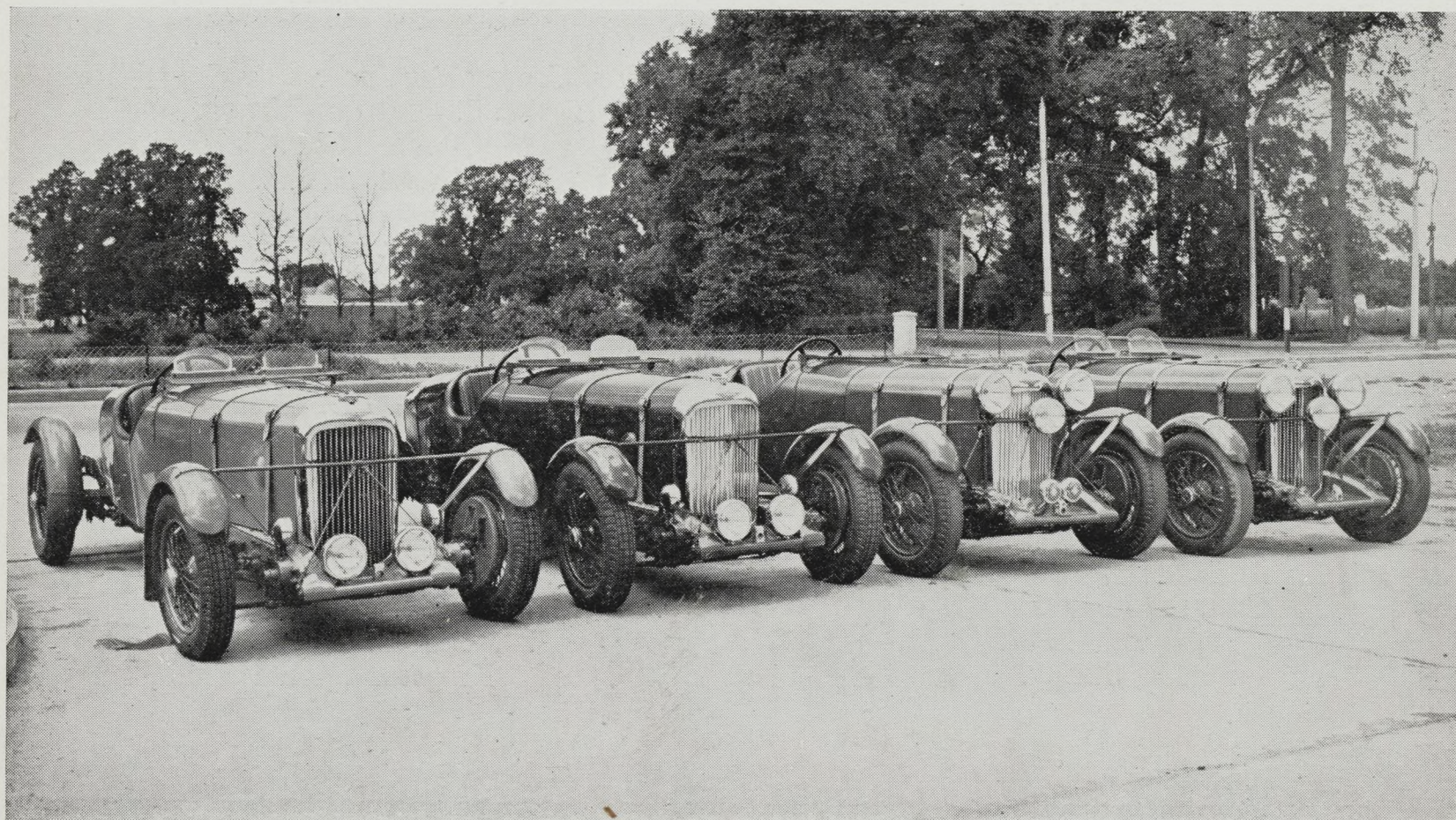


No. 16

Spring 1955





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# THE LAGONDA CLUB

*(incorporating the Lagonda Car Club and The Lagonda 2-litre Register)*  
aims to bring together owners of these fine cars to exchange knowledge and technical information and help and to organise social and sporting meetings.

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P. A. DENSHAM, ESQ.      R. G. GOSLETT, ESQ.

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### *Editor :* THE LAGONDA,

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34, Union Street,  
Kingston-upon-Thames, Surrey.

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## *The Quarterly Magazine of the Lagonda Club*

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

Editor : Francis Winkworth, 34, Union Street, Kingston-upon-Thames, Surrey.

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### OUR COVER PICTURE

Probably taken in 1937, this photo shows the team of "Battle Wagons" of 1936-1938 lined up at Staines. So far it has not been possible to identify which of the cars ran in the Belgian 24-hours Grand Prix at Spa, the Donnington 500 or the Ulster T.T. Block kindly loaned by the Editor of *The Journal of the Brush Group*. Original photo by G.P.A. Ltd. and in possession of Frank E. Chasemore who has worked at the old Lagonda factory in Staines for the past 21 years.

### THE LATE SPRING

Spring is late this year. Very late. So is our Spring number! But who is the Editor to flaunt achievement and improve upon Dame Nature? Seriously, apologies are offered to all members for this lapse, due to a concatenation of calamities, some of which were not, many of which were, beyond the Editor's control. However, if the attendances at the London Pub Meets are anything of a guide, the coming season will again be marked by enthusiasm and success.

### MIKE CARRIES ON

Mike Wilby has agreed to carry on as Hon. Sec. for the summer months but says he must definitely give up office after that—which allows members further time to decide they can take over his duties or to think of another member whom they could recommend the Committee to approach.



## ODD MEN OUT

It is a pity the interest in, and enthusiasm for, Club arrangements so evident in both the North and the South appears, to be absolutely non-existent in the area between. The Midlands Hon. Sec. again reports a near-absolute-low in apathy. Only one member turned up for a recently-organised Pub Meet. Don't Midlands members like each other's company or are they a strange sect within the Club who do not care to natter Lags from opening until closing time. It is difficult to know what to do next for these Neo-Laodicians!

★ ★ ★

## MORE APOLOGIES

In the last minute rush to get the "Holly and Ivy" Winter number printed and in member's hands before Christmas, the Editor, to his shame, overlooked several spelling mistakes and other errors. Chief clanger was, of course, the touch of Vice attributed to our worthy Patron (he outgrew this long ago) and the false report a member who had "seen" him at Brimpton Grange. Humble apologies to you, Air Chief Marshall Sir Alec Coryton.

★ ★ ★

BILL BIGEND says:—



"L-A-G-O-N-D-A—Eye-talian ain't they, guv?"

## CONVERSATION AT D.B.'s.

*Caller:* "Mr. Roberts, please?"

*D.B. Receptionist:* "Sorry, I'm afraid Mr. Roberts has left the David Brown organisation."

*Caller:* "Really! Do you know where he is now?"

*D.B. Rec.:* "He's gone to Daimler's".

*Caller:* "Good gracious! That's a bit of a come-down, isn't it?"

*D.B. Rec.:* "Do you really think so?"

*Caller:* "Why, yes! Don't you? Fancy being associated with Daimlers after Lagondas and Astons!"

*D.B. Rec.:* "But it must be nice to work for a Sir and a Lady instead of a plain mister!!!"

★ ★ ★

## (HYDE-EAST) WIND FORECAST

After a nerve-racking delay of a week over schedule, Antony Hyde-East took delivery of a new 1955 model daughter, Leslie Lou, during the last week of April. Latest news is that he is recovering rapidly. Mrs. Hyde-East is doing well too.

★ ★ ★

## MEDICOS MOVE

Dr. and Mrs. D. H. W. Dickson's new address is Beech Lawn, Woodlands Ride, South Ascot, Berks., while Drs. James and Joan Duncan Irving now occupy historic apartments at 5 MacCartney House, Chesterfield Walk, S.E.10. In both cases the 2-litres seem to approve the move and have settled down quite well.

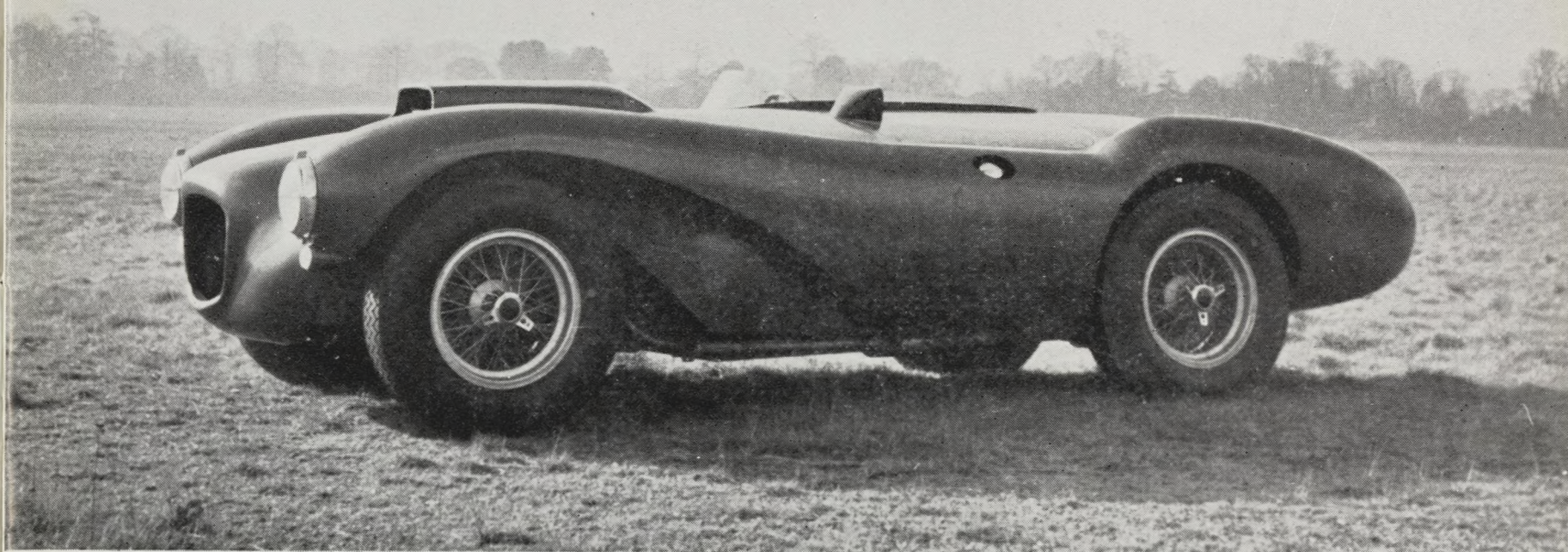
★ ★ ★

## THE LONG AND SHORT OF IT

**LAGONDA** 3½ litre Pillarless Saloon. Engine, coachwork, brakes, etc., maintained in first-class order. Resprayed black. Must be one of the best on the road. 4 new tyres. Parting grieves me but wife's legs too short. £300. —*Advert.* "Motor Sport".

Presumably the tall price must be inclusive of the short wife.





*Restyled, the New V12 Lagonda  
will again compete at Le Mans*

The competition V12 Lagonda has been fitted with a new body for the coming racing season but is otherwise unchanged from the 1954 specification.

As seen from the above photo it now strongly resembles a gasping goldfish or a cod *in extremis* and appears to be the ugliest and most ungainly looking racing vehicle of the year.

Two V12's will probably run at Le Mans. Drivers are not yet known but will be chosen from the six drivers signed on as "the D.B.

racing team" to handle A.M's and Lags as required. Except at Le Mans, the Lagondas will not be competing against the Aston Martins in any race this season.

The probable next appearance of the V12's after Le Mans is likely to be the Swedish Grand Prix.

There was a strong rumour that the new Lagondas would have a go in the Mille Miglia this year. Unfortunately it proved but a rumour. A pity!

#### ANONYMITY

The Editor has in the past received a few contributions over a *nom-de-plume* or an initial without any disclosure or indication of the writer's identity. Whatever their merits, such contributions cannot be used until the name and address of the sender are revealed. Where members prefer their contributions to appear over a *nom-de-plume*, the Editor undertakes that the identity of the writer will not be disclosed.

#### CLUB TIES

Following the Christmas rush and sell-out, a new delivery of Club Ties has been received and all waiting orders can now be met. The design incorporates the Lagonda wings badge in silver on a maroon ground. New members attending pub meets will find these smart ties a ready means of identification. Please send orders with remittance (Ties, 15s. 6d. each, postage 6d.) to CHARLES LONG, 39 Rosehill Park West, Sutton, Surrey.



## THE LAGONDA TRI-CAR

THE EVOLUTION of the Tricar, or tandem motor tricycle for two persons, is being watched with considerable interest by that large class of would be motorists who cannot afford, store, or maintain a small car. Tricars may be divided roughly into three classes:

- (1) Those which retain the original form of a motor bicycle with forecar attachment;
- (2) Genuine motor tricycles, planned and built as such;
- (3) Three-wheeled cars planned and built more-or-less on car lines.

