



**THE MAGAZINE OF THE
LAGONDA CLUB**
Number 269 Summer 2021

Virus permitting, the
2021 ANNUAL GATHERING

will be held on
Saturday 25th and Sunday 26th September,
at a new venue:

The Mercure Warwickshire Walton Hall Hotel & Spa
Walton, CV35 9HG, Warwickshire

With easy access from the M40, this 4-star hotel is situated not far from Stratford-upon-Avon. It is built round a 16th century Grade II



listed building set in 65 acres of private grounds. Leisure facilities include spa treatment rooms, a swimming pool, and a gym.

The weekend will include the usual events and activities, i.e.

Saturday lunchtime	Visit to Fisher Restoration in Droitwich
Saturday afternoon	Scenic drive
Saturday evening	Gala Dinner
Sunday morning	Display of Lagondas
	AGM of the Lagonda Club
	Buffet Lunch
Sunday afternoon	Presentations

Accommodation for one, two or three nights at the agreed rates may be booked by phoning the hotel, tel. 01789 842424, selecting the "Reception" option from the menu and mentioning the "Lagonda Club Event"

Tickets for Saturday's Gala Dinner and/or Sunday's Buffet Lunch may be purchased from the Club's Spares Department through the Club's website:
www.lagondaclub.com

If you have any queries please contact the event coordinator,
Rodney Saunders, preferably by email to rodneysaunders@clara.net,
or alternatively by phone, tel. 01444 811598.



The Lagonda Magazine

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**COVER: 1931 Supercharged 2-litre, photographed a few years ago
in the Wiltshire lanes.**

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SUMMER 2021 MAGAZINE 269

Toby Bruce

THIS MAGAZINE is another late edition; once again, putting it together has not been easy. Roger will take over the editing of the next issue (Autumn 2021) but the Club is **seeking a new Editor** for the future. How many of you have carried out projects, overhauls, rebuilds etc. during the lockdown period? Please write in so others can share your experiences. Without some lively correspondence, there will be no Magazine!

I have enjoyed the experience of doing these last few magazines, but with a master's degree to do, followed presumably by permanent work to find, I can't justifiably devote enough time to the magazine.

Moving on to jollier subjects, the last few months have been interesting car-wise, on the rare occasions when I have been able to escape from beneath my mountain of master's work. The 1926 Lea-Francis J-Type carried me and several friends on a 600-mile round trip to Norfolk – not bad for a proper vintage light car! A couple of weeks later I was due to be racing it at Oulton Park, and duly passed my

ARDS test at Thruxton about 10 days before – an interesting experience on the UK's fastest circuit, having never driven on a circuit before. At Oulton Park, there was a fantastic array of light cars for the VSCC's Light Car Race, brought about and sponsored by Longstone Tyres. Having qualified 9th out of 38, I then ran a big end at the end of practice, and that was the end of that – the only car not to make it to the start line! Still, an excellent experience, and it was also good to see a Lagonda in the race – a 1922 Model K of Richard Matthews. This seemed to be performing well, and finished in 23rd place at an average speed of 34.72mph. When was the last time one of these early Lagonda light cars was raced? There were a couple of other Lagondas competing in the other races – a V12 and an LG45 – but I'm afraid I was too busy either mentally preparing for practice, or later feeling sorry for myself and the car, to watch their races!

I hope you all have an enjoyable end to the old-car-friendly time of the year! ■

***Last date for copy for the AUTUMN Magazine is
Monday 18th October
Please send to Roger Seabrook at warrington74@live.co.uk***

ALAN BROWN'S 90th

ON THE 10th May 2021 Alan Brown roared past his 90th birthday and a gathering of local members joined him to mark the occasion at the Old Bell in Delph.

Photos provided by David Hine ■



THE MEADOWS ENGINE IN CONTEXT

By David Hine

The first five sections. To be continued in the next edition of the magazine...

Part 1: The carefree 60s

I often wish I could be a time traveller. I would be able to pop back and give James Watt a few tips on steam engines and save him years of stress and toil which he had to endure before he achieved final success.

However I wouldn't be any help to Einstein, Mendeleev or Leonardo because they were also time travellers, and a lot brighter than me!

Closer to home, one of my heroes is R S Crump. He was the designer of the

Meadows engine which successfully powered some Lagonda Cars from 1933-1940.

My first Lagonda was a 1934 M45 powered by a Meadows engine. It was, in fact, the fourth car I owned and it was my everyday car. I started with a Ford Popular in 1961, which my Father bought me after passing my test for £50. It was really awful but it was a set of wheels and got me about.

In 1962 I persuaded him to buy me a Derby Bentley Saloon for £150 which was much better. I almost immediately discovered another Derby Bentley Tourer in a barn and bought it myself



M45 Tourer purchased in 1962

Picture from David Hine

for £120. Both were splendid, if complicated, cars and I really wanted a Lagonda so late in 1962 I swapped the two Bentleys for the M45 tourer plus another £100 and never looked back! (see picture 1).

I had to snatch time to do any maintenance but still keep the car on the road every day. The engine seemed powerful but it did have a bit of a knock which I cured by retarding the ignition lever! The clutch juddered a bit and I had no idea that there were the three finger levers which had to be adjusted, all to the same gap. Getting up at five in the morning to change a starter Bendix spring, because I had forgotten to retard the ignition, was a bit of a chore but I needed the car to get to college in Manchester.

I had joined the Lagonda Club before getting a car and was immediately made very welcome. Lifelong friendships were formed and the superb advice and respect from the elders in the Club was wonderful.

