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NEWSLETTER

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This month's Guest Contributor is:
Alistair Gunn

No 461

November 2018

November 4 th 17 th	London to Brighton Veteran Car Run Anglia Area Pub Meet - The White Horse at Southill. Contact John Stoneman 01353 64949
December 1 st 1 st 8 th	LC W Midland Xmas, Lunch Kings Arms, Ombersley Droitwich. Contact Robin Balmain 01531 640166 VSCC Winter Driving Tests Bicester LC Anglia Area Xmas Lunch, La Pergola Harlston Cambridge. Contact John Stoneman 01353 64949
January 1 st 19 th	Numerous New Year's Day events LC Anglia Area New Year's Lunch. Location TBC. Contact John Stoneman 01353 64949

Our contributor this month is Alastair Gunn (no known connection with Wilbur) and it has been specially written to coincide with an episode of the BBC 4 programme called "Digging for Britain" As far as we know the programme is scheduled to be aired on Wednesday 28th November and there will be a trailer on the 5th November. Why is this of interest to Lagonda Club members ? Just read on.

Alastair writes : My interest in vintage motor cars started at a very early age. At the time my father owned a 1926 Bentley 3/4½ which he bought from a friend in 1954. I vividly remember sitting on my mother's knee in the front on many journeys until the car was laid up in 1961 when my father bought a brand new Triumph Herald - the joys of modern motoring!

Before that my grandfather, who was a G.P. in Auchterarder in Perthshire, bought my father a 1933 Lagonda 2 Litre Continental tourer on the 21st of April 1938 for £165. The car was first registered on the 9th of May 1933 and has a Greater London Index Mark. The Buff Log Book that came with the car shows 3 owner changes between May and December 1937. It is a Continuation Log Book so I don't know who the original or subsequent owners were before May 1937.

When bought the Continental's engine was in a poorish order and the bodywork was fair, so it needed some work to be done on it. After this was completed it was my parent's everyday car until my father took it off the road at the end of 1952. His idea was to totally restore the car and he did a lot of work to it until we moved house in 1961 and the car was left in its rented lock-up in a dismembered state. The main stumbling block was that the garage at the new house was tiny and my father applied to enlarge it but he was refused planning permission by the local authority at that time.

Unfortunately, my father got interested in other things and the car was left where it was. Many, many years later he applied to enlarge the garage and this time his application was approved. We doubled and lengthened the garage and in 1980 I borrowed the garage's van and trailer (I was working in the Motor Trade in Edinburgh at the time) and we finally got the car and all the parts up to our house. I myself did quite a lot of work to her before business commitments meant that I had less spare time to spend on her.

Eventually, in July 2000 the car was sent down to David Royle's workshop near Darlington. They did a ground up restoration which took 14 months and 1,915 man hours to complete. The car was delivered back to us in March 2002 and had been off the road for a total of 49 years. Both my father and I were delighted and extremely pleased with the end result. Since May 2004 to date she has received a total of 70 awards at shows throughout Scotland. A great deal of work is involved in preparing the car for a show and I usually spend a whole week cleaning and polishing her beforehand. Since the car came back from Royle's I have done 22,000 miles to date.

My uncle (my father's younger brother and whom I am named after), also had a Lagonda which he bought in 1941 when he was in the R.A.F. for £35. It was a 2 Litre High Chassis Speed Model tourer and was first registered in Lancashire in February 1928. The engine, hood and wings were in poor shape and Alastair ran it until 1942 when it was put into store. My father used the car between 1945 - 1946 and did 18,000 miles in it at 20 - 22 m.p.g. During that time the only problems were a burnt magneto and a partially seized differential - the latter my father's fault. Running on Castrol XXL the oil pressure never dropped below 40 p.s.i. Afterwards the car was sold in 1947.

When my uncle bought the 2 Litre he was stationed at R.A.F. Benson in Oxfordshire. In September 1941 he was posted to No.1 Photo Reconnaissance Unit there and was flying Spitfire Mark IVs. These Spitfires were stripped of all armaments in order to increase the fuel capacity and therefore the aircraft's range. While he was stationed at R.A.F. Benson he did 16 missions over France, Holland and Germany.

