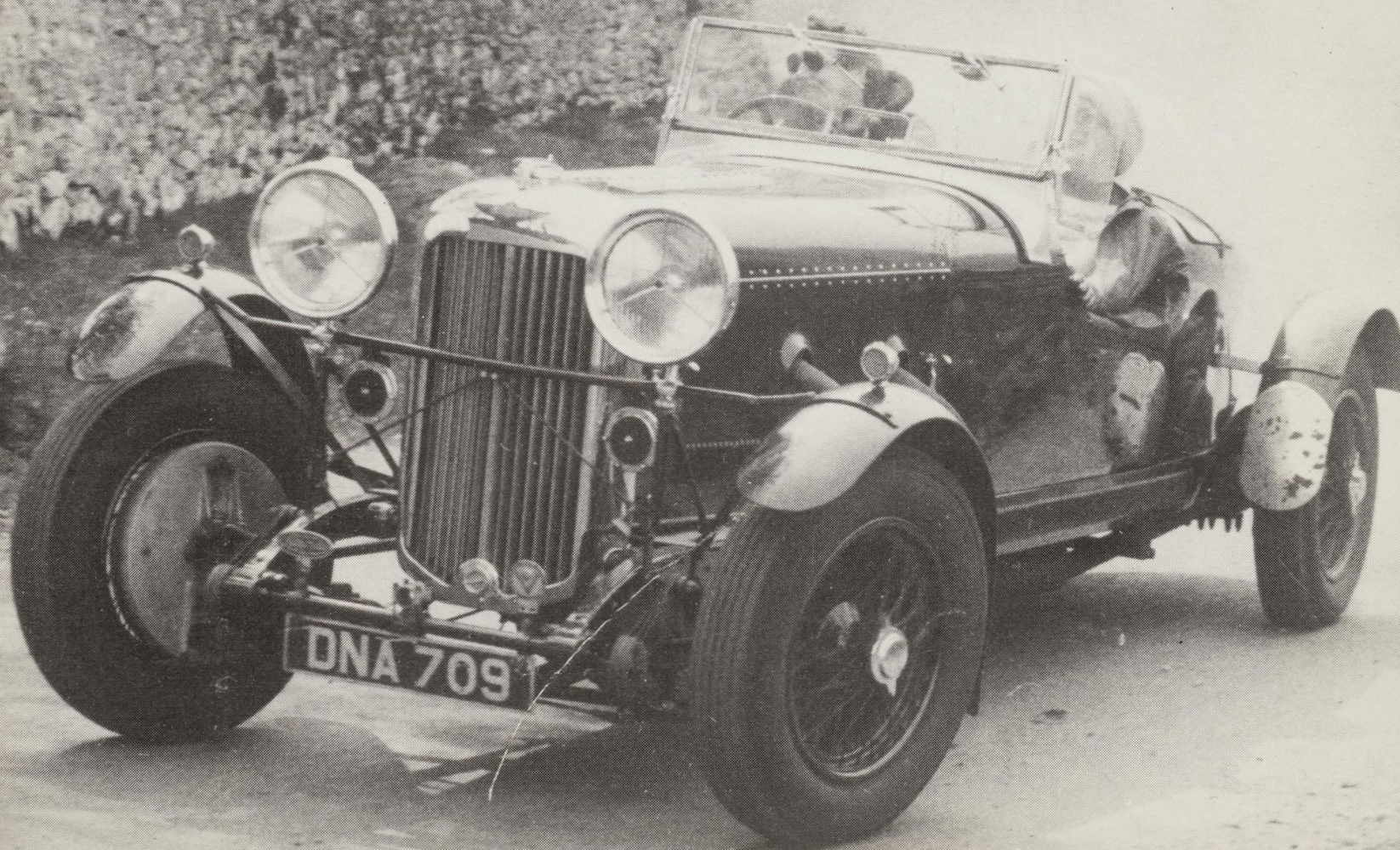




## THE MAGAZINE OF THE LAGONDA CLUB

Number 114

Summer 1982





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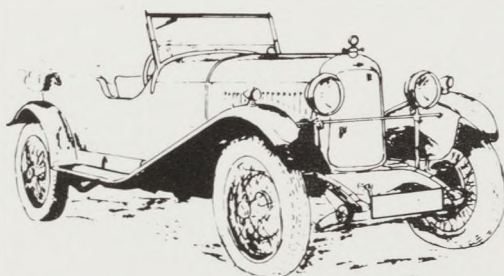
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## MAGAZINE

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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered.

FRONT COVER: Nigel Hall scattering dust on Park Rash, Kettlewell during the Northern Tour,

Photo: H. L. Schofield.



# Out and About

THE HARD winter now mainly forgotten, our thoughts turn to the open road and warmer days. Herb's Northern Factory Tour report elsewhere in this issue sets an example of how it can still be enjoyable to have an organised social run without straining the cars too much.

\* \* \* \*

ROBERT EBERAN-EBERHORST, Professor Doctor of Engineering, died earlier this year in Vienna at the age of 79. Known to Lagonda enthusiasts for the developments he introduced while employed by Aston Martin Lagonda as Chief Engineer from 1949 to 1953, Dr. Eberan-Eberhorst had a long and distinguished career in the field of engine and chassis design. His involvement with the pre-war Auto Union Grand Prix cars is well known as his later work in developing the four-wheel-drive Cisitalia during 1947 and 1948. He was until 1973 Professor of the Institute for Internal Combustion Engines at the Vienna University.

The beautifully restored example of the original 1936 Auto Union Grand Prix car now in the Deutsche Museum at Munich is a testimony to his skill in engineering design.

\* \* \* \*

We were interested to hear from LOUIS S. M. ARMANDIAS recently who kindly sent to us two photographs of a V.12 saloon of which he took delivery at the outbreak of World War II. It was one of the last Lagondas to be finished by the works prior to its changeover to war work. We were glad to put Mr. Armandias in touch with Jack Nethercutt who now owns the car in Los Angeles. Mr. Armandias has had wide experience in the field of aeronautical engineering as well as being trained to fly the first Sikorsky helicopters that came to England in 1943 and holds Helicopter Flying Licence No. 5. He also had business connections with Alan Good who was instrumental in organising the purchase of his V.12 in those confused days in late summer 1939.

\* \* \* \*

A set of photographs taken at the 1939 Le Mans race when he was reporting the event for *The Times* has been sent to the Club by HAROLD NOCKOLDS. They show the two V.12 Lagondas driven by Dobson/Brackenbury (No. 5) and Selsdon/Waleran (No. 6) which finished

first and second in their class with average speeds of 83.61 and 83.35 m.p.h. respectively. The photos are reproduced in this issue and we are very grateful to Mr. Nockolds for his thoughtful gesture in sending them to us. Mr. Nockolds is, incidentally, the elder brother of the artist the late Mr. Roy Nockolds.

\* \* \* \*

## PUB MEETS

*Midlands:* Third Thursday in each month at the "Gate Inn", Osgathorpe, Leicestershire.

*Southern:* Second Wednesday each month at 8.30 p.m. at the Windlemere Golf Course Club House, West End, near Lightwater, Surrey. (Near the junction of the A319 Chobham Road and A322. Exit at Junction 3 if approaching on the M3.) Alec Downie is the organiser.

*Northern:* First Sunday lunchtime each month at the "Floating Light", Standedge, near Marsden, W. Yorks.

*London:* Jointly with the B.D.C., on the third Tuesday each month at the "Bishop's Finger" in Smithfield. Easy parking.

*North East:* First Wednesday in each month at the Cave Castle Hotel, South Cave, N. Humber-side. With V.S.C.C.

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# *Northern Lagonda Factory Tour 1982*

*By Herb Schofield*

THIS WAS held from 10th May to 13th May in fine sunny weather. However Roger Firth and myself motored up to Coxwold, N. Yorks in our LG.45 Rapides the day before so that we could welcome our friends as they arrived, and dutifully at midday the peace of the village was disturbed by a large number of pre-war Lagondas. Ted Townsley was first to arrive in his beautiful LG.45 tourer, followed by David Hine in his newly restored M.45, Alastair Barker LG.45 tourer, John Beardow M.45 tourer, now looking very nice inside with new leather seats re-covered by a well-known Northern specialist (free ad!). Doc. Rider came next with his M.45 Rapide, Dennis Clarke 2-litre, Ken Pape 2-litre, Jack Buckley LG.45 tourer, and Martin Holloway who has just moved up North, paid us a visit. Martin is now stationed at Yeadon Airport.

At about 3 o'clock, which just happened to be closing time, we moved off in the general direction of Helmsley for a bit of an afternoon

mystery tour. Unfortunately your reporter who, when he has consumed a number of pints, always finds that he has to rid himself of a similar amount of liquid shortly afterwards, stopped in a convenient lay-by for a leak only to see the rest of the pack go thunderin' off into the distance. By the time he had re-mounted, the other cars were miles away somewhere, so reluctantly we returned to the "Black Swan" at Helmsley, our home for the next two days. However, one consolation for being first back meant that we could bag the best parking spot — right outside the hotel in the village square. The "Black Swan" is a delightful old hotel owned by Trust House Forte and has been much improved since our previous visit two years ago. Bathrobes, free mints, books, bath foam, washing-up liquid, colour TV and hair driers — all very impressive. However personally I would have preferred some pound notes off the bill instead of all these bits and pieces but I do have to admit that I was in a



Louis Armandias's V.12 with wartime lighting. See "Out and About".

Photo: S. Logan F.R.P.S.



minority on this one, and everybody was most impressed with it all. An excellent meal was enjoyed in the evening with friendly service, and so the first day came to an end with Doc. Rider and John Beardow last to bed, as usual!

## **DAY 2. KEN'S AMAZING DRIVE**

On Tuesday Ken Pape together with Roy Paterson in the 2-litre were to be the lead car for the day. There was some talk between the two of them about "Rosedale Chimney" which in ignorance I thought was a new smoking pipe to replace the rotten old piece of wood that Beardow usually smokes.

It turned out to be an horrific 1-in-3 single track road of some length. Ken was quite happy to motor down this horror in the 2-litre whilst the rest of us in 4½s followed, anxiously watching our oil pressure gauges registering nil pressure. 4½ devotees will know that going down hill has this effect on the model. We stopped at the bottom in order to give our hearts a chance to return to normal, at this point Beardow announced that he thought his back axle had suffered, but fortunately it eventually turned out to be a nut that had worked its way off one of the bolts on a transmission fibre coupling — so all was well.

