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# NEWSLETTER

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This month's Guest Contributor is:

No 480

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It is with the greatest regret that we have to report the death of Peter Jones at the age of 84. Peter started out as a craft teacher at a school in Bath but took early retirement to found Wessex Workshops. Peter joined the Lagonda Club on the 24 February 1978 and has been an invaluable long term member of our Club. With his friend Phil Ridout they developed the downdraft head and many other items for the 2 litre. Not only was Peter an outstanding engineer but he was a kindly family man and a generous friend with his lovely Welsh lilt which he never lost. He will be greatly missed by his family, wife Mary, son Alun and his many friends, to whom we send our most sincere condolences. Alun will continue to run Wessex Workshops as he has done for the past few years.

As announced last month the BDC Silverstone Meeting on Saturday August 22nd is definitely ON. We now know that the VSCC Meeting at Mallory Park will also go ahead on the following day. There should be some Lagonda interest at both meetings but sadly no spectators at Silverstone, although there are a limited number of spectator tickets for Mallory, for which you will need to apply direct to the circuit.

Michael Drakeford advises that the Brooklands Relived event will not take place this year.

Members may be interested to see a Television programme on ITV called "Love your Weekend". This is a new programme presented by Alan Titchmarsh, the well-known gardening expert, to be shown on Sunday morning 6<sup>th</sup> September between 9.30 am and 11.30 am. It is a mixture of gardening items, a couple of interviews with celebrities and ends (last quarter of an hour) with an item about Lagondas. Alan is an enthusiast owning a 1929 4½litre Bentley and an E type Jaguar. He asked for a Lagonda and ended up with three of the Bugler family, Martin with his 4½ Team Car replica, David with his 2 litre and Colin providing background.

This is proving to be a sad year indeed for clubs like ours, with most, if not all, planned events and tours having been cancelled owing to Government restrictions, which are seemingly in place indefinitely and almost certainly for the remainder of the 'driving' year.

The final club event of the year is our Annual Gathering, which had been scheduled to take place over the weekend of the 26th/27th of September at Wokefield Park. We have recently been informed by Wokefield that, whilst they have left it as late as possible to make a decision, in the hope that things might change, the continuing restrictions mean that they cannot now accommodate our event.

We had anticipated that this cancellation was likely, and we wanted to have at least some sort of a get-together for club members with their Lagondas, so that it would not be a completely blank year. Accordingly, we have arranged a one-day 'picnic' event for Sunday the 27th September - this will include our AGM, which we are statutorily obliged to hold, and details are as follows:

- the venue is The Tew Centre, which is at OX7 4AF. This is in the well-known Cotswold village of Great Tew, adjacent to the cricket ground, where there is unlimited space for 'distanced' parking.
- under current rules we can only accommodate 30 people indoors, and these places will be allocated on a first-come-first-served basis to members who are attending in their Lagondas.
- attendees beyond the 30 will be very welcome, and limited shelter will be available in case of rain (hopefully not needed !).

- tea and coffee (and loos) will be available, but there will be no catering, and members should bring their own picnics.
- whilst we will not hold our usual Concours, there will be awards for the best Lagonda present (by popular vote), and for the Lagonda coming the longest distance.
- people will be welcome from 10.00, with tea and coffee being served until the start of the AGM at 11.00. There will be a PA system so that 'outside' members can participate in the AGM. The 'best car' award will be presented at 3.30, when there will also be tea etc. served.

We hope that this will be a good day out in a lovely part of England, and that as many members as possible will be able to enjoy it, meeting up with their Lagondas, perhaps for the first time this year.

If anyone would like to make a weekend of it - there are many fine driving roads and Cotswold villages + scenery to enjoy - John Sword (who lives nearby) can help you to find local accommodation. The Swords will also be offering tea and their garden from 4.00 pm on the Saturday afternoon.

If you plan to come to the AG, please email John Sword at [j.sword@hotmail.com](mailto:j.sword@hotmail.com). This will help with our planning. If you will be coming in a Lagonda, please also say if you want one of the 30 indoor places at the AGM - first come, first served !

Looking ahead to next year's AG, we have booked a new venue - the Walton Hall Hotel, near Wellesbourne in Warwickshire. This will be on the 25th/26th September and is being organised by Rodney Saunders.

Finally we come to this month's letter which is written by James Mann, the third generation custodian of one of the most famous Lagondas, the M45 ADX 56

This story is about the Mann family Lagonda, which was built in 1933 and first registered on February 7, 1934. She was ordered by my grandfather, T.C.Mann (Conrad), who already was well known in the Lagonda circles. He had entered and competed in the 1931 and 1932 Monte Carlo rally in his supercharged 2L Lagonda GK3466. Then drove APA524 in the 1933 Monte Carlo rally which was provided by the works and was a prototype for the M45 I believe. Conrad specified the T5 body to be fitted to the M45 rolling chassis that was to become AXD 56. I believe that only three cars were built with this configuration although my father thinks it is five and I am interested to know how many survived to this day.

