



www.lagondaclub.com

NEWSLETTER

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This month's Guest Contributor is:
Tim Wadsworth

No 472

November 2019

November 8 th to 10 th	Lagonda Club stand at the NEC Classic Car Show. Come and support the Club. Reduced priced tickets – see below
9 th	LC Anglia Area Pub Meet – The George Inn, Maulden Beds, followed by afternoon Tea at Susie Batts - Contact John Stoneman 01353 649494
December 7 th 7 th	LC Anglia Area Christmas Lunch – La Pergola Cambridge - Contact John Stoneman 01353 649494 LC W Midland Area Christmas Lunch The Kings Arms Ombersley Worcester – contact Robin Balmain 01531 640166

All members on e-mail should have received notification of the NEC Classic Car show from 8th to 10th November, only a few days away now, where the Club has a stand. Members should use the code **CC8536** to get discounted tickets via the NEC website www.necclassicismotorshow.com/club-tickets No reduction on the Friday but the discount is worth £5.50 per head (£31 reduced to £25.50) on Saturday and Sunday.

Now your editor must issue a sincere apology to Nigel Hall. Last month I said he had failed to score at Loton Park. That was true on the Saturday but he came back on the Sunday and won the class handicap award. Sorry Nigel, and well done.

On the subject of trophies Martin Sumner has lost track of two concours trophies. If you are still holding on to one of the Club's trophies do let Martin know so arrangements can be made to get it to its rightful recipient.

Arnold Davey writes to say that the Registry has had to open a new chapter with the coming to the second-hand market of the first Lagonda-badged Taraf. We now learn that 120 Tarafs were built in 2015/16, the vast majority sent to the Middle East. Now in early October a Kuwait based Taraf was put in Bonham's auction sale in Switzerland. The car had not had a hard life as its total distance recorded was just over 40 kilometres from new. With no previous experience to guide them, the auctioneers put a very wide spread of sums in the guide price but then had to print a notice from the Swiss fiscal authorities stating that this body had to approve anyone seeking to bid for the car and implied there would probably be all sorts of duties payable should it stay in Switzerland. Not surprisingly, it didn't sell, so we are no wiser on values.

Arnold goes on to say that a hitherto unknown on-line dealer is offering a 'bitsa' Lagonda for sale for the usual outrageous price. The car started life as a 3 Litre pillarless saloon but has been shortened to a 10 ft 3 in wheelbase and sports a Fox & Nicholl replica Team Car body. There is a 4½ litre Meadows Tank engine and an Alvis gearbox. So what? Well, the advert claims that the club in the person of its Registrar underlines what a splendid vehicle it is, one of the best available. There then follows yards of guff, purporting to come from said Registrar. Trouble is, I never said anything of the sort. I have only seen the car once, briefly, at an AGM and have certainly never written a word about it ever. What can we do about this sort of alternative truth? You can only hope a prospective buyer would have the sense to check with the club to get the facts before lashing out a fortune.

Rapier owners may be interested in a facebook group started by John Clayton (claytoncommercial@gmail.com) who is also offering his car for hire, even allowing you to race it !
<https://www.facebook.com/groups/LagondaRapierEnthusiasts/>

November 2019 has a special significance for your editor as you will see from the following account -

I first saw her in London on a cold November day in 1959. She was dirty and bedraggled and living on the street, but in spite of everything her beauty and elegance shone through. She was 28 and I was only 22 but I had to have her, and I would care for her for the rest of my life. Thus started my affair with GP 793, a 1931 2 litre Lagonda.

Now I had to find out who owned her. Enquiries at neighbouring buildings led to a pub in Chelsea where I finally tracked down the owner. £53 changed hands and the following day we met at the car where she had been standing for the previous two years. Remarkably nothing had been stolen and clamping was unknown. Once the tyres had been pumped up, the radiator filled with water, a gallon of petrol in the autovac, a short push, and to everyone's astonishment, she started.

Our first trip together ended badly with a stripped fibre timing gear. Fortunately I had joined the Club and Valerie May put me in touch with Ivan Forshaw who came to my rescue. Over the years I got to know him quite well and he, the inside of my cheque book. There was much that needed doing but I drove the car for a twelvemonth (no MOT in those days) until the opportunity arose for a serious rebuild.