We continued our morning run through Pickering and on to the North Yorkshire Moors past the Fylingdales Early Warning Station which is a cluster of enormous white balls, and down to our lunchtime stop in Goathland which if it was not quite the pretty village I was expecting certainly made up for it in the quality and price of the food at the Goathland Hotel.

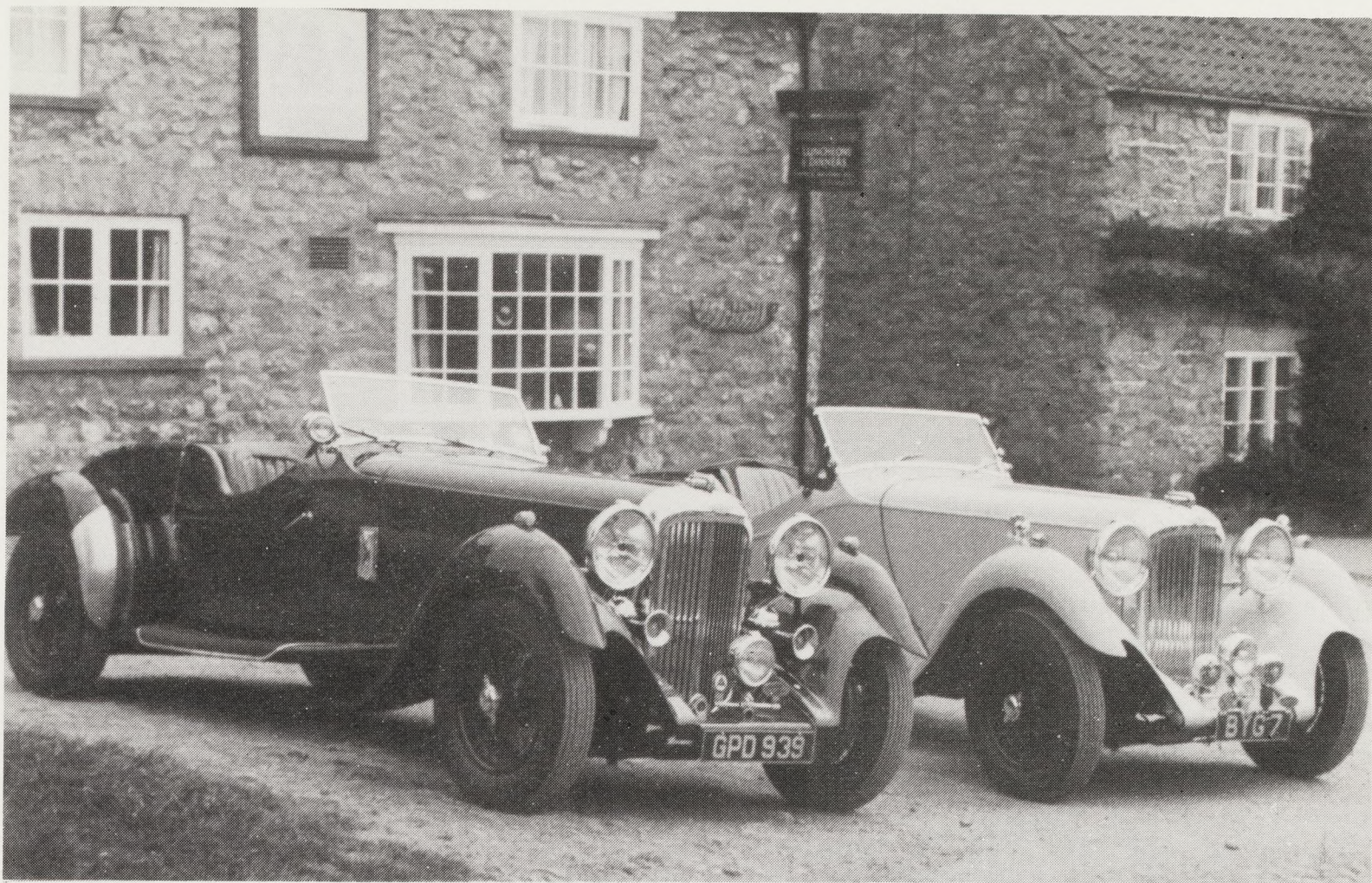
In the afternoon Ken and the amazing 2-litre had us motoring briskly towards the East Coast and into Scarborough where everybody seemed to be over 80 years old, except presumably at Bank Holidays when Mods and Rockers arrive on motor bikes and wreck the place. We stopped on the sea front and looked longingly at the sea on this sunny day and managed to persuade Hine not to take all his clothes off and go for a swim. We thought he could have been mistaken for an Argentine submarine but maybe not, as the sea was rather cold! At this point someone actually noticed that Captain Barker had gone off the radar screen but it later transpired that some distance out from Scarborough his throttle linkage had come adrift and although this was soon repaired he couldn't find us so did the

rest of the day's motoring on his own. Some of the chaps prodded by their womenfolk went off in search of some botanical gardens somewhere but as flowers don't switch me on to that extent (as anyone who has seen our garden will verify) we decided to head back to Helmsley followed by Hine and Buckley. The long-legged Rapide with her unusually high 3.14 back axle ratio came into her own on the long sweeping roads in the area and we made quick time back to the hotel, to be later joined by the others for a few pints followed by another good meal, with David Hine doing his Northern Dinner party piece. Later in the evening some of our hard drinking members, fed up with ordering single malt whiskies, purchased a complete bottle of the stuff and most generously dispensed to those of us who were still up and about. Many thanks for the huge drink, if not for the unpleasant after effects the following morning not improved by the sight of Firth with his ketchup-laden breakfast of black puddings, bacon, eggs, sausages, kidneys and fried bread which disappeared into his rather ample form in rather less time than it takes to write this!

## **DAY 3. DOC. RIDER'S MORNING RIDE**

At this point we bade farewell to Roy Paterson and Ken Pape and welcomed Mike Baxter (Riley) and Doc. Turner (LG.6 D.H.C.) who in fact had joined us the previous day (and I forgot to mention it). Doc. Rider was to be our leader and guide for our run to the Yorkshire Dales via Sutton Bank, another steep hill which seemed rather tame by comparison with the previous day. Readers of my previous articles in past years regarding the Northern Tour will know that I find the Dales enchanting. This occasion was no exception, the sun was shining out of a cloudless sky as we passed through Thirsk (home of that famous vet) and on to Masham, equally famous for its Theakstons' Brewery. We couldn't pass this one up so dutifully we parked in the village square and repaired to the nearest Theakstons Pub to taste the brew (well at least the Captain and myself did — the rest had coffee). Afterwards we wandered round the open air market as it was market day would you believe. I purchased a 1958 A.A. Members Guide and discovered that Dinner, Bed and Breakfast for one night in the hotel we had just vacated would have cost £2 then as against the £50 we had just forked out! Ye gods, why are hotels





**Northern Tour—Schofield's and Firth's Rapides at Coxwold.**

*Photo: H. L. Schofield.*

**Northern Dinner: Stanley Mann and Herb Schofield discuss hangovers.**

*Photo: Nigel Hall.*





now so expensive in this country?

The rest of the morning took us to Leyburn and Reeth and through an Army firing range — the H.Q. of the Wessex Regiment, which for some strange reason which escapes me is situated in this area of Yorkshire. The red flags were up which presumably meant that the lads were out and about somewhere firing off their guns. We pressed on hoping that some platoon didn't take a shine to us and loose off a few rounds in our direction — confidence wasn't really helped when Buckley's car started backfiring!

Lunchtime stop was the "Punchbowl" at Low Row owned by a Harley Street consultant. There to greet us with his super LG.6 Rapide was Roy "Atlas" Hatfield doing a few pre-lunch press-ups and generally kicking the sand around, another arrival was (again) Martin Holloway.

### DOC. TURNER TAKES THE LEAD

The afternoon was going to be yet another test of gear changing. We motored down through Swaledale and up the steep Buttertubs Pass which goes right up to heaven. Reputed to be the highest pass in England, it gets its curious name by having some big holes right at the top which look like butter tubs. In this totally deserted part of the world Doc. Rider ran out of petrol! Fortunately Holloway was on hand to offer assistance so all was well. We then passed through Hawes and up yet another diabolical pass close by Wether Fell and Dodd Fell. At this stage I was bringing up the rear, having the most reliable car you understand, and was able to admire the rear ends of all our cars in movement. It never ceases to amaze me how the coach-work and suspension of the 4½ Lagonda advanced rapidly over a very short period of time. The M.45 and LG.6 Rapide seem generations apart but in fact only four years separate the two models — amazing! The LG.6 could pass for a fifties car.

We came down from the high tops later in the afternoon through Buckden, Starbotten and into Kettlewell and the "Racehorses" which was our hotel for the evening. The ever youthful Nigel Hall, known to his close friends as the "Halitosis Kid", rode into town some hours before us so that he could bag a decent bedroom with bidet for reasons best known to himself. We were also joined by Brian Dearden-

Briggs (M.45) to add a touch of uncertainty to the evening. However the meal passed off without drama and David Hine entertained us once again with another of his monologues. Young Alastair Rider, son of Doc., was chatting up the local talent in the bar — though whether any of this came to a fruitful conclusion we have yet to hear, but he was VERY late for breakfast the next morning. As usual Rider and Beardow were last to bed.

### DAY 4. FINALE

A number of us had hangovers the following morning, and it was once again my good fortune to sit opposite Firth for breakfast. This time he went right over the top, for apart from the usual huge fry-up he commenced operations with a plateful of Scottish porridge oats garnished with a tinful of black treacle which no doubt acted as an upper cylinder lubricant. And so to the final morning and an attempt to motor up Park Rash, another steep pass which at one time or another was almost certainly used as a trials hill. I chickened out of this one and together with Joan climbed up the hill to a hairpin bend to take photographs of the chaps as they came up. Not unnaturally Nigel was on the scene first with his racing 4½, wild eyes staring out of his Biggles-style flying helmet (Complete Automobilit £15.75) back, wheels spinning, bags of lock to lock and stones flying everywhere. All very impressive but he was followed by Ted Townsley in the big LG.45 tourer *without* wheelspin and who went up just as quickly! At this stage David Hine broke a rocker, but apart from this there was no drama and Roy took the LG.6 R. up with baby fast asleep in the back!

And so the tour came to an end. We motored gently over to the "Queen's Arms" at Litton there to be joined once again by Martin Holloway who had (once again) been up to Edinburgh and back in the morning. Alan Brown also arrived on the scene with a bootful of 4½ spares. It had been a most enjoyable four days and our thanks to Roger Firth for organising it all.