AXD56 was driven by Conrad in the RAC rallies of 1934 and 1935 and then in the Monte Carlo rally of 1936 in which he was driving with his brother C.H.Mann (Cig). They had a very snowy start from John O'Groats and with Cig driving went off the road in the highlands. Three hours later they were pulled out by a tractor and finished in 60th place out of 72 in spite of other problems in counted en route. This was the last of the pre-war rallies and in May of that year my father Richard man was born.

AXD56 was laid up on blocks during the war at Conrad's farm in Hampshire where she stayed hidden until petrol became available in 1947. With great excitement from both Conrad and Richard (now 11 years old), AXD was re-commissioned and filled with fresh oil, water and petrol. My father Richard still bubbles with excitement when recalling this first trip in AXD as he had never been 60 miles an hour before in his life and AXD was only ticking over at that pace.

Conrad worked at the Mann's Brewery in the east end of London. He drove almost every working day from Tenterden in Kent to the East end of London from 1947 to 1972, when he retired. The Brewery had a lorry fleet based in the yard outside and one particular mechanic made sure that AXD was always serviced and in tiptop condition. He was well known on his journey through the East End and was routinely saluted by dockworkers who knew his car well. I have met several people who knew AXD from these years of commuting and from the Tenterden area.

Richard recalls a very exciting journey from Tenterden with Conrad to Chatham dockyard whilst doing his National service in the navy in 1955. They drove through an enormous lightning and thunderstorm at night and Father still speaks of the amazing atmosphere in the car. For Conrad this was his only car until the mid 1970s when he when he bought a more practical Peugeot. It was about 1973 when I as a young man of 10 years got my first run in her it was from Conrad's house in Tenterden to the golf club at Rye where he used to play. This was the only journey in ADX 56 that I shared with both my grandfather and my father. It however started a passion for pre-war motoring and especially for our Lagonda. Funnily enough the Radiator hose had just been replaced and had been fitted poorly. The

fan cut a hole in it and we had to wait for the AA before we could return to Tenterden. This was the first of many breakdowns in her. However my life long passion was initiated from this journey. Conrad did not compete in the car again but handed it over to Richard in 1987 with 331,000 miles on the clock. She was not in great shape at that time and Richard was still working full time. She did not get much attention until he retired in 1993 and set about getting her into shape to once more drive in a Monte Carlo rally.

Part of getting her into shape was entering the 1995 Le Log rally (touring class). This we did together and we uncovered all sorts of issues such as sticking valves and worn out dynamos and appalling lights. This was our first big trip and not for the faint hearted. In those days the touring class was also very tough on the car and participants have only got one night sleep in the three nights required to complete the course to John O'Groats. This was a revelation to me, fantastic fun and I was hooked on motoring with AXD in tricky circumstances. In 1997 Richard, his friend John and I entered the Hero Monte Carlo challenge, which started from Brooklands and got ourselves to Monte Carlo. We broke the head gasket between cylinders five and six but struggled on with only four cylinders. We had to miss the final day and take the motorway, but it was an emotional moment when we finally arrived at Monte Carlo and Richard had completed his first main challenge for his stewardship. Thank goodness for external water ports. Well I was hooked and this was definitely my type of thing.

Over the next 10 years AXD competed in many, rallies, trips, weddings and events. She was made more reliable and slowly our knowledge of every part of the car improved considerably. Between 1987 and Sept 2007, when she got to 400,000 miles on the clock, she had travelled 69,000 miles in the stewardship of Richard my father. He took her on some fantastic trips all around Europe and even to Jordon, sometimes with my mother Josephine Mann, sometimes with me and sometimes with John Blake who many of you may remember. Slowly we got to grips with regularity rallying and later driving tests in the vintage classes. As time went by AXD became more reliable and stronger, and our confidence in longer journeys developed.

By 2015, AXD56 had been named by me as 'Josephine', which is my mother's name. My engineer likes to give all cars that he works on a name if they do not have one and after some suggestions she became Josephine. I do agree that all fine cars deserve a name.

Over the last 10 years also and especially around 2014 and 15 I developed the car using original parts or original replacement parts and she now produces 166 bhp at 3800 revs which gives 106 miles an hour top speed. She develops approximately 250 foot-pounds of torque throughout the rev range. I do not use most of this power except for moments in driving tests, but the ability to overtake in third up to 75 mph is just fantastic, and to be able to cruise at 75mph on autoroutes make the car so usable and enjoyable.