One day I met Hugh Gardner, the owner of Gardner Diesels of Patricroft. He just happened to be parked next to me in a LG45 saloon. He told me that one day all cars would be powered by diesel engines, and I thought he was crazy. He took me out in his LG45 which had one of his engines in it. The whole car shook and rumbled its way down the road and sounded just like a lorry which he thought was splendid and I was then convinced he really was crazy. However, he did have a virtually new, standard Meadows engine in his stores surplus to requirement which he sold me for £35. This engine was identical and

dropped straight into my M45. It was complete with all accessories and only factory run in with all the little lead seals on the carburettors and magneto. It started first time and ran sweetly. My car was immediately transformed into its 1934 luxury smooth and powerful performance. What a revelation it was to me and how exciting it was to occasionally see 100 mph on the speedo when going downhill although I later found out that Lagonda speedos were somewhat optimistic. I was also able to out-drag a college pal who had been given a brand new MGA 1600 for his 21st by an indulgent Father!

This gave me a complete spare engine to strip down and investigate how it worked. I had seen the article in Club Magazine 33 written by Col L S Michael OBE. He was a legendary figure in the Club who was renowned for racing Lagondas. He and Harry Wareham, our Midlands secretary, had met R S Crump and had a chat about the engine I was about to dismantle. The engine did have strange asymmetry, of which more later.

Now fast forward sixty years to 2021 and quite a bit of, sometimes muddy, water had flowed under the bridge. I have rebuilt and tuned a dozen or so of these amazing engines. I have watched and learned from others but still made quite a few mistakes. I have seen EPE 97 at Laguna Seca out drag a racing Alfa Romeo uphill with the Meadows engine screaming. I have watched nervously as my own son Nick time and again worked his way through the field at Oulton park with the prodigious low rev torque taking him through the curves in top gear

and then out accelerating everything through the pit straight with the revs approaching 4000!

None of this would have been possible without the brilliant design abilities of R S Crump.

Part 2: The hectic 20s

Rewind back 100 years and try to imagine the context in which Henry Meadows was starting up in business. The Great War had just finished and Henry had opened up a small gearbox manufacturing operation in Wolverhampton. Some of the larger car makers made all their own components but the smaller marques were simply assembly plants buying almost everything in. Henry wanted to expand and add an engine to his gearboxes so he hired the relatively young R S Crump, aged 28, and within a year and a half he had a stand at Olympia with the first of the famous 4ED engines.



In the early 20s fuel and lubricating oil was all made by simple distillation of crude oil. Engine designers had to cope with very low octane petrol so engines could only have low compression ratio to avoid pre ignition or “pinking”. Worse still was the sump oil. Even well branded lubricating oils were what was left after the petrol had been distilled off the crude oil. They still contained a lot of heavy bitumen dissolved in solution. This meant that cylinder heads coked up rapidly and, unless changed regularly, the sump oil turned into grinding paste which wore out the pistons and bores and blocked any filtration system with sludge.

This is why vegetable oils were specified for axles and gearboxes and even used in the engine sump of some luxury and racing car engines.

Taxation of cars was quite expensive and this tax was proportionate to the engine bore diameter and the number of cylinders. Engine designers therefore favoured long stroke and small bores to keep the tax down. It also kept big bore American cars out of the UK market as a bonus.

Enjoying the success of the little 1.5 litre engine now powering Beans, Lea Francis and Frazer Nash cars Henry wanted to gear up to supply the luxury large car and commercial vehicle market. So he asked R S Crump to build him an all-purpose 2 or 3 litre engine.

Crump would naturally look around at engines like Bentley’s successful 3 litre and Henry Royce’s six cylinder with all its complexity. He would have had huge experience during the recent hostilities with various engines.

He would also have to be very careful to avoid patent infringement which could cause legal problems or high licence costs. Labour was very cheap so maintenance costs were a minor problem, however he would have the owner mechanic in mind who would want to do his own decoke every 1-2 thousand miles. Accessibility of the spark plugs was vital as a journey of over 100 miles required a plug change, and yes that's what that little casting with spare plugs under your bonnet was for!

He wouldn't want the engine to be so heavy that it put buyers off, however aluminium cylinder blocks and heads were too temperamental for anything but racing cars in the 20s. He decided on a relatively lightweight aluminium crankcase with quite a thick aluminium sump casting which was quasi structural rather than just an oil container. To keep things simple he took a chance on only four main bearings for the crankshaft instead of the more traditional seven, but the rear bearing is massive to carry the weight of the flywheel and clutch. Talking about the clutch, I wish I could have popped back in time and told him to rivet the linings onto the driven plate and not onto the flywheel itself. The saw steel driven plate can easily become white hot and warp if the clutch is slipped on a steep hill for more than 15 seconds. Many of the clutches of similar design ran immersed in cooling oil and I often wonder if that's what Crump had in mind. The Meadows sales brochure is hilarious as it states "do not slip the clutch excessively, with our easy change four speed gearbox there is no

excuse for this and it's not good for the clutch." So there you have it!

The cylinder block and cylinder head were cast in "Chromidium" iron blend with the date of casting imprinted on the side if you can find it. I guess this was a patented formula used under licence. This worked very well and these engines rarely suffer from cracking failure as, for instance, RR engines of that period! However, the internal water passages do shale a lot unless corrosion inhibitor is used, which has caused a lot of blockages with modern thin tube replacement cores in radiators. A big design plus was his decision that no cooling water passed through the head gasket. Instead he designed three substantial water transfer ports which were excellent and worked fine, thus avoiding water mixing with the oil if the head gasket leaked.

White metallised bearings in brass capped con rods drove long skirt pistons with not one but two oil scraper rings to keep the dreaded black stuff out of the combustion chambers. Oil gauze strainers were fitted at the inlet to the oil pump and then again another strainer fitted where the oil enters the crankcase. This latter strainer had the words "Clean Often" cast into the lid. How often? The brochure is a bit vague about "often" but once a month was suggested.

The decision to use inverted tooth timing chains to drive the camshaft and accessories was sneered at by Henry Royce and W.O. who maintained it was because you couldn't cut decent gears. These chains are slightly tricky to adjust and do go slack over time.