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# When Kay joined the Club

XN4927, TITUS, the 1923 11.9 was the personal transport of my wife Nancy at the time. I had succumbed to the relative luxury of a drop head coupé in the form of YW9207, a 1928 2 litre, having parted with the faithful PG402, a 1929 high chassis 2 litre tourer.

Titus suffered after a difference of opinion over rights of way at a road junction and became garage bound. I prolonged this retirement from duty by carrying out further beneficial work beyond the mere damage repair. An 11.9 largely in pieces helped me immensely in preparing a cut-away drawing to accompany an article for the *Lagonda* Magazine and all of this did little to speed Titus' return to the road.

Then we saw an advertisement for a 1922 Lagonda for sale in London. The seller did not know what type it was but the date he was quite sure about. Although described as being in running order, but not having been used for quite a while, I would have equally leapt at the opportunity had it been useful only for spares.

Having contacted the owner we set off to London at the first possible occasion, optimistic that not only would the car be a worthwhile buy but that we could actually drive it away that very day.

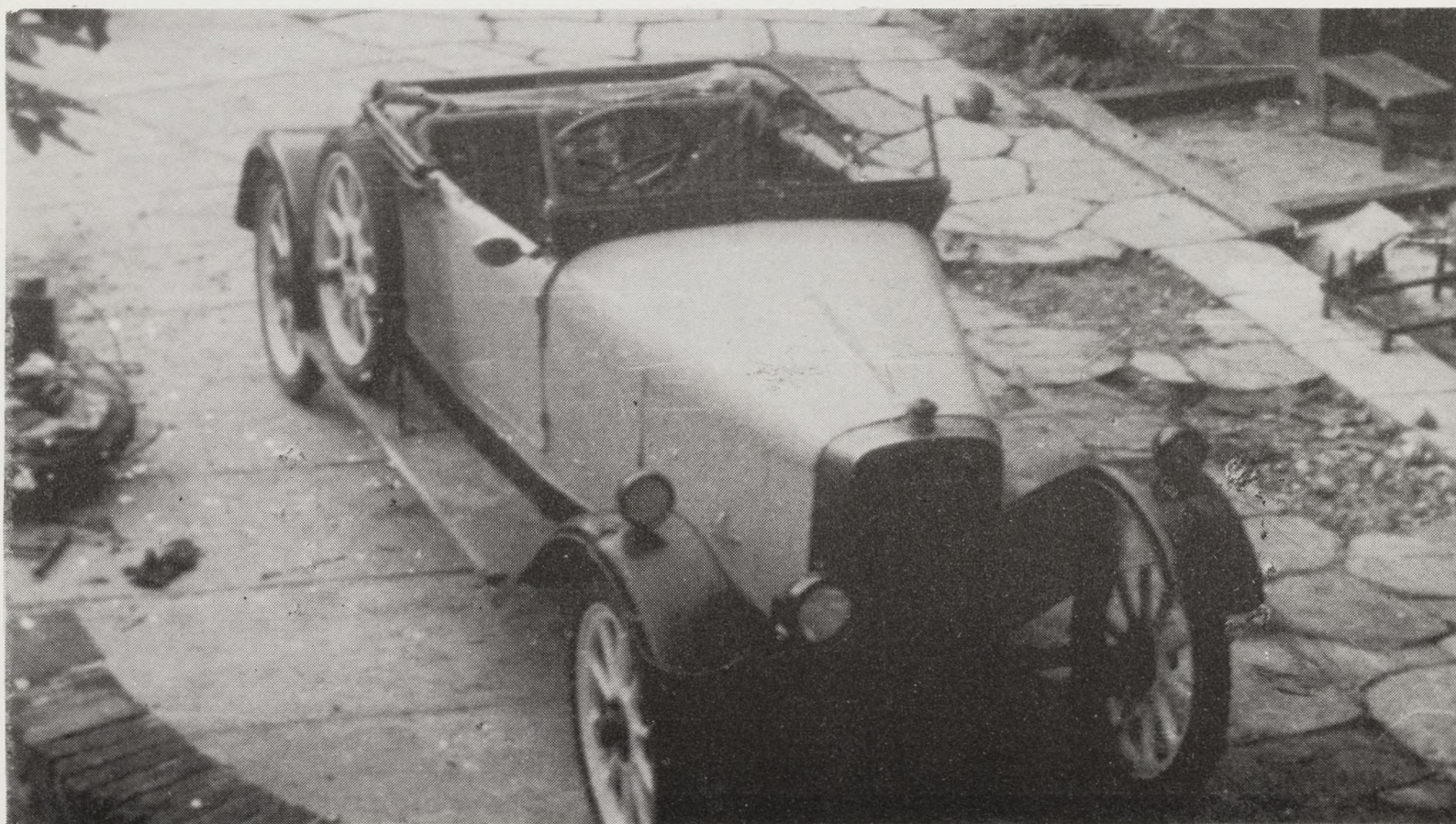
The advertiser's address was at the London

Zoo, Regent's Park. The owner was the son of the leading veterinary surgeon at Regent's Park and in their spacious home we sipped sherries to prepare us before being escorted down to the yard to see the car.

Well, there it was, standing in the quarantine quarters of the London Zoo, very much an 11.9, although so different from any we had previously seen on account of the single fold down screen and the hood secured forward by leather straps.

I immediately wanted to start the engine but "No", this would not be possible. In the adjacent stables we were told there were some camels that had just arrived by air. They had been very air sick and in no way were they to be disturbed now by the sound of a car engine starting.

We were not as put off as we might have been. The car was a most desirable acquisition and the asking price of £30 soon changed hands. The transaction complete the previous owner appeared then to be in rather a hurry but offered to help us push the little car out into the road. The solid double doors of Regent's Park Zoo Quarantine Hospital closed behind us and we were alone in a deserted London street.





Anyone else familiar with the 11.9 Lagondas would have advised us before setting off on a venture such as this to carry at least one good spare beaded edge tyre, preferably already on a wheel, tyre pump, spare magneto and other sundry small items personal to the 11.9 besides a fairly comprehensive tool box. Beaded edge tyres have the habit of appearing to be sound in tread and wall and then at the worst possible moment tearing apart at the beaded edge. We knew!

We had in fact travelled very light and the lack of equipment we carried can only be described as naive. We rightly deserved, if not a night on the pavement at Regent's Park then perhaps the Bayswater Road.

After investigating the floppy bits of wire linked to the carburettor and setting them suitable for a cold start the handle was swung and the engine leapt into healthy life. Prompt readjustment of these wires kept the engine running. Music indeed. The types were hard and appeared sound. We had yet to discover how the brakes were working, not all that powerful at the best of times.

Our few things were bundled off the pavement and into the back. We had not all that much daylight ahead of us and had not tried the lights as yet. We were not even sure at that stage whether the battery was connected. Still with great expectations of making the entire journey to Gerrards Cross that day we leapt in. I grabbed the gear lever and dipped the clutch. There was a noise like a machine gun.

Engine off, floorboards up and we traced it. Part of the drive coupling from the clutch to the gearbox had been fitted in backwards. A substantial rotating member was fouling an equally substantial fixed member whenever the clutch was depressed. Ah well, trust to luck, clutchless changes whenever possible and pray that all the traffic lights on the way would be green. Luckily 11.9s have a remarkable top gear range and gear changing need not be very often.

That clutch was a considerable worry on the journey, not just the embarrassment of the ear splitting noise when gear changing but the worry that something would break.

We need not have worried. With daylight still in hand we arrived safely at Gerrards Cross and switched off the engine. The car already seemed like an old friend.

Within the club the historians of the marque

had decided that there had never been a K model. No example was known to exist and it was suggested that the model had never progressed beyond the advertisement stage, that it was far too basic and never attracted a buyer.

Here in our new acquisition we had proof of the Type K 11.9 and as expected it was considerably simpler than Titus, the Type KK. The sump casting of "Kay" was machined and drilled to accept an electric starter but one had probably never been fitted as the calibre of the battery leads indicated. From our reserve of spares Kay was fitted with a starter which we considered to be highly desirable.

Kay stood in until Titus was ready and ran absolutely without trouble all this time. Other than fitting a starter motor the only other thing we did was to fit a windscreen wiper.

We had already fitted a wiper to Titus, a true vintage device encased in a rectangular silver plated box and made by the American "Houdaille Hydraulic Suspension Company".

I disconnected one end of an armature wire and pinned it to the trunk of a tree. Walking backwards and letting the armature spin between my fingers I had the winding out in a straight length. I folded this back on itself to provide half the length but twice the current carrying capacity. This I repeated for each winding and wound the result back on the armature. This was completely successful and Titus had a 6 volt vintage wiper.

I had no such device to do the same for Kay and resorted to a modern Lucas wiper motor. This was quite unnecessary really because the hinged screen could always be lowered just enough for one to peer over the top.

The time came when Titus emerged in almost showroom condition and Kay's future had to be decided. This was not in fact so much for economic reasons as for lack of adequate covered storage area. Don and Freda Roberts had always shown great interest in Kay and took Kay from us. This move pleased us immensely. We felt sure that in those hands the car would be kept in absolutely first rate condition and be really used.

That was 28 years ago and it is no small pleasure today to see Freda Roberts' achievements in this car and the condition in which it has been maintained.

Sixty years old this year!

