have an extra set in his pocket for such an emergency. Even at that, the car had to be towed the last 3 miles home.

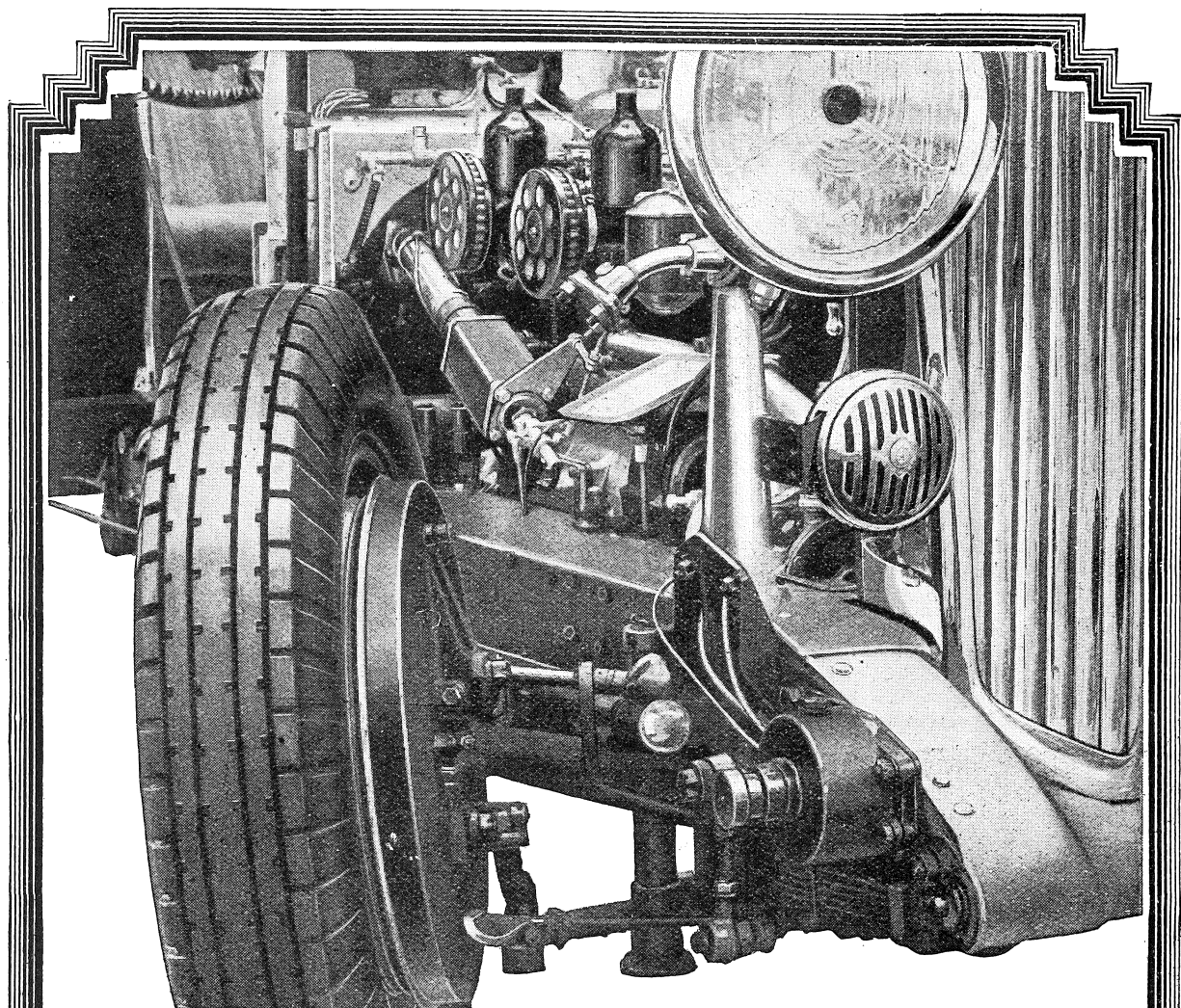
Al McEwan reports the Bentley is now scattered about the works of Adams and Oliver, and when last heard from was about to receive a replacement chassis. We may even see it some day. It's worth waiting for - Al keeps telling himself.

Perry Fowler reports restoration on his 1935 Pierce club sedan is progressing well. The engine is done, frame painted, body primed, upholstery material ordered and some plating done. He expects to be in operation this summer. The model, sometimes called the production form of the Silver Arrow, is quite rare.

Daphne, the Principle Pierce Parts Procurer in the family, recently returned from what she calls a very successful trip to Southern California. She returned with a whole pot full of Pierce parts. Like we should all have attractive wives who can scrounge car parts for us!

