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NEWSLETTER

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This month's Guest Contributor is:

Martin Pollard

No 476

April 2020

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BEFORE YOU START READING PLEASE CHECK IF YOU HAVE PAID YOUR 2020 SUB, (DUE APRIL 1ST) BY CHEQUE, CREDIT CARD OR ON LINE. PAYING THROUGH THE WEBSITE IS SO EASY, WHY NOT DO IT NOW ? THIS IS A FINAL REMINDER, IF YOU DON'T RECEIVE YOUR MAY NEWSLETTER, YOU WILL KNOW WHY.

Once upon a time a crusty old judge asked a barrister "Is your client aware of the legal maxim Vigilantibus, et not dormientibus, jura subveniunt ?" * To which the quick witted Yorkshire barrister replied " In Barnsley, m'lud, they talk of little else. " and so it seems with this once obscure virus that now dominates all our lives.

All motorsport has been postponed until at least the end of June so bang goes Silverstone, Oulton Park and Cadwell. Dinners have been cancelled, pub meets abandoned, in fact merely to drive our cars without getting out of them would seem to be illegal. However as you will all be aware leaving a motor car standing for months on end is not a good idea, so I have proposed to our monthly pub meeting group that, at the appointed hour of our meeting, we start our cars up and drive them a few feet out of the garage. Take a photograph of the event and circulate it to all. A small prize will be awarded for the best photo and or the wittiest caption/poem when we do eventually meet up.

Our letter this month is from Martin Pollard

I blame Alan Brown! If he had not put a small ad in the Manchester Evening News in mid-1963, I would never have come across the wonderful world of Lagonda ("is it an Italian car, mister?"). It was in the summer that my brother and I found our way to Matley Moor cottage and collected an ex-blown 2 Litre, DPP37. We proceeded to tow it home behind my brothers XK120 (!) until we got to Stockport where, as locals will know, there is a long steep hill down to the bridges over the river Mersey. Not having any faith in the brakes and wanting to protect the rear of his precious Jaguar, my brother suggested we disconnect the tow and roll the Lagonda down the hill under gravity and hope the brakes actually will stop the car at the bottom. Fortunately they did..... The car was housed in a wooden lock-up near home with a Hudson Terraplane next door and on the other side another XK 120 – good company! Copious letters from Ivan Forshaw followed, many sending items I had asked for and always using the COD system – whatever happened to that? I soon discovered the oil pump was so worn it would not hold a prime and I travelled everywhere with a small bottle of oil to prime the pump before starting. Unscrewing the relief valve, pouring in oil, the bottle hastily put down on the running board, ran around to start the engine, only remembering the bottle as it flew off the running board with a crash of breaking glass at the first corner. The pump was rebuilt eventually, but initially was so tight that the engine wouldn't turn until I rubbed down the rotor a little. I cleaned out the sump and had the big ends re-metalled, but being ignorant of these things just bolted back up without any fettling. The oil pressure went right off the dial as I started the engine, but the bearings survived this rough treatment and gave no trouble thereafter. 2 litre owners will know how many nuts there are to do up on the sump, so after a morning getting the sump back on, you can imagine my dismay when on leaving the garage to go home for lunch I spotted the sump baffle plate leaning up against the garage door where I had left it. I found my way to the local Lagonda meeting at the grandly named West Towers Country Club in Marple, where I felt very much out of my depth, being only 19 at the time, I met Herb Schofield, David Hine, Mel Cranmer, John Davenport and many others whose names I have now forgotten. I learned a lot from talking to everyone, sometimes not actually about Lagondas..... Not forgetting one cringe-making occasion when I was holding forth about a 2 litre I had seen for sale at a local garage that was on 18" tyres instead of 21". "That's my car" came a voice from behind. Ah, the arrogance of youth! Once taxed and insured, I spent many happy miles in that car doing quite long distances without fear it would not get me home afterwards. I went to meetings at Newby Hall (near Ripon) and to the Northern driving tests at Bawtry,

both 70 or 80 miles from Stockport. Summer evenings I might drive up Longdendale to park at Woodhead station to see the electric-hauled Sheffield to Manchester expresses burst out of the Woodhead tunnel on the falling gradient towards Glossop. But university called and I decided I would not be able to keep the car so advertised it in Exchange and Mart (where else?). A chap in Blackheath bought it on the basis of a photograph I had taken and I and a friend drove down to London overnight (no motorways then), found the house and said goodbye to the car. I heard nothing more of it and it disappeared from the club register, until some 40-plus years later when John Brown acquired the car and did the proper rebuild that I was never able to afford.