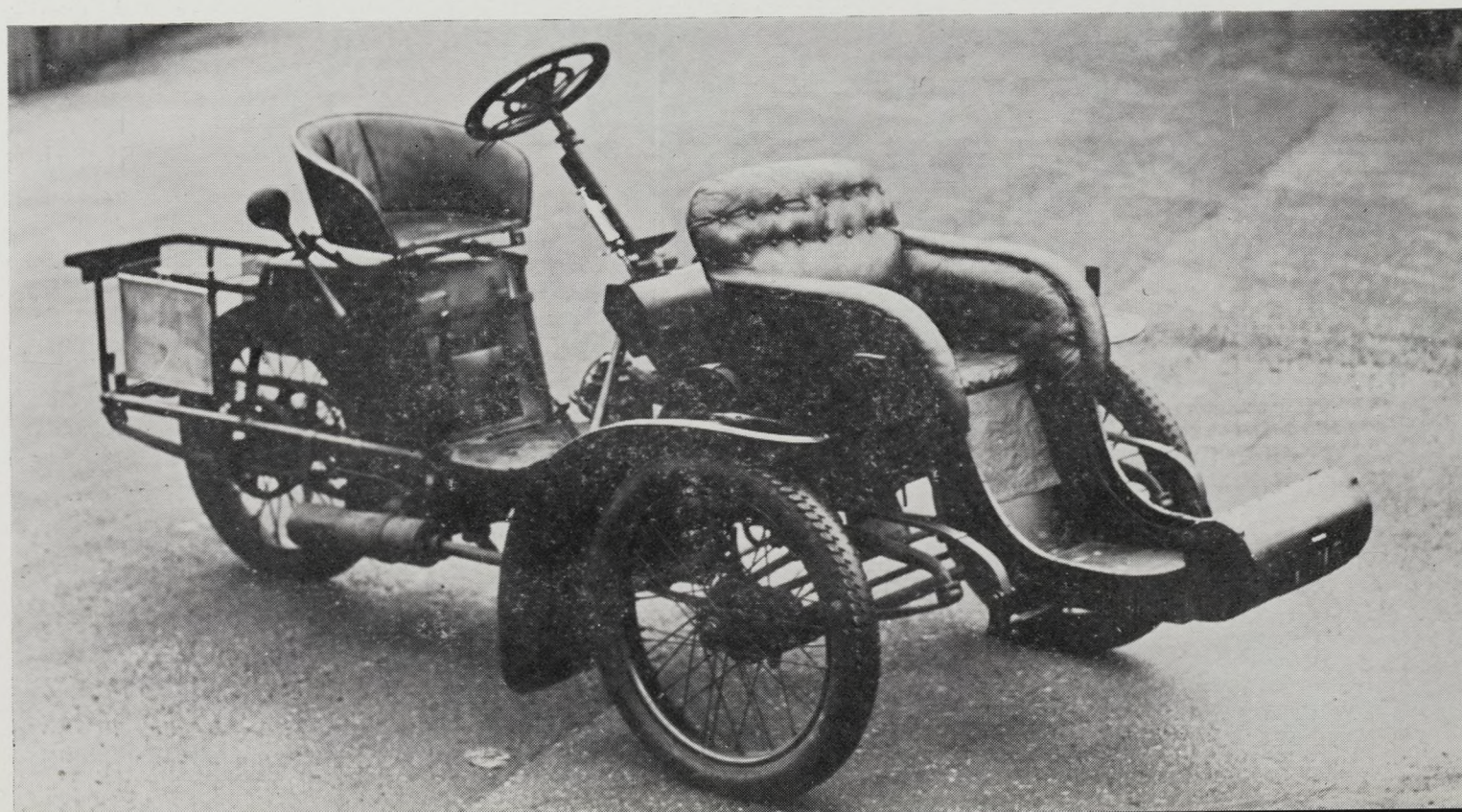
The Lagonda tricar belongs to class 2, and is the most advanced specimen of its type. Its designer, Mr. Wilbur Gunn, has always been a strong advocate of high-powered machines, and was the first to produce a properly designed tandem motor tricycle fitted with his 5 H.P. air-cooled engine and an efficient two-speed gear of the Panhard type. Later the power was increased to 6 H.P., and I find that these machines enjoyed a high reputation among their owners for hill-climbing, speed and reliability.

The subject of these notes is a new model, with the 6 H.P. cylinder duplicated so as to

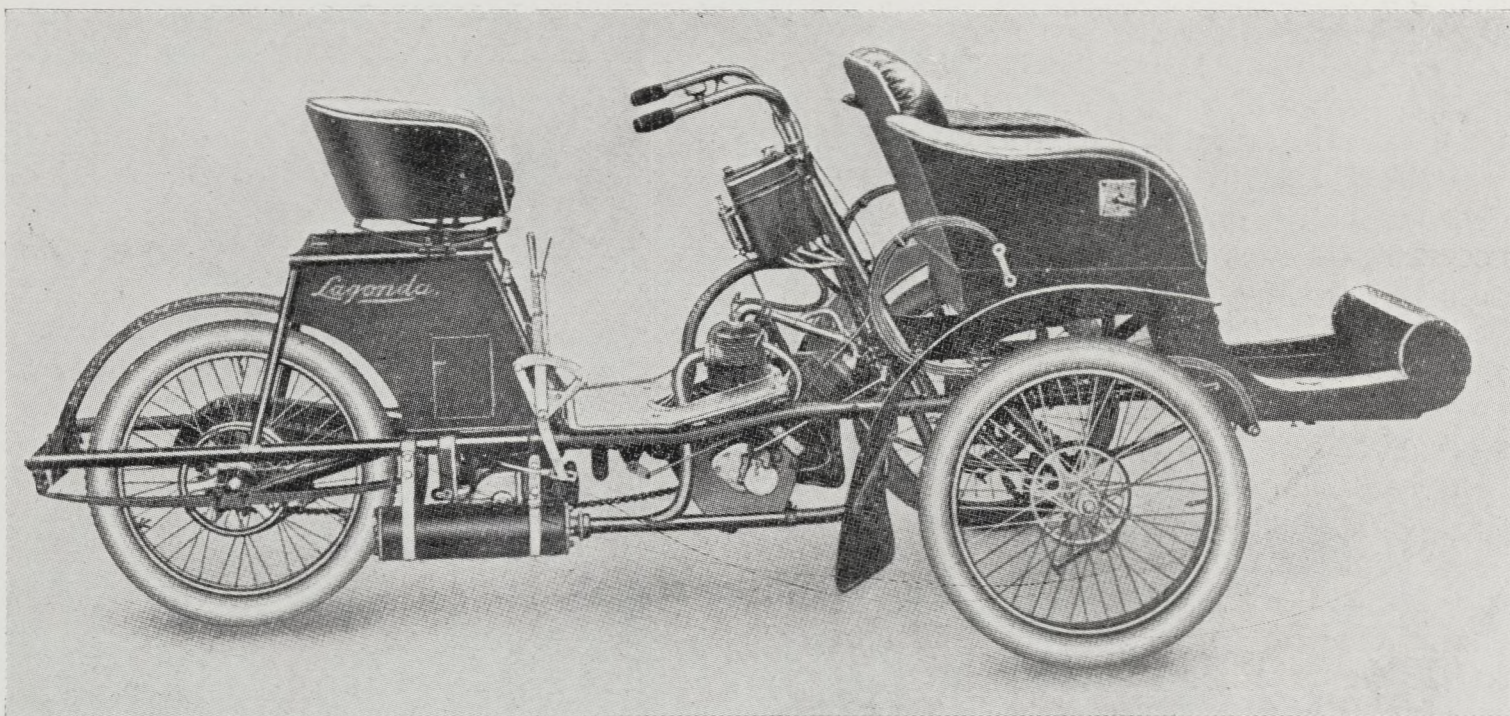
give 12 H.P., and the entire frame sprung like a car. As I had found the  $3\frac{1}{2}$  H.P. tricars of last season hopelessly underpowered for winter roads, I placed the first order for this new model, and put it through its paces at the end of last week. Nobody had previously dreamt of more than 6 H.P. for an air-cooled tricar, and most of the heavier models at the Stanley Show had water-cooled engines of 4 to 5 H.P. Naturally, therefore, it was the general opinion that I was going in for a monstrosity quite unfit for sane motoring on English roads. Since Christmas, however, I have been watching the behaviour of a 9. H. P. twin cylinder Lagonda with the earlier unsprung frame, built for a Doctor who works a very hilly district, and I knew that I had made a good choice.

Before I describe its initial performances, it will be as well to enumerate the main features of this "motor-cyclist's Mercedes," as it has been called. The frame is very simple, consisting of two main tubes of exceeding heavy gauge securely braced at the vital points by cross tubes. All the joints are brazed, there being no bolted clips, and the entire frame is by no means heavy to lift with

*Photograph of Lagonda Tri-car actually in possession of Lagonda Ltd. This model has the wheel steering considered inferior in this article.*







*Reproduction of Catalogue illustration (source unknown) of the Lagonda Tricar. This model has handle-bar steering preferred by writer of this 50 years old article.*

one hand. The four-leaf springs are placed underneath the main tubes, and the back wheel is carried on a patent cradle, which is hinged to the frame at a point directly beneath the change speed lever. This permits the wheel to rise and fall easily, but absolutely prevents side roll, and the tension of the driving chain is not affected to an appreciable extent. The gear box provides three speeds, and is of the Mercedes type, giving a direct drive on the top gear. It is of ample strength and works very smoothly. Being placed midway between the engine and driving wheel, the forward chain is of good length, and therefore does not get excessive wear. Both chains are adjustable separately. The engine has two cylinders of 90 mm. bore  $\times$  96 mm. stroke; the inlet valves are automatic with flat seatings, and the gudgeon pins are secured without the usual screws, which are so apt to fall out and do serious damage. The cylinders are cast in one piece, with an unusually large number of ribs which provide efficient radiation without the aid of a fan. A leather-lined clutch of large diameter, free from any thrust, is controlled by a pedal, and two other pedals work the front and rear band brakes. These pedals, together with the change speed lever on the driver's right, con-

stitute an arrangement familiar to car drivers, who are, therefore, at home on this machine, conversely, the man who learns to drive it will find that he can manage a car. In addition, there is a Bowden exhaust lifter at the left handle to facilitate starting by pushing the machine with the lowest gear in when it is not convenient to use the starting handle. With the latter the engine will start with a single upward pull, and the driver then takes his seat, releases the clutch, puts in the lowest gear, and starts like a car. A spark advance, and the throttle and air levers are at the top of the oil tank below the handlebar, a thumb switch being close to the right hand. No governor is needed, as I find that the engine will run as slowly as required, even with clutch released, by simply retarding the spark, and this provides all the control needed under ordinary circumstances. The upper half of the tank under the rear seat holds about four gallons of petrol, the lower portion providing ample space for coils and accumulators; but I am shortly expecting a new type of high tension magneto from Paris, made to fire a twin cylinder at an angle of  $45^\circ$ . Panels will be fitted on the insides of the front wheels, also an under apron, to keep off the splash, and the upper half of the rear chain will be



cased. The forebody shown in my photograph is only temporary, my own having a much longer foot, and I shall have a driving seat without a back to facilitate mounting and dismounting. Wheel steering is quite unnecessary on a tricar of moderate weight, and neither so comfortable nor responsive as a handlebar. Its only *raison d'être* is where the steering has to be geared down considerably. Owing to the correct setting out and the long wheel base I find the steering perfectly steady at any speed, and I can turn in the width of a main road at the second speed. The tyres are  $26 \times 2\frac{1}{2}$ , of light car strength, and the back one being furnished with the Imperial steel studded rubber tread, which I much prefer to leather. When the winter is over I propose to use a plain tyre, and carry a Parsons non-skid for emergencies.

Considering that the engine was absolutely new, the preliminary trials last week-end were most satisfactory. On the level the engine ran with perfect smoothness and almost noiselessly with the throttle nearly shut, the pace being controllable within a very wide range by means of the spark regulation. This is a notable advantage of a powerful engine that one can run it over light most of the time, thus economising in every way, while the reserve power is always on hand when required by merely opening the throttle. Gradients up to 1 in 10 were taken on the top gear ( $4\frac{1}{2}$  to 1) with full load, and it climbed the steepest portion of Batchworth Hill, Rickmansworth, on the second speed ( $6\frac{1}{2}$  to 1) at sixteen miles an hour. The third speed is ( $1\frac{1}{2}$  to 1). This hill is steeper than either Westerham or Woodcock Hill, near Elstree. It has an awkward double turn and a loose, stoney surface, the gradient in the middle being nearly 1 in 6. Sunrising Hill is about the same gradient, but is much longer, and I shall take an early opportunity of trying it. The price of this tricar is 100 guineas, and it is made throughout, including engine and gear, at the works in Thorpe Road, Staines.