In February 1942 he was posted to 'C' Flight at R.A.F. Wick in Caithness on the north eastern tip of Scotland. On the 5th of March he took off from Wick in Spitfire AA810 to track German battleships movements in the Norwegian Fjords. Over Norway en-route to Trondheim at 30,000 feet he was having engine trouble and he was shot down by two Me109s. His Spitfire caught fire and he bailed out. Alastair's nose and wrist were burnt and he lost a flying boot in the process. The aircraft came down near Surnadal at the top of the Surnadals fjorden, which is a branch of the Trangfjorden south east of Kristiansund. After he landed some locals appeared on skies and he asked them to take him across the border into neutral Sweden. Unfortunately the local German garrison had seen him coming down on his parachute and he was taken prisoner. He was questioned by German intelligence for three weeks as they had imagined that he had taken off from a secret airfield in Norway as they did not know about the P.R.U. Spitfire's range. Alastair realised the importance of this and refused to speak for twenty one days despite solitary confinement, low diet, cajoling, no cigarettes and threats that information about his capture would not be sent to this country.

Alastair was taken to Stalag Luft III famous for the 'Great Escape'. He settled into camp life and was a digger on the 'Harry' tunnel as well as being a Security Officer who guarded against conferences and work being discovered by the Camp Guards. Alastair and 11 others had started an escape tunnel (Tom) a year before the main tunnel but it was discovered. 'Harry' was about 400 feet long and 32 feet below the surface and approximately 120 tons of sand were taken out and distributed about the camp.

The tunnel was electrically lit and a bogey ran on rails, each Officer giving up 4 bed boards from their bunk beds to shore up the tunnel. The escape was set for 24th of March 1944 and each escapee was given a number and they were to go in pairs. Alastair was given number 79 and paired up with Mike Casey. They were to travel on the axles of a goods train.

On the night of the escape there was an air raid warning during which the guards were trebled and all the camp lights were turned off. This delayed the escape by two hours and dawn was breaking as the eighty first man got out and was seen. Alastair and Mike Casey were arrested by the Gestapo on the 26th of March between Greifenhagen and Pyritz, about 25 miles from Stettin, as they headed for the German-Swedish port of Sassnitz. They were taken to Gestapo headquarters in Görlitz. Unfortunately Alastair was one of the fifty Officers shot after the escape on Hitler's orders. I don't think that my grandparents or my father ever got over what happened to Alastair.

In July 2018 a private team went over to the crash site and have dug up the remains of AA810. They have brought about 70% of the aircraft back to the U.K. after 75 years. They are hoping to restore the aircraft which will take approximately 8 years. The story of this aircraft and its Lagonda owning pilot is the subject of "Digging for Britain" to be broadcast on 28th November. Now you know.

The competition season ended on a wet Saturday at the start of October. VSCC Set 3 had been invited to Castle Combe where Tim Wadsworth, 2 litre, was the only Lagonda present, Tim Parker having blown a head gasket on the way back from the A.G. Tim kept his hood up and was the first driver home - in the dry, behind 23 very wet ones !

This is the last Newsletter of 2018 and the Newsletter team wish all members a very Happy Christmas and great Lagonda motoring in 2019.

ADVERTISEMENTS: All advertisements should be sent to Len Cozzolino (len@cozzolino.co.uk).

FOR SALE

Michelin Tyres : 3 x 525-600 x 19 Michelin Comfort Tyres. 2 Tyres almost new about 18 months old and 1 Tyre about 50% Worn. All in undamaged condition. Offers Please. Collection from West Sussex. Contact Terence Bown. Tel : 01403 711482 (**Member**)



1932 Lagonda 16/80, 4 seat tourer with cycle wings and twin spares. Very original body having had little done to it and surprisingly sound. Much work on engine and gear box , new radiator , request details .Last owner 50 years. £75,000. Contact Dick Lamb. 01603 713301 r.lamb369@btinternet.com (**Member**)

1953 3 litre bodied Lagonda Tickford DHC. The engine which is 2.6 Litre has been completely rebuilt to Vantage Spec. The car has Overdrive and Servo Assisted brakes. It has a new hood and trim. The seats have been reupholstered. Best offer over £60,000 secures. Tel number 01732 669540 (landline) 07775 862060 (mob) (**Member**)