I had always been interested in things mechanical. Meccano, steam engines and model aircraft but my enthusiasm for old cars was really set alight when my father took me to an early post war Prescott meeting. I couldn't wait to get behind the wheel and not long after passing my driving test bought my first car, a 1933 Morris Minor. During my National Service I drove this car out to Germany and we did a lap of the Nurburghring following that epic 1957 German GP. Back home I exchanged 4 seats for 2 and purchased an Austin 7 Nippy. Pushing it to the limit I broke several crankshafts but a whole replacement engine was only £2/10/0 from the local scrap yard - how we miss them now.

My first employer recognised you could get a degree in Mechanical Engineering without knowing your B.S.W. from your B.S.F. (a point made by John Boyes in last month's letter) so I was sent to their apprentice school for an accelerated 6 months course. This coincided with my rebuild plans for the Lagonda. Not only did they teach me fitting, turning, milling, and welding (skills that I have found far more useful than an engineering degree) but they also allowed me and the other apprentices to do jobs for the Lagonda. Consequently the rebuild was completed in 6 months, just in time for a trip to the south of Spain. We had no recovery insurance, few tools and little money, but what could go wrong? I still shudder to think what we would have done if something serious had happened. There was no Plan B, but we made it back with relatively few problems.

For the next few years our main activity was overseas tours and rallies, on one occasion going as far as Greece to take part in the International Philpa Rally. That nearly ended in disaster when we lost all oil pressure in central Athens. Never-the-less we pressed on home gently with no harm done - tough beasts these 2 litre engines.

The 2 litre is a lovely car to drive but, in standard form, it does lack something in performance which could at times be a bit of an embarrassment. So when Peter Jones of Wessex Workshops announced that he was going to make a run of downdraft heads, I was the first to put my name down. The result was a revelation, even my wife said "what have you done to this car?" Thus encouraged I designed and had made a set of high compression pistons, new cam profiles and cam shafts and other "go faster" modifications.

I had done a small amount of competition work back in the '60s in an Austin-Healey Sprite but had always considered the Lagonda too slow to take part in any speed events. Now it was different and I tried my hand at Prescott putting in a respectable time and hugely enjoying it. My enthusiasm for active motor sport rekindled I recruited Roger Seabrook and Jeremy Oates to form Team 2 Litre and take part in the Aston Martin/Bentley/Lagonda series of races. Our first outing was at Oulton Park. When we were released from the grid for the formation lap I thought we had started racing and began overtaking other cars. I quickly realised my error and sheepishly dropped back to my proper position. Back on the grid the starter held up a number 5 and I then thought we had 5 minutes before the start. I took the car out of gear and relaxed, only to find all hell break loose round me. 5 means 5 *seconds*. I eventually got the hang of things and we enjoyed several seasons of successful racing. As these were handicap races our success was as much down to the benevolence of the handicapper as to our abilities - but a mug is a mug, whatever.

During this time I was asked to take over as Competition Secretary for the Club. We had many more people prepared to race in those days and regularly turned out 9 cars for the inter marque races. In 2006 I organised a trip to Angouleme for 33 cars of which 15 were entered in an all Lagonda grid for the street race round-the-houses. Four years later we managed to form an even bigger grid of 20 cars for The Great Lagonda Race at Oulton Park. More

recently I have been racing with the VSCC in the ODM (Owner/Driver/Mechanic) series. Competitive, but in a gentlemanly way.

Over the years I had been requested to do the occasional wedding but once retired from full time employment I found this was a good way to make a bit of pocket money. In time I found I was getting more wedding bookings than I could handle and so recruited other Lagonda owners to spread the load. A small business developed and by the time I retired (again) we had done nearly 500 weddings, proms and other outings. The clash of dates was always a problem and on one occasion I managed to practice at Castle Combe in the morning, do a wedding mid day and return to race in the late afternoon, the bride having no idea of what I was up to and why I declined to join them for a glass champagne! It wasn't only weddings. One year when Prescott and BDC Silverstone coincided I got an early practice run in at Prescott, drove like a madman to Silverstone arriving just in time for practice there, raced, and returned to Prescott for the competitive runs the following day.

Of course these beautiful ladies can be high maintenance and there have been occasional problems. Non functioning magnetos, dynamos and starters, broken rockers, a broken crankshaft, halfshaft and con rod, a blown piston etc, etc. In fact if it can go wrong with a 2 litre it has probably gone wrong with my lady at some time, but how fortunate we are to have such a friendly Club. I have been lent cars and vital parts, given every help by our wonderful Spares Organisation and, nationwide the support for vintage cars has never been better. A far cry from the early days when all spares were second-hand and the only "new" tyres available were re-cuts from a car breaker.