BASIL CRUMP.

Reprinted from "The Field", 11th Feby., 1905.

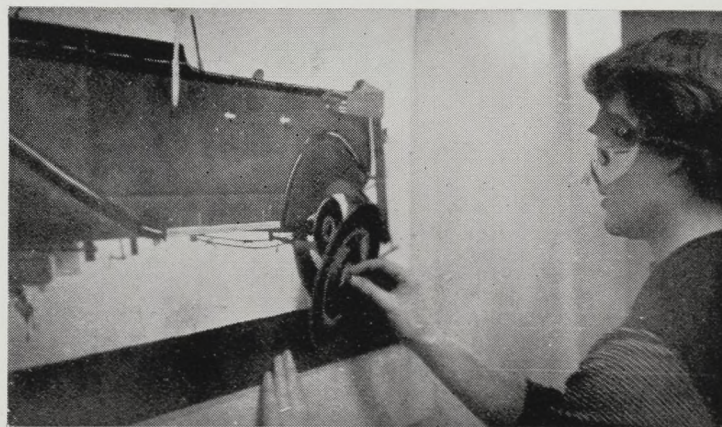


## GOOD EVENING !

And what a good evening it was, the occasion of our Christmas party and prize-giving last December. A slight murkiness and threat of fog seemed to deter nobody and within but a few minutes of 7.30 the primly-decorated room of the Bonnington Hotel was teeming with members and fair counterparts. Everybody seemed to arrive at once and the evening started full throttle from the start.

### All the Fun of the Fair

The walls which were not occupied by the long well-laden buffet tables were utilised by a variety of sideshows. Just inside the door new arrivals were way-laid by Doug Price and Gostling who presided over a dirty great baulk of timber and a supply of six-inch nails—most incongruous in such respectable surroundings! Victims exchanged sixpence for a heavy hammer and a nail and



Mrs. Briggs, wife of Clem Briggs who ably put on the film show, tries blindfolded, to position a rear wheel.





*The energetic Hon. Comp. Sec. arranges the Trophies and Awards on the High Table. The framed picture at the back is the Densham Trophy.*

were invited to drive it right home in five hits, or less!! Gostling might have been putting a pin in a pat of butter and it was comforting to see Maurice Leo hit the nail fairly and squarely on the head to drive it right in with five well aimed blows—little fear for your spokes when he removes your hub cap!! Tony Hyde-East claimed a prize for five good knocks and was most indignant when it was refused and he was told his score was eight. He thought misses did not count.

A few yards away Billy Michael guarded a wonderful colour drawing of a car such as even he had never driven. After having attempted to list all the reasons why such a vehicle should not be purchased, patrons were blindfolded, rotated, given a spare wheel with drawing pin hub and asked to place it on the rear axle. For once the mechanical prowess of the fair counterparts was on par with their escorts.

At the one stall where there was a tangible *quid pro quo* for investment. Peter Bartleet peddled Christmas cards, flogging last year's at cut price and doing a roaring trade with the new model because no one had then discovered the two printing errors!

Close to the High Table, Richard Paines marshalled while victims blew up balloons to bursting point against a stop watch. While some members waxed lusty and frightened

themselves and onlookers by bursting the balloons in a matter of seconds others appeared not to have the strength even to hold on to the wretched balloon which would fly off with borborygmatic sounds to raise eyebrows among those who could hear but could not see what was happening.

Just when everyone was feeling that in view of the amount they'd had to drink a snack would not come amiss, the lights were put out and the film show started. Once



*The Chairman does his duty. Bob Wright entertains guests Mr. and Mrs. James Ching.*



again we were delighted with some vintage Charlie Chaplin and the antics when Charlie was chased by huge men with ferocious moustaches gave rise to real belly laughs.

The second film, chosen typically by the Chairman, came as a bit of a shock. In real, natural colour, the two Litas, or girls of some other name, modelled bikinis or some like scanty beach wear which revealed large areas of chassis in *concours* condition. It was noted with regret that some members took advantage of the lowered lights to give long, low whistles and make loud comments unbecoming the Bonnington Hotel.

### George Sanders, Chef d'Oeuvre

The next film was an even greater shock for some members who unexpectedly found themselves viewing themselves on the silver screen. George Sander's really excellent film of the A.G.M. at Brimpton Grange was a pleasant surprise and lacked only a sound track to secure general release on all Rank circuits. Frankly, no single member is advised to abandon his present calling and stake his all on a single ticket to Hollywood! James Stirling drove the DB 3-litre out of picture with great stateliness; Charles Elphinstone chugged along in the 1913 11.1 with great self-consciousness; Tortoise Taylor in close up and sitting on the front bumper of his new 4½ made a rude gesture that was wholly undeserved by the talented cameraman.

With the raising of the lights the assembled company was directed by the Chairman to the Buffet, but there was a brisk general movement in the opposite direction (to the bar) led by a gentleman whose moustache suggested B.D.C. rather than our own coterie. When someone enquired who this distinguished-looking gentleman was, Marjorie Bussey was heard to reply "I think he is one of the actors in the first film!"

### Chairman's Regrettable Lapse

A solemn silence was demanded from the high table and prizes and awards were handed over by Lady Freeman Wright who graciously bestowed a kiss on each recipient.

Doubtless because he was accompanied by his wife, Maurice Leo was noticeably nervous of the ceremony in contrast to the positively lascivious attitude of the hirsute-adorned Hartop and Wilby who not only openly revelled in the embraces but each came back for more. Needless to say the Chairman seized on all this as an excuse to rush forward and force his beery embrace on Nancy Audsley and the other ladies who had awards to collect. They did not come back for more!! Fortunately the exuberance of the Chairman was curbed by the proximity of closing time and a general rush for a "final" brought a very pleasant evening to an end. Included in this final rush was Dr. Rexford-Welch who had been called away almost as soon as the evening began to put several stitches in Scates's head, he having fallen over his motorcycle *before* the party began. Rex reported he had had the assistance of Tortoise Taylor who proved an excellent nurse!

### Show Me the Way to Go Home

Outside, the threatening murkiness of early evening had worsened and once out of Central London, the worst was encountered. Foulsham who had to take his 2-litre to Hertford via the Lea Valley, must have had a very sticky time. Your reporter, who had a return half ticket in his pocket, foolishly accepted a lift from Hyde-East who had left the reverse gear of his Railton on the piano. Every turning overshot in the fog meant your scribe had to get out and man-handle the brute back on course. Home eventually at 3.30 a.m. (the return ticket, if used, would have meant 12.30 at latest!!).

**Sordid Note:** The party was a great success inasmuch as all expenses were covered by receipts from sideshows and sale of tickets. A balance of £11 6 0d. remained for the party fund!

**Tail Light:** Dignity and Impudence, the Sublime and the Ridiculous, or what you will, were to be seen outside the Bonnington where Leo's 2-litre was parked with Digby's Lotus!

F.W.



# Northern Notes

FROM D. H. COATES

Forebodings that snow, and the consequent difficulties of personal transport, would reduce the Party to a *tête à tête*—Dick Page and Mrs. Jack—were without foundation. Early telephone calls from Dr. Rider and others, to say that they were the wrong side of a barrier as impenetrable as a notorious political curtain of a ferrous nature, gave prospect of a prodigious test of gastronomic prowess for the locals; but eventually some 60 brave souls arrived, with tales of hazard and adventure, and the initial arrivals were spared the distention of their interiors, and the embarrassments of individual demonstrations of the practice of terpsichore.

As usual we were glad to welcome Mr. and Mrs. Ellison, the Northern powers in Alvis circles, and Mr. and Mrs. Bunnell, who spurn a hood, and went their way last year enwrapped in empty grain sack against the blizzard. Bentleys were with us too, and Vintage types. We missed Charles Long, and Clarke (D.B.).

It is not difficult to organise a party, if one knows a spot that does its stuff. If it goes, depends on whether the customers do their stuff, and, thank you, ours seem to—very well.

## Hunting in Yorkshire

Our friends and allies, the Alvis Owners Club, usually profess a disdain for Treasure Hunts. Last March, however, they departed from tradition and put on a most successful example; inviting us and the Bentley boys to take part.

The organisation was first rate, fine day, lovely country, good meals and exemplary marshalling. Some very well prepared Alvis's (Alvi?) were on view, a couple of Bentleys,

and a solitary and mud spattered Lagonda. It was a bit lonely, but everyone was very kind, and kept the crew well supplied with buns at tea.

Navigation between controls was fairly straightforward, though the Lagonda was rather optimistic and waited too long at the bottom of a hill before one check, and lost marks for late arrival. Certain of the treasure entailed thought, agility, or tact (one almost said cheek, though that would rather overstate the case). A 2" pebble proved less easy than anticipated, coal usually entailed an ingenuous smile and much hat raising, though some happened on some jetsam from a coal lorry; it must have been a harrassing afternoon for sheep and hens, because no-one failed to produce the wool and feather asked for; and much imprisoned air regained its freedom when a tyre valve had to be produced. A very pleasant afternoon.

## Bentleys at Oulton

We were very grateful to be invited to take part in this meeting, which is the first opportunity the Northerners have had of circuit racing in the area. A certain timidity in coming forward was noticeable, but this was perhaps to be explained in some measure by the lack of any race for the older cars—except for purely Bentley races. Several members were marshalling, and their names appeared in the programme, in various capacities. Pape and Stephenson travelled a considerable distance, as did Allison, who got himself into trim by dancing the previous night away with the Mayor, or rather with someone more interesting in the presence of the Mayor. Moss, Pearce, Dr. Turner and Mr. and Mrs. De Poidevin were nearer home,



NORTHERN NOTES —(Cont.)

but Mrs. De Poidevin was down as "Runner" to one section of the organisation, so probably covered a good distance on her job.

An eye-witness reports as follows:

"Perfect weather conditions prevailed all day for the Bentley Drivers Club meeting. Lagonda cars entered for racing were represented solely by R. S. Page, blown 2-litre, who must be congratulated for making a gallant attempt against potent modern machinery in Race 8.

"Although it was a pity no other Lags had 'a go' it was pleasing to see many excellent examples of the marque around the circuit. In particular two immaculate V12 drop-head coupes and an equally impressive LG45 Rapide tourer were noted.

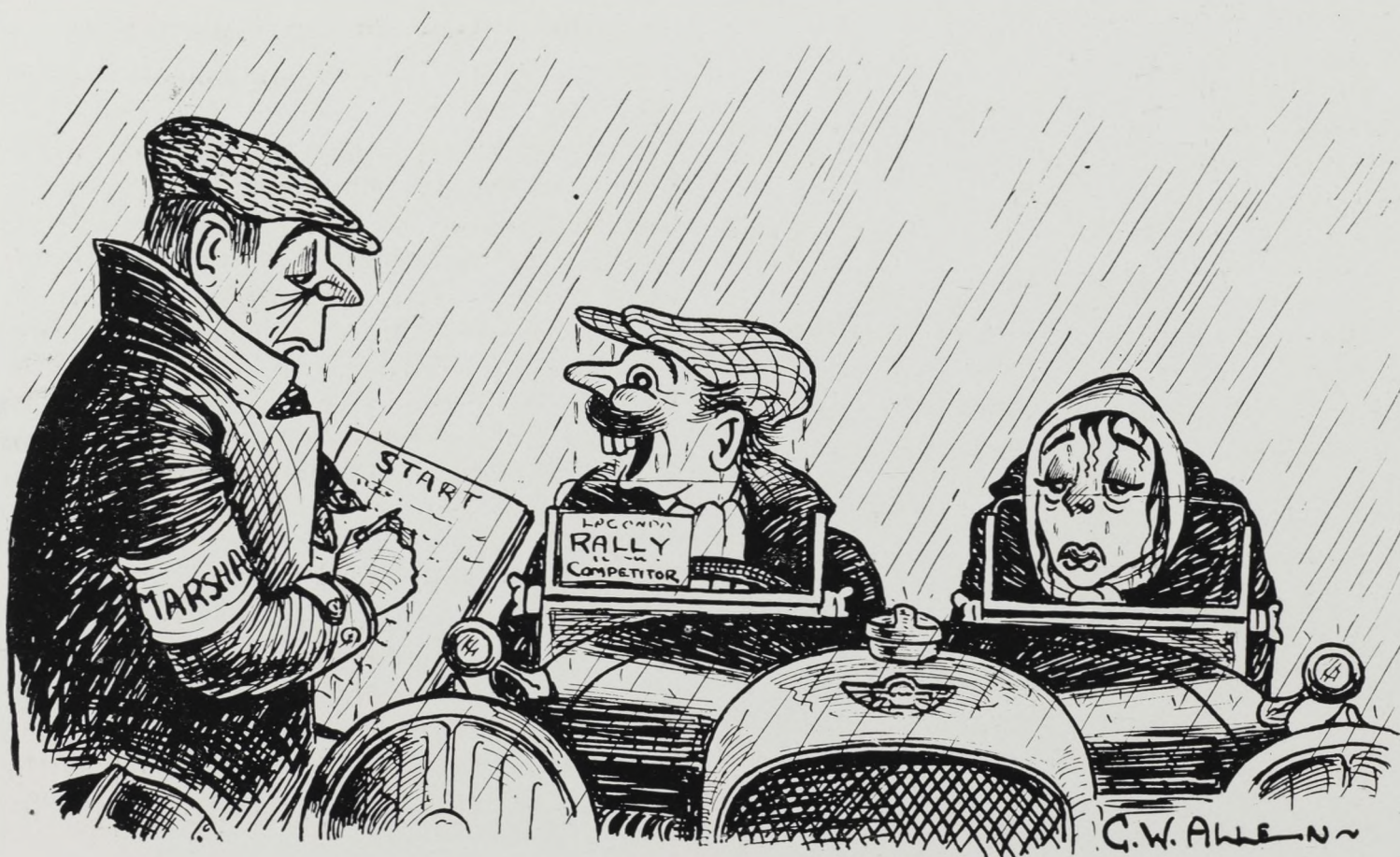
"Page, interviewed during practice, said he thought the circuit a brute for the Lagonda. He was gaining on faster stuff round the corners, but experienced the old low chassis trouble of wheel tramp on braking hard."