Recently, there was advertised from Seaside, Oregon, a Mercedes 540K Cabriolet "B", and the very existence of such a thing in such a place was hardly acceptable. We are happy to report that the car has joined the Ray Radford collection, although Ray had to sell a Pierce to find a place for it in the group.

In case you missed the item in the National Bulletin, Ray is now a member of the National Board of Directors of the Pierce Arrow Society. Congratulations!



Wherein Lies The Safety

Correct design, the careful selection of the highest grade materials combined with perfect workmanship. These are three of the reasons why Lagonda cars are safe and feel safe, at any speed.

The $4\frac{1}{2}$ litre Lagonda is capable of well over 90 miles an hour, and of this car T. H. Wisdom, writing in "Sporting Life," said :—

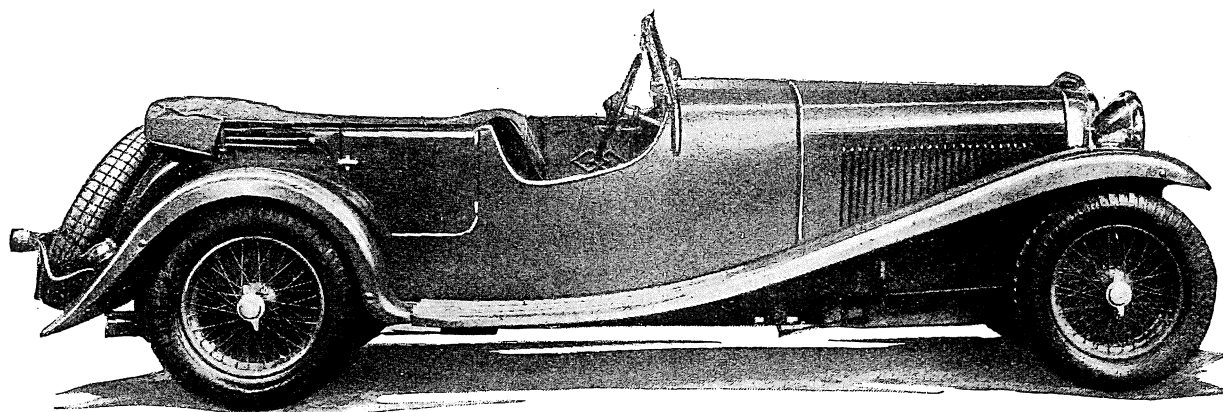
"It is one of the most comfortable cars I have ever ridden in" . . . and . . . "It is easily the best over 3 litre car I have ever driven" . . .

There is not a car built to-day that has a higher margin of safety than the Lagonda, from the 10 h.p. Rapier to the $4\frac{1}{2}$ litre Rapide.

Rapier-Chassis	£270
Rapier-Sports Tourer	£368
Rapier-Sports Saloon	£398
16/80 Saloon	£650
3 litre Special Open Speed Model	£695
$4\frac{1}{2}$ litre Open Speed Model	£825
$4\frac{1}{2}$ litre Sports Saloon	£950
Rapide-Chassis	£825
Rapide-Tourer	£1,000
Rapide-Sports Saloon	£1,250



DUNLOP TYRES . TRIPLEX SAFETY GLASS . CERRIC FINISH . STANDARD on the ALL-BRITISH LAGONDA
LAGONDA LIMITED . STAINES . MIDDLESEX



THE 4½-LITRE LAGONDA

A Car Notable for
Superb Acceleration
and Road Holding

INTRODUCED at the recent Olympia Show, the 4½-litre, six-cylinder Lagonda is one of the biggest sports cars now in production in this country, while at the same time it sells for the modest figure of £795 as a four-seater tourer.

Like all productions from the Staines factory, it is beautifully finished and has a wealth of equipment. The appearance, too, is most impressive, the high radiator and long bonnet giving it that air of distinction which attracts the knowledgeable and discerning motorist.

The engine is of commendably clean, compact and conventional design and has an R.A.C. rating of 29.13 h.p. The four-bearing crankshaft, with a Lanchester type vibration damper at the forward end, is carried in four bearings, and the camshaft is driven by triple roller chains at the forward end, this drive also serving to convey the motion to the combined dynamo and coil ignition unit on the near side and the tandem mounting of the water pump and magneto on the other side.

Accessibility a Prominent Feature

The whole unit is notable for the accessibility of the components. On the off side are the plugs and two S.U. carburettors which feed the mixture through a cored-in manifold; on the near side is the exhaust manifold from which the gases are led away centrally. The lubrication system is by full pressure feed and incorporates a suction filter. Water is circulated by pump and there is a large four-bladed fan and thermostatically operated radiator shutters which are finished in chromium.