I have always maintained that "true happiness is having just one vintage car" however I can never resist scanning the "for sale" ads for interesting cars but I have yet to find another car that is as good looking, as pleasant to drive and as versatile as the 2 litre Lagonda. At home on the race track, the hill climb, rallying or touring and, being a full 4 seater, the ideal wedding car. So I guess I'll stick with her - we have after all been together now for sixty years. Tim Wadsworth.

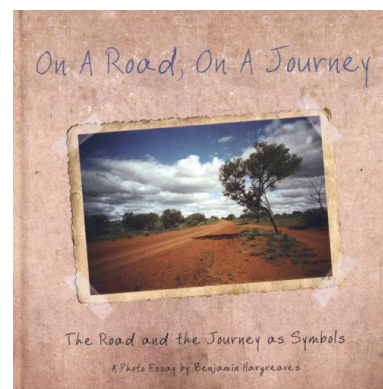
Finally we have to report the death of another long time member, Hamish Davidson who owned a 1953 DB 2.6 Saloon and had been a Club member for 51 years. Our condolences to the Davidson family and it is good to hear that his son Douglas is taking over the car.

There will not be a Newsletter in December so the editorial team take this opportunity to wish you all a Very Happy Christmas and great Lagonda motoring in 2020

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

FOR SALE

A present for someone ! On A Road, On A Journey, a second photobook by Benjamin Hargreaves. A celebration of travel with images from journeys through the UK, Europe, India, Australia, the USA and Cuba evoking both a literal journey and a metaphorical sense of life as a journey emphasizing how the idea of the road has meaning for us. Available from the author at the reduced price of £20.00 (p&p £2.00 for the UK). Benjamin Hargreaves e/m: hargreavesbc@waitrose.com or Tel: 020 7385 7757 www.benjaminhargreaves.co.uk



Lagonda LG45 4 seat T1 style Tourer. I've owned the car for 4 years in which time the radiator has been re-cored, the engine has been rebuilt, including new rods and pistons and white-metalling by Formhalls (much other work, too much to detail, but copies of all bills can be provided) and the rear axle has been rebuilt with a new higher ratio crown wheel and pinion from the club. I can supply additional photographs and PDFs of all the bills if required - there are several on the Lagonda facebook page. £115,000/£130,000 ono. Please contact me on 07836 367 775 or simonf@waymark.co.uk.





DB2.6 DHC 1951 Owned by same family since 1969, all complete, well maintained and loved. Offers in excess of £60,000. Contact Peter Davis: petersndll@gmail.com or 01225 859858 or 07913962615

LAGONDA by Bernd Holthusen. LAGONDA combines an accurate history with over 900 of the best quality photographs of Lagondas you are likely to see (three quarters of them pre-war and many previously unpublished)

The book measures 365mm x 300mm and is 426 pages long, text is very factually accurate history, printed on excellent quality paper including 745 black and white duotone and 241 colour photos in a clothbound edition complete with its original slipcase, limited to 500. This is no 67 and the actual book is in excellent condition with the slipcase only having small scuff marks. Ideal as a surprise birthday or Christmas present. Best offer secures this unique coffee table book-offers or more information from Jeff Leeks email@jeffleeks.com or phone 01494 563188

Heritage Trust Book Sale: Lagonda – a History of the Marque by Arnold Davey and Anthony May – slightly dented cover so a bargain at £60. Lagonda 4½ Litre & V12 in Detail by Arnold Davey - £50 Lagonda Heritage by Richard Bird - £5. These books were donated by the widow of a former member – proceeds will go the Lagonda Heritage Trust. Please contact Colin Bugler email admin@lagondaclub.com or phone 01252 845451.