ALAN AUDSLEY

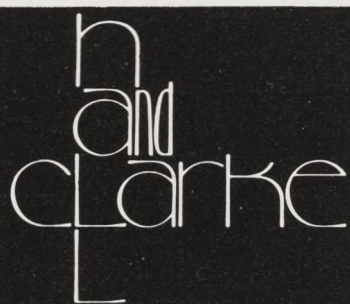


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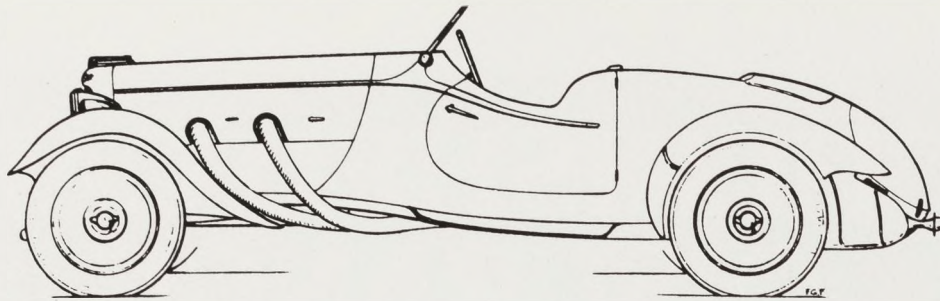
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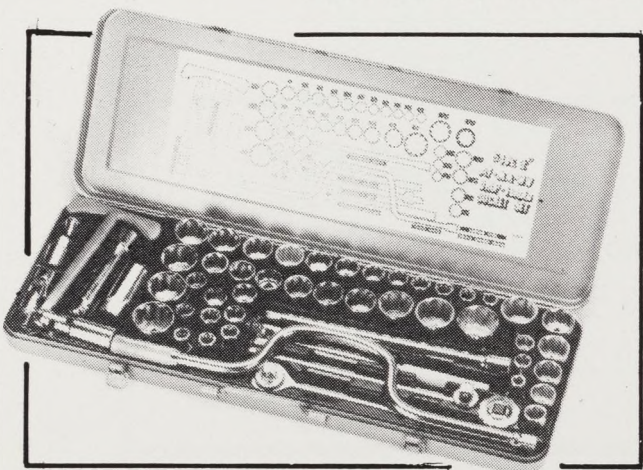
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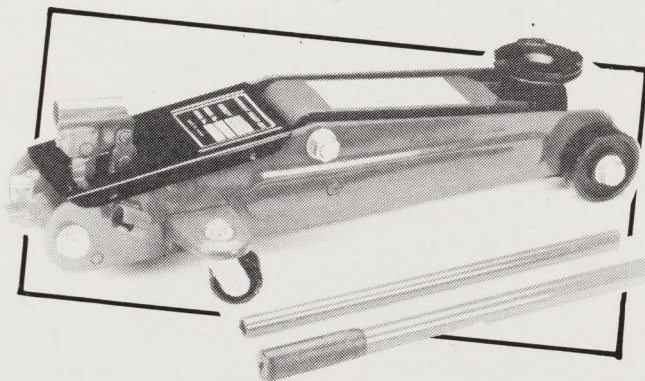
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## 11.9 Road Test

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ONE OF the most important features of any car is that it shall be thoroughly comfortable, and this applies not only to the driving seat that the owner of the car himself occupies, but also to the rear seats, and, further, a car must be thoroughly weatherproof, even for an English summer. It is not necessary that the car shall be able to develop any abnormal speed, provided that it will do its work quietly and well without undue gear changing and be controlled without undue skill. It is, however, necessary that the gear change shall be easy to operate, so that when the driver has to change down, that operation shall entail as little mental effort as possible. These features are exactly what the manufacturers of the latest Lagonda had in mind when designing the car, and very successful have they been in their efforts.

### **Pneumatic Upholstery**

As regards comfort, the new car, like some of its predecessors, has entirely pneumatic upholstery. Concerning this upholstery, one has heard many criticisms, but these criticisms, as a general rule, are not based on practical experience. One has heard that if the cushions are inflated to more than a certain amount they become uncomfortable, and there is a tendency for one to slide off sideways. Then, again, it is said that it is not easy to maintain exactly the right air pressure for any one person, and, moreover, that such pressure is not suitable for anyone else on the car.

Now in actual practice there is nothing more comfortable than pneumatic upholstery. It is far more comfortable than the average upholstery backed by coil springs. It is at least equal to the very best material and design which can be produced on expensive and luxurious cars. On a long run, by which is meant one exceeding 100 miles, and especially when it is necessary to drive for more than an hour at a stretch, this type of upholstery is admirable, because it is the most comfortable thick one can have. So far, then, a Lagonda car scores. In addition, however, it is

well sprung, and it will be remembered in this connection that the system of springing used for this chassis for many years is one transverse spring in front, and two cantilevers at the rear, these being fitted with a special device to check the car if it tends to roll at corners. The result is good even on rough roads, and the body remains steady even when a sharp corner is taken at relatively high speed. This saves much fatigue on long runs.

### **Protection for Passengers**

The particular car we tested was fitted with Michelin low pressure tyres, which can be provided for the Lagonda car at a slight extra charge. It would seem that low pressure tyres will be well-nigh universal for small cars in a year or two. The result of having low pressure tyres, very good springs, and pneumatic upholstery is that the Lagonda is a very comfortable car indeed.

Now, as to the weather protection. Practically all cars today have a good hood and rigid side curtains. Consequently it is a little difficult to provide a better equipment. What can be done, and what has been done in this instance, is to improve the equipment in detail. The side curtains are carried in the doors, of which there are four, so that each curtain can be placed in its own door, and when it is necessary to re-rig the curtains in a hurry there is no possibility of their becoming mixed. Moreover, the shallow compartment in the door usually houses the curtains and is not unsightly, but the best part of the arrangement is that the curtains can be got at immediately without disturbing the passengers in any of the seats or moving any part of the upholstery. Then each curtain fits securely to its door, and when in position really prevents rain from coming in. Indeed, the inside of the car would become stuffy were it not that ventilators are provided, so efficient are the hood and curtains combined. Snap catches secure the hood in position, so that there is no fumbling with screws. The hood itself can be raised by one person without assistance, and will stow properly provided that the fabric is unclipped, drawn back further from the hood sticks, and rolled round neatly before being packed into the hood cover. A proper flap is provided, by



means of which the driver can give hand signals to other traffic.

### **Accommodation for Passengers and Luggage**

Although there is not a great deal of room in the rear seats for a man of over 6 ft., fortunately 6 ft. men are relatively rare, and a passenger of ordinary size finds no cramping. The front seats have more leg room, and the seat itself is almost wide enough for three people. As it is necessary to provide protection for the rear passengers, a folding screen attached to the rear of the front seat is part of the equipment, in addition to which the back of the front seat can be adjusted and can even be lowered on to the floorboards, so that the car forms an efficient tent with a pneumatic mattress bed should this be desired. It might be thought that the lockers for the side curtains would make it impossible to provide pockets. But pockets there are on the face of each locker, in addition to little trays under the instrument board, which can be used for small parcels, cigarettes, or gloves.

Finally, much luggage can be accommodated on a large carrier, which can be brought into action with a minimum of trouble, and is so arranged that it carries the only rear number plate, as it is not necessary to provide two plates as is the usual and somewhat unsightly custom, owing to the fact that the number plate and rear lamp swing on a hinge and lock in position. So far we have dealt with the equipment of the car and its comfort, as these are points of great importance and are a marked feature of the Lagonda.

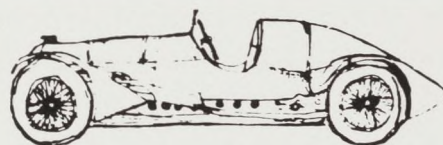
As regards its running, the steering is light, the gear change, although strange at first, because the lever moves in an unusual direction, top gear being forward, it quite easy to handle, presents no difficulties and requires no exceptional skill. The indirect ratios are rather on the low side, and this, coupled with the absence of a clutch stop with the new disc clutch, makes it necessary to wait quite a time when changing up. With a load of four passengers the car will climb a hill of one in 12 or one in 13 on top — one in 10 needs second, which seems rather low for such a grade, and the only time that the engine is noisy is when it is on full throttle up such a hill on the intermediate gear. On the low gear the car is capable of tackling any hill, such as one in four or even worse, under full load. In other words, it

forms an admirable emergency gear. The brakes are very good, even though the front wheel set, which, by the way, is available for any new car at an extra charge of £20, has drums which seem to be on the small side, but the result of providing brakes for all four wheels has made all the difference to pleasurable driving of the Lagonda.

Another point which strikes one is that the car is really economical for average country; indeed, with four passengers on board 30 miles per gallon is quite usual. It is frequently stated that front wheel brakes considerably reduce the steering lock. This is not the case with this car; the Alford and Alder set appears to make no difference whatsoever to the steering lock, which is wider than that of many cars.

Taken as a whole, the new Lagonda, in sturdiness and comfort, is a very great advance on its predecessors.

(Reprinted by kind permission from the *Autocar* of 11th July, 1924.)



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# *In Register*

## *by Arnold Davey*

THIS IS really an extended version of the "Lagondas in Books" paragraphs that come up from time to time in the Newsletter. In this case the book is "A Richer Dust" by Colin Gordon, published in Philadelphia in 1978 by Lippincott but also available from an English publisher at £6.95. Colin Gordon, a school master, bought a box of ancient glass negatives from a junk stall in Wakefield Market for a fiver, really to prevent them being smashed. They were all indexed and charted the fortunes of the Atkinson family of Huby (near Leeds) from about 1880 to the second war. In printing them, Colin became engrossed in the family history; followed it up with relatives, friends and servants, and the book is a result, fleshing out the pictures with the relevant background history.

Alfred Atkinson was a builder, one of the sons of Henry Atkinson & Sons Ltd. of Leeds, a business founded by his father in 1859. He was a keen photographer, as the preserved plates show. By 1912 he was in sole command of the firm, his older brother having died.

Alfred Atkinson began motoring in 1923 with an Armstrong Siddeley, although he never learned to drive and always had a chauffeur. By the end of the 'twenties, he had discovered Lagondas and had a magnificent high-chassis 3-litre saloon, KW 7430, a photograph of which forms Plate 87 in the book. This was one of the seven-seaters that Lagonda built virtually unchanged bodily from the 16/65 to the 1935 bankruptcy. The family are picnicking on Pickering Moors in 1930, sitting in and around the car, well muffled up against the weather. As few, if any, of these monster saloons survive, some of the details of the body are interesting. For example, the front doors are front-hinged although the body is not pillarless, and all three hinges lie below the waistline. To avoid (probably) too much fretting of the upper half of the door there is a fourth outrigger hinge at the very top of the front door which is attached at the body end to the front underside of the peak of the roof. Which has a sheet metal bracket to stay it from the windscreen. This outrigger hinge is only visible when the door is open.

More details. The front doors lock, but the locks are separate from the handles and act on the pillar between front and rear doors about 3 in. above the waist rail. The car has P100 headlamps and the diamond shaped braced stoneguard, and is therefore a "Special". The headlamps are not chromed but painted black. (The body was coachbuilt and painted in two tones — dark over light with black wings and wheels.) The fog lamp (standard on the Special) is in place and is, if anything, smaller than the monster D-shaped sidelamps found on early 3-litres.

Atkinson probably got the car from the Central Garage, Bradford, who are responsible for all those KW and KY registered Lagondas of this period. In November 1931, the sales manager (almost certainly "Mac" McCalman, who was to become sales manager of Lagonda in the Bentley era) wrote to Atkinson with details of the newly introduced Selector seven-seater. As Colin Gordon says "But the garage knew well how to woo its customers. Enclosed with the letter they sent a blueprint of the machine and a hand-painted artist's impression of the finished job. The cost? £1200 'with everything of the very latest'. This was a car for the rich; those who had second thoughts



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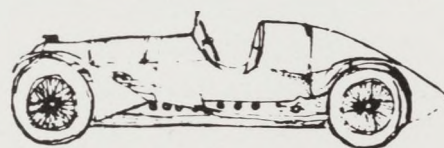
could not afford it. Buying it was Alfred Atkinson's most flamboyant gesture." Gordon records that the letter had been screwed up as if to throw it away and then, later, straightened out and kept.

