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NEWSLETTER

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This month's Guest Contributor is:

David Stone-Lee

No 481

September 2020

A reminder that the Club is holding its virus-reduced Annual Gathering on Sunday the 27th of September in the beautiful setting of the cricket ground in the village of Great Tew, on the edge of the Cotswolds. With so many events having been cancelled this summer, this is a great opportunity for a picnic day out in a lovely part of England, meeting many other Lagonda owners and their cars.

Whilst there will be no catering (bring your own !), there will be unlimited tea and coffee (plus some biscuits), loos and some shelter (hopefully not needed), with lots of space for distanced parking. Instead of our usual Concours, there will be just two trophy awards - one for the best car (by popular vote), and one for the Lagonda that has travelled furthest to get there. For those who would like to make a weekend of it, John Sword, who lives nearby, is happy to help to find accommodation, and the Swords are offering tea and gardens from 4.00 pm on the Saturday afternoon (at OX7 5TR). The address of the venue is The Tew Centre, Great Tew, OX7 4AH.

The programme for the day is simple:	Site open, tea and coffee	10.00
	AGM (max 30 members inside)	11.00 (book your place in advance)
	Trophy awards	15.30

It would help our planning if people could let John Sword (j.sword@hotmail.com) know if they are planning to come.

On the subject of trophies our Trophies Officer Martin Sumner asks "Did you attend the Annual Gathering in 2018 at Wokefield Place when the featured models were LG6 and V12's?" After the concours on that day the winners were presented with their mugs but there is no record of what happened to the actual trophies. The Trophies were not returned for presentation to last year's winners. Could any member who knows of the whereabouts of either the Seaton Trophy (a picture) or the Concours Cup please contact Martin Sumner the Clubs Trophies Officer on his new e mail address which is martin@mandjsumner.co.uk or contact any member of the committee to arrange for their return. Many thanks.

On Thursday 17th September our energetic Southern Area Secretary, Michael Drakeford, has organised a day out at Brooklands. As there are already 20 plus cars signed up, many more than we normally have at the Brooklands Reunion/Relived, the **Robbie Hewitt Trophy**, will be awarded at this event. Applications to take part are still being taken, but hurry as the last date for entry is Tuesday 8th September.

Arnold has been busy during lockdown determined not to waste time but to do something constructive. So he has transformed his box file labelled "Lagondas in Competition" into a publishable small book. In the back of the club's Register of Members we list around 180 important results for identifiable cars but there are hundreds more less important events and results, nearly 900 in all, collected over sixty years. The period covered runs from 1903 to 1939, and events are listed in date order, with results so far as known.

There is just one picture of the Le Mans winner. The aim is a bound book complimenting the Register but thinner (47 pages) and the price will be about £10, but this will depend on how many copies get sold, hence this notice. If you think you would buy a copy, please let Arnold know either by post, telephone or email. If hundreds say yes, it might be cheaper; if only six, the deal is off. Don't send any money yet, there will be an order form once the print run is decided. Arnold Davey, 86 The Walk, Potters Bar, Herts. EN6 1QF 01707 651302 email guffins053@gmail.com

Our letter this month is from David Stone-Lee. The first by an exclusively post 1945 owner.

I suppose that my interest in things mechanical started from about 8 years of age with home-made model boats powered by diesel engines progressing to bicycles made up from Claud Butler frames plus Campagnolo gears.

Aged 13 I wanted to join friends with a trials motor bike riding round a local farm. Alas not enough pocket money and no available cheap motor bikes. My mother saved the day when she declared that a friend had an old motor bike under a pile of wood in her garage which I could have for nothing as long as I collected it and tidied up the garage.

The motor bike turned out to be a 1923 Triumph with 500cc side valve engine and Triumph Gloria sidecar. The only problem being that the valves, piston and cylinder head were rusted together as one unit. Happily a friend had oxy acetylene welding equipment and together with lots of heat, plusgas and a hammer we released the parts. I learnt how it worked from books and had the combination finished by the time I was sixteen. My mother was a good sport and suffered riding in the sidecar whilst I sped round and round a local builder's yard lifting the sidecar wheel and occupant off the ground!

