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NEWSLETTER

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This month's Guest Contributor is:
Colin Bugler

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O me miserum ! I knew I shouldn't have done it. My learned friend Thomas Willcox kindly pointed out that in my Latin quote last month I had put "not" when it should have been "non" My apologies to all you Latin scholars out there.

This notice from Nigel Smeal is on the Club Website but repeated here for those who don't regularly access the website

As a result of the current global pandemic, and with the uncertainty surrounding how long the aftermath may last, most Lagonda events during the next month or two have sadly been cancelled by their organisers. Your Board has been discussing the prospects for our Annual Gathering (which includes the Club's AGM), which has been planned to take place on 26th and 27th September at Wokefield Park.

Clearly there must now be some uncertainty as to whether it will be possible for this event to take place, although we are, of course, legally obliged to hold an AGM. We believe that, with the environment changing so rapidly from day to day, it is too early to make any firm decisions about something which is still nearly six months away. In the weeks to come, we shall be watching events as they unfold, and once the picture becomes clearer, we will be in touch again. In any event, a decision will be made before the Annual Accounts (which will include the Notice for the AGM) are sent to you in July.

In the meantime, stay safe, practice separation, and let us hope that we all come through this trial. Then let us look forward to meeting again under happier circumstances.

Any queries please contact me on: cowcomm98@aol.com or 07711666504

This month's letter is from our Club Membership Secretary Colin Bugler. Colin and Valerie have given more to the Club than almost anyone else and I am very grateful to Colin for sparing the time to tell us about his involvement with Lagondas going back well over 60 years.

My interest in Lagondas started by accident in September 1953 when I bought a pretty little yellow sports car which turned out to be a Lagonda Rapier - I had thought Lagondas were all big, long and black! When doing National Service in the Army I had seen a 3 litre owned by Henry Mulholland (who subsequently owned HLL 534). Later I spectated at a race meeting where I saw Bentleys, an ERA and the incredible V16 BRM, The excitement started and I entered the Lagonda Club November Handicap Rally and, from then on, I was hooked on competition.

How life changing this car became was proved in 1956 when my employers wanted to transfer me to the Channel Islands. The thought of being isolated on an island was appalling and I asked to be kept on the mainland. They then moved me to Southampton where I met Valerie so my whole life (and family life) was influenced by my Lagonda ownership.

My first Lagonda Club meeting was a Pub Meet in Shepperton in May 1954 and the first Club member I met was Mike Wilby, Club Secretary, later to be Chairman and then the Club's first President. Mike took me around to examine the various assembled cars which to a 20 year old was a classic example of what a friendly Club it was and still is. Apart from Silverstone, I concentrated on rallies before RAC regs started to make these too complicated. I found Driving Test meetings ideal for the Rapier with its good brakes, high geared steering and pre-selector gearbox.

As I became more involved in motor sport, I met and had fun with so many of our active members such as Harry Gostling, Herb Schofield, David Hine, Roger Firth, Alan Brown, Alan Elliott and many others. In those days so many members were competing that the Lagonda Club had its own race at the BDC meeting.

Soon after our marriage our first son, Martin, was on the way so I sold the Rapier and in September 1959 bought a 2 litre which was our only transport for five years. To start with there was no hood so Martin's carry cot was on the back seat under the tonneau cover! Perhaps this influenced his interest in Lagondas!

By the end of the 1960's the 2 litre needed a rebuild but, not wanting to be without a road going Lagonda I ended up buying an LG45 saloon with a seized engine and crumbling bodywork. I had an LG45 Team Car replica body made and by 1977 the LG was running. In 1978 I did a hill climb and from 1979 the car was racing and I gradually developed it. In the 1990's I was invited to take part in the Coy's International Historic Silverstone Meetings and both the 2 litre and the LG45 were entered in these meetings with Martin and son-in-law, Neil, sharing the driving. This went on for about 10 years. Early on when I was competing with the LG, Valerie (known as a Laghag!) decided to join me and towed our caravan behind our modern car so that we could make family weekends at these meetings. Eventually we decided to enter the Le Mans Classic in 2004 by which time we had moved to an American Campervan towing the 4½ on a trailer. This was enormous fun with sons and grandchildren joining us.

I joined the Committee in 1987 and was asked by the then Chairman, Jeff Ody, to take over as Secretary in early 1991 when Valerie May retired after a magnificent 34 years. The Club wanted the records digitised and my wife Valerie was delighted to do this and turned the first membership database into a much bigger operation with members' cars, car histories, photographs and masses of additional information. The historical side was done with the guidance and advice of Arnold Davey, our Registrar, and we began producing the three yearly Register. Arnold had started with a Rapier before buying an M45 Saloon.