DB2.6 parts for sale: 1 cylinder block, £4,500; 1 crankshaft in good condition with cheeses and con rods - one journal 0.20 thou below size, others 0.10 thou below. £2,000. Two differentials, one £750, the other £250 - this one needs some work. Foregoing items buyer must collect. Also available, two drive-shafts that need some refurbishment, one timing case cover, one flywheel cover, one flywheel, one oil pump, two S.U. carburettors for an electric choke and two camshaft covers. For details of these items please call me on 01946 830254 (Cumbria). Ken Martin (**Member**)



Folding luggage rack solidly made complete with all bolts, brackets and fittings as removed from my 1932 2 Litre L/C Tourer. In very good condition. £75.00 For collection near Wroxham, Norfolk. Please email if you would like to see more photos of the parts and rack in-situ. Barry Stiff (S45) barryandjan24@gmail.com Tel: 01603 783771 (**Member**)

1933 Lagonda 3 litre. In my keeping for 10 years. Mechanically perfect, nice patina it as it should be. Used most days, fabulous old girl. price-£125,000. More pictures available if required contact Frank Walsh walsh1970-@hotmail.co.uk (**Member**)



Five 18" wheels (52mm) black, good condition they came on my 2 Litre. Currently fitted with old but usable tyres. £350 ono. Also set of Standard JP Pistons for a 2 Litre complete with rings and pins. They have had very little use offers to; Mike Fountain tel 01858 880733. michaelfountain1949@btinternet.com (**Member**)

Lagonda by Bernd Holthusen 1996 limited edition book. A perfect Xmas present for the man who has a Lagonda ! Cloth bound hardback book was produced as a 1000 limited edition and is in fine condition and complete with the outer cloth bound jacket. The book is numbered and unmarked. The outer jacket only is slightly frayed at the top edge where it has been stored but this has protected the book itself from any damage. I would like £1000 for the

book and I would prefer collection in person please to ensure there is no potential damage in transit. I am located in Shrewsbury. Call Howard Jones on 01743 719107 or email at k2healthcaresystems@gmail.com. **(Member)**

14/60 tourer. 1926 car first registered 11th January 1927. Nicely patinated and very unmolested example of this very useable tourer. Solid steel body with no loose joints on 2litre high chassis with completely original interior. Auster screen and full set of side-screens. Barker manual headlight dipping. Hood in good condition. Strong 2 litre engine with reconditioned Autovac, BTH magneto. Newly replaced rear brake linings, exhaust manifold and stainless steel system. High ratio rear axle for easy cruising. Completed tours to Ardennes, Loire and West of Ireland within last three years with no difficulty. MOT to May 2019. Located in Bedfordshire. £50,000 ono. Barry Halton 07748 933590 2barryhalton@gmail.com **(member)**



Apologies to all who responded before but my email account was corrupted. Please contact me again. **Post war:** DB Lagonda spares inc. new set of 2.6 pistons & liners, radiators, bumpers, hub caps, brake drums, hubs, dynamo, inlet manifolds & carbs, cam covers, cam shafts, , heater vents, etc! **Pre war:** 3 litre crankshaft, LG45 fan pedestal casting with drive pulley assembly. Complete dashboard with Speedometer, Rev Counter and dual gauges Amps/Oil & Petrol/Temp. Ki gas pump mounting casting which clamps to steering column, front & rear bumpers. Charles Milne Atkinson, charles.atkinson1@btinternet.com 07971 883083 **(member)**

4 cycle type steel wings for a low chassis 2 litre. Rears sound but fronts will need some rust repair. Photos and details from Tim Wadsworth tim@lagondahire.co.uk or phone 01666 860368 All reasonable offers considered, buyer to collect from North Wiltshire. **(Member)**

WANTED

Ki-Gass manifold fittings wanted for 2 litre. Barry Smith. T/p 01732 851 451 hogswellbarn@talktalk.net **(Member)**

11¼" head light glass for Lucas 100R part number 506508. Charles Milne Atkinson, 07971 883083 charles.atkinson1@btinternet.com.