If allowed to go very slack they can jump a tooth or two or worse snap on the overrun. However, I and most folk have had no trouble with them. At least one doesn't get the harmonic gear vibration that the Vintage Bentley engine suffers from at 1800 rpm!

The low set camshaft was conventional with pushrods to the overhead valve design with good strong cam followers. Cam followers are the most highly stressed part of the engine. However, where Crump scored ten out of ten was for his camshaft profile. Many engine designers of those days seemed to have a blind spot when it came to valve opening and closing positions. As with W.O. and the Lagonda V12 engine and Arthur Davidson with the Lagonda 3 Litre engine, the camshaft profiles were a poor design with low power as a result. Thus, they snatched defeat from the jaws of victory! My hero R S Crump got the profile almost perfect with 25 degrees of overlap and the inlet valve closing 50 degrees after Bottom Dead Centre. He also designed slots into the camshaft drive sprocket for easy fine adjustment after reassembly of his engine.

All this gave the Meadows engine stump pulling torque at low revs and a smooth power curve up to 3500 rpm.

Various applications were proposed for these engines including stationary and marine uses. A friend of mine has a delightful Invicta tourer with a 3 litre Meadows engine number 6102. The car runs very well with good acceleration due to a relatively low rear axle ratio. Cruising at 55mph is very smooth and quiet. The Cylinder Head is easy to remove and then

tighten down later even with all the rockers in place.

One day in 1927 Crump was called into Henry's office. Invicta had been on the phone in a panic. Bentley had launched his 4.5 litre and they wanted to do the same. Could Meadows supply a 4.5 litre engine asap! Crump must have had a sleepless night. He had already bored out his precious engine from bore diameter of 2.5 to 3 inches and now he would have to bore out to 3.5 inches with very little metal left to play with. His tiny drawing office team were in a frenzy. There was no time or money for a new engine they had to see if they could modify the block to cope. It could just be done but there was practically no thickness of metal left between each of the three pairs of cylinders. Also, he would have to take a chance and offset the con rod in the piston, which he would have been reluctant to do normally. He specified stronger con rods, machined all over and polished. A new cylinder head was designed with the valves offset, which meant the rockers assumed really weird angles but would still work OK if correctly assembled. The oil sump was enlarged and cast with cooling fins in the base.

Crump knew that Invicta for one would be installing this new big engine in a super low chassis sports car. This would be driven at the maximum speeds possible with the engine revs well over the traditional maximum of 3000. He had tried this numerous times on his Heenan and Froude dynamometer and observed that, however carefully machined and balanced, his crankshafts self-

destructured at 3500 rpm! There was only one answer. These engines had to be fitted with a Lanchester damper to stop this disaster occurring.

Thank goodness Fredrick William Lanchester (1868-1946) had invented his damper in 1907. Lanchester was a mathematician and his brilliance had transformed six cylinder engines due to his damper absorbing the torsional vibration that can otherwise be so destructive. He was lauded by the engineering fraternity and given many accolades but, as so many of his ilk, he died in relative poverty.

For reliability six more plugs were fitted on the exhaust side of the cylinder head, and the sparks came from a distributor driven by a gear at the end of the dynamo. Crump was delighted to note the significant increase in power obtained with two synchronised sparks per ignition rather than just one spark.

Higher domed pistons were fitted with the compression raised to 6.5:1, and this allowed the maximum spark ignition to be set a little later at 42 degrees before top dead centre provided the best grade of petrol was used. The Dynamometer tests were very promising with over 100 horse power being obtained with no difficulty. As W.O. had rightly observed "there is no substitute for litres".

Invicta were also delighted and launched their 4.5 litre NLC model in 1929 followed by the low chassis S type in 1930. Sporting success followed but, as with Bentley, sales were still sluggish with intense competition. The big slump that affected USA

and Europe then struck. As with our current COVID troubles, anyone who was rocking a bit financially prior to the slump was immediately doomed and only those with a little fur on their back could soldier on. Invicta were teetering on the brink of insolvency.

Part 3: The nervous 30s

Meanwhile at Staines, Brigadier-General Metcalf had been watching this corporate drama at Invicta unfold. He had been urging his team to get a lot more power out of the current flagship 3 litre Lagonda engine. He had authorised the upgrading of the model with a brand new chassis of massive construction. This chassis had 3 large tubular cross members the rear two were designed to carry the space age Maybach "selector" gearbox with he was convinced would compete with the recently launched, fully synchromesh, Alvis gearbox. However the lack of engine urge would hold back sales, especially sales of the latest T6 sports tourer.

Bert Hammond had told him he could squeeze another half litre out of the 3 litre engine by further boring out but could not guarantee anything like the 100 BHP that he had heard Invicta were now getting. The General, who was not an engineer, had upset him anyway by commissioning Harry Ricardo (1885-1964) as a temporary adviser. Harry had prescribed a new cylinder head for the 3 litre engine and made one at considerable expense. Unfortunately, it made little difference and when screaming the engine on a test bed the inverted tooth timing chain snapped, the pistons hit the valves and the engine was virtually destroyed.

Now, when back in 1925 Arthur Davidson was Lagonda's engine designer, he had been asked to design an engine for the new 16/65 Lagonda. He was told he had had his fun designing the sprightly, twin cam 2 litre engine. This new six cylinder engine was a quite different specification altogether. He was to aspire to the silence and smoothness of the 20 HP Rolls Royce, which had all the performance of an electric milk float with a slightly flat battery. He knew the stressed cam followers were the noisy problem on the 2 litre so he had designed the 3 litre ones not only to run immersed in oil, but also have a roller design to be as gentle and quiet in operation as possible. He also set the camshaft timing so that the inlet valves opened after top dead centre so that limousines could be driven slowly in top gear.

