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NEWSLETTER

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This month's Guest Contributor is:
Jack Ondrack

No 482

October 2020

Although the attendance was only about one third of normal, our AG and AGM went off very smoothly and we were blessed with a lovely sunny day in a most attractive part of the country. Thanks must go to our Chairman, John Sword, who selected an ideal venue and organised everything, strictly observing all the Covid rules. A full report will be published in the magazine in due course.

This month's letter is by Jack Ondrack who lives in Alberta Canada. Jack e-mailed me to ask if I was aware of any compilation of Lagondas in films and on TV. Can anyone help with this? The next thing Jack knew was that he had been signed up to do the monthly letter! Jack, who is not only a keen competition motorist but also the author of a couple of books, was quick to respond and we are delighted to have a most interesting letter from "across the pond".

Other photos from Jack can be found on the Club website under Members Galleries.

It was love at first sight. The shapely rear, the slender waist, the classic front with large lamps. And those beautiful tall wire wheels suspending it all. I was smitten. The owner, a professional in the classic car business, sensed that I would be willing to lavish riches on him if he would only part with this old Lagonda.

That was ten years ago. I'd gone to Colorado on a mission to buy the race car in which I'd had my first race-driving experience 50 years earlier - on a runway of the then under construction Edmonton International Airport. The shop owner was restoring "The Beast", a tube-framed special with a hand-formed aluminium body, an Oldsmobile V8, a Cad-LaSalle gearbox, 1940s Ford rear end and brakes. He did not want to sell me the in-process race car, but he accurately surmised that I would be willing to pay well over the appraised value for the Lagonda. Thus I came to own a 1933 Lagonda 16/80 Vanden Plas Cabriolet.

Alberta, which is almost three times the area of the United Kingdom, not counting the surface supplements of the ups and downs of the Rocky Mountains, has a Lagonda population of one. "Why must this native Albertan have this Lagonda?", I asked myself. Following Freud, I ransacked my unconscious seeking clues from childhood. Growing up near Blatchford Field, Edmonton, which was for a few weeks in 1943 the busiest airport in the world - Commonwealth pilot training, winterizing of aircraft being ferried from American factories across Alaska to the Russian front, and aircraft repair. My eldest brother was a flight sergeant in the RCAF during WW2. His aviation magazines were among my earliest reading. The lore of Rolls-Royce, Daimler Benz et al led to spending my allowance and piecework earnings from my father's box factory at Mike's Newsstand in Edmonton, where I would buy the latest copies of Motorsport and Autosport as soon as they arrived. Among my heroes were W.O. Bentley and the decent chaps at Lagonda who rescued him from the cads at Rolls-Royce.

My first car, when I was a sixteen-year-old undergraduate at the University of Alberta, was a 1949 MG TC. Yellow with red leather. Nineteen inch red wire wheels. We can agree that undergraduate years were the best of our lives. The vague resemblance of this Lagonda to an MG TC was very likely a factor.

While Edmonton is the worst place in the world to drive, with ridiculously low speed limits rigidly enforced, the province of Alberta offers solace to auto enthusiasts in the form of customized licence plates. One can identify one's car or truck with its pet name in any seven characters, providing their meaning is not rude or obscene. Recalling my experience with the MG TC ... wherever it went in public someone would ask, "What kind of car is that?" ... and anticipating the next question, "How do you spell that?", the vanity plate I chose, conveniently seven characters, was

LAGONDA.

For the past ten years **LAGONDA** has dwelt in the heated splendour of a garagemahal, where she has been treated to parts replacements and tidying - occasionally on a Tuesday evening gathering of my race car crew. On these Tuesday "car nights" four, five or six of us gather for tasty unwholesome food and impolite conversation. Oh, and to "work" on the residents of garagemahal.



LAGONDA serenely presides over a collection of five German cars, two other British cars and a North American native. Three are race cars, a 1996 Lola Champ/Indy Car, a 1974 Porsche 911RSR Replica and a 1972 Porsche 914-6 mit turbo. The road cars have appropriate licence plates: **FRDNAND**, a 2011 Porsche Boxster Spyder ; **FERD 2**, a 1979 Porsche 930; the 2017 Porsche 911 Turbo which is used when time is of the essence has a nondescript collection of letters and numbers, difficult to remember if seen briefly; **OPERWGN**, a large black 2017 S550 Mercedes; **RULEBTA**, a 1988 Rolls-Royce Silver Spirit; and **TRUCLNT**, a 2017 Dodge Ram Megacab Cummins Diesel equipped for towing. One imagines that during long winter nights confined in garagemahal the German cars might be talking about *lebensraum*, *Deutschland über Alles*, how Porsche won the Le Mans 24 Hours ... **LAGONDA** could draw their attention to the fact that her sibling won Le Mans before they were even born !

Arnold Davey of The Lagonda Club wrote me in 2013 regarding **LAGONDA**'s history. Her journey began with first registration on 20th July 1933 as **ALM 555**, a London number. She lived in Dorset and Sussex until 1978, then in Germany until 1991 when she went to New Zealand. In 1998 she appeared at a Sotheby's auction, did not sell and went to a German dealer. From Germany she went to Colorado in 2009, and I bought her in 2010.