SERVICES TO MEMBERS

Vintage and Classic mechanical car clocks rebuilt, restored, overhauled and repaired. Please contact Simon Drachman (member D10) for further details. Vintage Watch Store, our shop is located in Hampstead, London NW3. We also sell Vintage and Classic clocks and watches and offer a full restoration and repair service. Contact 0759 830 1277 or info@vintagewatchstore.com. **(Trader)**

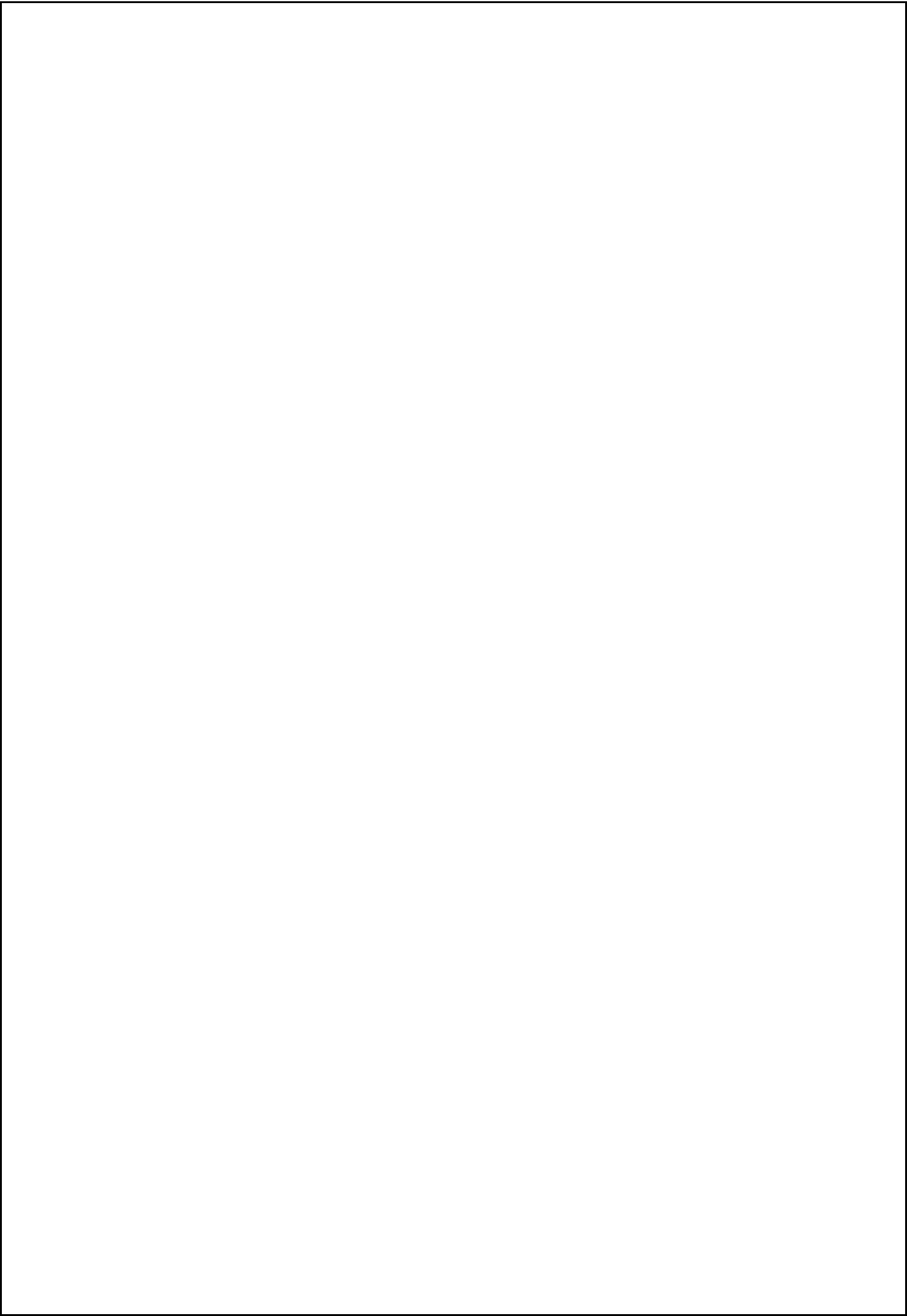
Lagonda Instrument Restoration

Professional restoration service and supply of pre-war Lagonda instruments. Also vintage racing type instruments supplied to order such 6" Rev-counters etc. Contact Patrick Henry. Phone 07342 306690 Email:- vintageinstruments@hotmail.co.uk **(Trader)**