However, I was hooked, and after university I advertised for a 2, 3 or 3 ½ litre. I received a response from a chap in Blackburn, who knew of this 3 ½ which was sat near derelict and under a tarpaulin in Farnworth. He had put £10 on it to stop it going for scrap. He didn't want the car, he already had a garage full of Alvises! Without now being able to remember the details, I agreed to buy the car and set off just after Easter 1967 with the local garage owner and his Landrover to haul the car home. It was in a sorry state, great rusted holes in the running boards, no upholstery, a big hole in the back when the boot lid had been and no lights, but the basic structure and mechanical parts seemed intact. A year later, after many letters and parts from Ivan Forshaw, new running boards welded on, re-chroming the radiator shell and windscreen surround, a coat of green Dulux and a pair of P100s purchased from Herb Schofield, the car was at least respectable, certainly not perfect. The sump came off when I discovered that it only took 2 gallons of oil to fill instead of the expected 3 gallons; that was dealt with by shovelling out some 3 or 4 inches of sludge. In fact, the car has never been restored. As things went wrong they got mended or replaced and the car remains in that state to this day, though it has had a couple of professionally applied coats of paint since.

The car turned out to have belonged to the Liverpool City police from 1937 to 1960 and a hopeful letter to the force returned the news that they held no spares for the car. It had been used on the streets of the city before the war where they probably found it a bit unwieldy – they later purchased MGs as traffic cars and the 3½ had then been sent to the skid pan to train pursuit drivers. During that period the hood had been lost when fire broke out in a nearby building and they just chucked the frame away. For many years after, the 3½ was the only car I possessed and I, my wife and (eventually) three children went everywhere in it. I had salvaged a pair of Austin 7 front seats from a scrapyard in Manchester, but the children sat on a plain board in the back sheltering from the weather under a plastic sheet. I must pay tribute to my wife here, who always accepted the car as part of the family and never demanded I sell it for something more practical despite pressure from her friends who thought she was mad. . I was very fortunate that I never joined the ranks of those who sold up to finance marriage, house purchase or impending family. When we lived in Worthing, it was re-upholstered by Charles Allchin, who worked out of a garage at the back of a hotel in Tunbridge Wells. The only other time the car was off the road for an extended period was when a bearing broke up in the gearbox and snapped a tooth off the constant mesh gears. At this time I had been in touch with an ex-Alvis employee in Coventry who was building a replica T9 body for another club member using my car as a template. This is probably the only time two Lagonda bodies are identical in every respect. He was able to arrange the rebuild of the gearbox with a new gear set and new bearings, and whilst he had the car, made a hood frame and hood and tonneau cover. And so, over 50 years on, I am still driving the car, trying to teach my daughter to drive it for when or if I become incapable. It gives me enormous pleasure and I value highly the opportunities afforded by our East-based group of members who hold a monthly meeting at different pubs in the vicinity. Thank you, Len.

And then there is also the Rapier; this car has a history, it was driven to Budapest before the war by its original owner, and also ran in the 1938 RAC rally, though I have been unable to find out how it got on. It certainly doesn't figure in the results. The car found its way to the US in the 60s and was returned to this country by the daughter of the original owner, her husband having spotted it in an advert from a continental dealer, still carrying its original registration number. The purchase was hastily arranged over the phone, sight unseen, and following delivery required quite a bit of work to the gearbox and elsewhere to get it going properly. The owners thought they were not using the car as much as it deserved (often only doing three miles a year to and from the Mott testing station) and I was able to buy it from them, they felt I wouldn't turn it into a cut-down racer! After many years of rarely exceeding 2000 rpm in the 3½ it was quite a shock to see 3000 rpm as quite "normal". I remain most grateful to the much regretted late John Batt who put me straight on many things Rapier when I was uncertain or just plain stuck with some feature of the car.