Quoting Arnold Davey: "The car is rare in that the bodywork was built by Lagonda to a Vanden Plas design. This came about because Lagonda's body designer at the time had a rooted objection to drophead coupés as their heavy doors tended to sag and damage the B post. But the company could not avoid customers asking for one, hence the VdP connection. So far as we know, only about a dozen were built, all in 1933 and all with the ENV preselector gearbox." Colin Mallett of The Lagonda Club has the other surviving 1933 Van den Plas 16/80 Cabriolet, I believe.

LAGONDA's doors and bonnet are aluminium, apparently by way of addressing the sagging concern. Boot lid and wings are steel. The gearbox is indeed an ENV preselector four speed. Two years ago it made its pilgrimage to "Banjo" Meyer's shop near Hamburg. His ministrations included making some new gears. It is now quiet and changes up and down beautifully. What appears to be the original leather seating has responded well to application of a jar of Connolly Hide Food. The speedometer has been repaired and a new cable made. All the instruments function. We have renewed some oiling lines and fittings, removed and painted the floor panels, found a wee hydraulic jack which fits in the spot where old photos indicate that it should. The canvas top (hood) looks fine, although I would not willingly expose the old dear to rain or snow. The engine has always started promptly and run without smoke while making mellifluous six cylinder music. The process of creating a louvered aluminium panel to fit

over the front frame horns has been interesting. For guidance we studied photos of 16/80s. Every panel that we saw fitted to that space was unique. The brakes remain a puzzle. To slow adequately, one must haul on the hand lever ... which apparently activates the rear brakes, thus supplementing the fronts. How the brakes work remains one of the old lady's secrets, at least from this crew in garagemahal.

Jack Ondrack

On the subject of Lagondas on TV, and following on from the piece about Poirot last month, Douglas Fox has e-mailed from Singapore to say that if any Club members watched Episode 1 of The Singapore Grip on ITV, they may have seen brief glimpses of his 16/80 driven by "The Major". Episode 2 includes more scenes with the 16/80 in and around a rubber estate. The series was filmed from March to July 2019 in Kuala Lumpur and Penang and the car performed magnificently.

We have received the sad news that Patsy Sage has died. Patsy or Pat was the widow of Dick Sage a prominent 2 litre man some years ago. Described by her companion Arthur Brend as "a beacon of light, life, love and laughter" she will be fondly remembered by her many friends in the Club. Our sincere condolences to Arthur, to her family and all who knew her.

Tim Wadsworth

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

FOR SALE

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 ono. For details and photos contact Len Cozzolino len@cozzolino.co.uk or 01707 275 133



1928 14/60 Tourer rolling chassis project. Much work already done including, chassis, woodwork/frame, wiring, engine reconditioned by John Batt, radiator reconditioned. The 14/60 is on its wheels but requires skinning, upholstering and for want of a better phrase connecting up together. Contact Anne Llewellyn, phone 01283 790320 for more details. Prefer this car to go to a member to complete and enjoy. **(Member)**

2 Litre parts for sale by Robin Froude, 07775 952 221 or email for photos Stables.robin@btinternet.com: **(Member)**

- Brake Cross member. Good condition. £275.0 + postage at cost.
- Clutch Assm/parts. £50.0 collection only.
- New Rocker never been on car and Rocker pin (used, but in v good cond) as per photos. £60.00 for bot + £5.00 postage.
- Oil line that feeds the rockers, two outer olives missing otherwise perfect condition. £25.0 + £6.0 postage.

Lagonda magazines, Summer 1959 to 2006. Excellent condition in hard folders. Offers invited. Money going to our church bells restoration fund. Located at Hanslope, Milton Keynes. ian.willis@mkprop.co.uk **(Ex Member)**

Items for sale Jonathan Oppenheimer (O2) 07774 213864 or jwsopp@gmail.com

- **T8 Gearbox in excellent condition**, complete with mounting casting & clutch stop, £10,000 ono. Jonathan Oppenheimer (O2) 07774 213864 or jwsopp@gmail.com
- **1934 Rapier 1500 2-seater special** in excellent condition, light-weight pointed-tail body, Riley manual gearbox, Blockley tyres PLUS complete Volumex blower kit including carburettor, drive & connecting parts, PLUS Armstrong close ratio pre-selector box rebuilt by Bill Morris. Offered very reluctantly on behalf of my sons, 2 of whom are abroad and the third a med. student. Prefer to sell as one lot but may be able to split. POA
- Another pointed-tail Rapier body kit comprising ash frame, walnut dash, aluminium/ply bulkhead with chassis brackets, rad plus chromed shell & headlamp frame all shortened to suit body, used but serviceable wiring loom £1500.
- Set of 16" Rapier racing wheels, rears offset, fitted with Dunlop Racing tyres £400