All the engine parts are of the original specification and she uses the original clutch (with stronger springs). She has the standard and original T8 gearbox but with newish cogs. Josephine and I can now compete as a high-level when against other pre-war cars and most classic cars as well. She is now a fast(er) road car, driving and sounding superb, she still supports the original body, which has had some repairs and painting over the years but apart from the dual exhaust pipes at the back of the car, she is almost identical to look at as when she came out of the factory in 1934.

Josephine now has 446,000 miles on the clock and is just the most fantastic car to drive. In the last few years I have enjoyed her so much that I have been getting 7-10,000 miles a year since 2016 (except this year!). It is such a pleasure that Josephine keeps so much family history real and alive for us more recent generations. Without her, Conrad's early rallying antics would have been forgotten. His disinterest in trading her in for a more modern car back in the 1950's has left us with such a beauty to cherish and use. There is no other car quite like Josephine!!

My daughter Katie is now 22 years old and I have taken her on some rallies and trips. She is keen to step into the drivers seat and learn how to master the art of driving this beautiful car. More than anything, Josephine has been responsible for deepening and connecting the relationships of all of us in the Mann family. My brother, Andrew has navigated many times with me and we have had some great competition results. He and I completed the Monte Carlo Classique rally in 2016, which started at John O' Groats and celebrated 80 years since Conrad and Cig did this in Josephine. This was a 3000 mile journey, which took less than 10 days and was a great achievement for us.

I am looking forward to the fourth generation taking to the road and hope that Josephine and I have lots of long and fulfilling journeys ahead during my period of stewardship.

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

## FOR SALE

**Reluctantly offered for sale. M45 Rapide** with tourer body (not the original) - car located near Newmarket in Suffolk. Lots of accompanying paperwork. Contact Neville Jamieson on 07917798718 or 01440821450 for more information and to discuss further.

**Items for sale by Colin Mallett.** Offers for each one please on [01728 688696](tel:01728688696)

- 16/80 radiator shell in reasonable condition – see photo
- Full set of 16/80 radiator slats – need re-chroming
- Flip top fuel filler cap (Late 2L, 16/80, 3L, M45). Good condition
- M45 T8 gearbox 80% complete includes good casing, lever etc

**1953 DB3L DHC.** Very original DHC in excellent condition and drives well. Great touring car and used for many continental trips without problem. Woodwork and sills attended to recently, which is one of the Achilles heels of the DB3L. Regularly serviced by Aston Martin Specialist Davron. Offers over £75,000. “Ride like a Prince for a third of the price of Prince Phillip’s car” Contact Hugh Hill [hughiehill@gmail.com](mailto:hughiehill@gmail.com) or 01305 783 717 (Member H 27)



**1929 Lagonda 2 litre low chassis** with a well documented and interesting history. New honeycomb radiator, chrome work, paintwork, carpets, stainless steel manifold and exhaust, four new inner tubes and tyres, new clutch. For more information of all the work carried out over the last few years, please contact the owner. Only offered for sale on acquiring late father-in-law's LG6. £76,000 or nearest offer. Contact details: Mob 07771551363 home 01535 272485 Email [davidblackburn16@hotmail.com](mailto:davidblackburn16@hotmail.com) (Member B80)

**Items for Sale by Jeff Leeks:** [email@jeffleeks.com](mailto:email@jeffleeks.com) or phone 01494 563188

- Set of 12 original V12 conrods and Specialloid pistons/rings, standard size-crank surface excellent
- Set of 4 original 2 litre conrods and pistons/rings, believed standard size
- Bosch trumpet horn in excellent condition suitable for all 2 litres cars
- Half shaft, new for 2 litre supercharged car with Z diff
- 2 litre cylinder head + valve, springs, oil gallery-used good condition
- Z box, 2 litre needle roller bearings-set of 3-new
- Lagonda Winged Badge-suitable for 4.5 and V12 models-new
- SU carb linkages-various-used
- Wing screw bolts-various 2 litre used
- Lucas fuel pumps –single & double type-new
- DB 3 litre –set of restored seats in light grey leather in excellent condition
- DB radiator badge-restored/re-chromed & enamelled

## WANTED

**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](mailto:michael.burnett@sfr.fr) I live in Brittany, France but will travel to any EU country or the UK. (Member)

**DB 3.0 litre Lagonda front bonnet badge**, in any condition. Please contact Simon Drachman on 0208 248 1406 or 0795 665 7186 (Member D10)

## NEW MEMBERS

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

L 16	Wolfgang Lachermund	Schwabhaeuser Strasse 3, D-97944 Boxberg-Schwabhausen, Germany. 1932 2Ltr Cont'l OH 10124 YY 1662
M 58	Jack Morley	55 Newbury Road, Kingsclere, Nr Newbury, Berks RG20 5SP N/O
P 27	Jim Punter	1 Park Villas, Park Road, Stoke Poges, Bucks. SL2 4PD 1919 11.9 Ktype 1900 YX 9558
S 60	Heinz Schatto	Wertherstr. 60, Halle, Westf. 33790 Germany. N/O

# THE POST 1945 GAZETTE

Lagondas the proper touring cars



## Welcome

No new post war owners have joined this month that I am aware of.