NORTHERN RALLY

Saturday, June 25th, 1955

Driving tests during the afternoon, at which the Lagonda catering service will probably be in operation. A proper meal will be available in a convenient hostelry afterwards, where winners may celebrate in a convivial and appropriate manner, and non-winners recover from disappointment and despair. Accommodation can be arranged for those who feel it is too far to drive home afterwards, or too much of a nuisance, or who feel it would be rather jolly to stay and continue the Rally in an amiable and informal manner the next morning.

The affair will probably take place at Bawtry as in previous years. Full details and regulations will be available shortly. Will any who, nearer the time, have not been more fully instructed, please worry the Nth. Hon. Sec.



*"Wouldn't miss the old Rally for all the tea in China! Would we, old girl?"*



# correspondence

## An Insurance Doubt

10th January, 1955

Dear Winkworth,

It is as far back as mid-1952 that I first queried the position of persons holding motor vehicle insurance who entered into another contract affecting the terms of their insurance. I refer of course to the indemnity clause which was introduced around that time by Club Secretaries under the guidance of the R.A.C. for prospective entrants in rallies, trials, etc. I put the position to one or two of the leading motor Underwriters and they all agreed that technically such an agreement invalidated the terms of the policy.

I mentioned the matter to both the Editor of *Motor Sport* and to the Secretary of the V.S.C.C. but neither appeared to be interested.

Subsequently I was informed by one of the leading motor insurance companies that the Accident Office Association as a whole had referred this matter to the R.A.C. but as far as I know no definite decisions were made and I am very doubtful whether even after all this time there is any ruling on the matter.

Before the indemnity clause was introduced almost all the leading motor insurance companies took trials and rallies as a matter of course and cover was included under the policy without additional charge. If such cover was granted today in the same manner it would I think, be granted in ignorance of the fact that the indemnity clause had been signed, for it is very likely that a great number of insurance companies do not even know of its existence. I do not think that the R.A.C. have ever given guidance on this position in any publication and it has come to my notice quite recently that the average motorist still does not realise that he needs additional cover or the approval of his Underwriters to be insured for club events.

I personally have solved the problem by agreeing with my Underwriters that for a very small additional premium trials and rallies are covered.

Something like this I think, would be the attitude generally of most Underwriters if the matter was brought to their notice, but I feel that a great many drivers enter events in ignorance of their possible liability.

Perhaps you would care to advise drivers to raise this point with their Underwriters or Brokers.

Yours sincerely,

A. HYDE-EAST.

8b Wood Street,  
Kingston-upon-Thames.

## More "Gen" on the 4½-litre Sixes

25th January, 1955

Dear Sir,

I should like to thank Bill Michael for his article on the six cylinder 4½-litre models in the Winter Issue of *THE LAGONDA*. Having myself tried to obtain reliable information about these models, I can appreciate fully the amount of work this article entailed. I hope, therefore, that Billy will not think the following few comments in any way a criticism, for they are only intended as an addition to his article, to make further information available to interested owners or would-be owners.

## The M.45 Rapide Engine

I agree that the valves are 1 11/16" diameter (or 1.69" approx.) but the valves are tulip shaped in KE965, whereas the normal M45 valves are of the standard shape. I believe that the head is also different, although I'm not quite sure in what way. The reason for this belief is as follows—

A few months ago I had the misfortune to burn out an exhaust valve. As I live near



CORRESPONDENCE—(Cont.)

Wolverhampton, I borrowed a friend's Talbot 105 and went to visit "Mr. Henry Meadows". Mr. Henry was very kind but said that he could supply valves for the M45 but not a tulip-shaped valve such as the sample I had. He added that I had a car with the "Le Mans" head, presumably meaning a Rapide Model, and that they did not supply the valves for this model. He also added that the "Le Mans" head was not their design but they did all the machining to Lagonda's drawings and sent the head back to Staines without valves, when presumably assembly work took place and the tulip-shaped valves were supplied and fitted. Can any member confirm this?

The water pump is an iron casting with an aluminium end-plate. There is a hardened steel spindle running in two plain bronze bearings, with one end shaped to take the dog for driving and the other end keyed for

the bronze impellor and threaded for the lock-nut. The drive spindle is  $\frac{5}{8}$ " diameter. At the driving end of the spindle there is a bronze thrust washer and at the impellor end a stainless steel washer. In between the two plain bushes there is a gap of about  $\frac{3}{8}$ " in which should lie the gland packing material to the water seal. On top of the casing are two greasers (one for each bush) and a screw and lock nut. The screw is for tightening down the gland packing. As my own pump had been leaking, it was interesting to note that there was no stainless steel thrust washer at the impellor end—this giving an end-float of about  $\frac{1}{16}$ "—no gland packing whatsoever, and yet the pump was only causing the loss of about half a gallon of water in every 300 miles. This was probably because I always give the greasers a turn or two every morning before using the car. The wear on the spindle is less than half a thou. at one end and maximum three thou. at the other and this after twenty years! To coin a phrase, "They certainly made 'em in those days, sir".

BILL BIGEND says:—



*"That's what I call a real good grease all round".*

#### M45 Rapide Open Coachwork

My particular example of the model does not quite conform to Bill's analysis, although the coachwork is by Lagonda. The wings have valances, the spare wheel is tucked *under* the boot in a special compartment, and not, as usually placed, on the boot lid or round at the side, although the body is still of Lagonda manufacture. The wings as well as the body are of aluminium. Is this usual in M45R. or are the wings usually steel? The identical coach work is illustrated in the car shown in the *Autocar* Road Test No. 939 dated April 26th, 1935.

As the Monte Carlo Rally is in the news, I wonder if many members remember that Lord de Clifford starting from Umea in the 1935 "Monte" in an M.45 saloon finished 9th in the general classification.

Yours faithfully,

T. H. WAREHAM,

Midlands Hon. Sec.

Hay Wood Cottage, Five Ways,  
Hatton, nr. Warwick.



*The February issue of "The Journal of the Brush Group" contained an article from which this interesting account of 21 years at the old Lagonda Works at Causeway, Staines, has been extracted. It is reproduced by kind permission of Editor Catchpole and Author Chasemore. Our cover picture, "The Battle Wagons 1936-38", illustrated the original article and the block has been generously loaned by Mr. Catchpole.*

## **On Coming of Age at Staines**

By FRANK CHASEMORE

WHEN I JOINED LAGONDA (as it then was) I stepped out of that nice peaceful upper world, where a steady 100 mile-an-hour wind wafted gently round the old cockpit, into an inferno of noise and smells apparently sustained by a bunch of high-powered lunatics bellowing down telephones and moving so fast that it made your heels hot trying to keep up with them. Out of this apparent chaos there emerged, from time to time, a motor car which, in its turn, seemed to be in a heck of a hurry to get somewhere and had something under its bonnet that was always protesting about standing still. When in my innocence, I asked if it was always like this, I was told that panic and overtime had been built into the walls of the place and that I'd get the same way—if I lasted long enough.

My earliest memory is of the first Rapier (that most controversial of all Lagondas) being built one Sunday in 12 hours—and the resultant thirsts being assuaged in the local. My next is of the subsequent record output being parked all over the place (including the machine shop) when the market suddenly folded up. I remember appearing periodically at the end of the Rapier shop, bearing a piece of yellow paper signed by the Works Manager and the ensuing chorus from the lads, 'All right, we know!' It was the hour's notice required to shut down the line.

After some 12 months of this—during which overtime was frequently worked for nothing in an effort to keep things going and a sigh of relief went up on Friday mornings when the news got round that the wages people had actually been seen on their way to the Bank—an Official Receiver was appointed.

Soon there were only 25 of us left, and I had the probably unique experience of being appointed the Progress Department, the Time Office and Chief Storekeeper. But everybody's main job was to keep a few machines running and chivvy the rats out of the machine shop when prospective buyers were around. Ironically, it was during this period that, for the first and last time, a Lagonda won the 24-hour at Le Mans and Staines was plastered with newspaper posters announcing 'British Firm's Triumph.'

### **The Arrival of "W.O."**

Then the late A. P. Good walked in, stood on a chair, and introducing the almost legendary W. O. Bentley, calmly informed us that we were going to build the best car in the world and had got just two years to do it in. Happy days were here again! Panic and overtime just oozed out of the walls, and I moved into my fourth new office.

Memories of this period include the tyre of the Ulster T.T. car wearing through when it was leading on the last lap, after being built in a week and having a new design of brake fitted while on the boat crossing to Ireland. They also include those never-to-be-forgotten scenes in the Body Shop with only one hour to go before the doors of Olympia were due to be shut on the eve of the Motor Show. Invariably the cars were still hidden beneath a mass of crawling, cursing humanity while the rest of us sat around on the benches—unable to go home until we were certain that the best cars in the show had actually left the works. (Round about 8.30 p.m. a far-sighted management had usually despatched



#### COMING OF AGE—(Cont.)

an envoy armed with suitable currency and instructions to keep the door open with his foot if all else failed).

One remembers the first appearance of the new V12 engine at the Show, visible to the customers only through glass panels in the bonnet—which was just as well, as the glistening aluminium sump had been made in the carpenter's shop. The stand staff reported that their first job each morning was to cope with woodlice tobogganning down the glistening slopes of the wings.

#### 4,000 Modifications to V12

Throughout this period too, one remembers the almost tyrannical figure of the late R. G. Watney, the Managing Director, driving himself and everybody like slaves to produce and perfect the only thing that mattered—the car. Somehow or other, in the 12 months which elapsed between the prototype and production cars, four thousand modifications were digested by that already overworked and overwrought body called the organisation, but in the end cars started moving out of the gates, which caused everybody from shop boy to director to puff out his chest a bit when one passed him on the road (they probably still do—if the truth were known).

#### War Ends Great Prospects

One remember also the moment when the two cars returned from the 1939 Le Mans, having run third and fourth to a timetable laid down by W.O. and thus given the answers which were to put the 1940 race in the bag. And—almost immediately afterwards—the thankless and rather bitter task of wrapping everything up so that it was all ready to undo and start again when the business with Mr. Hitler had been settled.

Once more we started in on pulling the placed down and re-arranging it (I moved into my ninth new office) for the production of what rumour said was to be anything from malted milk tablets to battleships. And rumour wasn't far wrong—for over the years we became a sort of Woolworths for the Forces, dealing in all manner of things, from

pilot seats (ex the upholstery shop, which used the last of some of the finest leather in the country for the benefit of the Poles who flew the Whirlwinds) to flamethrowers, to which the experimental and racing boys turned their peculiar minds. The tin-bashers, whose wings had won prizes at the motor shows, grappled with the incredibly shaped pieces of tankage which the aircraft mind dreams up, while the machine shops churned out everything from rockets to gearboxes. As for the assembly boys, they slung the most incredible things together, from "2A" engines for an outfit called "Brush" to trolleys for lifting bigger and better bombs.

Of wartime memories, the period after Dunkirk, when week-ends disappeared for months on end and the scoreboard in the Assembly Shop announced the day's score under the headings "THEIRS" and "OURS", easily remains the most vivid. That and leaving the Works every night with Staines silhouetted against the red sky of London.