Folk think IVO stamped on the flywheel means inlet valve open. It actually means inlet valve starts to open. With a roller design cam follower, the valve starts to open very slowly indeed. I only wish I could pop back in time to see our Burt and whisper in his ear what my good friend the late Ernst Chalupa had told me. That he should throw away the rollers and fit a simpler and cheaper flat cam followers and possibly one of John Ryder's excellent camshafts. Then bore out the block as well. What a difference that would have made, and has subsequently made to this otherwise splendid engine.

Anyway, fate was to take a hand and Invicta suddenly went bust, which meant the well proven Meadows

engine was available but in limited supply. The cautious Brigadier-General decided to keep the 3 litre in production but expand the range of models to include the new M45 in 1933.

It was quite a squeeze to get the Meadows engine into the 3 litre chassis because the clutch housing was huge compared to the Lagonda clutch. The massive curved cross member had to have a comical cut-out to allow for the twin fabric couplings that transferred the drive to the gearbox. This has given M45 Lagonda owners a lasting problem because any major clutch work requires the engine to be lifted out. The gearbox was also bought in from Meadows and it was known as the T8 gearbox. It was still a somewhat elderly design but good and strong. I could be wrong but I don't think Lagonda made any change to the engine specification apart from etching "Lagonda" onto the rocker box and having an apprentice engine scrape the delightful finish around this lettering.

The Meadows catalogue also offers an external Tecalemit oil filter which was not specified for the M45. Oil filters were always a source of debate. Henry Royce forbade any of his engines to have oil filters and told his customers simply to change oil regularly. At Shell, where I worked as a young technologist, the oil specialists hated filters, saying they took all the goodness out of the oil! There was always the debate about filters blocking up, therefore many designs had spring loaded bypass valves to avoid a thrombosis. Now that synthetic oils have arrived in the 70s

there is, in my opinion, no need for oil filters for vintage engines with white metal bearings. However, there is certainly a need to have filters where sensitive, thin wall, shell bearings have been fitted as a conversion.

As we know, the M45 was an instant success and sales went from strength to strength. Lagonda company prestige rose and all the models including the Crossley-engined 2 litre 16/80 and the existing 3 litre were popular. However, the accounts were still only just above break even. All this is described in Arnold Davey's magnificent book, for which I am grateful for the help it has given me in writing this article.

Part 4: Racing in the 30s and 60s

The call of racing beckoned and Arthur Fox was keen to prepare a team of three Lagonda cars for the 1934 season.

The Meadows engines for these cars were beefed up quite a bit by the factory, with the aluminium crankcase cast using a Rolls Royce well tried aluminium alloy RR50. The crank pin diameter was increased with stronger, four bolt, housings for the main bearings. The bolts holding the block to the crankcase were made larger in diameter. New-design con rods were made with no split clamp at the little end bearing and no brass shells at the white metallised big end. Arthur Fox also designed an improved inlet manifold which he kept secret. He knew it was more important to get the maximum fuel into the engine, and not to worry too much about the exhaust.

Arnold's book tells of the short circuit

racing in 1934 and then after a pause, two cars were entered for Le Mans in 1935. This chapter of his book is one of the most exciting reads I know. I have read it countless times and never fail to be thrilled by the daring of those heroic drivers. Racing on gravel, in the rain, at night, with bald tyres, no oil left in the sump, averaging over 75 mph for 24 hours and winning the race of races against the likes of Alfa Romeo, Bugatti and Delahaye.

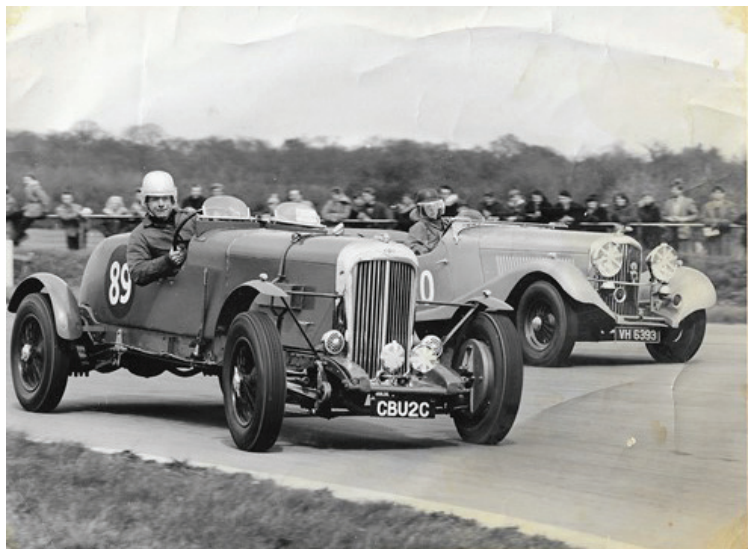
Arthur Fox's preparation, timekeeping and attention to detail was vital of course, but I think R S Crump must have had a smile on his face when he heard the news, the next afternoon, that a Lagonda with his engine had won Le Mans.

Part 5: Club racing in the 60s

Fast forward to October 1964. Herb Schofield wanted to go racing and had acquired most of a LG45 chassis, in bits, to build a special. He knew I had a spare engine and asked me to go halves on the project. We built it with boyish enthusiasm in a filthy shed outside his factory in Oldham. Within 3 months we were roaring up and down the back street but had forgotten to put water in the radiator. Luckily my old M45 engine was so worn it didn't seize up.

We got a crash hat and entered for a couple of races at April Silverstone. I set off in the special with Herb in a van behind full of old wheels and tyres which he stacked up in the paddock to make us look like a racing equipe! The entry fee was £6 per race and we got our cheque back if there was a good crowd in the stands. When the

flag fell I set off from the line confident of winning. I couldn't believe it when everyone roared past me including Ann Rose (Later Ann Shoosmith) in a standard 3.5 Derby Bentley! (picture below).