I should also mention James Crocker who was a larger than life Chairman and President. David Hine who also became Chairman and later President successfully steered the Club through some choppy water in the mid 1990's. Over many years the Lagonda Club has been very fortunate in its regional and international regional organisers who have planned and carried out numerous events; pub meets and rallies for members.

The Centennial Year in 1999 was a Club highlight and the most exciting part for us was the memorable Rally to Springfield, Ohio magnificently organised by Rudy Wood-Muller. We were the only UK members to go and travelled in the V8 Towns car owned by Desmond Fitzgerald and driven by Bill Holt from Canada. Members came from everywhere – Selwyn Jackson from New Zealand, Harry and Marianne Robinson from Alaska, George Chilberg from California and several from New England. We were collected from JFK airport by Rob Bettigole and spent the first few days with him and Barbara in Connecticut.

Over the years we have made so many wonderful friends in the Lagonda world, far too many to mention them all but we have had two members living locally who have been good friends and very helpful – Stephen Matthews and the late Alec Downie. On the Rapier side we are particularly thankful to Mike Pilgrim who has been the main driving force in the very impressive and efficient Rapier Register Spares Section.

It is quite amazing what a tremendous effect the purchase of that Rapier back in 1953 has had on our lives. We repurchased that car (known as Josephine) from the third owner after me in 2007 and this car is now owned by our son, Roland. Martin has taken over the 4½ and David now owns the 2 litre. Martin's son, Christopher, works with Formula 1 and so the Bugler interest in Lagondas and motor sport goes on.

Colin Bugler

The latest VSCC Bulletin No 307 has a very good article on the Cozette Supercharger as fitted to many 2 litres. I knew the lady who owned the car in question and I had an interesting exchange of e-mails with the author of the article, her grandson, Rupert de Salis. It turns out that he was a pupil at my mother's school in the 1960's and we had both attended the same primary school but at different times.

I'm afraid that not even Club members are immune from the virus and it is with great sadness that we have to report the death of Graham Linttall on March 25th of Covid 19 in Brazil. Graham joined the Club in October 2013 with a very nice 16/80.

Most Rapier owners may already know that Jack Read died on April 11th at home, almost certainly from a heart attack. Our sincere condolences to Jack's family and friends.

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

FOR SALE

16/80 Manuals. 16/80 Special" Model Lagonda Instruction manual Green cover. Original, used. 16/80 Special" Model Lagonda Instruction Book Black cover. Original, good condition including diagrams. Original Instruction book (without front cover) with diagrams showing starting, electric layout, chassis etc. Offers please. Simon Gaskell lowergrovefarm@gmail.com (Non-Member)

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 (Member)



Various Spares and books from Jeff Leeks on 01494 563188 or email@jeffleeks.com

DB SPARES: If you'd like to notify me if interested in new Stainless Steel 16" rimbelishers manufactured to the original design, probably at c £200/£225 a set of 5 -I will endeavour to negotiate a better price if demand allows. Also if interested in new DB hub caps probably in stainless steel please advise so I can try to pursued the company to quote for Lagonda DB owners.

If you would like my updated list of all my DB Spares all from my 1957 DB saloon then please reply to me.

I can also supply DB 2.6 and 3 litre complete stainless steel exhaust and /or twin manifolds + new wiring looms to original cotton braided colour specification

2 LITRE cylinder head in good condition, Bosch trumpet horn in restored condition and new half shaft for Z diff/supercharged cars

LAGONDA BOOKS

- Lagonda 2.6 & 3.0 Litre DB Workshop Manual-original Factory Edition in mint condition-165 pages with card cover. Also Reprint Edition, spine backed in very good condition
- Lagonda 2.3 & 3.5 Litre In Detail by Arnold Davey incl 16/80 ,1925-1935 in mint condition-192 pages
- Lagonda-An Illustrated History 1900—1950 Geoffrey Seaton-318 pages
- Lagonda Gold Portfolio 1919-1964 Brooklands Books –Road Tests, Technical Data etc-172 pages
- Lagonda V 12 Instruction Book .Reprinted from the original for The Lagonda Club-58 pages
- Aston Martin 1921-1958 Autobook by Dudley Coram,a definitive Workshop Manual,

LAGONDA BADGES/PLATES: Cozette Lubrication 2 off-new; 2 Litre Chassis Lubrication Instructions—new; 2 Litre Engine/Type/Car No –new un-stamped; Lagonda –gold plated winged radiator badge-4.5 Litre or V12-new; Lagonda Club –used; Cozette Manufacturer Plate-original plated