The lighter ones include the arrival of several coachloads of tough lasses from the North, who had been "directed" here for the duration of a contract, and terrorised the place until the coaches took them away again. (The stuff they made also terrorised Jerry the next time he came to town). Then there was the Spitfire filler cap which the C.O. of a neighbouring 'drome begged from me one afternoon in September, 1940, so that he could get just one more kite back into the air, and which took up a lot of time for the rest of the war explaining to various disgruntled government departments why I had done it and what they could do with their paper work.

#### The Lagondas Depart

With the ending of the war, I moved into my eleventh, twelfth and thirteenth offices, and here everything came unstuck. We had built the prototype post-war car, but it wasn't like our first love and there didn't seem any enthusiasm around. In addition, there was the constant frustration of controls and shortages. Finally, the Lagonda departed and Causeway underwent another of its periodical upheavals.

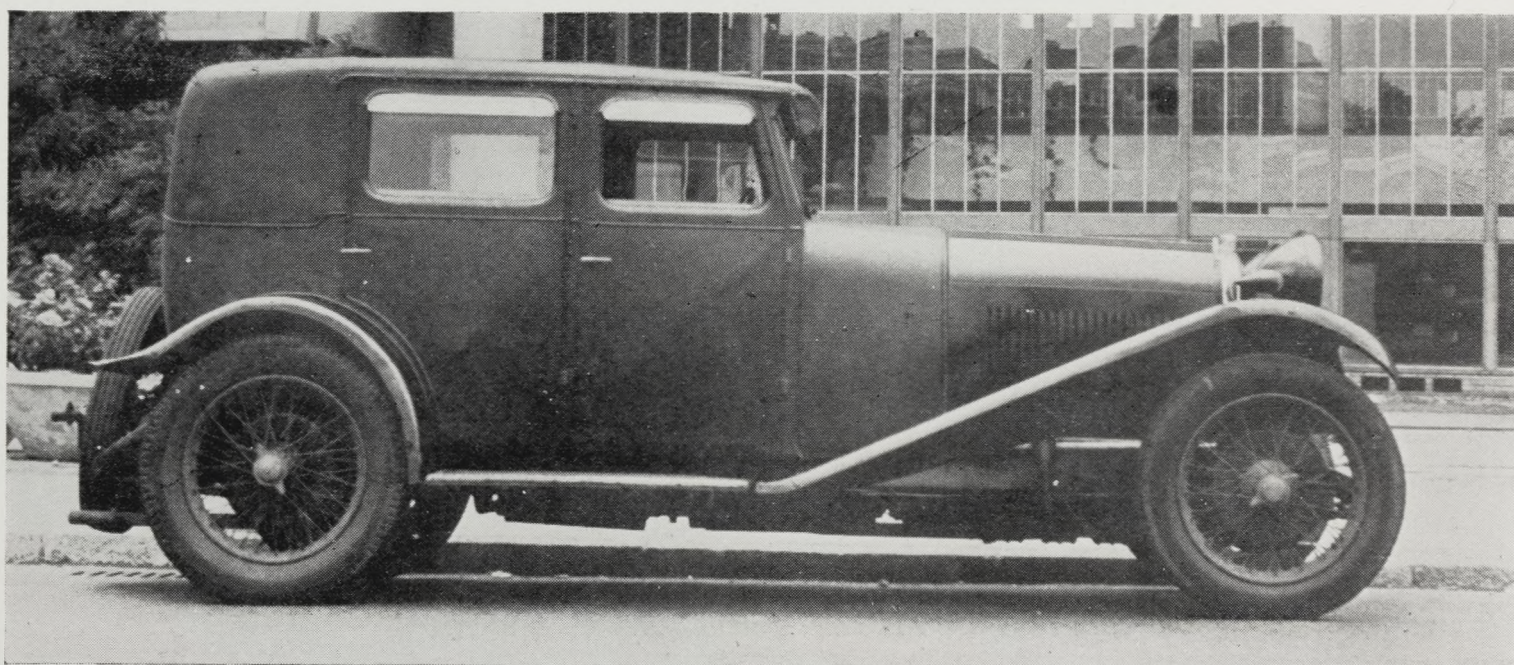
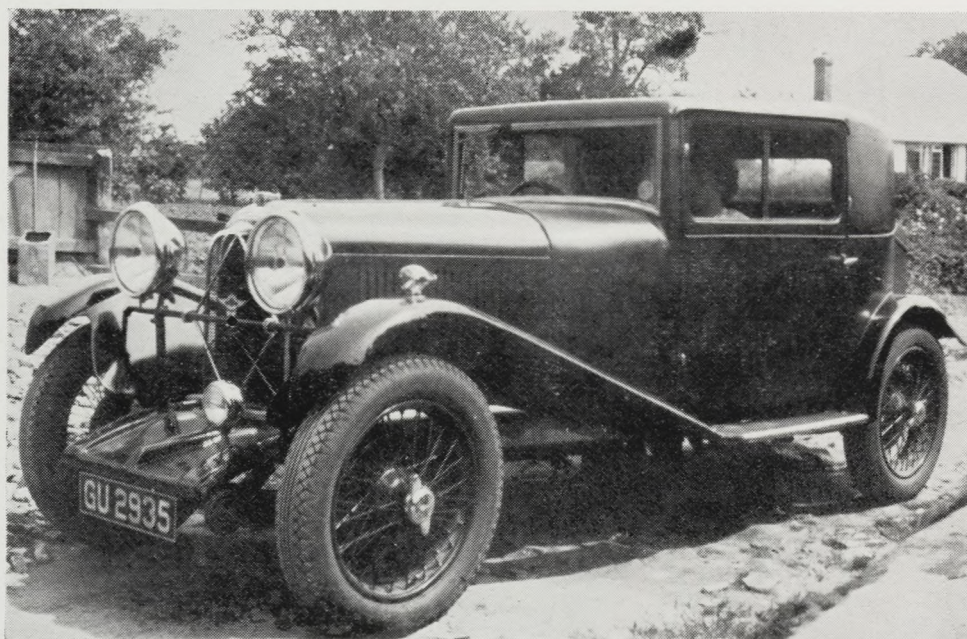
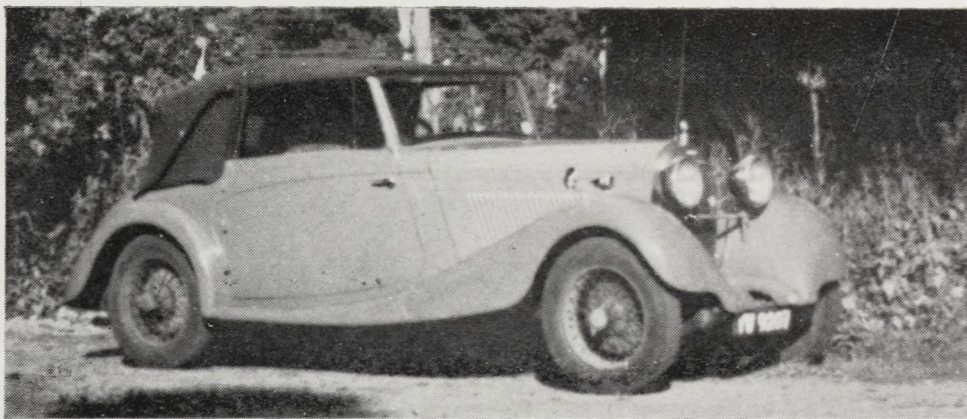


## COACHWORK OF CHARACTER ON H.C. 2-litres

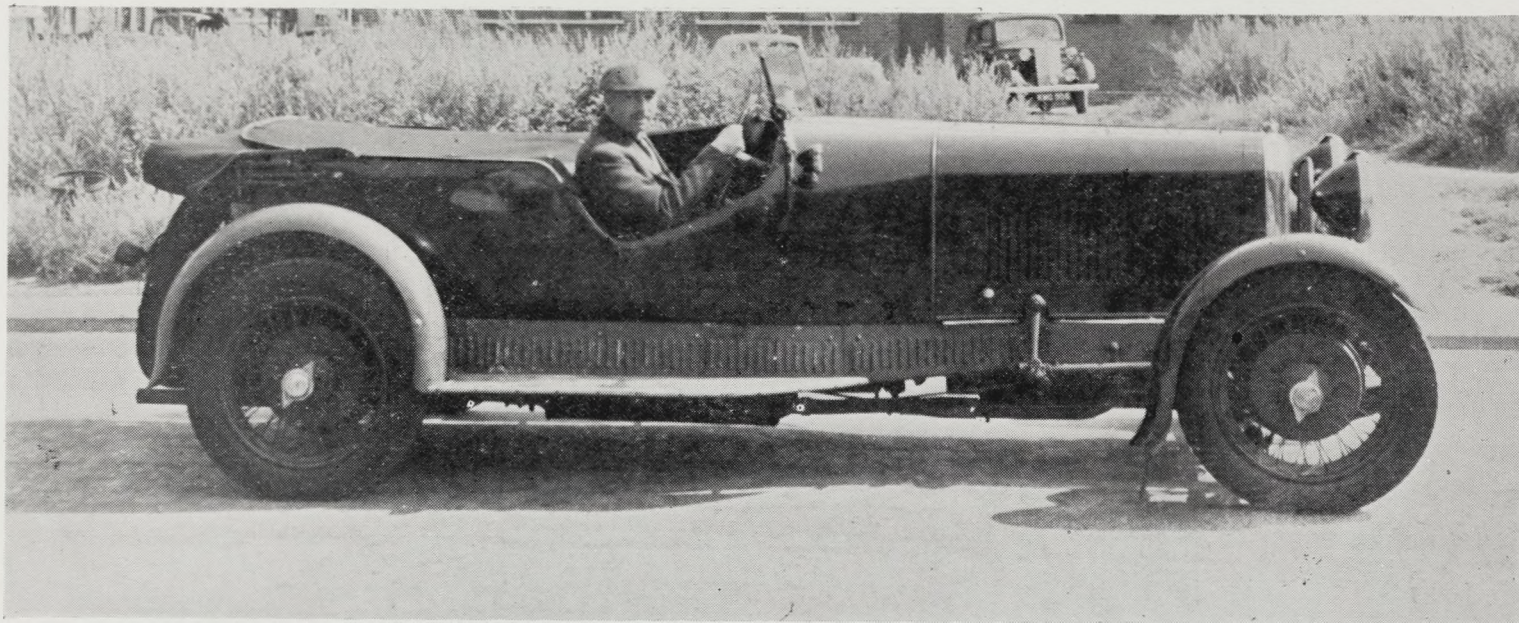
*Top:* Alan Audsley's DHC was born a 1928 speed tourer, the drop-head body being built *circa* 1937. Chassis and radiator are unaltered, but the bonnet widens more than normal to allow for wider body. Interior finish is natural hide, figured walnut and duck-egg blue head cloth. Exterior is pale grey with black hood. The nickel radiator alone reveals the car's actual age.

*Centre:* This distinctive four-some fixed head coupe was standard and catalogued by Lagondas in 1928-9. The rear seats fold away to give a flat platform which, with the rear trunk, enables a vast amount of luggage to be carried. James Gilbey, who once owned it, considers this body has kept its good looks much more than the saloons of the same period.

*Bottom:* Architect John Fletcher uses this 1928 fabric saloon for daily transport. The line of the wings, particularly the jaunty upsweep at the rear, is unusually pleasing and full of character.







*Doug. Price at the wheel of his Vintage 3-litre.*

HAVING RECENTLY READ the "gen" on the Le Mans Lagonda's, 4½s and so on, the thought struck me that a number of members would probably like to read a little about the lesser known member of the breed, i.e., the 3-litre.

The following notes in respect of my own car, KR 7200, more affectionately known as Ermintrude, which came into my possession 2 years ago, replacing a Riley 9 March Special which my own 6 feet, together with Gosling's 6 ft. 5 ins. and camping equipment was found "rather cramped" on a Continental Tour.

Apart from using vast quantities of oil and showing an oil pressure of 8 lbs. sq. in. when hot, Ermintrude was in very fair order when bought.

Catalogued as a 1931 Model, it was originally registered in October, 1930. It has a standard metal 4-seater touring body, cycle-type wings and 21 in. wheels.

Bore and stroke of the engine are 72 mm. and 120 mm. respectively, the old R.A.C. rating being 19.28 h.p.

For the record, in 1932 the bore of 3-litres was increased to 75 mm. and the short-lived 3½-litre of 1934/5 was a similar engine with a 80 mm. bore.

Having acquired the car and thereby expended the capital obtained by flogging the Riley, an extensive overhaul was for the time

## Some Notes on 3-LITRES

contributed by DOUG. PRICE  
and C. S. REXFORD-WELCH

being out of the question. However, as a temporary measure the pistons were fitted with Tranco Steel rings and the big-ends nipped up as much as the slightly oval crankshaft would allow, a new timing chain was also fitted.