Back home suitably humbled, I rang Hugh Gardner. Had he still got the petrol engine out of his LG45 saloon? Another £35 changed hands and a gleaming Gardner lorry delivered a little-used Sanction 3 engine to my parents' house together with a load of spares he no longer wanted.

This Sanction 3 engine was the ultimate development of the Meadows engine design that Lagonda achieved. It was made by the Staines factory under a licence arrangement with Meadows, who were happily still turning out literally thousands of their original design engines that never changed much in fifteen years of production. The sanction 1 and 2 engines were developed to include all Arthur Fox's

mods except the con rods, which were still the Meadows design with the split little end. W.O. Bentley was now in charge at Lagonda and he was very busy on the new V12 engine. However they still needed maximum

sales of the LG45, so he had brought in Harry Weslake, who had helped him a lot with his Speed Six engine. Harry did some significant engine modifications. The main one was a completely new cylinder head with the inlet manifold integral within the casting. He enlarged the inlet valves

and dramatically lightened the cam followers. An additional water transfer casting had already been added at the rear of the engine. It is said that he altered the camshaft profile but I think he simply retarded the camshaft timing to sacrifice a little low end torque for higher top end performance. The Marketing chaps made the most of this new "Weslake" head and it certainly looked very much different under the bonnet.

I quickly dropped this Gardner S3 engine into our special and we went back to Silverstone in July two months later. We caught the handicappers off guard and immediately won races for the next season. ■

To be continued



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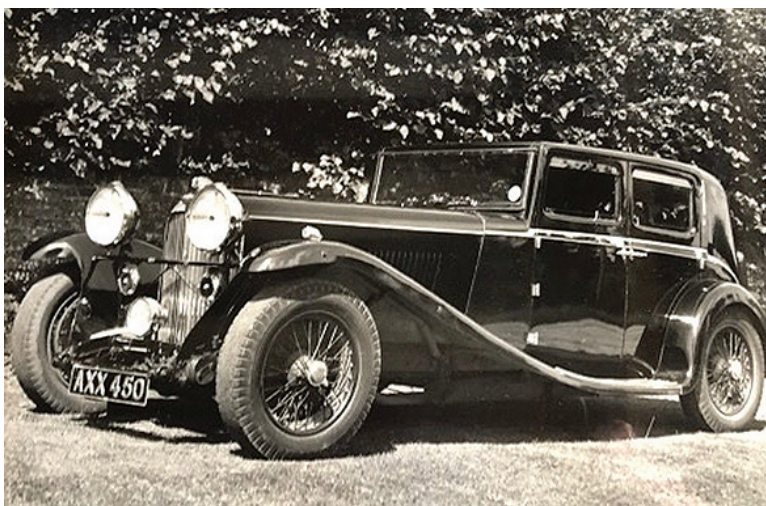
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THE COST OF OWNING AN M45 IN THE 1930s

By James Baxendale



AXX 450 (chassis no Z10705)

MY GRANDFATHER, Hugo Baxendale, was like any young man in the 1920s and 1930s: keen on cars. Whilst at boarding school, he had illegally kept a motorcycle, only discovered by his housemaster when he fell off and broke his leg. As the youngest son, however, entitled only to a small income, he could not afford the Rolls Royces that his eldest brother and sister had and, until his marriage, was obliged to keep to less expensive cars.

His first car was a Singer that he sold aged 22 in July 1921 for £150. With the proceeds he bought a secondhand red two seater Essex (SX 738) that he kept for the next seven years. It was clearly his pride and joy. His girlfriend of the time, the novelist Barbara Cartland, wrote a poem, *To a Red*

Essex, commemorating the adventures they had together in the car (*Your headlamps, like two golden moons, Shine on the silver way* – perhaps not her best poem). It eventually caught fire.

The Essex was replaced in April 1928 by a new Austin Seven (YV 6827), bought from Green Park Motors in Piccadilly. But things looked up the following April, when he married my grandmother, Sybil, who had more money. The Austin was quickly replaced by her Sunbeam. Hugo may have wanted a Lagonda at this stage, recording in his diary in September 1928, *Go to Brighton Hotel in Lagonda*, but it was the Sunbeam he got. They kept it until October 1934, a year after my father was born.

The 1934 Lagonda M45 Saloon (chassis

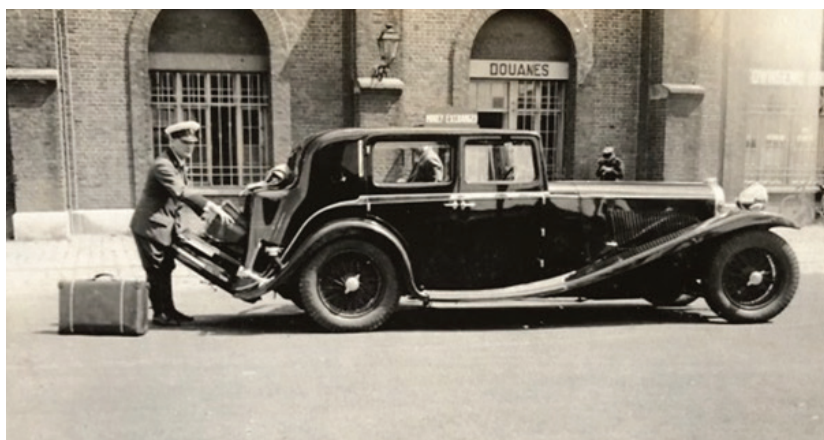


Continental trip, June 1935

no Z10705, registration number AXX 450) was acquired secondhand in October from the Lagonda dealer, Carr's of 9 Albermarle Street, London. The car was bought on hire purchase for £650, a 33% discount against the 1934 factory price for a M45 Saloon of £970 (the Sunbeam being taken in part exchange for £50). Even though it was just six months old, there was a long list of works to the car to be carried out prior to purchase, mainly rattles and squeaks, but including

re-panelling of the roof with proper attention to and removal of recent cause of roof fracture and eliminating the play in the gear box when in top gear. Hugo meticulously kept all his bills for the car and from this we get an insight into the cost of running an M45 in the 1930s.