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

C 33	Sudhir Choudhrie	59 Chester Sq, London, Sw1W 9EA 1934 M45 DHC Z10662 ASA 2338
M 5	Val Mills	40 Cedarmount Road, Mount Merrion, Blackrock, Dublin A94D2C2 Ireland DB3ltr Sln LB290/1/257 AYI 77
R 19	David Robinson	13 Oakleaze, MInety, Wiltshire SN16 9RD 1951 2.6 DHC 575 MOF
S 27	William Swain	5455 Via Delray, Delray Beach, Florida. 33484 USA N/O

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

Two found by Antony Bowie

A long stored and long lost DB2.6L saloon in Scotland

<https://www.carandclassic.co.uk/car/C1218279>

and an Irish 3L saloon

<https://www.carandclassic.co.uk/car/C1219712>

and 1934 Lagonda M45 Earls Court Show Coupe by Brainsby Woolard

<https://www.ebay.co.uk/itm/303504179799>

Barn finds and restorations

The DB2.6L and DB3L cars noted above did indeed turn out to be "long lost" vehicles, the Scotland car has been stored in a shed since 1960. We had no data on them in our databases, so I thank those few who take the time and effort to uncover these offers of sale and let us know about them. Here in Oz the restoration of another "saved" 2.6L DHC is continuing with body work and mechanicals nearly done and rewiring and interior work about to commence. Sadly, like so many, it had been stored in a leaky shed so hood, upholstery, timber trim, etc. all need replacement.

And speaking of barn finds and restoration

Speaking of restoring a 2.6L DHC, a friend and former DB2.6 owner lent me a book which was quite interesting and one I've not heard of. Written in 2005, Still Life with Cars, by John L. Lumley, professor emeritus of engineering at Cornell University. The book chronicles his passion for classic cars and experiences working on and restoring them. In among the Armstrong Siddeleys, Jaguar, Bentley, and numerous others he restored or worked on, he purchases a DB2.6 Lagonda DHC having been an admirer of the car and W.O. Bentley's involvement with it. He tells the story of the company, how it developed, failed, developed again, failed again and was finally bought by David Brown, this model being the first produced after WWII. He joined the club and began searching for a car to purchase, being impressed with the story of how it came into being. He finally located one in Scotland and the story of his travel there to look it over, negotiating for its purchase, shipment and insurance, finally delivery to his location in the USA, is a saga in itself. I can well imagine any number of members having similar experiences. But the real fun, and serious work comes as he disassembles the car for restoration. The evil tin worm, stress fractures in the bodywork, rotting timber, a hood which did not fit the car so had to be made from scratch, his tireless efforts to get the car shipped when the previous owner was on the continent on a holiday and had not paid the shipping charges, finally receiving it only to find a collapsed rear suspension as a result of shipping damage, problem parts which could not be found at the time, dodgy brake linings, etc. are the sort of tales most of us can relate to.

Without giving the whole story away, he winds up with a car in good shape. He undertakes some toad trips to meets entering into a national meet which is another entire saga, but he wins National First at the Hershey Penn. meet. He then follows up with trip to the Lagonda Club US rally where several international visitors attend. The book is well written and entertaining. I believe anyone who restores classic cars will find it worth reading especially if you do most or all of your own work.

Chassis/Body Number mystery

The mystery of chassis number 18150 was resolved, thanks again to Arnold Davey pointing me to the car that body was fitted to. That body did indeed belong to a third car which my friend had purchased in a very dilapidated state from which he salvaged all the useful parts, selling off the rest for scrap. So, next time I visit him I'll have to pull through his parts to see if I can find some with the body number for car 22.

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

We have been unable to progress any existing or proposed projects due to the prevailing lock down. Most of the few engineering firms we deal with are either closed or unable to take on new work.

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

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 – May 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
DBGSK04 – DB Gasket set (3) for steering rack, all DB 2.6 and 3 Litre models.	£3.75
DBSTG08 – DB Steering rack oil seal, all DB 2.6 and 3 Litre models.	£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.

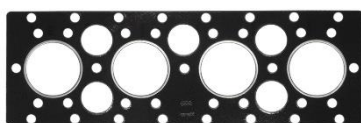
PARTS UNDER CONSIDERATION.

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



GSK420



DBGSK04



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

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

DB Gasket set (3) for steering rack, all DB 2.6 and 3 Litre models.

DBSTG08



ENG 227Z



SET OF 4



DB Steering rack oil seal, all DB 2.6 and 3 Litre models.

Crankshaft & Conrod set for 2.4L Conversion.

Complete rebuild of G9 gearbox.