16/80 FOR SALE- special body built 2017/18 by David Wall, ENV110 gearbox overhauled, new bands, bearings etc, Dynamo and magneto rewind. New leather upholstery and tonneau cover 2018, new radiator core, many spares. £85,000 Contact Norman Opie 01263 711894 or opiees@gmail.com



V12 ROADSTER DHC 1939. ILL HEALTH PREVENTS DRIVING. Reg MG6768. Mid blue over blue/black. Concours. Following 4 year restoration of a previous, down to the chassis restoration :- Wood frame and alloy panels repaired; Engine new crank, rods, pistons, valves guides, camshaft followers engine gears sprockets etc; Gearbox restored, rear axle new ring gear, hubs, wheels, Ace wheel discs to be fitted. OFFERS OVER £ 425,000. for this as "ex factory vehicle". Michael Steele 01676 521199 mj.steele44@btinternet.com

Scintilla MN4 magneto in good condition £300 hinedavid@aol.com





1928 Lagonda 2 litre High Chassis Speed model. Fitted with rare downdraft head and new twin 1 1/2 inch SU carburettors giving that extra performance. Hidden full flow oil filter. New body frame and coverings fitted in 1980s. Engine fully rebuilt by Milford Vintage Engineering in 2008, replaced block, big ends etc., little mileage since. ZE S3 gearbox. Stainless steel exhaust. Much nickel plate renewed by Derby Plating. Wings bare metal respray. Relatively new carpets, tonneau cover and hood bag but original hood and frame retained. New removable Auster rear windscreen. Dashboard and engine rewired. Many other parts renewed and/or repaired. VSCC Buff Form "vintage modified". Full details and photos on request. In excellent condition and driving well - has successfully participated in the last 4 VSCC Scottish Tours. £88,500 ono. Happy to collect any interested party from Edinburgh Airport or train station. Stewart Brown (Edinburgh) 07778466622 stewart.morven@blueyonder.co.uk

Wanted

For M45 saloon rebuild complete fan assembly with pulley and bearing housing etc. Please contact Peter Weir pnweir@hotmail.co.uk or telephone 01631710451

Wanted - by The Club Spares Committee - the loan of a 2 / 3 Litre starter Bendix drive assembly, to assist in a remanufacturing project. Condition is unimportant (it isn't needed for fine measurements) though needs to be complete. We seek confirmation of the original fitting / precise type, of the several right hand drives made by Bendix. Therefore, if you are not sure that your sample is an original or original type then it's a case of thanks but no thanks. We have been led to believe that the starter drive (not necessarily the starter) was the same from 1927 to 34. If you know otherwise please put us straight! Contact Steve Huckvale s.huckvale@btinternet.com 01452-700354 or Martin Peters mjpeters@supanet.com 01480-212657

PS. Above, I said `complete` but an assembly less a main spring would do. From the 5/16" or 3/8" spring eye attaching hole we can deduce the spring number.

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)

NEW MEMBERS

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

B 44	Martin Bertinchamp	Chamissostr 3, D-81925 Munich, Germany 1938 V12 LMRep GPH 678 16014
G5	Theo Gobel	Wittbraukerstrasse 16, D-58313 Herdecke, Germany 1932 2ltr Tr OJ 8844 OH 9712

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

A nice-looking Rapier, now sold, but with interesting history.

<https://online.handh.co.uk/m/lot-details/index/catalog/118/lot/45939/>

and a nice 16/80 found by Colin

<https://www.ebay.co.uk/itm/1934-LAGONDA-16-80/233364797624>

Antony pointed to this DB2.6 DHC which has been advertised elsewhere not on E-Bay

<https://www.ebay.co.uk/itm/1951-Lagonda-2-6-Litre-Drophead-Coupe/303333005503>

Something more for DB3L owners and those with the Jackall system

Last month I mentioned a Powerpoint item by Club member Keith Currington, showing how he disassembled the legs of his Jackall system and got the system working again. This prompted some interest from an LG45 owner who passed on this info on penetrating oils which he needed to free his legs from their cylinders. He uses a 50/50 mixture of acetone and automatic transmission fluid (ATF) and pointed me to a web page where a number of penetrating oils had been tested to see how much torque was required to free seized bolts. See: <http://www.hotrodders.com/forum/what-bestpenetratingoil-227739.html> with the original source from the April 2007 issue of "Machinist's Workshop" magazine.

This is something all owners will face from time to time.

An interesting interview on U-Tube

Interview with Steve Waddingham, Aston Martin on the connection with Feltham and Hanworth Park House

<https://www.youtube.com/watch?v=yXsqGxHdhNI&feature=youtu.be&fbclid=>

which ties in with this request from Aston Martin posted on the: Aston Martin Feltham Enthusiasts Facebook page: Kenny Farmer HANWORTH PARK HOUSE October 11 at 7:21 AM

Did you work at Aston Martin, Feltham or Hanworth Park, during the 40s, 50s or 60s.