NEW MEMBERS

We welcome the following new members:- * Rejoin*/

B 5	Enrique Burgos Aguado	Ramon y Cajal No.12, Alicante 03003, Spain 1938 LG6 DHC 12346 FLC 102
B91	Gerard Burkardt	Château d'Ivernois, Grande Rue 7, CH-2112 Motiers. Switzerland 1937 LG45 DHC 12134
TBC	Peter Kear	Brook House, Philpot Lane Chobham, Surrey. GU24 8HD 1933 16/80 Tr S10254 ALO 918
S 97	Sachit Shah	38 Ingram Avenue, London, NW11 6TL LG45 deVille Tr 12210/G10 FPL 134



THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

Richard Branch found this team car replica

<https://classicmotorhub.com/showroom/1934-fox-and-nicholl-lagonda-m45-team-car-replica/>

Ethanol yet again

Alan Heard has advised me that the content is to be increased to E10 by 2020 in GB, this may cause a few problems particularly to rubber connections, because the ethanol appears to corrode these rubber parts and these will need to be replaced. Personally, I'd also be wary of some plastic parts such as floats in carburetors.

He also notes that batteries can no longer be shipped by post, probably due to the risk of acid leakage. It's not clear if that includes batteries which are not lead-acid such as Lithium Ion which can have other risks.

And his book sold out quickly.

Early days of the post war Lagonda DB2.6L

I've been digging through my local car club's extensive library collection of car magazines, most going back to their beginnings, looking for info on the 3L Mk2 cars as well as an article I found mentioned in a 1949 magazine of an interview with W.O. Bentley which took place either shortly before or shortly after the David Brown buyout of the business. No luck as yet but I have found some articles in the 1948 series of The Autocar describing "Next Year's Lagondas" written just prior to the vehicles' release in 1949. Most who own these cars will already know the detail so this may be of more interest to some members who have recently acquired their cars. I know we have several.

The first was in the October 15, 1948 edition, page 999, and describes both the Aston Martins for 1949, still with their four-cylinder pushrod engine, and the Lagonda. The article states that when David Brown purchased the business the previous year, the car had barely reached a prototype state, and was "still the subject of considerable experiment." (Another article I found, the one which mentions the "earlier" interview with WOB, explains the result of that experimentation on the design of the car.) This article simply says that the "new car embodies a considerable number of modifications. It only mentions the provision of the David Brown four speed gearbox (with the Cotal preselector gearbox being available to order), then goes on to describe the vehicle pretty much as we know it: a cruciform chassis with engine and differential mounted at opposite ends, 2-1/2L 6-cylinder OHC engine with bore of 78mm and stroke of 90mm, twin SU's and both axles being independently sprung. Though at this point, it says that both front and rear are sprung by torsion bars, where in fact the front is coil sprung. Could one of the early cars had torsion bar front springing? More likely a journalistic error there. The article goes on to describe the two body styles which are to be offered, the four-door saloon and the two door DHC (and it features a photo of the

DHC) and notes that the cars will be built at the Feltham works along with the Astons, but that the engines and gearboxes are built at a separate plant to the north. Finally, it notes that the cars were being tested on the continent and "in the colonies" very thoroughly indeed. This final comment makes me wonder which colonies it was tested in. The article I mentioned earlier only notes testing on the continent. Maybe a bit of factory hype here or was it really tested in the colonies??