No work was needed in 1934 (apart from the fitting of indicators at a cost of £5), but the service costs (with Lagonda Staines) started to mount up from 1935.



Calais, June 1935

1935

February Service
decarbonising engine and repair to
rear wing £11-3-5

June Service
(prior to the Continental trip)
relining and refitting brake drums
 £19-9-3

November Service
 £3-3-0

Total £33-15-8

1936

March Service
dismantling engine, fitting new big
end bearings, two main bearing shells,
rebedding crankshaft, etc
 £32-12-10

March
Adjusting carburettors,
changing petrol pump
 £1-2-6

Total £33-15-4

1937

April Service
– decarbonizing engine, etc
– Repairs following accident on 2
April - two new
wing boards, repairs to rear
wings)
Partly claimed on insurance
minus £2-2-2 excess
 £28-10-5

May Front end silencer
 £1-15-0

October Service
 £12-15-8

Total £43-1-1

1938

April Service
 £4-8-4

Total £4-8-4

1939

January Estimate for general
repairs (water pump, brake drums,
 gearbox, shock
absorbers, etc) – not accepted
 £55-13-1

January Service
– Brake drums,
resetting magneto,
carburettor tuning
 £21-5-5

January Body repairs
following accident

Claimed in insurance,
minus £2-12-6 excess
 £38-17-0

February Reverse gear lever
 £0-18-6

May Petrol pump
 £1-15-0

Total (minus repairs) £40-18-11

If we deduct the couple of accidents, and the fact that clearly from 1938 onwards Hugo began to skimp on regular services, it would appear that the annual cost of servicing a M45 was in the region of £34 (around £2,500 today, based on the Consumer Price Index).

By the time Hugo sold his M45 in August 1939, just a few weeks before the outbreak of the Second World War, the car had covered 71,000 miles and was in a poor condition ("Lagonda runs terribly. No brakes. Springs awful" he wrote in his diary a few weeks before he sold it). One assumes this was the result of both poor maintenance and general wear and tear. He traded the car in for a 1938 Buick Viceroy 30.6 HP, being

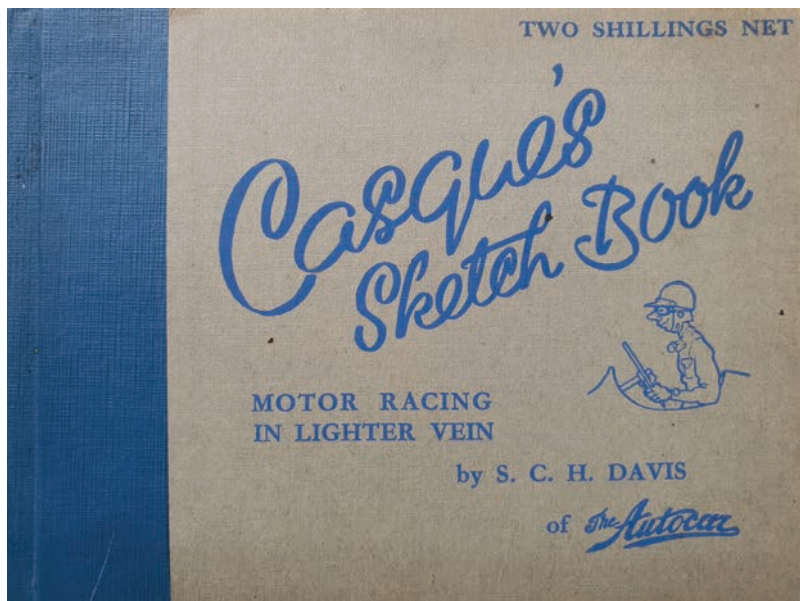
given a trade-in value of just £30-£35 for the M45 – perhaps justifying his decision not to spend the £55 quoted by Lagonda Staines earlier that year for general repairs.

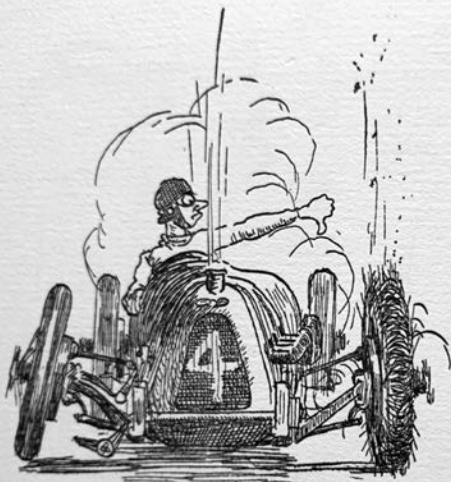
Note: Z10705 still exists and is owned by a Club member in South Africa. It was stripped in 1960, the original engine and many of the parts appearing to have been lost. It is currently undergoing restoration. ■

NEW ADDITIONS TO MY LIBRARY

By Toby Bruce

Recent purchases. The book of cartoons by S.C.H Davis contained some cartoons, included here, that particularly resonated with me given my recent 'expensive noises' episode in the LeaF at Oulton Park....