Suspension all round is by semi-elliptic springs in conjunction with André Telecontrol shock absorbers, which are again supplemented fore and aft by ordinary André shock absorbers. The knurled knobs for operating the Telecontrol system project through the floorboards just on the off side of the driver, so that

adjustment can readily be made.

The brake drums are of exceptionally large diameter, heavily ribbed for cooling purposes, and the lever operates the rear shoes only, the two systems being entirely independent. A Dewandre vacuum servo motor is also incorporated in the system, so providing efficient braking with a minimum of effort.

The car tested was the four-seater tourer, an illustration of which accompanies this article. It will be seen that it has particularly fine lines, while incorporated in the boot is a luggage container. The separate front seats are mounted on Leveroll fittings and there is ample leg room. Similar remarks also apply to the accommodation for the back seat passengers, there being deep and wide wells on each side of the propeller shaft and the passengers also sit well down below the waist line. Their comfort is also supplemented by the fitting of a central folding armrest.

There is a galaxy of instruments on the fascia, these including a speedometer and revolution counter with large dials, clock, oil-pressure and fuel gauges, three dash lights and numerous other "gadgets." The car is provided with a single-pane windscreen which can be tilted up horizontally, so enabling the driver to get a complete view of the road in foggy weather, and the car is fitted with special long-beam Lucas P.100 headlamps, with a central lamp which is put into operation when necessary by a change-over switch, which at the

same time extinguishes the headlamps, thus cutting out dazzle. Other items of equipment include two electrical horns and two lamps underneath the bonnet which facilitate any adjustments which may have to be made at night.

A Fine Performer

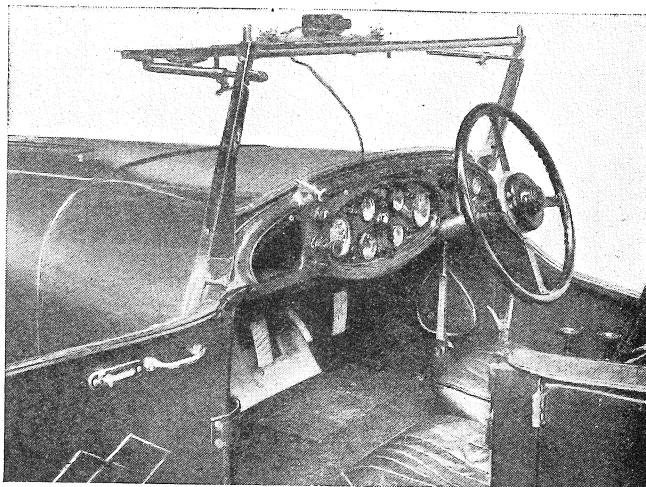
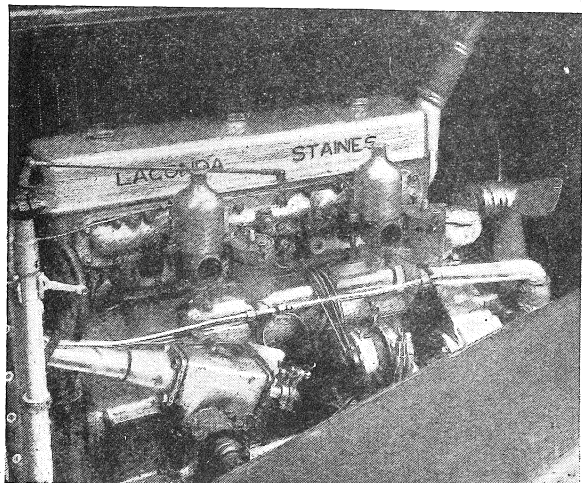
In *The Motor* of September 19 we gave a brief indication as to the very fine performance of this car, and in the present more extended test these impressions were fully borne out. The maximum speed obtained at Brooklands track was 92 m.p.h., although over five different measured half-miles the maximum average speed obtained was exactly 90 m.p.h. This speed, incidentally, was obtained on five out of the six runs and the other run was only one-fifth second slower. These speeds would probably have been slightly better had it not been for the fact that owing to a record attempt proceeding at the track our actual attempt on maximum speed was delayed until it was practically dark and a thick mist enveloped the track, so making visibility very poor.

So far as acceleration is concerned, the accompanying graphs will serve to prove that the Lagonda has a particularly meritorious performance. Here are a few cases in point. From 10 m.p.h. start on top gear it attains a speed of 70 m.p.h. in 26 secs. and reaches 80 m.p.h. from a similar start in 33½ secs., while 90 m.p.h. is attained in well under a minute.

The third ratio is higher than the average top, consequently the performance on this gear is somewhat electrifying. The maximum speed is 82 m.p.h. and 80 m.p.h. is reached from a 10 m.p.h. start in the very short time of 28½ secs. On second gear the maximum speed is 50 m.p.h., this being attained from a 10 m.p.h. start in 8½ secs.