The car wasn't just to impress people, though. The Atkinsons reckoned to do about 25,000 miles a year and were almost perpetually on tour. Few of these miles were business ones. Polly Atkinson had a passion for aimless travel which her husband indulged, and Windermere for lunch was commonplace.

The Atkinsons' landed gentry lifestyle didn't help to keep the firm afloat in the difficult times of the 'thirties, and his predilection for building up-market villas was also dated. The manager did his best but when he left, the firm faltered and died in 1936. Polly Atkinson died later in 1936 and Alfred in 1945. Their daughter survived them, living alone and reclusive until 1975, and it was her death that released the photographs that started all this.

It is a beautiful book and well told by Colin Gordon. The moral, of a well-to-do family whose decline was hastened by a pair of Lagondas, I don't care to dwell on, and anyway that is an over-simplification — I hope.

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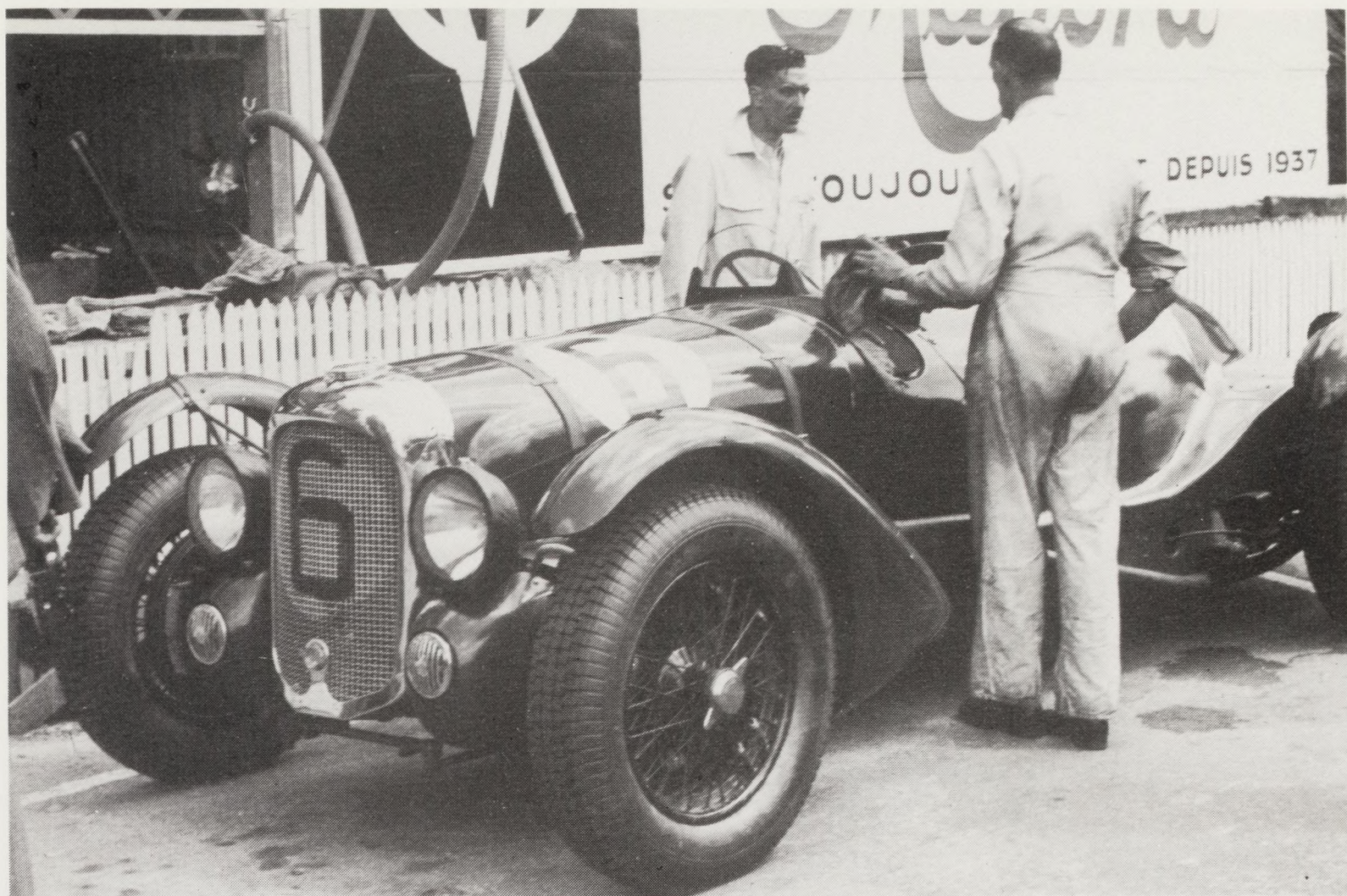
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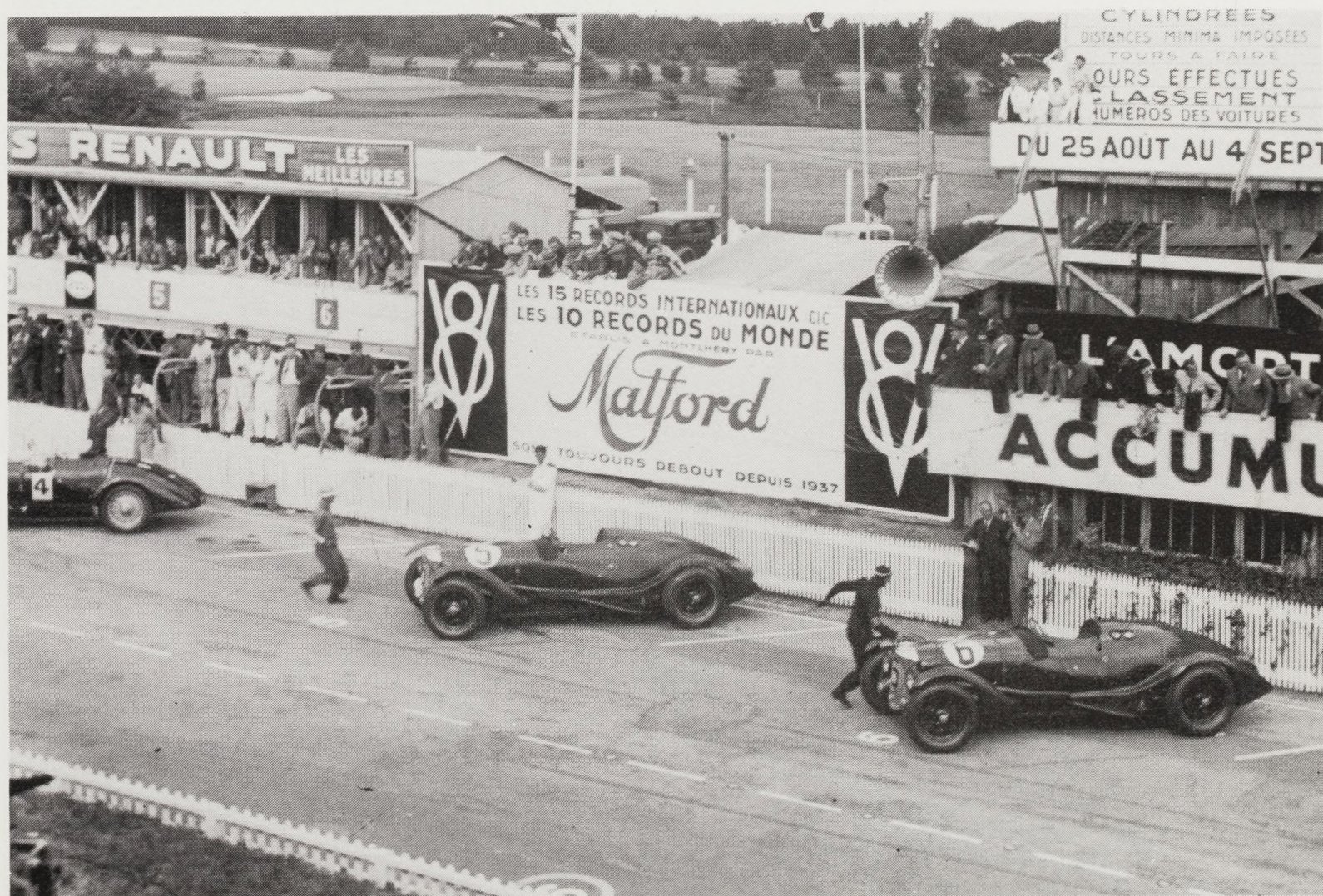
Evenings — Weekends