Lagondas and their owners have given much pleasure over the last 55 years or so and I hope to continue to exercise mine as long as I am able. The camaraderie within the club and the willingness of so many to give help and advice has been and remains a valued part of my motoring life. Long may it continue. Martin Pollard.

Should wish to get in touch with the said Alan Brown please be aware that he is now only contactable on his mobile which is 07884 018301

Sadly we have to report the passing of Roger Poulton who died in February. Roger owned a DB 2.6 . Our condolences to his family.

* For those of you who's Latin is a little rusty "Vigilantibus, et not dormientibus, jura subveniunt" translates as "The laws serve the vigilant, not those who sleep."

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

FOR SALE



DB2.6 DHC 1953. Superb condition throughout including underneath. Engine rebuilt by Aston specialist. £80,000
Contact Tony Brandon, 0118 976 7668

M45 ST34 Saloon Reluctantly, I am now offering for sale our 1934 M45 ST34 Saloon. All my cars have not been used for 5 years since my wife suffered a serious accident in 2014 in Dubai Airport. The M45 was extensively restored by Geoff Seaton and was a much larger project than he had anticipated and many new replacement parts supplied by Ivan Forshaw in exchange for Geoff making some of the bodies for his 2-litre team cars. A photographic album of the restoration exists. It has been stored at my home with my other cars. It will not be sold to anyone who would even consider or mention taking off the body and making it into a tourer, I also made this promise to Geoff when I purchased the car in 1991 and it has covered 4307 miles in my ownership. It has been laid up in one of my garages together with our other cars, the engine has been started twice a year. Serious offers above £100K will be considered. It is in excellent condition as you would expect. This offer is being made to members of The Lagonda Club before anyone else. Roger Firth. F11



Lagonda 16/80 1932 4 seat tourer with original body in sound condition. Log books back to 1949, two owners in last 60 years. Recent new radiator, steel con rods, JE pistons, shell bearings, full flow oil system (runs at 45/50 lbs hot), clutch, magneto and starter. Car in East Anglia. £65000 Contact Dick Lamb r.lamb369@btinternet.com or 01603 713301

1921 LAGONDA 11.9hp. I have owned the car for about two years and Bishopgray have commissioned it so, mechanically it is in good condition. If you can remember from the NEC the bodywork and trim are good and we have had a new roof fitted. Asking price £19,000. Steve Wilson 01299 251628 or steve@fisherrestoration.co.uk





1932 16/80 Tourer. In very good order and has been used regularly in dry weather. It is fitted with the excellent Alvis Speed 20 gear box which makes changing gear a pleasure. The original box comes with the car. The car has been very well maintained and recent work includes starter motor and water pump rebuilds. There is the usual all weather equipment and a virtually new tonneau cover. The car comes with the usual handbooks together with a significant amount of history.

£75,000. For more information and photographs contact Barry Vaughan at vaughanbarry@hotmail.com

DB SPARES-if you'd like an updated emailed list of all my DB Spares all from my 1957 DB saloon then please reply to me. They include a chassis which has been shot blasted and black two pack painted along with most chassis components two packed. Also speedo, rev counter, 4 window surrounds ,grille,4 leather seats-upholstery restored in light grey, differential, prop-shaft, 5 good wheels, steering rack, new lower side sills, fuel tank two packed , electrical components etc,etc. I can also supply complete stainless steel exhaust and /or twin manifolds + new wiring looms to original cotton braided colour specification Phone Jeff Leeks on 01494 563188 or email@jeffleeks.com.