The car was tried on the Brooklands test hill, which has an average gradient of 1 in 5.02. With a standing start on bottom gear, the hill was climbed in 10 secs., which

THE 4½-LITRE LAGONDA—Contd.



(Left) The off side of the neat six-cylinder engine. (Right) Showing the fascia and controls. The adjustment for the Telecontrol shock absorbers is also seen.

is equivalent to a speed of 24.02 m.p.h., and with a standing start in second gear the ascent was made in 11½ secs., equivalent to 20.35 m.p.h. As a matter of fact, the car was rather too low geared on bottom gear for this climb, the engine slightly over-revving, while on the other hand second gear was just a little bit too high to enable the car to gather its full speed until more than half the distance of the hill had been covered.

The pulling power on the various

gears as recorded by the Tapley meter also showed up particularly well; these figures will be found in the accompanying data.

The suspension and road-holding is one of the outstanding features for really acute corners can be taken incredibly fast, and with little effort on the part of the driver. It can be safely said that we have rarely tried a car at Brooklands that sat the track so well.

The braking effort is reduced to a minimum by the employment of a

Dewandre vacuum servo motor which gives progressive yet efficient stopping distances without in any way being harsh. Other excellent features are the good steering lock for such a big car, and the lightness and accuracy of the steering, which, incidentally, is of the Bishop cam type.

Altogether we formed the opinion that this new Lagonda is bound to be in big demand, for it is a thoroughbred vehicle in every sense of the word.

TABULATED DATA—4½-LITRE LAGONDA

CHASSIS DETAILS

Engine: Six cylinders, 88.5 mm. and 120 mm., 4,429 c.c. Tax £30. Push-rod-operated overhead valves; magneto and coil ignition.

Gearbox: Four forward speeds; silent third; right-hand control. Ratios, 3.6, 4.7, 7.3 and 11.4 to 1.

Brakes: Assisted by Dewandre vacuum servo.

PERFORMANCE

Speeds on Gears: Top, 92 m.p.h.; third, 82 m.p.h.; second, 50 m.p.h. Minimum speed on top gear, 5-6 m.p.h.

Acceleration: Rest through the gears to 60 m.p.h., 14½ secs.; to 75 m.p.h., 23 secs.

Petrol Consumption: 16 m.p.g. (maker's figures).

Brake Efficiency (by Tapley meter): From 20 m.p.h., 84 per cent. (equivalent to a stop in 16 feet); from 40 m.p.h., 73 per cent.

Tapley Performance Figures: Maximum pull in lb. per ton on gradient: top, 270 lb.; third, 350 lb.; second, 590 lb. Corresponding gradients climbable at a steady speed are respectively 1 in 8½, 1 in 6½ and 1 in 3½.

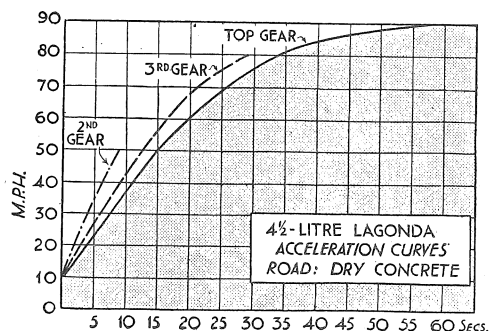
DIMENSIONS, Etc.

Wheelbase, 10 ft. 9 ins.; track, 4 ft. 8 ins. in front, 4 ft. 9½ ins. at the rear; overall length, 15 ft. 4 ins.; width, 5 ft. 10 ins.

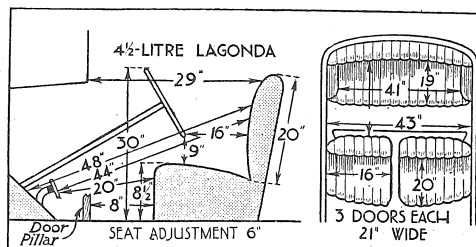
Turning Circle: 43 ft.