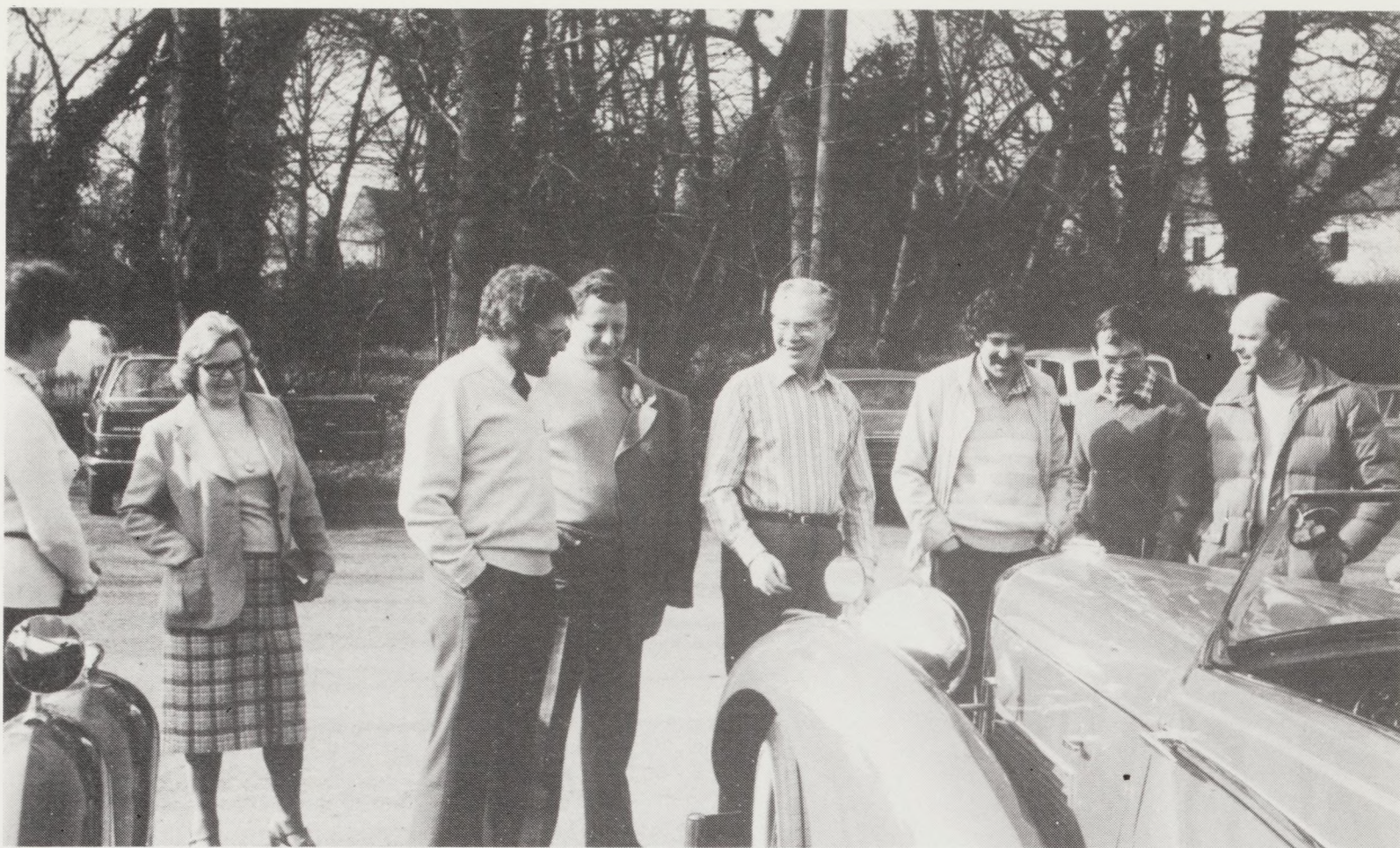


The V.12's at the 1939 Le Mans (see "Out and About").

Photos: Harold Nockolds.







## ***THE NORTHERN DINNER***

Two views of guests taking the morning air after the night before. Present are the Schofields, the Firths, Doc. Rider, Eleanor Townsley, John Beardow, Stanley Mann, Phil Erhardt and Joe Harding.

*Photos: Ted Townsley.*

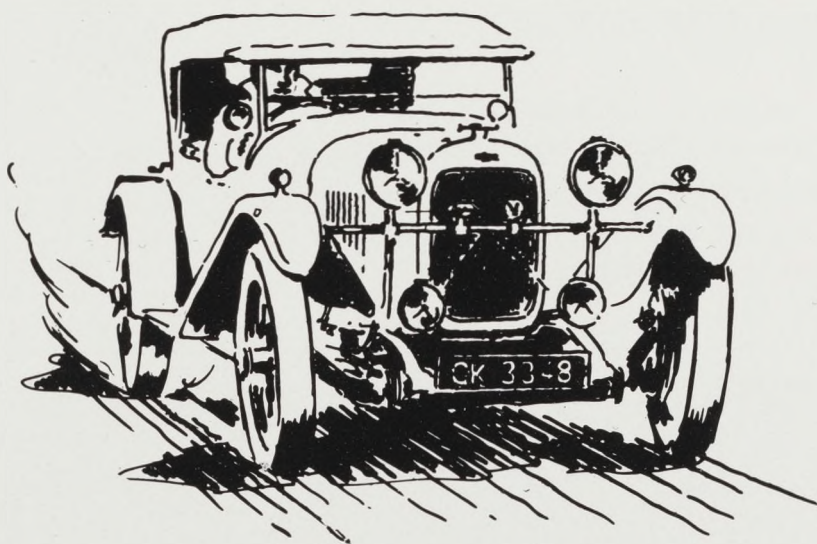




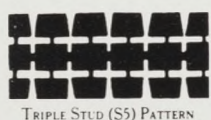
# Peter Whenman

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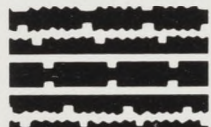
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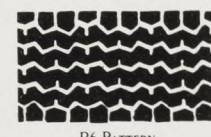
CHEVRON PATTERN



5 STUD PATTERN



R5 PATTERN

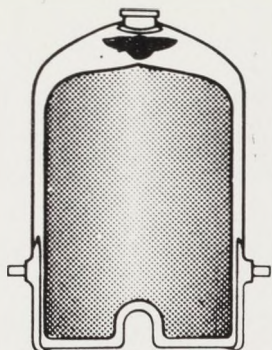


R6 PATTERN



CR65 PATTERN





# GWR

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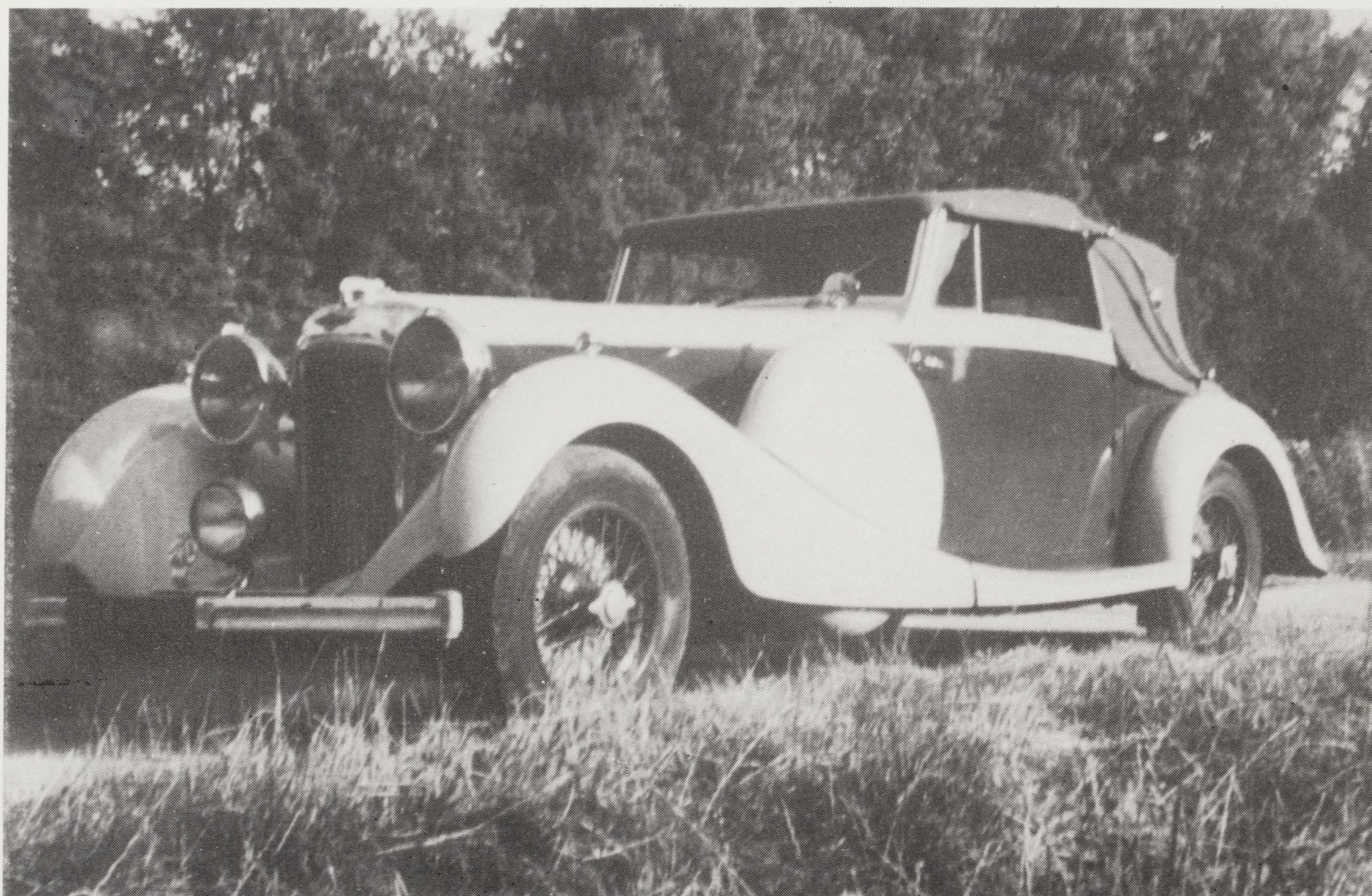
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M. Tamisier's LG.45 (see "Letters", p.24).



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# Letters to the Editor

## The 1928 Team Cars

Dear Sir — Sorry for the delay in sending the photograph of the Lagonda in the 1928 T.T. The mystery of which car was which in the 1928 team has puzzled me ever since reading of it in the "Book". So in the last few days I have been doing some research locally.

The photograph shows that car No. 44 in the race numbering scheme is in fact car No. 4 of the Lagonda team. The 4 is readily distinguishable on the chassis at the junction of the running board and front wing. Available information shows that E. R. Hall drove car No. 44.

Now to the interesting bit. A private subscription library in Belfast, the Linen Hall Library, has a collection of bound copies of local papers which dates back into the early 1800s. A perusal of the "Belfast Telegraph" and the "Belfast Newsletter", both daily papers, for August 1928 was very interesting. For about 10 days before race day both papers carried daily reports on personalities, teams and cars.

The "Newsletter" for Thursday, 16th August published a photograph of the Lagonda team in front of their headquarters in Chichester Street, Belfast. This shows that PK 1059 was car 42, PH 8595 car 43 and PK 1060 car 44. Tying this to the other photograph seems to indicate that PK 1060 was car 4 of the team. Since PK 1058 is missing from the T.T. team could it have been the damaged Le Mans car? The alternative could be that the Le Mans car was repaired and took part in the T.T. while PK 1058 was sidelined for some other reason. The problem of which car was which two months earlier can be resolved in one of two ways. 1, that the number plates had been swapped at that time, or 2, that possibly Sir Francis Samuelson's recollections had not been quite accurate on the point of the registration numbers.

I have included a photocopy of the published "Newsletter" photograph but whether it is of good enough quality to publish is debatable. There is another shot beneath it of PH 8595 rounding the famous Butcher's Shop/Chemist's Shop Corner in Comber during practice. The saloon Frazer Nash is just distinguishable.