## Auction Watch

I've not seen much this past month. Auctions seem quiet with the pandemic and lockdowns.

## More driving (and owning) impressions

Going forward with my comparison of early 50s cars I have owned, I have no doubt WO found much to le about the Citroen traction-avant aside from the rack and pinion steering and front suspension arrangement acknowledged by Donald Bastow. The flat floor offered more room and great flexibility in seating arrangements and passenger comfort. As the gearshift lever emerges from the centre of the dash, you can easily slide across from the passenger's seat to the drivers. Rear seats did not have to be raised over diff or driveline though they were a bit to allow passengers some forward view.

The MGTD (the related MGYB saloon a closer comparison especially as it was fitted with a Jackall system later fitted to the 3 litre Lagondas, but I have never owned or driven one of these) was, like the 2.6L Lagonda, a radical departure from the pre and post war TA,TB,& TC. Rack and pinion steering featured again as well as independent wishbone suspension and coil springs. In the MG's case the upper wishbone is the shock absorber with one arm either side of the shock mechanism. Lagonda have the shock mounted separately and driven by a link to the bottom wishbone. I included this car because over the many years I have owned both, I have found the precise and light steering similar on both cars allowing for their great differences in size and weight (the MG having half the engine capacity (at 1250cc and 57hp) and power and half the mass (878 vs 1932 kg).

Both these cars had a "sporting feel" and were what I call "balanced" for the road conditions at the time. Where in the UK could you drive and 90mph (70mph for the MGTD, probably somewhat less for the Y-Type) for any sustained time? Motoring journalists had to take the Lagonda to the continent to get real road test. Other similarities, common among most cars of the day, include such things ad unpressurized water-cooling system, belt driven fan and water pump, proper chassis, engines de-tuned for use of low grade "pool" petrol, fog and lights. Engines in both cases were open to vast improvement, for both racing and more spirited driving by owners. W.E Blower defines 5 stages of tuning for the XPAG engine., the final one to add a supercharger with some engines in the lower stages being available from the factory in works trials cars. Most will be familiar with the uprated 2.6L engines in Vantage tune, and fitted to various Aston Martins, gradually increased to 3L and much modified from there to do well in international racing especially in the DB3S.

The front suspension and steering arrangements in both cars, though more sophisticated in the Lagonda, provided both cars with an agility and road feel not found in either the Citroen, probably due to so much mass over the front wheels, nor in the final car I will compare next, the MkV 3-1/2 litre Jaguar.

**DB Spares news** from Martin Peters, [mjpeters@supanet.com](mailto:mjpeters@supanet.com), tel: 01480-212657

From the 1950s, for 2.6 owners whose cars experienced water ingress around the windscreen the factory occasionally replaced `body to frame` seals with a wider cross-section rubber than that originally fitted. This has been gleaned from car factory service records. There may only have been a handful of cars given this treatment. Adding seals for the 2.6 saloon to the Club's offering is an outstanding project and one of the obstacles to progress has been the puzzling variety of the sample pieces collected. When an optimum cross-sectional seal profile is decided upon we may be able to have the extrusion made.

Judging by the feedback fog lamp brackets, mentioned last month, are not needed but my thanks to Antony Bowie who contacted me to advise on the silver paint finish of these parts, matching the inside of the bumpers. No other parts news this month.

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](mailto: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](http://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](http://www.lagondaforum.com) run by Peter Schirg.

Ron Press' Post-1945 website [www.lagonda1949-1958.co.uk](http://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](http://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](mailto:nproferes@internode.on.net)



## SPARES NEWS – August 2020

E-mail; [spares@lagonda-club.com](mailto:spares@lagonda-club.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

	PRICE
RBR405 - Drive Coupling 4.5L, V12, three-layer design	£183.60
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.	STGV05 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



RBR415



DBGSK04

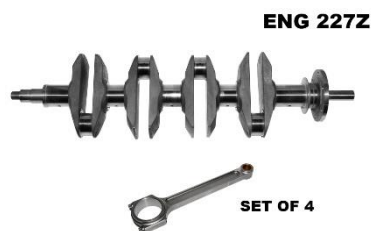


DBSTG08

Drive Coupling 4.5L, V12, three-layer design

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

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



ENG 227Z



Crankshaft & Conrod set for 2.4L Conversion.

Complete rebuild of G9 gearbox.