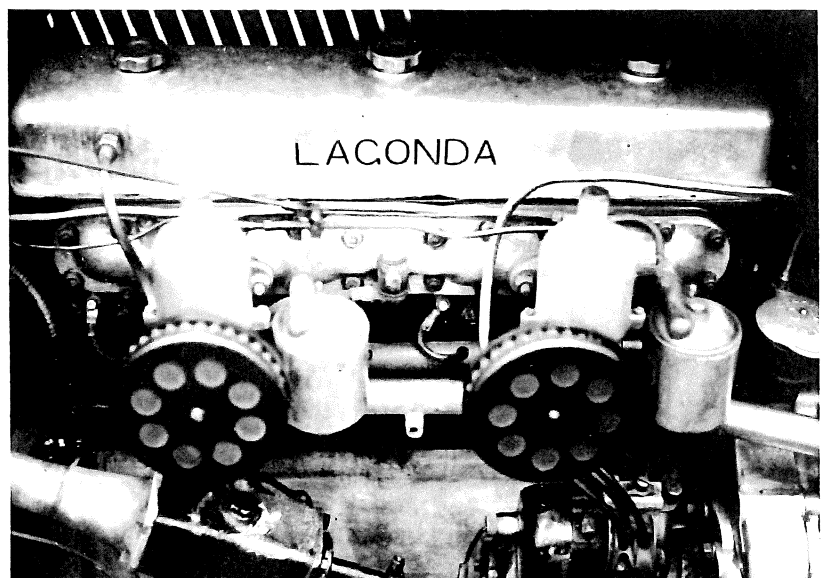
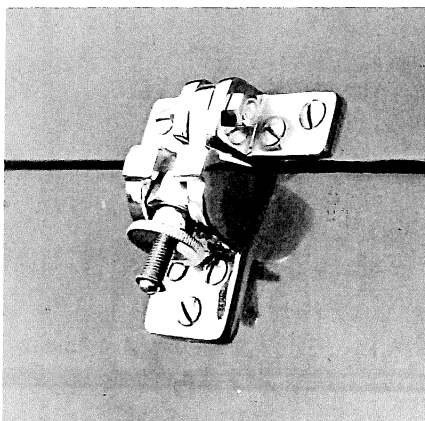
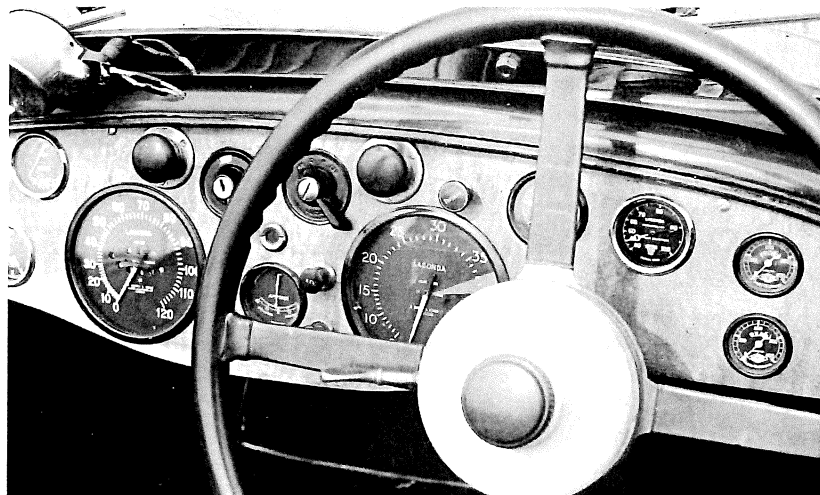
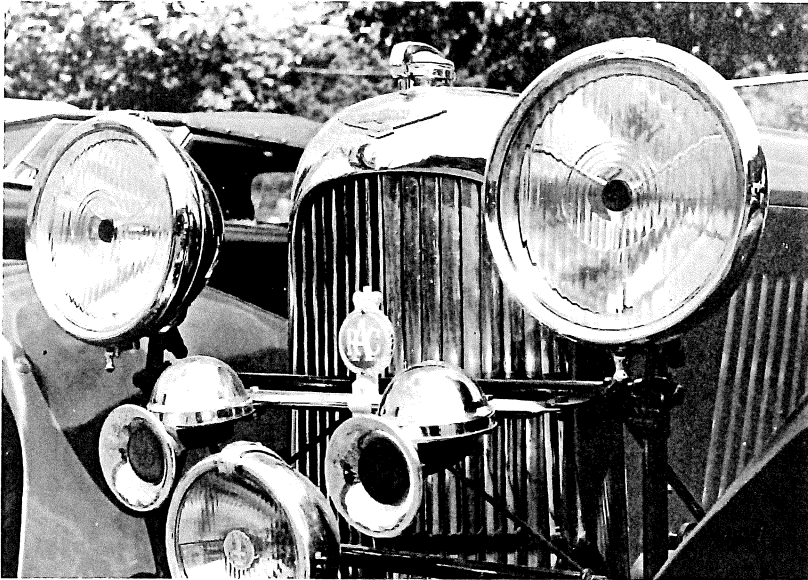
Weight: Unladen, 32½ cwt.

Price: Chassis, £675; tourer, £795.



(Note — Brake efficiency figures by Tapley meter are a direct guide to the stopping distances obtainable. For example, from any set speed a car which gives a reading of 80 per cent. will stop in half the distance required by a car which gives only 40 per cent., and so on.)