Some gems culled from the papers include

the facts that practising started at 5.30 a.m. while the local Transport Department laid on a tramcar service from Belfast to Dundonald which started at 3.30 a.m.!!! Such was the interest that 50,000 people watched the practice session on the Wednesday morning before the race.

Practice times for that session for the Lagonda team were:

Baron D'Erlanger 15 m. 9 s., 14 m. 32 s. and 14 m. 10 s.

Major Hayes 14 m. 20 s. and 13 m. 51 s.

E. R. Hall 14 m. 46 s., 14 m. 51 s., 42 m. 55 s. and 14 m. 26 s.

For comparison Tim Birkin's fastest lap was 12 m. 58 s. By the Thursday practice E. R. Hall had improved to 12 m. 58 s., while Lord Curzon was lapping at 11 m. 48 s. in the Bugatti Type 43.

In the race all the Lagondas seem to have been eliminated sometime after two-thirds of the race distance, total being 30 laps. It is interesting to note though that E. R. Hall had worked 44 up to third place on Lap 18, the lead being held at that stage by Dykes driving an Alvis and second place by Kaye Don who eventually won.

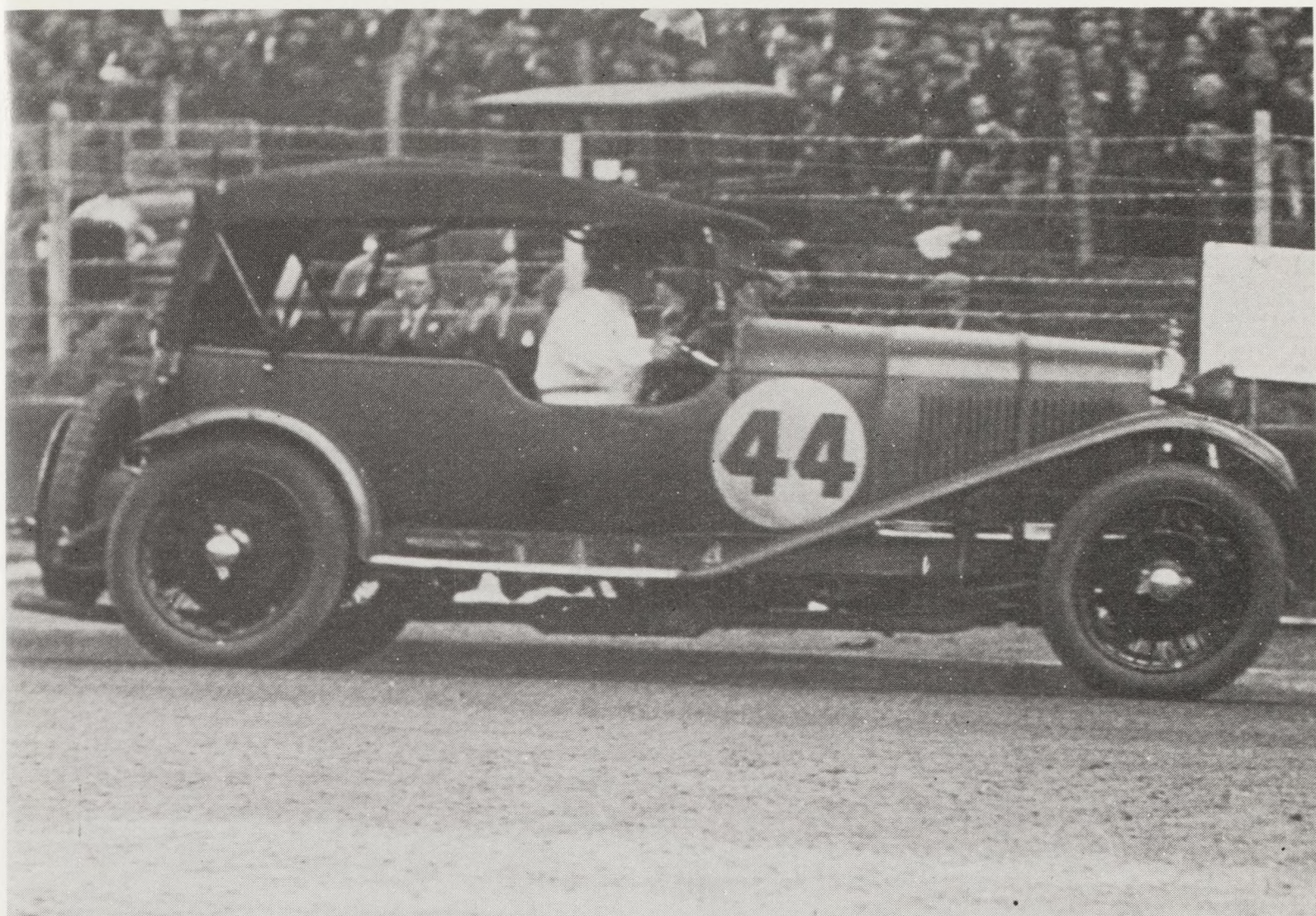
Please feel free to keep the photograph for the Club album as I have made arrangements to acquire another copy. Incidentally it was nearly lost for ever as the original is a snapshot which was in an album which was being consigned to the flames but was rescued at the last minute.

Sorry for rambling on for so long but I hope that the above is of some interest, though I wouldn't be surprised if someone says "Ah, but we knew that all along".

MARTIN WHITEHEAD & PH 3300  
Belfast, N.I.

**Don't Forget . . .  
The AGM/Concours  
Saturday, 18 September  
Oatlands Park Hotel  
Weybridge, Surrey**





E. R. Hall in the Team Car No. 4 in the 1928 T.T.

### Kigass Adjustment

Dear Sir — Is there anyone else in the Club as dumb as myself, who did not understand how to adjust the Kigass pump on his dashboard?

Just in case there is, it may be of help to save them the trouble of dismantling the thing, including the soldered *and* threaded valve unit (shades of belts and braces) to find out. I naively thought it worked like a bicycle pump, with a fat washer on the end of a thin rod, and that when it went all loose and useless a new washer was needed. This is not the case.

It is in fact what my friend John Blake calls "an elegant design". It operates by having a rod occupying virtually the whole volume of the tube in which it moves, without any seal around it whatever other than the packing gland at the knob end. This is the clever bit: when the knob is pulled out, the removal of the volume of rod from the volume of the tube leaves a vacuum, *so long as the gland at the dashboard end is airtight*. When you look at it in pieces this is not at all obvious, but when you work it out it is quite clear, and the vacuum can only be taken up by petrol from the filter

reservoir, so long as air can't enter from the dashboard end.

So all you need to do when your own gets floppy and useless, is to tighten up the large gland pressure nut on the front of the instrument, and retighten the locking nut. QED.

JEFF ODY  
Highbury,  
London, N5.

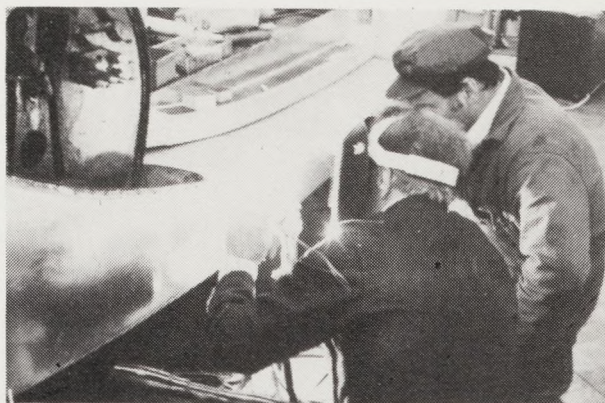
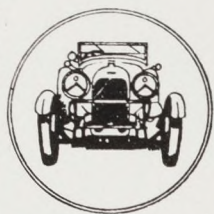
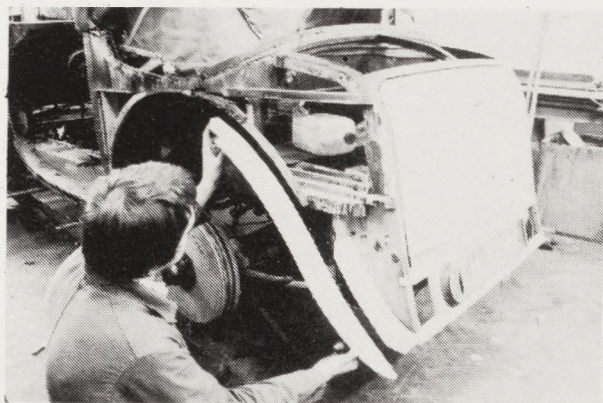
P.S. Does anyone know how to cure vapour locks on the 3-litre fuel supply, when fitted with mechanical pumps? It was through running critical portions of hot day journeys on the Kigass supply that I encountered the Kigass problem in the first place.

### Mr. Thomas H. Marris

Dear Sir — I wondered if you would care to publish in the Lagonda Magazine the death of yet another "Old Lag", Tom Marris who was Body Shop Superintendent at Staines factory for a number of years. This sad news was given to me by his eldest son Ken, who was an apprentice panel beater with myself prior to



# VINTAGE MOTOR CAR RESTORATION



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the last war, and also after the war with David Brown's up to 1960.

I have asked Ken to look out for any old photographs of interest to you. Should any turn up I will send on to you.

JOHN BIGGS  
51 Templedene Avenue,  
Staines, Middlesex.

## LG.45 in France

Dear Sir — I enclose some photos of my LG.45 which was complete but very rusty and dismantled when I bought it for £3,000. The engine was excellent but body and interior were bad. I have spent every weekend and holidays during four years working on the car. I also spent £3,500 on renovating the body, electrical system, carburation, upholstery, etc. Nevertheless there are some things still missing: original instruments for the dashboard and a jack for the front wheel. I am hoping Alan Brown can help me find these.

Today I use my LG.45 to go to my office on Saturdays and naturally passers-by are amazed as they have not heard of "Lagonda". I am an English "old car" fanatic and even though I own an old Ferrari I think old English

cars are fantastic.

I live near Chablis in Burgundy and if you or your readers are visiting France I would welcome them at home.