2 litre cylinder head in good condition and Bosch curved trumpet horn in restored condition. Phone Jeff Leeks on 01494 563188 or email@jeffleeks.com

Lagonda Books Email me for a list and prices of Lagonda books all in good to excellent condition -- email@jeffleeks.com .They include;

- Lagonda Cars For 1939 by W O Bentley. Original Very Rare Factory Marketing Brochure in excellent condition. 25 pages spine bound
- Lagonda-An Illustrated History 1900—1950 Geoffrey Seaton-318 pages
- Lagonda Gold Portfolio 1919-1964 Brooklands Books –Road Tests, Technical Data etc-172 pages
- David Brown Lagonda Workshop Manual- 2.6 & 3 litre DB Models-Original Factory Edition –1 off spine bound + 2 off Reprinted Editions-165 pages
- Lagonda In The Thirties-Auto car & The Motor Road Tests - 66 pages
- Lagonda V 12 Instruction Book .Reprinted from the original for The Lagonda Club-58 pages

WANTED

For LG 45, mounting bracket for Smiths Jackall pump, located in wheel casing on N/S front wing. Please contact Peter Weir (W17) on 07501501229 or pnweir@hotmail.co.uk.

For LG45 S3: 1 x bonnet lock c/w handle, 1 x Fuel guage (dashboard instrument), Complete wiper system, motor, mechanism, arms, blades (everything missing), 1 x inner door handle, 1 x window winder handle. kitisuru75@yahoo.com Mr Sachit Shah (S97)

A derelict V12 rolling chassis, in any condition. Must have complete mechanics, though not necessarily running, and a similarly complete bulkhead with fittings. I am not necessarily looking for one with a body as I am a skilled panel beater and would only dispose of the body in order to build my own 'art deco' one. Please contact me via email at; michael.burnett@sfr.fr I live in Brittany, France but will travel to any EU country or the UK

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

B 73	Mike Burnett	27, Quai Amiral Douguet, 29150 Port Launay, France N/O
H 9	Steve Hamilton	7020 Franktown Rd, Washoe Valley, Nevada, 8704 USA 1938 V12 DHC 14031 GPK 564
W 45	Paul Woolley	Shenstone House, Bates Lane, Tanworth in Arden, Warwickshire. B94 5AP 1938 LG6 DHC 12318 GPH 299

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

An LG6 DHC

<https://www.handh.co.uk/auction/lot/48-1938-Lagonda-LG6-Drophead-Coupe/?lot=4166>

An interesting connection between W.O. Bentley and South Australia

With thanks to Terry Jones of the local Bentley Drivers Club and Aston Martin Owner's Club for most of the info in this, from an article he wrote for the AMOC quarterly magazine and allowed me to draw from. The balance of the info from his biography, chapter 1 "Clockwork Trains and Steam Engines".

In 1841 Conisborough, Yorkshire man Thomas Greaves Waterhouse boarded the 475-ton ship *Lysander* in London at the age of 29 and sailed to the port (at the time not fully developed) of Adelaide in South Australia. Port Creek Settlement, as it was at the time (now Port Adelaide) had no facilities for unloading passengers, basically a mangrove swamp with the port known as "Port Misery". Here he started a grocery business on the corner of Rundle St. and King William St., along with his brother. The building was named Waterhouse Chambers and still exists on that corner. Thomas was apparently a clever businessman who built up a fortune via a Burra copper mine, through banking (he was a founding member of the Bank of Adelaide) and real estate. He took advantage of the Victorian gold rush depressing Adelaide property prices to invest, making his profits when prices recovered a few years later. Thomas married Eliza Faulding at Trinity Church, Adelaide, in 1853. Emily was also from Yorkshire and the sister of F.H.Faulding who started a very successful pharmacy and chemist's business in Adelaide which existed until a few years ago. They had five children with the eldest, Emily, probably born in Waterhouse Chambers in 1853. So she would have been 15 or so when the hot Adelaide summers got the better of Thomas and he returned the family to England in 1868 to enjoy an early retirement.