Although oil pressure showed no improvement, consumption dropped to virtually nothing and remained so for the next 12 months, during which time I covered some 9,000 miles and this I think, speaks well for the Tranco Rings (I have no connection).

In March of last year after a prolonged belting from London to Oxford, an ominous rattle and complete loss of oil pressure a couple of miles from home indicated that a big-end had given up the ghost and the postponed overhaul loomed up.

Readers may now refer to issue No. 13 of THE LAGONDA for details of how to remove



a 3-litre engine, a better idea of course would probably be to write to Ivan Forshaw.

Suffice to say that having previously removed the radiator, cylinder-head and other accessories, the engine was hauled out and completely stripped by 3 amateur mechanics in under 3 hours. At this point, I must confess that on looking around at the boxes containing the various pieces, I wondered if Ermentrude would ever be put together again.

The cause of the continued low oil-pressure now became apparent, for apart from the aforementioned big-end having melted, the top half of the centre main bearing had completely cracked up, the crankshaft holding the pieces in. How long the engine had been running in this condition I hate to think.

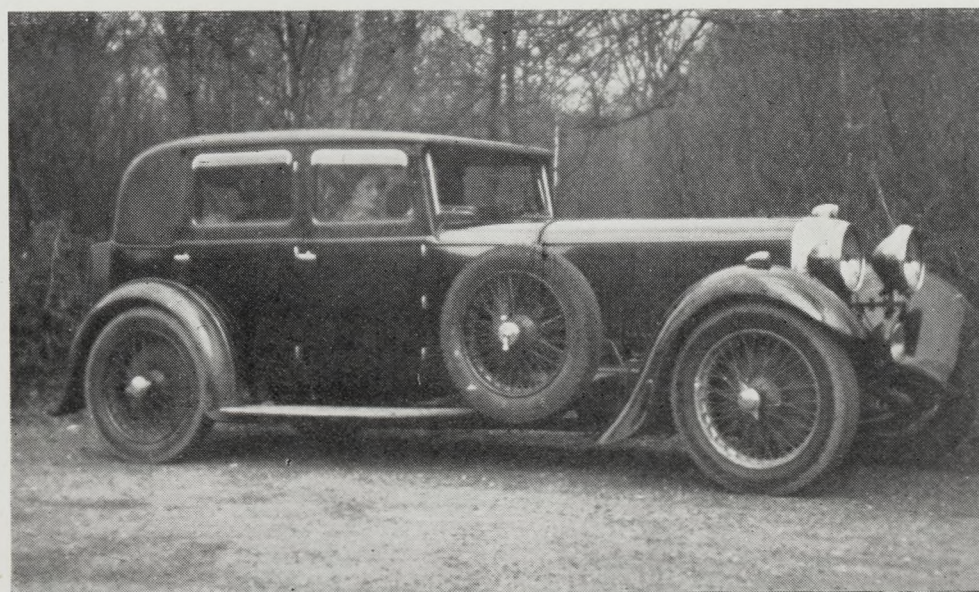
I was fortunate in obtaining a complete new set of white metal main bearings and the block, crankshaft and rods were sent away for the necessary work to be carried out.

Here I met the only real snag of the overhaul, the cylinder block was already 20 thou. oversize and it was now necessary to bore out to 60 thou. and replacement Lagonda pistons were unobtainable.

However, after much searching of catalogues, it was found that the 1939-40 Rover 20 pistons were 73 mm. in diameter and the same compression height as the original Lagonda pistons.

A set of these were obtained plus 20 thou.

*Continued on page 18*



*THE AIR OF well-being radiating around the lounge of the "Coach and Horses" the scene of our monthly pub meeting, is one that is essentially lulling to the higher senses of preservation, ergo when this inky-fingered scribe was awakened in his corner by our cherubic Editor, a big, big rat should have been smelt; when a pint was given free and the first sip was taken it was clearly too late to escape from this bucolic trap—up the walls yes but that only leads to the ceiling and ceiling drinkers cause comment. The rest of the conversation was the old standard stuff—Lagonda Editor (beaming) "An article on the jolly old 3-litre"*

*Victim: u-m-m-m.*

*Lagonda Editor (more beam plus teeth): "you are just the man"*

*Victim: u-m-mm (Thinks; the blighter has one himself, surely that is enough without writing about the w-it- ele-h-n-.*

*—so here, unfortunate reader, is ALL ABOUT THREE LITRES from one who has suffered C.R-W.*

### **The Facts—The Early History—The Lot**

The following symposium is given more for its interest value than for its authenticated historical accuracy, the latter is unlikely to ever be truly revealed. However our historical fount, good old "16/65" is more usually right than wrong and even then can argue his way out with the facility of one at a bar.

The story of the three litre goes, according

*Continued on page 19*

*Wendy Watson at the wheel of her 3-litre Selector Special. Adoption of the Maybach Pre-selector Gear Box made no difference to the external appearance.*



### 3-LITRE NOTES (contd.)

and the block bored out to suit thus giving me approximately 60 thou. oversize on the original bore.

The Rover gudgeon pins were  $\frac{1}{16}$ " smaller in diameter than the originals; this however, was a good point as it enabled the small ends which were showing signs of wear to be bushed out.

A new clutch plate and linings were fitted whilst the engine was dismantled also a new clutch spline and spider and starter ring.

The camshaft and bearings, push rod and O.H. valve gear and valve seats were all found to be in good order.

The assembly of the engine was carried out in my spare time and the car was eventually put on the road at the end of April.

It has now covered some 8,000 miles since the overhaul and has also performed reasonably well at 3 Silverstone meetings.

Maximum speed is about 85 m.p.h. at 3,500 r.p.m. this is with the standard 4.1 rear axle. I have tried the car with a 3.7 axle but this proved too high. 60 m.p.h. is maximum in 3rd gear. Acceleration through the gears is good and quite capable of showing up modern tinware at traffic lights.

Petrol consumption with twin S.U. carburettors and K.L.G. M.80 plugs is a genuine 23 miles per gallon on reasonable runs, using the gears to advantage.

Oil consumption is nil, though I drain the  $3\frac{1}{2}$  gallon sump every 2,000 miles. Incidentally, S.A.E.40 oil is used summer and winter and oil pressure is 50 lbs. sq. in. with the engine hot.

I find the car quite comfortable to drive on long journeys, steering is light if the 525×21 tyres are kept at 34 lb. pressure, springing is firm though the 10' 9" wheelbase gives a smooth ride. The engine is remarkably quiet.

Brakes are a weak point and need constant adjustment to keep them up to scratch.

Although never as popular as the 2-litre, possibly due to initial cost when new, the 3-litre is I think, a very good example of Vintage motoring at reasonable expense.

D. W. PRICE.

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to 16/65, in either 1927 or '28 General Metcalffe, the then Director of Lagondas, intimated that a new car—new engine—should be produced at the Staines factory. Those in technical charge were Davidson and Masters.

The General, a non-technical man, was at the time greatly impressed by the engine of the Belsize car and by a *strange coincidence* a Belsize was purchased by Lagonda's and dismembered at the works around this period. (Note: Belsize went bust very soon after this and Lagonda's bought them out—coincidence or conscience?) The new engine was produced entirely at Staines and bore little resemblance to the Belsize except for the valve gear cover—the first and fortunately the last technical detail that the General would observe, may have been the designers' surmise!

#### Never had a Meadows Engine

Many erroneously think the 3-litre engine is a product of the Meadows stable. The engine was, however, the 16/65 (2½-litres) bored out to just under 3-litres capacity. This practice was in those days fairly standard and was adopted, with success for example, by Bugatti. It will be observed that it was bored out to just UNDER 3 litres. However, the preview report of the *Motor* of September, 1928, quotes the capacity as 3,013.49 ccs. as opposed to the generally accepted figure of 2,931.49 ccs., also the sales prices quoted—chassis £660, Weyman saloon £965, are a little strange as, at their first motor show appearance, the cars were marketed at roughly £100 more, respectively. It is perhaps best to consider the 3-litre as appearing officially in 1930 though undoubtedly 3-litres were running and reports had appeared in several journals in 1929.

Having given some vague idea of the birth pangs of the 3-litre it is logical to cover its official operational life-time 1930-1934. (The first 4½ models appeared in 1933 but the 3-litre was still produced in quantity in 1934.) Over this period several changes occurred, from the practical point of view the fact that the later 3's were faster needs some explanation;

though in fact it was probably due to a number of small changes rather than any single innovation. An interesting field of research lies open here. One thing is sure, the castings originally made from the 16/65 bored out were scrapped and new ones, very similar, were made for the 3-litre specifically. Proof for this idea may lie in the fact that the 3 was in its turn bored to provide the 3½-litre; again it must be admitted that the original 16/65 might have taken a double boring but this is unlikely. Incidentally the 3½ was the first Lagonda to adopt the very successful Girling brakes, see also *The Lagonda* No. 9, for information on the 3-litre Selector Special.

The above is undoubtedly inaccurate in detail but is probably correct in the main facts, which we hope have not been without some interest value.

#### Detail Changes in 3-Litres, 1930-1934

##### 1. Chassis

Two are found advertised in the early motor magazines. A short and a long. The short was similar to the 16/65 while the long boasted an extra 9 inches. Both chassis though massive and heavy, whipped to a frightening degree: perhaps from this fact that they have derived their longevity.

##### 2. Petrol

A 20 gallon tank was standard to all types. In the early models a single zenith carb. with a strange induction manifold. In later models (1931 onwards) twin S.U.'s bolted direct to the head were adopted. This system while doing Nos. 2-5 proud, starves 1 and 6 which live a long way away. It is interesting that reports show little difference in consumption between the two systems, though the latter gives more M.P.H. On all S.U. 3-litres the blanking off plate for the older system can be seen on the induction side of the head.

Delivery—Old type autovac probably up to 1930? 31, after that a Delco-Remy mechanical pump driven from the camshaft. All electrical pumps have been added at very recent times by Philistines.

Ki-gas was standard to all models and is very necessary if the carbs are original as no



starting choke is present.

### 3. Oil

Rotary sleeve pump, camshaft driven used on all models. Cleaning system either a Delco-Remy cartridge (x130) or a multi-leaf filter actuated every time the clutch is depressed, the latter being the most modern. Some cars have both systems.



For girls who have a  
winning smile,  
And monsoons on a  
tropic isle,  
Or snaps that really are  
worth while

— use **Johnson  
Chemicals**

ASK YOUR DEALER FOR THEM!

JOHNSON JINGLE NO 43

### 4. Steering

Marles box on all models. Removal of the drop arm is said to be beyond the powers of man.

### 5. Clutch

Single plate, common to all models. Clutch stop.

### 6. Exhaust Manifold

Originally a single casting allowing No 1. out first and the rest following in numerical order and if they were lucky! This was altered in 1930-31 to a double manifold in three's. This was probably one big factor in increased performance.

### 7. Battery

Single 12 under the nearside passengers' feet in the older models and two 6's under the rear seat in the later models. Certainly this variation was produced simultaneously.

### General Note

The above variations should logically appear on cars of different ages to make things neat and tidy. However this is not true, and many differences will be found on cars of the same proven age and not owner modifications. This bears out the statement that "Lagondas never made two cars alike"!

## POTTED INFORMATION

*Lagonda 3-litre prices ranged between £920-£1,325, according to body and year.*

*Capacity: 2,931 ccs.*

*B. and S. 72 mm. × 120 mm.*

*Wheelbase, 10 feet 9 inches. Overall length, 14 feet 7 inches. Turning circle, 43 feet. Width, 5 feet 6 inches. Weight dry, 34 cwt. 1 qr.*

*Valve clearances, inlet .004, outlet .006. Clutch clearance travel, ½ inch. Crank, 7-bearing pressure fed, drilled.*

*M.P.G., 20 at 40 m.p.h. without valve damage.*

*Ratios v Acceleration 10-30 m.p.h.*

12.88—1	—
8.05—1	5 3/5ths secs.
5.15—1	9 secs.
4.1 —1	10 3/5th secs.