B. TAMISIER  
3 route de Toussac,  
89290, Champs sur Yonne,  
France.

*(See photo on page 20)*

## Hermes Pub Meet

Dear Sir — I wonder if you could mention in the next one, also arrange for it to appear in the Magazine, that the Lagonda Club members in North Humberside and East Yorkshire continue to meet on the first Wednesday in the month at the Cave Castle Hotel, South Cave, N. Humberside (E. Yorkshire as it was). We always have a few V.S.C.C. members present and they are very welcome. This meeting place is very convenient for the M62 and the Humber Bridge and we should be very pleased to see a few fresh faces. The management of the hotel has recently changed and the new owners seem quite pleased to see us. We should like to create a good impression and retain this venue as it is a very nice and pleasant place, but we are rather thin on the



ground now in this area. So unless we get more support for this social monthly meeting we may have to consider an alternative venue. This can be rather difficult to find these days as many of the pubs have changed their style and we have difficulty fitting in sometimes.

KENNETH S. PAPE  
Beverley,  
Humberside.

### **Busy Lagondas**

Dear Sir — With reference to John Batt's article in the 1981 Winter magazine. Hopefully you will find the enclosed of interest, a brief résumé of my activities with the M.45 Tourer and the LG.6 Rapide.

Starting with the 1980 A.G.M. and the M.45. As a matter of interest in 1980 we did the Dunlop Loire Rally in this car (our honeymoon!), and part of the Northern Lake tours and driving tests.

In November, Margaret and I did our first trip in the Rapide after purchase to the V.S.C.C. Lakeland Trials. We were accompanied on this trip by extremely dim headlamps and a great deal of blue smoke! After this journey the motor was stripped down completely and rebuilt. After various shake-down trips we entered the car in the Barlborough Hall Concourse on 2nd May, where we won 2nd prize. On 9th May we took the Rapide from home to Zeebrugge to compete in the Escargot D'or Rally, and motored through Belgium, Holland, northern and southern France and Italy. Incidentally we won the driving tests on the front at Antibes on 16th May, and we have a super cup for this. We were the only Lagonda on the Rally, the bulk of English vehicles being made up of Bentleys. We got back to England on 21st May having covered 2,960 miles in total.

On 24th May we did the Buxton Opera House run in the M.45. It might be noted that Roger Firth won the Concours with the LG.45 Rapide. Incidentally with the M.45 in previous years at this event, we have won the road section, the Coup d'Etat and the driving tests.

On 4th July we had the M.45 at the Northern driving tests; and on 11th July we took both the Rapide, with a good friend driving, and the M.45 to Raby Castle, near Darlington, Co. Durham, and won first prize with the Rapide in the Concourse.

On 1st August we visited friends in Sutton on Sea, Lincolnshire and spent three days

touring the area; and on 6th August we entered the Bakewell Show, where incidentally it teemed down with rain all day. However, we took 2nd and 3rd prize. On 16th August we went to the Ashover Show in Derbyshire, and on 23rd August we had a splendid day at Helena and Ted Townsley's Open Day with the Rapide. On 31st August we went to the Hope Show in Derbyshire with the Rapide where we took 2nd prize.

Unfortunately we could not be at the A.G.M. for the first time in five years as Margaret was *busy*! I should apologise for the bad planning!

On 24th October Margaret and I took Mark for his first drive in a real car, the M.45. We went into Derbyshire. I think you will agree, a very important day!

As you will gather both Lagondas are used very regularly throughout the year, and we do pay visits to the "Floating Light" of course, and most weekends we are in Derbyshire in them.

ROY AND MARGARET HATFIELD  
Ecclesfield,  
Sheffield.

### **From T. H. (Harry) Wareham to the Secretary**

Dear Valerie — Thank you for reminding me to change my banker's order for the Club subscription. Fred Berndt turned up in Stratford-on-Avon last year all the way from Milwaukee, Wisconsin, U.S.A. to collect my old 4½-litre Rapide, CPD 937, which had been residing in the Stratford Motor Museum for some 12 months or more. It was strange to see the car I had owned for seven years standing in the Museum only a few miles from its old home. Several friends rang to tell me that they had seen it, and to ask if I had brought it back to the U.K., but not at £25,000 the price that was suggested! I bought it in 1950 for £325 from John Broad, who at that time owned ERA

## **MAGAZINE CONTRIBUTIONS**

AUTUMN: AUGUST 15th  
WINTER: NOVEMBER 15th  
SPRING: FEBRUARY 15th  
SUMMER: MAY 15th



Remus and sold it to Maurice Leo for £625.

I have not attended a meeting for many years now as the spirit of the club seemed to change once the value of the cars increased. The "drivers" became less and the "polishers" proliferated. The main aim seems to be to maintain the value of the investment. In the late forties and fifties we were known as "impecunious enthusiasts" and looking back it is difficult to decide on which word the emphasis should be placed. With cars at their present value I am sure the members could hardly be called the former, and I personally have grave doubts of the latter except for one or two notable exceptions. Writing this letter has brought back many memories of past events, the notorious Lagonda 24, the six hour relay races at Silverstone, the November Handicaps, which always seemed to take place in fog.

We all owe a tremendous debt to those immediate post war committee men Bob Freeman, Charles Long, Rexford-Welch, Charles Elphinstone, Bill Michael, dear old Mike Wilby, together with the late Tweedie Walker, Ron Newman, Maurice Leo and about a dozen others who were always prepared to "have a go". Remember that for most owners the Lagonda was their only car and any mechanical malady had to be remedied over the weekend in order to have transport for business on Monday. Many is the time the cylinder head has been removed, new exhaust valves inserted, and ground-in, head polished and all put together between 3 p.m. on Saturday and tea-time Sunday. Tweedie Walker however undertook more major repairs and at one stage had a centre-lathe bolted to his dining room table!

Apart from the work entailed in running a comprehensive calendar the committee were collecting a lot of information which has been invaluable to the club. I obtained from Henry Meadows a copy of their engine catalogue, large scale detailed drawings of the 4½ litre engine with all part numbers added, also the Rapier handbook was copied from the original still in my possession. I contacted Mr. R. S. Crump the engine designer from Meadows who was responsible for all their engines from 1919 to the company's demise which included the 4ED and 4½-litre and Bill Michael and I took him out to lunch. We asked him why it was that the cylinder bore of the 4½-litre was

off-centre from the line of the crankshaft, expecting to hear some highly technical reason for this design, only to be told that the engine was designed as a 3-litre, but as the power was so disappointing it was bored out to 4½-litre, and the thickness of the water jacket was such that it was necessary to bore off centre to avoid going through the casting on one side!

Many memories come flashing back as I write, like the occasion when Bill Michael set off with great verve from the line at Prescott only to select reverse by mistake as he changed down entering Pardon Hairpin. Of course Bill's car was fitted with an ENV box and when you depress the pedal the gear selected operates without fail. Unfortunately no one took a photograph of Bill coming to an abrupt halt with smoke pouring off the tyres and the driver completely enveloped in smoke from the gearbox!

Many best wishes to you.

T. H. WAREHAM  
Fenny Compton,  
Warwicks.

### Letter to the Secretary

Dear Valerie — Thank you for your letter received today. It is indeed kind of you to write. (Congratulations on finishing the mammoth task, as you rightly call it, of checking the membership list with the Club's addressograph plates.) I still have one of the last "genuine" Lagondas (it may now well be the last one?) designed by W.O. immediately after W.W. II at Staines before David Brown bought the company. They made no more than a handful and mine is apparently different from the others in various respects so it is unique. It is not in running order but unfortunately I have neither the expertise nor the cash to do it up. (There is nothing missing.) What a pleasure it was to drive! It has a Cotal box — very efficient but not requiring as much knowledge or skill to operate as the equally efficient Maybach box I had long ago on the 3-litre Selector Special Weymann Saloon. A thief wouldn't have got very far with two gear levers at the top end of the steering column *and* a ratio lever on the floor. But enough!

I'll try to pop this in the post today to let you know that I'm alive and well — although W.O.'s last car could do with "loving care".

R. J. R. SAVORY, S.4  
Great Missenden, Bucks.



## THE EDITORSHIP

To probably all but a few members of the club the Magazine and Tony May are synonymous, since they have known no other Editor. It is amazing how time slips past and shattering to discover that Tony first started to assist with the Magazine 21 years ago and became Editor in the Spring of 1963. But no one can be expected to do a job of this kind for ever and Tony has given notice that he intends to give up the post at the A.G.M., having by then produced the Autumn 1982 issue. His successor will be expected to start from the Winter issue.

We now have to start a search for that successor and in writing this, which is in effect an extended "situations vacant" advert, I am conscious that Tony is going to be a hard man to follow, for his background in advertising and print design made him well qualified to carry on and improve the already high standard of the Magazine when he took it over. It is possible that two or more people might be needed, with the mechanics of setting out the type and photographs separated from the writing and editorial part. This has happened in the past and although perhaps with less personal style coming through than when one person does the lot, it can work satisfactorily. I am carefully avoiding the word "man", since there is no discrimination here and a woman or women will be equally welcome. From here on, please read "she" for "he" if appropriate.

Maybe, before I harp too much on the quality of the results that the club has come to expect and thereby put off possible volunteers, I should explain the framework within which the Editor has to work. The Committee sets the Editor a budget for each financial year within which he is expected to keep, like each of the club's spending officers. However, there is no interference in editorial matters, which are entirely in the Editor's hands. He can write as much or as little of the content as he chooses.

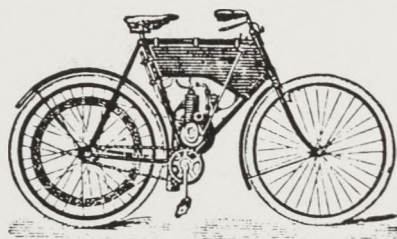
Few people will have the wish to try to write it all themselves and by the time the contributions have all been gone through, the split infinitives welded up and the dangling participles snipped off, there will be little time to do so.

From his budget, the Editor plans his issue size, generally 24, 28 or 32 pages, and drafts its layout. We have quite a lot of advertising now and the Editor is encouraged to gain more. Our printers are Eastbourne Printers and Tony strongly encourages their retention: they understand our needs and won't mix up Rapides and Rapiers, have the big stock of capital Zs you need to talk about Lagondas, and are reasonably priced and reliable.

The Editor is a member of the committee and while it is not vital to come to the meetings, they are an unrivalled source of gossip. The meetings are held monthly in Central London, so that it will be an advantage if the new Editor lives within reach of there.

What kind of person has the club in mind? Well, it would be very nice if someone can be found who has done something similar before, or has a background in printing or graphics. But the absence of this experience does not disqualify someone keen to learn, and I am sure Tony May will give every assistance at the outset. As I said before, the club Magazine has always been a production to be proud of and I am sure every member wants to keep it that way. The Editor's job is not easy but can be very rewarding. You get to know probably more members than any other person, some delightful and some eccentrics! If you would like to take on the job, please write to Valerie May.

ARNOLD DAVEY







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