It became obvious that engineering rather than academia was going to be incorporated within my future career path and I gained an interview for a five year engineering apprenticeship with the then independent Rover Car Company in Solihull. I was there during the development of the P6 (Rover 2000) at a time when the P4 (Rover 110), P5 (Rover 3/3.5 litre) cars and Landrover were all being assembled at Solihull plus gas turbine engines for fire pumps but also tested in the P4 "Jet1" turbine car and the Le Mans variant P6 car driven by Graham Hill.

During my time at Rovers I purchased a MG TC from a back street garage in Coventry, convinced myself the engine ticking noise was just the need for tappet adjustment and drove it home to Eastbourne. The next day kidding myself no longer that the noise was tappets but big ends, I had the engine out to have the crankshaft reground, block rebored, new bearing shells and pistons etc. etc.

It was much later in 1992 that I spurned the reliability of a very low mileage and almost perfect MGB LE tourer for the dilapidated remains of a 1950 Lagonda DB 2.6 DHC to provide me with an interesting restoration project. I was first attracted to the Lagonda by its shape especially the elegantly shaped Frank Feeley "Gothic Arch" front wings .

One of the most interesting aspects of carrying out restorations is finding out where you can obtain specialist services and meeting the people involved. The late Richard Foreshaw was very helpful with technical engine building tolerance advice also supplying a gearbox floor change conversion instead of the original steering wheel gear change mechanism as well as other bits and pieces. I also met his father, Ivan Foreshaw, who had a sort of throne room on the top floor of their Wimborne premises.

I was interested to hear of Richard's other passion, motor cycle speedway and see his collection of speedways' equivalent to Jockeys' racing colours.

I met most of my son's school rugby team when they volunteered to help lift the body off the chassis of my Lagonda and soon after went to R.J.D.Hillthorne in Hays, Middlesex to have my crankshaft crack tested, journals built up and finished ground. Their workshop was stacked to the roof with hundreds of crankshafts, everything from an Austin Seven to a Sherman tank.

Having had some fusion welding on the cylinder block completed by Technistitch Ltd. In Leicestershire, Eric Neve at Barcombe was commissioned for the considerable amount of machining needed for the block.

This included fitting new wet liners providing just enough compression of the copper liner seals at their base once the cylinder head and gasket were attached, having cast oversize main bearing "cheeses", machining them appropriately and to grind the ends of the valve stems being the only way to provide the correct valve clearances. Eric's workshop was crammed with all kinds of machinery enabling the completion of many aspects of engineering including gear cutting for the assortment of vintage delights that come his way.

During the Lagonda restoration I made contact with over fifty specialist operations to either get things done or obtain parts.

Some of these outfits were housed in disused chicken sheds, in particular the coachwork and panel beating concerns at The Old Vicarage complex at South Stoke near Goring of Tim Hastings of H & H Coach-building and Dick Hamlet panel beating.

Tim Hastings, a genius with wood, who said that he could build the wooden framework for a M45 Le Mans replica in about three weeks, showing me the full size template drawn on the wall of his workshop. But figuring out the wooden configuration for my DB 2.6 might take quite a bit longer!

Dick Hamlet was equally accomplished in metal and rebuilt my quadruple rust sandwich mild steel body pod incorporating dovetailing in a whole new rear body mounting beam and reshaping and fitting the panels to Tim Hasting's wonderful woodwork.

All the suppliers that I have met over twelve years restoring my Lagonda and a further ten years building my 1940 Alvis 12/70 Hillclimb Special have always been most friendly and obliging along with members of our club who have often pointed me in the right direction.

Since I completed the Lagonda in 2004 just in time for the launch at my 60th Birthday celebrations Polly and I have joined numerous most enjoyable Lagonda Club tours as well as tours of our own.

In retrospect these independent tours seem a bit bold considering later official trips when head gaskets and dynamo charging with battery problems caused a certain degree of anxiety.

The first of these independent trips was to Mulhouse to see the Schlumph Collection. I hadn't realised that petrol availability in France especially on country roads was fairly sparse and had to resort on occasions to praying that the magnetic fuel reserve switch that I had fixed a year previously was still working!

The one way street system in Mulhouse was a nightmare but thanks to TomTom we managed to get to the rear of our hotel but mystified as to how to reach the front entrance and car park. Polly phoned the hotel and was told that we must take an illegal right turn, drive the wrong way down an in use tramway when the gates to the hotel's parking would be specially opened.