So, after 27 years in Australia, the Waterhouses returned family and fortune to England where Emily was to meet and marry Alfred Bentley in 1874. Alfred had joined his father in the family business when he was of sufficient age the business moving to London by 1860 and dealing in silks and woollens. Alfred and Emily were to move into their second marital home ten years later, known as Burbank House and this is where their tenth and final child, Walter Owen, was born. He was to become known simply as "W.O." Thomas died in October, 1885 and left a considerable fortune which had various estimates, one reported as £493,000, and a reported £60,000 in trust for Emily to live off of the interest and her children to inherit the balance. This money provided W.O. with his education and a later opportunity to obtain the marketing license for the UK for French car manufacturer DFP in 1912. Thus, the family fortune which funded W.O.'s education and his start in the motorcar business was generated here in South Australia. In honor of this and 100 years of Bentley cars, a number of events have been held over the past couple of years including having Bentley as one of two featured marques at the recent All British Day held every summer and a 70th celebration of the historical links between Bentley, Aston Martin, and Lagonda in October, 2018.

Excellent Aston Martin article

Steve Waddingham has placed an excellent bit of Aston Martin Feltham history on the internet for download in PDF format. It is well worth downloading to read. Hopefully one on Lagonda for the same period will emerge. See:

http://www.allastonmartin.com/documents/prod_overview1.pdf

Chassis/Body Number mystery

I went to visit an old friend who lives nearby who is selling off the remains of two DB2.6L Lagondas he has owned for many years. Both were early cars, one chassis number 17, the other chassis number 22, both 1949 vehicles. Car with chassis 17 had body number 1800012 (and note the extra zeros) stamped on its components making it the 12th saloon body built, consistently low as is the chassis number. But the car with chassis 22 had body number 18150 stamped on its components. This car was well known in the club early '60's but was in very poor shape so stripped of useful parts for chassis 17 and the balance sold off. But this raises the question, how did such an early chassis come to be fitted with such a late numbered body???? He only had the factory job card for chassis 17 which lists the body number in correct format as 18012 but hopefully the answer to the late body number fitted to chassis 22 lies on the factory job card for that car. Did the chassis sit around the shop for years before finally being fitted with a body and sold? Did it return to the factory to have a new body fitted for some reason? Hopefully the explanation will turn up one day.

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

Following the March spares report you may have noticed the appearance of the steering rack oil seal in the DB parts section of the website. An order for the associated gaskets had been placed before the lock down and they may still arrive but it is more probable that their production will be delayed. There is little prospect of starting new projects during the next few weeks, perhaps at the end of April we will have a clearer idea of where things are going.

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 in to 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 – April 2020

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

NEW PARTS NOW AVAILABLE

	PRICE
GSK233 - Cylinder head gasket 2L, composite. An alternative to the traditional copper gasket, using modern composite material.	£140.40
GSK420 - Cylinder head gasket 4.5L, composite. An alternative to the traditional copper gasket, using modern composite material.	£230
DBBRK10 - Brake shoe hold down spring for DB2.6L.	£4.60
DBSTG08 – DB Steering rack oil seal.	£4.00
ENG227Z – Crankshaft & Conrod set for 2.4L Conversion.	£3500
Complete rebuild and uprating of G9 gearbox.	£6250

All prices quoted are excluding VAT and carriage.

SPECIAL PROJECTS

2.4L Engine conversion – LMB Racing, our associates in Belgium, are offering a 2.4L engine conversion service for 2L engines at an approximate cost of €25,000. Full details are on our website

G9 Gearbox rebuild – LMB Racing can rebuild your G9 gearbox completely for a price of £6250, inclusive of all gears, shafts, synchros and bearings. Full details are on our website

NEW PARTS IN PROGRESS

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

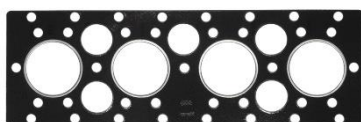
PARTS UNDER CONSIDERATION.

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.

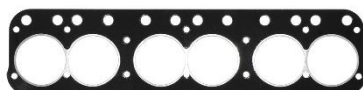
NEW PARTS AVAILABLE

GSK233



Cylinder head gasket 2L, composite.
An alternative to the traditional copper gasket, using modern composite material.

GSK420



Cylinder head gasket 4.5L, composite.
An alternative to the traditional copper gasket, using modern composite material.

DBBRK10



Brake shoe hold down spring for DB2.6L.

DBSTG08



DB Steering rack oil seal.

ENG 227Z



Crankshaft & Conrod set for 2.4L Conversion.



Complete rebuild of G9 gearbox.