A later article, in the October 29, 1948 edition, which covers the London Show at Earls Court, has two references to the new Lagonda. On page 1048 is a photo of a saloon, with the description "Shown for the first time, Lagonda's quality 2-1/2-litre saloon" in a short bit on new post-war bodywork. Further on in the same magazine, on page 1057 in a stand by stand report, a piece noting that the chassis was designed completely during the war and is completely new. It goes on to mention the gearbox options, that the car has much wider seating and a flat floor compared to pre-war cars, and erroneously state that both front and rear wheels are sprung by torsion bars. Two cars were on show (the show chassis did not appear in shows until later), a saloon and what appears to be the same DHC featured in the earlier Oct. 15 article.

I'll continue my research to try to find the WOB interview as they were so rare, and perhaps find a road test and detailed write-up on the vehicle in 1949 editions.

DB Spares news from Martin Peters, mjpeters@supanet.com, tel: 01480-212657
I visited a manufacturer in the West Midlands who demonstrated his firm's ability to remanufacture our rear torsion bar bushes. They will receive a sample and it will be interesting to find out their prices. 2.6 brake shoe hold down springs (coil with a hook extension through) are likely to be a website addition soon.

If you are having difficulty sourcing or repairing DB chassis or body parts that you think we could reasonably have made please let me know - we will at least look into it.
If possible please order parts via the website.

DB Archives Please send any information on your car(s) that you have not already submitted, to Arnold Davey, Registrar of The Lagonda Club. Arnold's address is in the Website or Member's Register. In addition I recommend sending the same information to Alan Heard for his Post 1945 Archives. He is also collecting body numbers. Alan's email address is: alandheard@yahoo.co.uk and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

Club and other websites The Club website, www.lagondaclub.com, is fully operational and continually being developed with information on spare parts for most models of Lagonda. The Newsletters, including the Post 1945 Gazettes, are archived here.
Also of great interest is the www.lagondaforum.com run by Peter Schirg.
Ron Press' Post-1945 website www.lagonda1949-1958.co.uk for DB Lagondas has a huge number of photos, with more being continually added and other information, including members who have parts for sale. A section for technical items was added some time ago.

For the 2.6 & 3 Litre visit www.DB-Lagonda.com
For DB Rapide information visit <http://lagonda-rapide.com/>
For the William Towns V8 visit <http://lagondanet.com/>
Compiled by Nick Proferes. email: nproferes@internode.on.net

SPARES NEWS – NOVEMBER 2018

E-mail; spares@lagonda-club.com, website: www.lagondaclub.com

NEW PARTS NOW AVAILABLE

	PRICE
DBSSP10 - Anti roll bar bush for LB290 & LB290/1, DB3L	£1.36
BRKV06 - V12/LG6 front hubs (pair), complete with bearings, seals, locking ring, spacer and grub screw.	£983.92
GRSX16 - Complete differential assembly, light axle - 14/60, 2L, 16/80.	£1225.80
GRSX16S - Crown wheel & diff assembly securing bolts - 14/60, 2L, 16/80.	£5.50
CLT428Z - Flange, diff to prop shaft.	£100
CLT429Z - Clutch input shaft, M45 & M45R.	£450
CLT430Z - Clutch release fork, M45 & M45R.	£80
CLT431Z - Clutch stop disc, M45 & M45R.	£200
CSTV06Z - Water jacket plate, V12 long & thin.	£70
CSTV07Z - Water jacket plate, V12, small, plain and oblong.	£70
CSTV08Z - Water jacket plate, V12, large, plain oblong.	£70
CSTV09Z - Water jacket plate, V12, large, plain, oblong with notched corner.	£70
CSTV10Z - Water jacket plate, V12, large oblong with threaded boss.	£70
CST432Z - Rocker cover casting, M45.	£150
ENG495Z - Oil take-off casting, Meadows.	£100
ENG496Z - Crankcase to block stud set, Meadows.	£60
GRS437Z - Self-aligning bearing housing, Meadows.	£90
SSPK407Z - Starter dog nut, Meadows.	£80
VLV430Z - Camshaft bearing, front, Meadows.	£150
VLV11Z - Camshaft (pair), V12.	£2000
GRSV02Z - Timing gear set V12, (halftime).	£300
ENGV03Z - Cylinder head stud set, V12.	£200
VLV431Z - Camshaft bearing, rear, Meadows.	£180
ENG497Z - Oil distribution block, Meadows.	£70

All prices quoted are excluding VAT and carriage

NEW PARTS IN PROGRESS

CST211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.
 CST105 - High water pump, front head offtake, 16/80.
 ENG114-6 - 16/80 high water pump impellor.
 All cars - range of gaskets in 'Chieftain' material.

BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
 CLT209 - Clutch drive spider & shaft for 2L.
 Light axle half-shafts.
 Various DB parts, please see Nick Proferes's Gazette for details.

PARTS UNDER CONSIDERATION.

Please e-mail Robin Cooke if you are interested in any of these. Your support will influence the Committee's decision to proceed or not.

CST302 - Radiator to head casting, 3L ZM.
 ZM chassis - braking system (13 parts).
 Fuel tank senders (3-terminal type), 2L, 3L.
 PMP104 - Low water pump housing, fully machined, 16/80

Rear spring U bolts, LG45.
 Rockers, 4.5L.
 PMP103 - High water pump housing, fully machined, 16/80.
 Various DB parts, please see Nick Proferes's Gazette.

NEW PARTS AVAILABLE



Anti roll bar bush for LB290 & LB290/1, DB3L.



V12/LG6 front hubs (pair), complete with bearings, seals, locking ring, spacer and grub screw.



Complete differential assembly, light axle - 14/60, 2L, 16/80.

For photos of other new part listed above please see the website and January 2019 newsletter.

SPECIAL OFFERS

E-mail; spares@lagonda-club.com, website: www.lagondaclub.com

These parts are new and unused, but they have been acquired from the trade and were not manufactured by our normal suppliers. They are sold without warranty. There are very limited stocks available of these items. All prices are excluding VAT and Carriage.



Offer price £400 (list price £900).
M45 front brake back plate.
These can break so why not put one on the shelf just in case.



Offer price £2000. Carillo-type
V12 Connecting rod set made by
Robson Engineering.



Offer price £2000. V12 Crankshaft.



Offer price £600. Set of 6
Meadows piston assemblies,
3.52in (40thou oversized) made
by Ross Racing Pistons.



Offer price £600. Set of 6
Meadows piston assemblies,
3.53in (50thou oversized) made
by Ross Racing Pistons.



Offer price £75 (list price £150).
T8/G9 gear selector rod housing.



Offer price £150 (list price £300).
T8 front gearbox housing.



Offer price £150 (list price £300).
G9 front gearbox housing.



Offer price £300. Brake cable
LG45/M45R (pair).



Offer price £400 (list price £1200).
LG45 front brake back plate. These
can break so why not put one on the
shelf just in case.



Offer price £600 (list price
£1200). G9 gearbox casing.
These can break so why not put one
on the shelf just in case.



Offer price £600 (list price £1200).
T8 gearbox casing. These can break so
why not put one on the shelf just in
case.

SPECIAL OFFERS

E-mail; spares@lagonda-club.com, website: www.lagondaclub.com



Offer price £600 (list price £761.51). Crown wheel & pinion, 3.3:1 for the heavy axle.



Offer price £30 (list price £95). Fan pulley (long) for all Meadows engines.



Offer price £250 (list price £500). Inlet manifold for non-Weslake Meadows engine (thicker M45R type).



Offer price £4000. Rapier 1500cc block. Fully machined.



Offer price £60 (list price £175). Oil pump drive gear, with shaft. Meadows engine.



Offer price £42 (list price £105). Engine mount front, M45 & LG45.



Offer price £42 (list price £105). Engine mount rear, M45, LG45.



Offer price £75 (list price £235). Steering wheel mounting boss, M45 & M45R.



Offer price £55 (list price £165). Water pump adaptor plate, M45, M45R, LG45, LG6.



Offer price £40 (list price £175). Oil Pump drive gear, without shaft, Meadows engine.



Offer price £60. Magneto drive box Vertex, machined casting, LG45 & LG6.



Offer price £50. Brake Shoe lined, 3L, 3.5L, M45 & M45R.



Offer price £20 (list price £62.50). Radiator bottom elbow, M45, M45R.



Offer price £50 (list price £150). Drive shaft, Meadows water pump.