*Best recorded speed over ¼ mile: 87 m.p.h.*

*C.R.-W.*





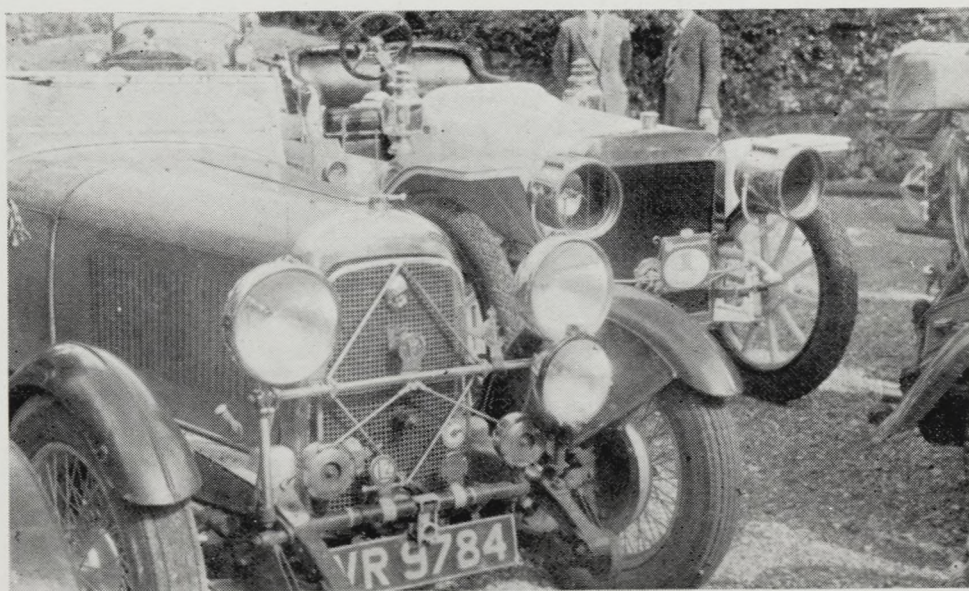
*M. Leo after pranging his 2-litre at Prescott. Wheel that hit bank is in foreground.*



*Erecting the "Lag Pag" at the 750 Club Six Hour Relay Race at Silverstone. Teapots and fry-pans were wielded under the "frillie".*

## LOOKING BACK ON 1954

*Photos by A. STEVENS  
and C. S. REXFORD-WELCH*



*Two fine cars at the Anglo-American Goodwood. Left: Vintage 3-litre Lagonda of Rexford-Welch beside the grand old American Ford.*



*A.G.M.—Hartop, Snr. consoles Hartop Jun. on not winning the Concours de Bassinette.*



**Medical History of the Second World War;**  
The Royal Air Force Medical Services.  
Vol. 1. H.M. Stationery Office.

*This is NOT a recommendation for members to buy this book, but a suggestion they find it well worth borrowing from the Library—in fact well worth insisting the Librarian gets it specially for them!*

This book, the first of three volumes describing the work of the Medical branch of the R.A.F. is the special baby of no less a V.I.P. than our own indefatigable and versatile Hon. Competition Sec.

Of necessity, a certain amount of specialised documentary material is included but there is, nevertheless, a great deal of very interesting reading for all concerned with, or specially interested in, the R.A.F. or medicine. Indeed, the able editing of Squadron-Leader Rexford-Welch makes for a great deal of interesting reading for an intelligent general public. Included in these sections of wider, general appeal are chapters on the formation and development of R.F.C. and R.A.F. hospitals, special services such as Plastic Surgery and Burns treatment which have captured the popular imagination through dramatisation in the popular Press (as has also the subject of Air Sea Rescue), Rehabilitation, and the medical arrangements for the W.R.A.F.S., whose venereal disease and pregnancy are frankly discussed.

The chapter on the Air Evacuation of Casualties is probably the first authoritative narrative covering the evacuation of sick and wounded by air and is one of the most interesting in the volume. The difficulties encountered in obtaining recognition and the events which vindicated the establishment of Casualty Air Evacuation, are frankly recorded. Quotations from the diary of an M.O. in charge of improvised air evacuation soon after D-Day describe the task in detail, stress the need for initiative and provide yet another touch of human interest and drama which ordinarily would not be expected in an official Medical War History.

For R.A.F. types and Medicos, of whom there are many in the Club, this volume is a definite "must" for the library list.

## BOOK REVIEWS

**Veterans of the Road** The story of Veteran Cars and the V.C.C. of Gt. Britain.

ELIZABETH NAGLE. Technical Data by DENIS FIELD, A.M.I.E.E. Foreword by S. C. H. DAVIS.

Arco Publishing Co. Ltd. 18s. net.

"I HAVE A Veteran motoring mad boyfriend and I want to give him a book for his birthday, could you help me by suggesting one which gives him everything he might want to know?"

To this typical query which she quotes in her book *Veterans of the Road*, Miss Nagle provides herself, as Secretary of the V.C.C. of Gt. B., with a suitable answer.

However, except for the pictorial supplement consisting of 85 pages each devoted to a Veteran or Edwardian car with a brief technical summary, the book is not really about veterans of the road but is a history of the Veteran Car Club of Great Britain which Miss Nagle has written interestingly and with competence despite her handicap of but very recent association with the Veterans.

Good as it is, I can't help wishing that S. C. H. Davis, hero of my youth and founder of the V.C.C. of Gt. B., had written the book and Miss Nagle the Foreword.

The typography and unsigned line drawings of the title spread are of a high order and in contrast to the inexcusably poor printing of the halftones in the art paper supplement.

Opposite is reproduced a page from the pictorial section that will particularly interest Club members.

*Veterans of the Road* is certainly a book that all interested in vintage and pre-vintage motoring will want to add to their shelves and the historical photos are likely to be referred to on many future occasions.

F.W.





Courtesy

V.C.C. of G.B.

A PAGE FROM  
the pictorial  
supplement to  
Elizabeth Nagle's

"VETERANS OF  
THE ROAD"

Miss Nagle says  
there are no less  
than six of these  
11.1 Lags in the  
Edwardian Section  
of the V.C.C. of  
Gt. Britain.

*Date and Make:* 1914  
**LAGONDA**

**ENGINE**

*Position:* Front Vertical  
*Maker's h.p.:* 11  
*Cylinders:* 4  
*Bore and Stroke:* 67 × 78 mm.  
*Cooling:* Water  
*Inlet Valves:* Mechanical O/H.  
*Ignition:* H.T. Magneto

*Country of Origin:*  
**ENGLAND**

**CHASSIS**

*Clutch:* Cone  
*Gearbox:* 3-speed Sliding  
*Gear Change:* Gate  
*Final Drive:* Shaft  
*Brakes:* Expanding and Con-  
tracting  
*Wheels:* Sankey Detachable  
*Tyres:* Pneumatic

*Body and Equipment:* Tourer, Hood and Windscreen, Oil and Acety-  
lene Lamps

*Model Current:* 1914-1920 inclusive

*Price New:* In 1914: £158.

*Loan of block and reproduction by courtesy of Miss E. Nagle and  
Arco Publishing Co. Ltd. Note—Page area slightly reduced.*



## COMPETITION NOTES



Last year was perhaps the best that we have ever had in the direction of competition. A very healthy sign for the Club and one can but hope that this year will be as good or better—that is, of course, up to us or rather *you*! The racing calendar is even fuller than usual and it becomes apparent that some kind of selection will be practiced, even by the tyro, in selecting events; this means that events will be strictly compared and the entry will largely depend on the efficiency of the organisation. The older member will already have recognised this veiled literary meander as an appeal for marshals in our own events—we have many—never enough—so if you feel like it let a member of the Committee know.

At our Xmas party and prize giving, a “Marshals Award” was presented for the *first time* and filled a vacancy in our list of awards. The original and three similar tankards have been donated to the Club by a benefactor or benefactress who wishes to remain unnamed. A pity. Nevertheless the Club would like to offer its thanks for this generous gift. Marks for the Award will be scored under the original 1954 scheme but only marshalling will count for this prize.

At a recent meeting of the Eight Clubs (A.C., Cemian, Lancia, Hants & Berks, 750, Harrow, Lagonda), the balance sheet for year ending December, 1954 was presented. It might interest members to know a little about this magnificently presented balance sheet—though figures will be simplified in order that the uninitiated can understand! The Silverstone meeting brought in a total of £1,000; this enabled the organisers to pay 20/- in the

£ on starting money—quite the cheapest method of circulating around Silverstone! Programmes realised £100 due to the zeal and tenacity of certain persuasive sellers and Billie Michael’s losing his programmes at a very rapid rate—he’s worth pounds to the organisers. It was possible to make a donation of £44 15 0 to the British Motor Racing Relief Fund of which more anon. Thus the budget leaves us with a surplus to be carried over to this year of £12—the many people responsible for this flourishing state of affairs may well congratulate themselves—Lagondas one eighth.

### The British Motor Racing Relief Fund

This body is less well known than it ought to be and a little information on the subject will, I hope, not come amiss. It was founded approximately two years ago with the object of assisting drivers injured in competition or their dependants where a case of hardship exists. The interpretation of competition is all embracing from the *largest club to the smallest*—A Grand Prix to the Lagonda Southern Rally. It is in its application to the smaller events that we should be particularly interested. Though minor competition is definitely not dangerous, due to the safeguards imposed by the Royal Automobile Club on competition in general and the obvious interest taken in this direction by even the smallest clubs ACCIDENTS CAN HAPPEN; for example, a tyre can blow out as easily on the track or test ground as on the public roads, though perhaps the former are safer places. However, the object of this fund is to be able to deal sympathetically, tactfully

### All-Wool Knitted BOB CAPS & SCARVES in Lagonda Club Colours

Bob Caps 7/11d. Scarves 22/6d.  
carriage paid

C. G. Southcott Co-Partnership Ltd.  
Bull Ring, Wakefield.



and efficiently with such cases of hardship.

Funds are of course necessary to attain the desired object and it is hoped that more and more clubs will make a small donation out of their general funds to the growing sum in the hands of the B.M.R.R.F. The administration is in the competent hands of very well known men and drivers—Lord Howe to mention one. It is hoped that the Lagonda Club will be able to play its part in this organisation.

CR-W.

### NEEDLES IN HAYSTACKS

ARE COMPETITION ORGANISERS making your navigator look a fool? Are events discounting your driving ability by introducing chance into the awards list? What are the facts about the "hidden clue" competitions?

Map references such as  $123\frac{1}{2}$ .456 $\frac{1}{2}$  pin-point to plus or minus 25 yds. This is the limit of accuracy obtainable from the information given.  $123\frac{1}{2}$  is the spot. Fifty yards further on is 124: fifty yards behind is 123. But there is a 50 yard square described by the reference. Having got you to the middle of this square, the navigator has carried out his task perfectly. Perfect navigation achieved, the clue should be immediately obtainable. Is this so?

Several recent invitation competitions have employed small cards visible only a few yards away, with good luck and good light. A swarm of flickering torches at such controls is usual. What does this mean?

The effect is that, despite perfect navigation, it is a matter of pure chance whether you stumble on the clue in one or ten minutes. The expert spending five minutes playing hunt-the-thimble loses five precious marks, while the dunce's girl-friend accidentally sticks her high heel on the clue, and they're away rejoicing.

This is not British sportmanship: this is not motor-sport: this is not a test of navigation. Such competitions are games of chance!

Lagonda drivers should insist that every clue is visible unobstructed, not necessarily from the road, but by torchlight from anywhere within a 25 yard radius.

"BAT."

### LETTER FROM EUROPE

Dear Sir,

A million thanks for your letter and the "Lag. Mags." They were a long awaited pleasure.

Peter C's letter re: the forming of a traitors' Register, made me squirm mentally and guilt, bids one mention inclusion of my own name, amongst those disreputables. Alas, I also have turned to tin ware, but hasten to add "Pro Tem", i.e. my tour of duty out here. My enforced exile should end in July but who is to say? My fanatical devotion (this according to friends) to my old Lag was such that the thought of the physical torture she would undergo on the roads out here (excluding the Autobahn) was too much for my peace of mind and funds being what they are—a permanent state I fear—she was sold. Painful though it be to say, our Tincan, like Caesar's wife is above reproach. We always arrive where we intend to go. Yet, my volubility on their de-merits prior to owning one to the proud (but after I had finished not-too-sure) owners was remarkable.

Before the T.C. I had a 326 BMW which went very well until the front wheels fell off just 5 km. from Spa, on our way to a Race. My wife was driving at the time as my leg was in plaster and I was on crutches. It was a beautiful day so we had a picnic till the Belgium police arrived, who hooked us up and asking my wife to sound the siren "mit FuB" took us to a garage. But that's not all, we found we hadn't sufficient Belgian money to get back to Germany so we had to use German at a dreadful rate of exchange and "the dear little ticket man" knew he was on a good thing. Little did he realize how near he was being, "crowned with a heavily plastered leg."

But enough of your time!!

Yours sincerely,

PHILIP COMAN.

B.F.E.S.

1st R. Berks. Rgt.,  
Goslar, BAOR 33.



## LETTERS FROM OVERSEAS

1st March, 1955

Dear Sir,

My conscience having been pricked by John Harding's article in the Spring '54 issue—here goes.

It should not be inferred that my conscience is thick-skinned, but merely that I have been re-reading my back issues.

Although a member of some 18 months I regret I've never attended a meeting or rally. Within 3 months of joining, I found myself in an extremely uncomfortable funk on my way to Malaya. My transfer to this delightful colony was accomplished in the usual style and comfort of a troopship last December.

Whilst in Malaya, two visits were paid to Ipoh; the redoubtable Dr. Young was away at home and so was G. S. Needham who had taken "over" the Doctor's 2-litre.