Even Polly liked the Schlumpf/National Automobile Museum and marvelled at the ambiance of the main room decorated with 800 lamp posts copied from the Alexander 111 bridge in Paris and every conceivable model of Bugatti.

Our route to Mulhouse was delightful via the picturesque Alsace Route du Vin taking in historic towns with cobbled streets and medieval timber-framed houses.

We returned home via D roads towards the Chateau d'Ancy-le-Franc, Chablis, sampling the wine of course, Auxerre, Chartres with its wonderful Gothic cathedral and stained glass, Claude Monet's home at Giverny, Neufchâtel-en-Bray for cheese and on to Dieppe for the ferry. 1823 miles had been covered by the time we got home.

The next independent excursion was five years later to The Benelux Countries in search of The Louwman Museum. This time we took the Channel Tunnel staying firstly at the charming Chateau de Cocove Hotel in Recques-sur-Hem departing in the morning when we aimed to reach Antwerp. We travelled via Cassel (HQ of Marshal Ferdinand Foch in the First World War) which had an abundance of Belgian pavé shaking up the Lagonda considerably, on to the Passchendale New British Cemetery skirting round Poperinge which in WW1 was one of only two towns in Belgium not under German occupation known to the British troops as "Pop" just behind the front line.

Onwards towards Antwerp where we were meeting a friend who lived there who told us that we must reach the Kennedy tunnel by 3.00pm to avoid queues. In the event we reached a four mile almost stationary tail-back to the tunnel at 2.30pm; it took another 1 ¾ hours at crawling speed to reach our hotel on the other side.

Many cobble-wobbles concerning engine temperature and possible fuel evaporation. Thank goodness for the electric fan keeping the engine temperature to 85°/90°. Now worries included running out of battery power (orig. dynamo not alternator) and ambient temperature outside tunnel approaching 30°.

At last we were on schedule for The Louwman Museum in The Hague after taking an unplanned visit to Rotterdam! The original museum collection goes back to 1934 the year in which Evert Louwman's father bought a 1914 Dodge. Since then the collection extends to about 240 astonishingly diverse vehicles including Jean Bugatti's elegant *Type 50T Coach profilée*, a Mercedes Benz *500K Spezial Roadster* to the amusing Brooke Swan cars plus an extensive automobilia collection. We enjoyed a picturesque and interesting route home to Eastbourne this time only 666 miles without missing a beat.

David Stone-Lee

Finally we have an interesting note from David Linguard who has been watching quite a lot of extra television in recent times and in particular Poirot on ITV 3. Last Tuesday's (25th August) episode opened with a party to see the New Year in for the year 1926. Throughout the rest of it 'Captain Hastings' was - as ever - driving around in his splendid open 2 Ltr. This is in fact the car owned by our ex-member Arthur Barnett (now in his 90's and he has had it since the 1960's). Still looking good.

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

FOR SALE

1930 2lt L/C tourer in excellent condition. Owned for over 60 years, all weather equipment + P100 bullseye lamps. Contact Clive Reynolds (R3) 01782 502433 (**Member**)



New unused Roller Assembly Marles Shaft Part no STG207 £200 No VAT david828@btinternet.com 01233 820608

18 copies of "The Lagonda" club magazine (1959-1966). Mailed free within the U.S. Contact William Grossi grossib@comcast.net

1932 Lagonda 16/80 Vanden Plas 2 seater with dickey. One of only 16 built (chassis No 10260). It has been in Switzerland since 1992 with only two owners. A very reliable car in excellent condition. GBP £100,000. Contact Rob Girsberger - drgirsberger@bluewin.ch (**ex Member**)



1933 Lagonda 2 litre open tourer low chassis ALP 695 (Initially offered to Lagonda Club Members only). This rare Lagonda was the last 2 litre ever made, with a pre-war modified unique sloped tail. Downdraft head with twin SU carburettors by Wessex Engineering. Full weather equipment including hood, tonneau cover and side screens. Comprehensive history from new. Car purchased 6 years go. Quality restoration almost complete. Long list of work carried out, replacements etc. All documentation available. Very reluctant reason for sale - space limitation and forthcoming house move. Price £95,000. Contact details Richard George E-mail Eigerracing@btinternet.com

Parts for Sale by Jeff Leeks, Member L9, ideally by email@jeffleeks.com or 01494 563188