THE M45 LAGONDA - A CLASSIC SPORTS TOURING

When exhibiting a Lagonda at a meet it is difficult to explain to the average tourist that the car with such an exotic sounding label was built by an Ohioan named Wilbur Gunn. While some facts might puncture any bubble of fantasy the spectator might have been dreaming up, they are much more fascinating than any legend.

Mr Gunn grew up in Lagonda Creek, Ohio. The town was named for the river flowing through it, which was in turned named for a nearby Indian tribe, which may have been named by early French explorers. Gunn found little interest in the family business (making machinery for sheep shearing), and went to England about the turn of the century to become an opera singer. There he ended up selling sewing machines, which led to making small gasoline engines for cycle and boat use. After some efforts at building cycles and 3-wheeled cycle cars, he started production of simple but sturdy automobiles of 4 and 6 cylinders. He built all but the carburetors himself, and insisted on the highest quality standards. Most of the production was exported to Russia, where the cars won some major awards for reliability runs over the steppes.

A 4 cylinder 1100cc model got out just before the war, and continued pretty much unchanged until 1925. It was noted for it's F-head and it's steering ratio of one third turn lock-to-lock, which probably made for some exciting driving in an otherwise unexciting car.

Possibly competition was not a part of the Edwardian mind of Wilbur Gunn, but a year after he died in 1920, one of the little machines with it's engine bored and stroked set a new $1\frac{1}{2}$ liter hour record at Brooklands of 79.17 mph. The cars began to attract a new following

when the firm replaced the $1\frac{1}{2}$ liter with a DOHC 2 liter in 1925. This car, the 14/60, continued into the thirties with various modifications to increase performance, which was always on the sluggish side due to overly elaborate coachwork. Starting with 2 SU carburetors and dual magneto-coil ignition, designer Davidson added a supercharger in 1930, which caused a number of things to happen. The top speed went up about 10 mph, but fuel consumption doubled, valves burned and heads cracked. A "low chassis" 2 liter offered somewhat better handling, with or without the optional blower, which most owners eventually removed anyway.

In 1928 the factory added a 3 liter Meadows engine to the line, and 4 years later a 2 liter engine made by Crossley, the 16/80. Both were simple and reliable pushrod sixes. A "Deluxe" 2 liter Crossley, the "Continental" model, was added in 1932, and it offered an assortment of optional gearboxes, including an 8 speed Maybach pre-select. ("Each ratio more unsuitable than the last!") As the world stepped deeper into the depression, the factory aimlessly wandered through a confusing array of types and models, trying to find their market before receivership set in.

When the 2 liter DOHC was dropped (due to the high cost of DOHC's), an attempt was made to recapture the sporting market with a $3\frac{1}{2}$ liter, but it was not until 1933 that they finally began picking winners. The famous 100mph Invictas had used a $4\frac{1}{2}$ liter engine by Meadows, and when Invicta folded in 1933, the Meadows $4\frac{1}{2}$ suddenly became available at a low price. Dropped into a long and rugged chassis and fitted

with heavy but quality bodywork, it made a true classic - the M45 4½ Liter Lagonda.

The car was, when introduced at the 1933 Olympia Show in London, the fastest production sports car made in England. 100 mph was advertised, but most road tests only came up with 90 to 95. However, the manner in which top speed was reached was outstanding. AUTOCAR came up with 0-60 in 15.4, and THE MOTOR with 14.2. (Perhaps it is well that no one reached 100 mph or 4000 rpm, because the red line was only 3600 rpm!)

Horsepower was quoted as 108 at 3100 rpm, ignition was dual with coil and mag, and an electric fuel pump fed the 2 large horizontal SU carbs from a 20 (Imp) gallon tank. The performance, especially in the intermediate gears, was rapid, yet flexibility in top was such that 4 mph could be done if one didn't mind a bit of rattle and thump.

If the machine had any serious faults, the worse might be that high speeds brought a high noise level, but such problems fail to dampen the spirit of The Sporting Motorist, and buyers signed up for 4½'s.

The quality standards first established by Gunn were maintained, and the Lagonda's guarantee was unique - 9 years! The original guarantee was 3 years, but if the owner would then have the car inspected at the works and have any necessary repairs accomplished at his expense, the guarantee would be renewed for 3 more years. This procedure could be repeated once.

Contemporary with the introduction of the 4½ was the only non-classic Lagonda, the Rapier. This finely made little car had an 1100cc DOHC 4 cylinder engine capable of turning over 5000 rpm. While developing only 46 hp in basic form, it offered considerable development potential, and one even beat a Type

"C" Jaguar in a 1951 race. However it did lack some reliability, and David Scott-Moncrieff says: "It gave the impression that at any moment the engine might resolve itself into the maximum number of pieces!"