SHO

*Great tact is necessary when displaying
an all-out signal to a driver during a
race.*

PAGE TEN



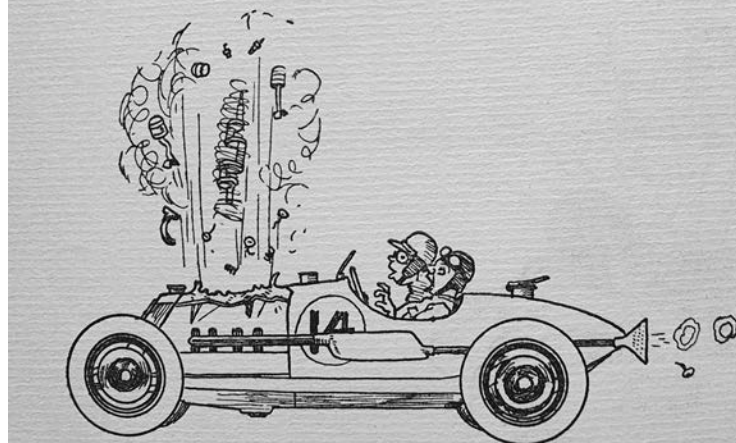
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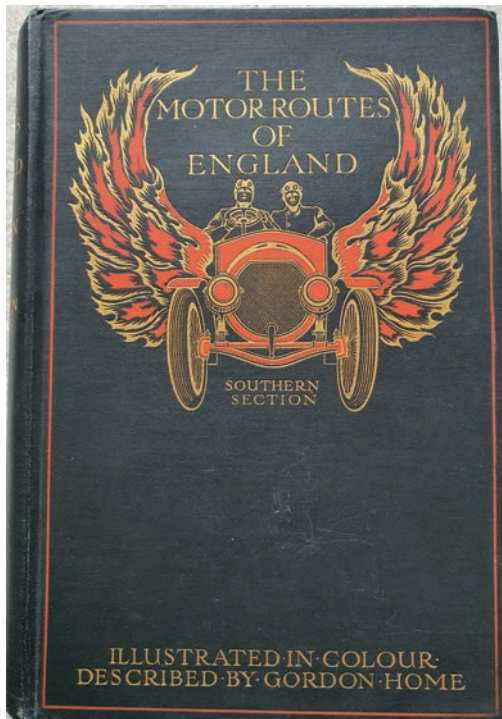
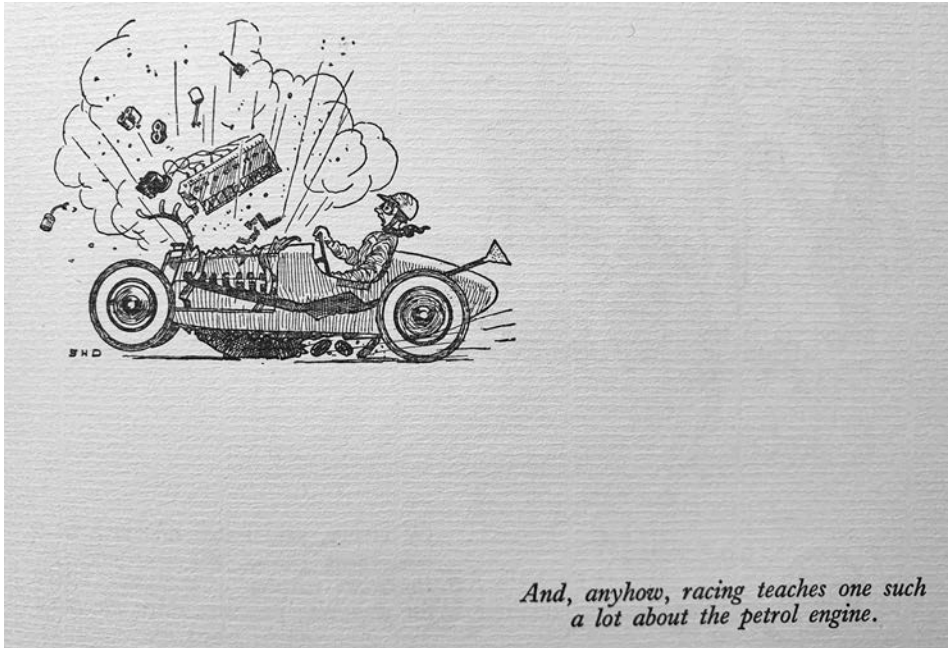
*Always answer "plugs" if asked what
is the trouble with the car.*

There is a distinct need for a damage meter recording in pounds, shillings and pence, when exciting things happen.



*Especially with that cheerful affair,
"expensive noises".*





MODEL LAGONDAS

By Arnold Davey

IT HAS ALWAYS annoyed me that there are so few models available of the various Lagonda types and on the occasional offerings, how the makers miss the market. The classic mistake was by Matchbox in their “*Models of Yesteryear*” series. Hunting for a car to model, they approached the late Michael Valentine, one of our members, and borrowed his V12 drophead coupé to measure and photograph before producing the model. When it appeared, it looked like no other V12 ever has and boasted a split windscreen, like no other V12. The scuttle was far too narrow, more like an M45, and there was no boot. Instead a “detachable” trunk sat between the rear wheels. Part of Michael’s fee include a bunch of prototype models and Michael gave these out to friends and was kind enough to let me have one. The production models were identical apart from the colour schemes. In the attached photograph, the pre-production Matchbox is the left hand one with the gold and purple colour scheme. I gather these rare ones are valuable now, even though inevitably there is no box.

Of recent years the model car producers seem to have settled on two scales, 1 to 43 for small models (as pioneered by Dinky pre-1939) and 1 to 18 for larger ones, which usually have a detailed interior. There are still some odd scales about, however, and truck and bus models tend to be smaller scale to avoid enormous models.

I enclose a photo of all the Lagonda models I have found with three exceptions (1) Bellini model of BPK 202 which is a kit which I have never found the time to make up (2). A forthcoming 1:43 model of the estate version of the Towns V8, which has yet to go into production but is promised this year (3). The Airfix kit of a blower Bentley which I had as a Christmas present but cannot be seen to be making up.



Image courtesy of Google. 1/18 LS Collectibles 1974 Aston Martin Lagonda Saloon (purple) Car Model



In the photograph, back row, left to right.

The Le Mans winner BPK 202 by Ixo Models. One of a series depicting all Le Mans winners.

DB3 litre by Neo Scale Models from The Netherlands. Model number 45155

DB Rapide by Neo Scale Models Model number 45161

Towns V8, series 2 by Western Models Ref. WP100

Middle row, left to right
LG45R solid pewter, unknown make

and larger scale.