DB 3 Litre Speedo and Rev Counter/Differential/Prop Shaft/Wheels/Suspension Springs & Parts/Fuel Tank/Bonnet Badge-restored/re-chromed/Cigarette Holder-Silver/Interior Roof Glass Star+Chrome Bezel/NS Cam Cover/Distributor/Voltage Regulator/Fuse Box+various electrical components/Bonnet Dash Pull+Cable/Brake Drums+Shoes/Door Hinges/Jacks/16" Tubes-New/Restored /Light Grey Leather Seats-4 off. set-New SU Double Fuel Pumps

DB Workshop Manual-2.6 & 3.0 Litre-Original + Re-Printed-165 pages of factory technical information

Can supply to order DB Stainless Steel Exhaust Systems+Twin Manifolds & Wiring Looms to original pattern & colour braided

V12 -Set of 12 Pistons & Conrods-used but sound, 2 Litre-Set of 4 Pistons & Conrods + Cylinder Head-used but sound, 2 Litre Supercharged-Set of 3 New-Z Gearbox Needle Roller Bearings.

1932 16/80 T5 tourer. This must rate as one of the best 16/80 available. It has had a complete but sympathetic nut and bolt restoration with a keen eye to preserving originality where possible. It is in excellent condition with new upholstery, leather work and unused new weather gear. Little used since the restoration was completed in the late 1990's and now has started to develop a pleasing patina. Its owner's wish was that his cherished family car, owned for 53 years, go to somebody in the Club. £80,000. For details and photos contact Len Cozzolino len@cozzolino.co.uk or 01707 275 133



2 litre parts for sale ex John Batt. For details please call 01353 649494

2 litre oh gear Box, in very nice order and ready to fit in car	£2,750
2 ZE Type 2 litre unrestored gearboxes, one complete	£1,250
and one with remote lever missing	£850
Choice of four good 2 litre heavy duty oil pumps	£350 each
2 litre cylinder head in really nice condition.	£2,250
High chassis 2 litre engine dismantled complete with new set of pistons.	£6,500
Low chassis 2 litre block in good condition	£2,500
Used 2 litre CW and pinion 4.2 to one, plus others	£250
Pair of brand new 2 litre heavy axle half shafts	£450 the pair
2No 2 litre brand new head gaskets	£100 each
Pair of 2 litre front brake drums	£400
Plus other 2 litre spares please ask.	

Wanted

Rear bumper for LG45- the sort with the curly ends. Wilmot Breedon type I believe. Looks like the front bumper but longer. Please email photos to davideldred@hotmail.com (**Member**)

LG45 - 3.1:1 Crown wheel and pinion wanted either to purchase or borrow for next years Classic Le Mans. Please contact martin.bugler45@gmail.com or 07770 270601 (**Member**)

For DB 2.6 litre Steering Rack and Column with or without Steering Wheel + Chromed Grille. DB 3 litre -Twin SU carbs+Linkages+Air Filter-+ Chromed Grille. Jeff Leeks, email@jeffleeks.com or 01494 563188 (**Member**)

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

NEW MEMBERS

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

B 92	Piet Bisschop	Biekorfstraat 6, Bellegem, 9111 Belgium 1933 3/3½ Ltr Tr Z10221 KY 4000
B 81	Alan Brown	1 Wallgrave Rd, London, SW5 0RL Invicta LC VdP S35 PL 5676
C 55	John David Ciclitira	49 York Mansions Battersea Park, London, SW11 4BP 1955 DB3ltr DHC LB/290/1/92 PXR 112
G 19	Guy Goring	Trenley House, Trenley Rd, Coaley, Dursley, Glos' GL11 5AZ 1928 2ltr tr 9143 VW 6000
L 17	David Long	10 Icklingham Rd, Cobham, Surrey. KT11 2NG 1935 M45 Rapide Z11450 CG 062
O 12	Erik Oosthoek	Raaphorst 3, Wassenaar, 2245BA The Netherlands N/O

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

Welcome to John David Ciclitira and his 3ltr DHC.

Auction Watch

The ever-vigilant Antony Bowie found this, a true “barn find” and one for which we had no information until now:

<https://www.handh.co.uk/auction/lot/-1951-lagonda-26-litre-saloon/?lot=50857>

More driving (and owning) impressions

To finish off my comparisons of the DB2.6L Lagonda saloon with some other contemporary cars I have owned, I'll turn to the MkV Jaguar, mine a 3-1/2 liter though the 2-1/2litre version probably a better comparison, but like the MGYT, I have never owned or driven one of the latter.