A modified 4½ engine in the 3 liter short chassis was the M45R, or "Rapide" model, for about \$1000 more. In 1935 an M45R won outright at Le Mans, the last such British victory until the Jaguar win in 1951.

But only a few weeks before the Le Mans victory, the firm had gone into receivership.

Two possibilities for salvation appeared. A London solicitor, Alan Good, was interested in becoming an automobile producer and could obtain financial backing. On the other hand, for unexplainable reasons, Rolls-Royce was interested in outright purchase of the firm.

W O Bentley, creator of the great classic bearing his name, had been a part of the package deal that in 1931 gave RR Ltd the Bentley plant, tools, unfinished chassis and name rights when Bentley Motors went into receivership. They had no real place for him in their extensive organization, and he describes himself in his autobiography as like "a prisoner of war after the armistice signing" and "nothing more than a hostage - a dangerous ex-enemy confined --- to my Elba."

After some years of managing the Rolls-Royce London demo fleet and some road testing of Phantom II Continentals and competitive cars, he was ready for any new challenge when his forced servitude with RR ended in 1935. He was offered another 5 year contract, voluntary this time, with what he considered more-than-reasonable monetary consideration, and he was aware of the possible purchase of Lagonda.

A few days before the 1935 Le Mans race, Bentley got word through a friend that if Good was able to outbid Rolls for Lagonda, he would be asked to become chief designer.

Attorney Good won the legal battle, and became Chairman of the new firm. Bentley, going back to his drawing board for the first time in 5 years, found the Lagonda plant "a delapidated_wreckage." The drawing office was "an ancient tumbledown shed; the rain rattled on the corrugated iron roof, and water and spiders fell freely about us." But a new era was about to begin for Lagonda.

His first assignment was to re-design the M45, improving and civilizing it as much as possible, avoiding anything that necessitated new tooling. Improving exhaust flow, adding rubber engine mounts, beefing up some things and trimming down others, he managed to end up with a 140(?)hp LG45 model for 1936 which met his employer's demands. All of the smaller types were dropped, and during the next few years the LG45 went through three tuning stages (Sanctions I, II and III), always offering a super-sports "Rapide" option. The latter, with their short sporty coachwork and outside exhaust, were still winning races 15 years later!

In 1938 the LG45 was replaced by the LG6, which continued the same engine with it's now famous Bentley-designed cylinder head, and a new "pure-Bentley" V12 was added to the line. Both types shared the same new torsion-bar IFS chassis and the same modern coachwork. Twin master cylinders operated huge finned brakes, the driver could vary the rear ride-control shocks, and the machines were everything that modern high-speed luxurious Grand Touring cars were expected to be.

The Six entered it's most highly refined tuning stage, Sanction IV, but it was the V12 which really represented Motoring in The Grand

manner. Fast, smooth and very luxurious, they sold for upwards of 1200 pounds, and developed 175 hp at "many" rpm. 5500 rpm was considered safe for the short-stroke SOHC alloy powerplant, and 220 hp has been quoted for some competition versions. Some post-war tuning efforts have hinted at nearly 300 hp!

In 1938 Earl Howe achieved 101.5 mph for 1 hour at Brooklands, including a 2½ minute pit stop for changing a flat tire!

The V12's came in third and fourth at Le Mans (behind Bugatti and Delage) in 1939, even though Bentley protested that he should have had 2 more years to develop the car properly for racing.

It was a complex mechanism, expensive to produce and expensive to maintain, but it yielded a level of performance that has been found in only a few cars. Above all, it had the character of a true thoroughbred.

During World War II the Lagonda 4½ Liter, as made by Meadows to the later Bentley specifications, proved itself a reliable powerplant for boats, scout cars, gun carriers and artillery tractors. The factory itself turned out a hundred different military items from tank parts to flame throwers, and in 1946 was equipped to produce in quantity any sort of design the fertile mind of Mister Bentley might conceive.

With the thought in mind that the post-war market would call for medium-priced high speed cars of the Jaguar sedan class, he came up with a 2½ Liter SOHC (pretty much one bank of the pre-war V12) engine mounted in an entirely new chassis with four wheel independent suspension. It would have been one of the world's really fine post-war cars, but the new Labor Government refused to allocate sufficient steel for the planned production, and the whole company

was put up for sale. After trying BMC and Jaguar as possible buyers, Bentley gave David Brown a ride in the prototype car, and the name Lagonda became a part of the David Brown organization.

The engine eventually became the 3 liter Lagonda that lasted until 1958, and with twin cam head lives on today in the DB-series Aston-Martin. Occasionally the name Lagonda is revived for a drawing of a new automobile from the firm, but it is probable that the last Lagonda has been built.