V12 Drophead by Dinky, probably just post-war, (much played with). Before the war Dinky models tended to be indicative rather than exact models of a particular make. After the war exact models appeared in the 1950s. This one had kept all its tyres and only needed a windscreen.

Pre-production Matchbox Ref.Y11 (see above)

Two more Matchboxes Y11, less rare.

V12 drophead in pewter by Danbury Mint, smaller scale.

Front

1:18 scale of the first DB V8 JPP 5G, David Brown's own car. Shown with later alloy wheels, which replaced the original wire ones, which the big V8 destroyed very quickly.

You will note that there is nothing older than 1934/5. Nobody does a version of the 2 Litre or 3 Litre. Neither is there an M45, Rapier or 16/80. I can see a problem in that at 1/43 scale a Speed Model 2 Litre would look very similar to a Bentley, which all the model firms seem to have offered at some time or other. But the Lagonda saloons of the pre-1935 era are quite distinctive and would make very nice models. ■

BROOKLANDS RELIVED

By Michael Drakeford



SURELY, WITH the dreaded Covid having filled our lives things could not get any worse now that we are nearly at the magic 16th August when we (nearly) get back on track. The current changes at least let us meet and events such as the Brooklands Relived on 7th August, could take place.

Catherine Monnington had bravely arranged her third meet after taking over the reins to run the Southern Area, covering Hampshire, Sussex, Surrey and those in London wishing to join the events.

Despite the regulations the Wisborough Green pub meet at the Cricketers went well, but a trip to the Star Inn at Waldron, East Sussex had to be postponed due to bad

weather. Catherine organized the Brooklands event and nearly a dozen cars were expected. Surely nothing could go wrong?

Two days before the event, Catherine found herself in lockdown, having arrived back from a family mission in France. What about Brooklands

and not least the presentation of the Robbie Hewitt Trophy for the best Lagonda on parade?

The previous holder of the trophy Roy Callow, having held it to two years because there was no event in 2020 due to the dreaded Covid, had agreed to bring it along. Good man.

The day came, heavy showers expected, but so what, we are Lagonda people. We might even have to put up the hood, not a problem. The trip up from Findon on the Southdowns is only 45 miles. There was a light drizzle. The hood went up as I was travelling with the grandson of a friend, to show him the delights of old cars, airplanes, motorbikes and much more.



Arriving at Brooklands at 9.00, we received a warm welcome and parked. Alas, we were rather alone. For the signing on, we were first. Outside, the heavens opened as never before. In minutes we had 3" puddles. It was certainly not a just a shower but went on and on.

At 10.00, the briefing attracted around 40 participants. The Test Hill event was dropped because the water was cascading down, along with mud and gravel, and no way could it be safely used. The morning's event was just the mini 'race' of 2-3 vehicles at a time around a marked track on the finishing straight. The 'crowd' of probably 200 brave souls watched behind the barriers, as we did our bit.

There were no other Lagonda cars until the museum M45 'Team Car' was

brought out. By this time at 11.00 the sun had come out and for a while, and it was a pleasant respite.

After a further examination of the wonderful museum, lunch was followed by the arrival of another Lagonda, the LG6, 'LBT 74' belonging to Robin Saddler from Sevenoaks.... And that made two. Robin appeared, and as if by magic Roy Callow joined us, having travelled from Kent with the trophy, having battled through a very wet M25.

I had joked the previous day with Roy when he said that if it was raining as forecast, he could travel in a modern, which he did. I remarked joking that if I were the only one to turn up, I would award it to myself!

With two Lagonda cars present, it was agreed by the three of us that as I had won it before, the honour should go to Robin Saddler for turning up at all! Agreeing with this announcement, Roy commented that he wished he had known Robin was to get it, he could have avoided the very wet M45 journey as they live within 5 miles of each other. ■



Letters to the Editor ... Letters to the Editor

Dear Toby,

Thank you for publishing my article on CYL 106 in magazine 268.

Unfortunately a vital paragraph has been missed which makes page 19 read confusingly.

After the first sentence in paragraph two the following paragraph should have appeared.

Radio Direction Finding (RDF) better known as Radar had been developed in secret in England since 1934 by the Radio Research Station at Slough by EG "Taffy" Bowen, research scientist, under the direction of Robert Watson-Watt. A practical demonstration of the detection of radio waves emitted from the BBC Daventry transmitter being reflected from a Hayford bomber used as a target was made to AVM Hugh Dowding in 1935. He was so impressed that he immediately granted initial funding to develop the system.

To preserve secrecy the first radar system was erected not at Slough but at Orfordness a remote salt marsh on the Suffolk coast, but shortly after moved to nearby Bawdsey Manor where by 1936 detection had reached over 100 miles with test flights from nearby Martlesham Heath airfield. The wavelength of the

original system was 50 meters (6MHz) reduced in time to 10-13 meters. By the time the Nazis were ready to start the blitz in 1940, England had 29 Radar stations making an invisible curtain along the southern and eastern coasts which provided an integrated system for detection of aircraft, collation of data, and efficient communications to alert defence fighters - the so called "Home Chain".

I would be grateful if you would consider publishing this correction to the article.

Regards
Peter Walby

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BEAULIEU SPOTS



The lovely M45 saloon in Bonhams' auction at Beaulieu Autojumble. There was also a 16/80 project, which needs a lot of work but should prove a rewarding project.



Another Beaulieu spot - the insides of a 1913 American LaFrance engine. 9.7 litre four cylinder - there's no replacement for displacement!



As someone who has always lived near Bath, I enjoy the rare occasions when I see a Horstman - made in that fine city. The company's products were in a similar vein to Lagonda's early 20s offerings.



In recent times this old enamel sign might have taken on a new meaning...'

Photos by Toby Bruce



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