The MkV Jaguar was, like so many other cars of the era, a big step forward from its predecessor, the SS Jaguar which became known after the war (for obvious reasons) as the MkIV. Beam front axle, P100 headlamps, skinny wire wheels, all gone and replaced with faired in sealed beam headlamps, independent front suspension using double wishbones and torsion bars, again borrowed from the Traction Avant Citroen. A totally new pressed steel body and a cruciform chassis design which swept up over the rear axle (though wood door framing was still used on the DHC). As with the MkIV, an imposing radiator and grille (back in the day, there was a rumor that Sir William Lyons, drove a MkVI Bentley into the works and told them to design one of those for half the price). So, like the Lagonda, a big change from the pre-war design.

A first for Jaguar, the MkV was fitted with hydraulic brakes, wheel spats, 16-inch wheels with balloon tyres and, for the US market, flashing turn indicators. Like the Lagonda, was available in either 4-doorsaloon, or 2-door DHC versions but no automatic transmission was available. Both versions contained a well-stocked toolkit in the boot lid. The pushrod 2.5L Jag was quoted at 102bhp with top speed for the 3.5L car stated as 90mph so the smaller engine probably somewhat less than that. The 3.5 and 2.5L cars were priced at £1263/£1189 in 1949 and 10,499 were built from 1948-1951.

Having driven the Lagonda and MkV Jag for several years, the Jag was somewhat unwieldy to drive in city traffic, the Burman recirculating ball steering heavy when parking also heavy at low speeds but better, though not as precise as the Lagonda's rack and pinion, on the open road. Braking was only adequate and the rear brake design rather curious. Instead of having the hydraulic cylinder acting directly on the brake shoes, it was mounted perpendicular to the backing plate and pulled a wedge-shaped piece towards the backing plate which acted on the shoes. Mine were prone to seizure. The pushrod engine was very flexible, I once had to drive some km from the Blue Mountains back to Sydney locked out of first and second gear. Even in stop and go traffic, I was able to manage it in third and fourth.

The Jaguar weighed in at 1767kg vs 1932kg for the Lagonda. This surprises me somewhat at the Lagonda, with alloy body, felt lighter on the road. Timber framing probably accounts for the extra weight and the superior suspension design and rack and pinion steering for the driving sensation.

For anyone interested in a further comparison with another contemporary car, there is a good one comparing the Jaguar with the MkVI Bentley at:

<https://drive-my.com/en/test-drive/item/2148-jaguar-mkv-against-bentley-mkvi.html>

And I have never had the opportunity to drive one of those

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

Apologies if I wasn't completely clear last month about which rubber seal I was referring to. The one in question was the 2.6 saloon's seal between the front windscreen frame and the bodywork. Having responses about other seals it seems we should also be investigating the seal on the drop-head coupe that goes between the hood front cross piece and the windscreen frame top rail - which we will do.

Lamps: for dashboard warning lamps the recommendation, if unsure whether your lamps employ the original 2.2 volt or later 12 volt bulbs, has been to look for the presence of the resistance wire around the lamp holder, indicating 2.2 volt bulbs. This is no longer safe practice as one reproduction parts manufacturer now supplies warning lamps that have imitation resistance wire around the body, not electrically connected, to make the lamp look authentic! I would suggest always trying a 12 volt bulb before one of the hard to find 2.2 volt 200 mA variety - which, by the way The Club stocks: part no. DBSPK02

Flat glass rear lamps (stop/tail and reverse) on the 2.6 are secured by a small plate attached to the lamp body side with a screw. The screw is a lamp manufacturer part but the plate is not. Is there a need for these plates?

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 – September 2020

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

NEW PARTS NOW AVAILABLE

	PRICE
CLT209 - Clutch drive spider & shaft, 2L, 3L – AT LAST!	£616.00
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

All prices quoted are excluding VAT and carriage.

NEW PARTS IN PROGRESS

2L, 16/80 handbrake ratchet	STGV05 V12/LG6 ball joints for steering/suspension.
BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.	All cars - range of gaskets in 'Chieftain' material.

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



Clutch drive spider & shaft, 2L, 3L



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.