The 1934 M45 Lagonda featured in this issue's picture section is owned by Bob Irwin of Seattle, and has accumulated a couple of class trophies during it's first season of display by this owner in 1965.

The Editor's first acquaintance with this particular car came in December 1956. An ad for the car appeared in the Jan 1957 ROAD AND TRACK, giving a Fairchild AFB (near Spokane) address. Moving from Omaha to Spokane (by Greyhound on New Year's Eve), the editor looked up the owner. He was a Staff Sergeant in the Air Force, and had acquired the car while stationed in England. He had owned a number of fine classics during that duty tour, including a Bentley and a Le Mans Aston-Martin, and had competed in some vintage sports car races there. He had selected this particular Lag to bring back, driving the car from New York to Spokane that winter. It ran well, but needed some body and interior work.

About that time the Editor had his unrunable Mark IV Jaguar drophead towed up from North Hollywood, where it had been stored for over a year. After some surface restoration (and some SAE 70 oil to glue the engine parts together), it was made to run, if not well, and a trade for the Lag was considered. While no deal ever took place, the two owners had much

fun racing each other's cars over the back roads of Spokane County!

In 1959 a used sports car salesman named Bob Hemingway traded for the car, and began a surface restoration in preparation for the 1960 Spokane MotorFair. The car won a trophy, but it's shining new chrome and British Racing Green paint hid a multitude of sins underneath.

Hemingway then became a salesman for a business forms firm, and often drove the car around in his sales work. ("It's a door-opener!") A complete restoration was always planned, but not attempted until two years later.

The first step in that project was removal of most of the body, which had just been accomplished when the owner took a new job with Boeing and had to move to Seattle. The seats and dash panel being out, he remounted one seat, hung the instruments from the steering column with masking tape, and started westward over the pass. In the winter. On a cold day. He later described his trip as "Much fun!" A True Enthusiast.

The restoration never progressed as far as he hoped it would, and after a Boeing lay-off he went to work selling Citroens, at a dealership only 2 blocks from Bob Irwin's top shop in Seattle. Irwin learned of the car, and when Hemingway decided to sell out and return to college, he bought his first Lagonda.

The major mechanical parts either had been redone or were in good condition, and most of what was needed was work easily finished by Irwin. Bob has driven the car to a number of meets this past summer, and while he is impressed with the performance, he wonders how anyone could stand the ride for 24 hours at Le Mans!

One of the fortunate things about Lagonda restoration is the quantity of parts, reasonably priced, that seems to be readily available. Possibly the many military engines made by Meadows during the war is a factor in this. Many of the accessory components, such as ignition and carburetor parts, were shared with many other makes of cars, and replacement is not too difficult.

Much technical help is readily available, and the Lagonda Owner's Club in England is very active and most helpful. It's American secretary is Bob Crane, who is also CCGA Lagonda Technician.

The other Lagonda example in our Region is Gordon Thomas's 1936 LG45, a fine example of the drop-head coachwork typical of later Lags. It makes the stark functionality of the Irwin tourer seem a

bit rugged and "outdoorish" by comparison. Note also that Bob's Lag has 2 doors - one at the left front and one at the right rear!

The M45 in touring form is a real hairy sports car in the vintage tradition, capable of giving the uninitiated a thrill long-remembered. There is a grab handle in front of the passenger seat, and the Editor well remembers his first ride in this car, hanging onto that handle for dear life, while the good sergeant demonstrated how easily the car could be controlled in a broadside slide on a narrow gravel road in the middle of a cold winter night!

That, friends, is MOTORING!

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MISCELLANEOUS FILE, ODDS AND ENDS DEPT:

The Excalubur SS is now on display by it's Northwest dealer, Field's Chevytown in Portland, if anyone is interested.

A few issues ago we mentioned the Kelvinator line of refrigerators, made to look like things that they are not. If you thought we were kidding, they now have come up with a new model that is an exact large-scale reproduction of a pack of Lucky Strikes!

While touring the recent Seattle New Car Show, Phil Schwarz decided to harass a Chrysler salesman by telling him he wanted a new one. "Which model?" asked the salesman. "An Imperial CG Phaeton!" answered Phil. But the joke backfired a bit - the salesman not only knew what it was, but turned out to be an Auburn owner!

NON CLASSIC

CLASSIFIED

CAR

ADS

FOR SALE: 1951 Mark V Jaguar sedan, sun roof, 5 new tires, in exceptionally good condition. Perry Fowler, 1139 Shorewood Drive, Bremerton. ES 3-2817.

LEAD: Very excellent Mk II Continental with new engine & transmission. See/call Phil Schwarz, Mercer Island. AD 2-1431.

THOT FOR THE MONTH

Nostalgia isn't what it used to be.