Speaking personally and with no competition experience, Duncan Westall's plan in the Spring '54 issue, appears to have a great deal to commend it and I hope to join in when next at home—about January, 1957!!

May I present you with a large bouquet for the excellent magazine which has delighted me regularly since I joined the club.

Lastly, would someone enlighten me—what is or was a Maybach Gear Box.

Yours sincerely,

LINDSAY SCOTT,

Capt. R.A.

A.P.I.U.(F.E.)Vet.,  
c/o R.A.F., Kai Tak,  
Hong Kong.

NOTE: Lindsay Scott's re-reading of back issues could not have included No. 9 when a full account of the Maybach pre-selective gearbox (two sets of four forward speeds with pre-selector control) was reprinted from *The Motor* of 26th April, 1932.—ED.

25th February, 1955

Dear Mr. Winkworth,

As one of the more distant Club members I am writing firstly to congratulate you on the excellence of the Club magazine, the arrival of which is looked forward to with great pleasure every quarter. The articles and photos of Lagondas are all the more appreciated as my L.G.45 is the only Lagonda in Hong Kong and the only one for a few thousand miles distance, I should think Doc. Young's collection in Malaya are the nearest.

I should be most interested to know whether my previous Lagonda is in the hands of any present Club member. The car was a 1928 2-litre, Reg. No. YW 7163 and if it is still in existence I would be most interested to hear of it.

In conclusion, may I send my best wishes for the continued success of the Club. I am looking forward to joining in some of the activities next year when I am due for Home Leave and I shall be bringing my car with me.

Yours sincerely,

ERIC BARRETT.

Butterfield and Swire,  
Hong Kong.

16/80 Calypso

30th March, 1955

Dear Sir,

'Tis better to travel hopefully than to arrive and whilst on leave in the U.K. last year, my wife and I realised an ancient ambition when we acquired an even more ancient 16/80 with a view to taking her to Trinidad.

She behaved herself quite well until the former owner took me along to your last rally in November sometime, which started from the Hogsback. Some of you who attended will recall that it rained. Naturally the wipers failed and the headlights gave up the ghost. Fortunately the windscreen folded flat and with the hood down I drove home, arriving in a soaked, cold and irritable condition. Perfectly willing to sell her.

We arrived in Port of Spain, Trinidad on December 10th. It is a dreadful place in many



respects. To begin with its on the leeward side of the island and is entirely surrounded by hills—to say the least its hot. After running around for several hours, like a blue based fly, I was informed that I couldn't clear the car until the following day. Organisers of treasure hunts and similar pastimes may care to take note of the things that were required to put the brute through customs and licenced:—

1. Obtain a certified cheque when the banks were closed.

2. Give the exact weight to the nearest pound (car to be filled with petrol oil and water).

3. Have a new number stamped on the engine.

4. Disconnect spot and reverse lights.

5. Hand the car over to a mechanised ape for testing (we practically went round on the starter).

When we eventually had it on the road tooling through Port of Spain, we had to contend with suicidal minded Nig-Wigs who almost leapt aboard endeavouring to discover the make. She is the only one in Trinidad. One of the aforesaid N.W.'s shouted "Eh Eh Boss dat a bronze age car?" but on the whole they think she's pretty good.

Our final destination, however, was some forty miles distant, in San Fernando, the centre of the oil industry. For the first twenty miles the road is excellent but the nearer one approaches the famous Pitch Lake at Brighton the worse the roads become. To add to this discomfort San Fernando is built into two or three steep hills and all the roads that go up-hill seem to start from blind corners, one therefore takes practically a standing start. No reckless abandon on the descent either or its a bent track rod. The forthcoming visit of Princess Margaret has however, spurred the city fathers to action as they have relaid several miles of road in her honour.

I was told that there were several enthusiasts in Trinidad, but when I delved further I discovered to my horror that many of them owned American courting cabriolets, or M.G.'s with white-walled tyres, etc. We've seen a 1934 Rolls Bentley but not met the

owner. We hear there is a Bugatti and a Silver Ghost, neither of which have been sighted.

It may interest readers to compare current prices of commodities essential to a "Lag" and her owner's well being. All prices in Sterling.

	£	s.	d.	
Tax per annum ..	8	2	6	
Insurance per annum	12	10	0	
New Tyres ... ..	8	15	0	each
N.60 plugs exported from U.K.) ..	3	3		
Oil 5 gals. XXL (ex- ported from U.K.)	2	10	0	
Petrol (full tank £1 5 1)	1	9½		per gall.
Rum per imp. gallon	1	12	1	
Beer per case 24 bots.		16	10	

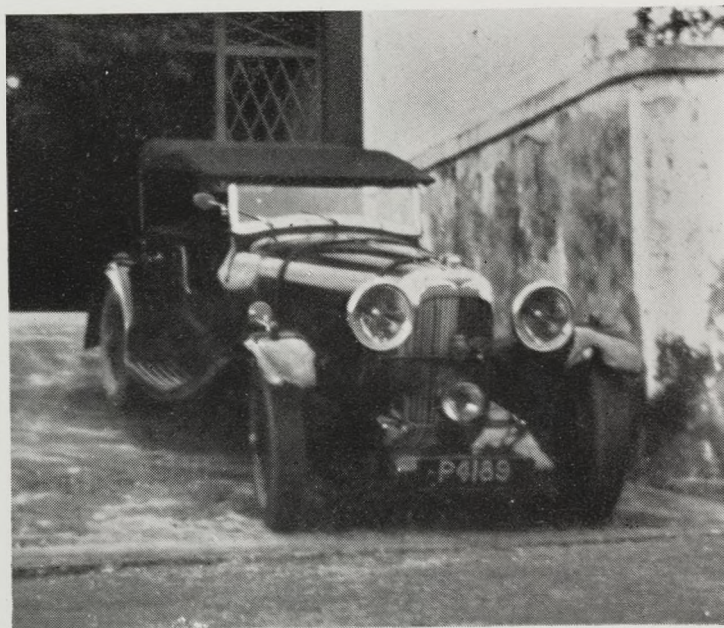
All maintenance has so far been done at home and judging by all reports, so will repairs, for whilst the "Lag" may be fool-proof it is not B.F. proof.

I find it astonishing that my wedded wife becomes annoyed at not seeing me for the week-end except for meals and has christened our "Lag" the "Shepherdess". Something to do with Dresden China, I believe, however, she goes off to market in her quite happily every week.

Yours faithfully,

HELEN & FRANK BENSON.

P.S.—Enclosed is a photo of the only "Lag" in Trinidad, we think! (see below.—ED.)





## WATER INJECTION FOR LAGONDAS!

Specialist Engineers are now fitting the Ridley H.20 BOMB. Easily fitted to any engine in a few hours. Particularly suited to large capacity vintage engines, Bentleys, Lagondas, Rolls-Royce, etc., giving wonderful performance with improved economy. 19 m.p.g. obtained from 6½ litre Bentley. Complete kits with full instructions £5-7-6 from stock or we will fit for you by appointment. Fully illustrated brochures on request—stamped envelope will speed our reply.

Stanley V. Lipscombe, Marine Engineers,  
11, Victoria Road, Boveney, Windsor.

**Save Petrol—Use Water!**

## FOR SALE

**2-litre** Gear box in excellent condition, £16. Or would exchange for friendly brunette about 28—no reasonable offer refused.

**2-litre** rear axle complete with half shafts—sound but noisy on over-run, £15 or as above—Offers and photos to Charles Long, 39 Rosehill Park West, Sutton, Surrey, Fairlands 7700. No call-girl agencies please.

**16/80** 4-seater Tourer. First reg. August 1935. Engine sleeved to standard, new twin S.U.'s., Batteries, Side Screens, etc. Delivery of new car compels sale of this carefully maintained Lagonda. Photographs available and further information on request.—Offers over £160. A. W. Armstrong, c/o "Garway", 23 Mulroy Rd., Sutton Coldfield, Warwicks.

**2-litre.** 1931. Blown Tourer, unblown manifold carburettor included. Engine complete Davies overhaul 16,000 miles. Brake drums re-lined, standard tyres excellent, original body, seats, carpets, chrome side screens, P.V.C. hood all good. Telecontrols.—£190. Griffin, Willow Tree Cottage, Stoke Poges, Bucks.

**2-litre.** H.C. 1929 2 Door Saloon. Aluminium panelling. Spec. fold away rear seats. Engine done 3,000 since complete rebuild. Reason for sale, routed by family.—£180. Jacobs, 25 Creek Road, East Molesey, Surrey.

**Thames Sprintsail Barge** 80 ft. long, fully converted with large lounge-dining room, deckhouse, 2 double, 1 single bedroom, fitted kitchen, new calor gas cooker, central heating, fully wired, 2 toilets, private island mooring Thames Ditton.—£950. Box 10.

**3-litre** 1933 Saloon suitable for spares. Runner, but body and tyres poor. Would make good utility with years of service.—£50. Seen Surrey. Box. 13

## WANTED

**Nos. 4-7** incl. THE LAGONDA wanted by 'The Editor' to complete set.

**Body for 3-litre** open sports or drop-head urgently wanted at reasonable price. Poor trim immaterial but must be basically sound and free rot and rust.—Box 11.

**P100** headlamps—pair in good condition at reasonable figure urgently wanted.—Box 12.

## RECOMMENDED PORTS OF CALL

OBJET D'ART - - - - - CURIOS

**"Art & Antiquity"**

26, SEAWAY ROAD, PRESTON  
PAIGNTON . . . . . DEVON

Alf & Marjorie Davies-Holmes (2 litre) would be pleased to accommodate Club Members for Bed & Breakfast, (Evening Meal if desired).

**100YDS. SANDY BEACH GOOD TOURING CENTRE  
PARKING SPACE**

## The Green Dragon

AN INN OF UNTOLD ANTIQUITY  
STOKE FLEMING DARTMOUTH

On the glorious South Devon Coast,  
near famous Blackpool Sands.

A welcome awaits you from  
**JACK AND JOAN POCOCK**  
and **LUCY THE 2-LITRE LAG.**

Bed and Breakfast.

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## THE SADDLER'S ARMS

New Yatt, Witney, Oxon.

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**DOUG. PRICE (3-litre)**

Welcomes you to a Free House

Fully Licensed.

**MIXED GRILLS • SNACKS**





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*Repairs — Overhauls  
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*Club Members always welcome*

## MAURICE LEO

SALES AND SERVICE

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Telephone Beaconsfield 538

## INSURANCE SCHEME FOR LAGONDA CLUB MEMBERS

Do all members realize that an insurance is in operation similar to that arranged for the Bentley Drivers' Club, whereby careful drivers are quoted basic rates irrespective of whether their car is sports or vintage or both ?

This scheme was arranged by  
**ANTONY HYDE-EAST**  
in the days of the 2-litre Register  
and has the blessing and approval of the Underwriters.

**ANTONY HYDE-EAST**  
— INSURANCE BROKER —

8b, WOOD STREET, KINGSTON-UPON-THAMES, SURREY.

Phones : KINGSTON 8866 (2 lines.)      Home : MOLESEY 6222.

NO EXISTING BUSINESS CONNECTION ELSEWHERE.



## LAGONDA CLUB NOTICE BOARD

SATURDAY, 21st MAY, 1955

### SOUTHERN RALLY

Start 2 p.m. for 2.30 p.m.

3 miles North of Tring, Herts (905164)  
between Cheddington and Long Marston

SUPPER AT ROYAL HOTEL, TRING

TICKETS 5/6d. each     In advance only  
from Secretary of Meeting:

J. M. Bosworth, c/o 19 Elmstead Ave.,  
Preston Road, Wembley, Mdx.

### LONDON PUB MEETS

The new rendezvous having proved so  
popular and convenient the

**COACH AND HORSES**

**AVERY ROW,**

**GROSVENOR ST., W.1**

will continue as our meeting place

**THE 3RD THURSDAY OF EACH  
MONTH**

(16th June—21st July—18th Aug.)

*Ample parking space*

### NORTHERN RALLY

will be held on

SATURDAY, 25th JUNE, 1955

probably at the same place

NEAR BAWTRY

Social gathering afterwards at  
Barnby Moor, nr. Doncaster

Details and regulations will be sent by  
post but if not received, please contact

Hon. North. Sec.:

D. H. Coates, Hill Farm, Swine, Hull

### DIARY OF EVENTS

Southern Rally .. Sat. 21st May

8 Clubs Silverstone.. Sat. 4th June

Northern Rally ... Sat. 25th June

Lagonda Race .. Sat. 30th July  
(Bentley D.C. Silverstone)

Lagonda/Alvis Tests Sun. 11th Sept.

A.G.M. .. .. Sun. 25th Sept.

Northern Handicap . Sat. 12th Nov.

Christmas Party .. Friday 2nd Dec.