Aston Martin used to be based in Victoria Road, Feltham and also in the old Whitehead hangers around Hanworth Park House, during the 40s, 50s and 60s

We are trying to contact anyone who used to work at either Victoria Road or Hanworth Park House, to get his or her story. Aston Martin tell us that this is an era that they do not know a great deal about, not even in their own records, so anything you can tell us, will be help them piece together this jigsaw. Even if you only worked there for a short time, please tell us what you remember.

The Hanworth Park House history group are working closely with Aston Martin, to gather as much information as possible. Can you either post stories here, or even better, send on email to astonmartin@hanworthparkhouse.co.uk

"Aston Trend-Setter" becomes the "Push-Button Express" becomes "We Have Goofed"

The saga continues well into May the following year (1978) on delays to the start of full production and release of the William Towns Lagonda. An article in The Motor, May 6, 1978 describes Mr. Peter Sprague, American chairman of Aston Martin being forced to admit that the release of the new Lagonda and "not gone according to plan". Three months had passed since "the electrics had burnt out" on the release vehicle and with 17 people working on it to try to meet the release date, the vehicle which was shown to the gathered press was a "non-runner". Aston's managing director, Alan Curtis, noted that 100 people had placed a 10% deposit on vehicles, half of those in Britain, but that the second vehicle would now not be delivered until October. It was also noted that the complex electronics, then assembled at the Cranfield Institute of Technology, were now to be brought "in house".

Footnote: At this point in time (1978) the price listing for the AM Lagonda has not changed

Since the big rise to £32,620 announced the previous year and a reported 100+ have paid a deposit and are awaiting delivery.

DB Spares news from Martin Peters, mjpeters@supanet.com, tel: 01480-212657

The only new item on the agenda is the large 20 t.p.i. cycle thread nut for securing the bumpers. As always, it depends on the quotes and interest. A quick survey across my own stock and that of a few regular contacts reveals that there are not spares in abundance and some of those we possess are in a poor state. It will probably be worth having a few of the anti-rotation pins made too.

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.

Please order parts via the website if possible.

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 2019

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

NEW PARTS NOW AVAILABLE

	PRICE
CST105 - High water pump, front head offtake, 16/80.	£278.40
RBRV07 - Gearbox rubber, V12, LG6.	£17.90
BDYX29 - Windscreen wiper blade peg, all models.	£1.30
GRS469 - T8 Bronze spigot bush, 0.015" undersize bore.	£148.80
CST211A - 2L Camshaft cover plate 14/60, & early HC, fully machined.	£65.40
CST211B - 2L Camshaft cover plate 14/60, & early HC, part machined.	£65.40

All prices quoted are excluding VAT and carriage.

PARTS NOW BACK IN STOCK

	PRICE
GRS215 - Half shaft light OH axle right hand short (28 1/4").	£339.60
GRS216 - Half shaft light OH axle left hand long (29 ").	£339.60
GRS217 - Half shaft Z heavy axle (29 1/2"), 2L.	£339.60

NEW PARTS IN PROGRESS

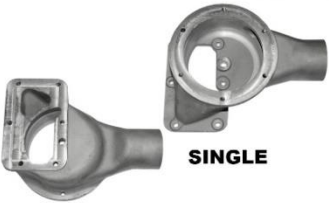




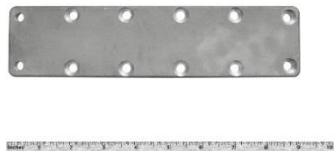
CLT209 - Clutch drive spider & shaft for 2L. 2L, 16/80 handbrake ratchet.	DB Beehive brake shoe spring.
BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.	All cars - range of gaskets in 'Chieftain' material. V12/LG6 ball joints for steering/suspension. DB Overrider.

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.

Rear spring U bolts, LG45.	Rockers, 4.5L.
ZM chassis - braking system (13 parts).	Fuel tank senders (3-terminal type), 2L, 3L.
PMP103/4 - High/Low water pump housing, fully machined, 16/80	Various DB parts, please see Nick Proferes' Gazette for details.

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<p>CST105</p>  <p>SINGLE</p>	<p>RBRV07</p> 	<p>BDYX29</p> 
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