Items for sale by Jeff Leeks, ideally by email@jeffleeks.com or 01494563188

- DB PARTS: Grille complete with starting handle cover, Bonnet Badge-restored/un-used, Steering Wheel , Speedo + Rev Counter-excellent condition, full set of Light Grey Leather Seats (3 Litre Saloon)-restored condition, Fuel Tank-excellent-restored/2 pack black,16" Wheels, Suspension Parts & Springs,3 litre Differential, Steering Rack+ Couplings, Workshop Manuals 2.6 & 3.0 Litre-Original + Re-Printed Versions-165 pages of Factory Technical Information. Wiring looms to original pattern & colour + Stainless Steel Exhaust Systems + Exhaust Manifolds made to order. Full DB Parts List available- please request
- 2 Litre Supercharged Z gearbox- set of 3 new Needle Roller Bearings, set of 4 Pistons + Conrods-used/sound, Cylinder Head-used/sound
- 2 Litre Smith's Dash Clock 3.5" with 4" plated bezel-silver face-great original working condition
- V 12 set of pistons +con rods -used but sound

2 Large trolley jacks that I no longer require. Free but to be collected in person from near Royston, Herts. Contact Brian Savill for more details. Email brian.lag1680@gmail.com or call 01223 207819

Wanted

For M45, an OFF-C-M-C&M Lucas plc ignition switch (i.e. Off-Coil-Mag-Both). Must be in full working order. Mike Pilgrim, Tel: 01394 382773 E-mail: mike@pilgrim74.plus.com

DB Twin SU carbs + Linkages + Air filter. email@jeffleeks.com or 01494563188

NEW MEMBERS

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

J 2	Bernie Jacobson	11 Glendora Lane, E Doncaster, Victoria, 3109 Australia. 1934/5 Rapier tr D11310 CH 1998
N 1	Nico Negraszus	Reifträger Weg 9 L, Berlin, 14129, Germany

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

We welcome Bernie Jacobsen to the fold, another Aussie who also owns a Rapier..

Auction Watch

I found these two, an M45 Rapide and a Rapier:

<https://www.handh.co.uk/auction/lot/-1934-lagonda-m45-rapide-tourer/?lot=50994>

<https://www.handh.co.uk/auction/lot/-1938-lagonda-rapier-tourer/?lot=51117>

On the rack

Rack and pinions are nothing new. They were described by Chinese soldiers as being fitted to Ottoman Turkish weapons in 1621. Their use in motorcar steering came in 1930 via BMW. It was introduced into the US car market in 1951 via the 1951 MGTD. But they were not used in US production vehicles until the 1970's in, for example, the Ford Mustang II, Pinto, and the AMC Pacer. I won't assume everyone reading this is familiar with them so describe them briefly.

Basically, the mechanism comprises a rack which is a rod with teeth machined into it and a mating pinion, or gear, with matching teeth. The number of teeth in the pinion and (lock to lock) rack are key factors in determining the ratio and the amount of effort the driver must exert to turn the front wheels. While not as efficient as recirculating ball they are compact and easier to fit to steering for front wheel drive cars (like Citroen?).

Rack and pinion steering mechanisms have other advantages for both driver and manufacturer. They are more direct in their connections so give more "road feel" back to the driver. The simplicity of their design means they are cheaper to manufacture. Their design means that components such as Pitman arms, idler arms, centre links, and tie rod sleeves are not required so the entire steering assembly is not only less expensive but lighter in weight, which translates into fuel consumption savings.

Rack and pinion steering mechanisms have advantages for front wheel drive cars in that they can usually be fitted closely to the cross-chassis mounted gearbox. This, in turn, gives more gearbox options in many applications.

All of these probably explain their attraction to Citroen and, barring the front wheel drive issues, to W.O. Bentley when planning the postwar vehicle design, as indicated by Donald Bastow in his book

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

Thanks to Alan Wheatley for his input to the 2.6 drop-head's hood's front seal (across the top of the windscreen rail) discussion. He advises that after much research a stock extrusion from C.O.H. Baines, Tunbridge Wells, appears to do a satisfactory job. Their reference is "EXSS". Apparently the item is a bit tricky to locate in their on-line catalogue. Where a suitable replacement can be identified the Spares Committee will not be investigating

remanufacture. Contact Alan if you would like more information - afwheatley@mac.com or phone no. in the Register of Members.

The Spares Committee recently purchased some used DB parts. It may take a short while to get all parts added to stock but please monitor the website's DB used parts section over the next few months.

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 – October 2020

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

NEW PARTS NOW AVAILABLE

STGV05 – Track rod drag link assembly, V12, LG6.
CLT209 - Clutch drive spider & shaft, 2L, 3L – AT LAST!
RBR415 - Drive Coupling 4.5L, V12, three-layer design.

PRICE

£438.90
£616.00
£183.60

All prices quoted are excluding VAT and carriage.

NEW PARTS IN PROGRESS

- 2L, 16/80 handbrake ratchet.
- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.
- All cars - range of gaskets in 'Chieftain' material.
- U-bolts for all springs not already covered.

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.

ZM chassis - braking system (13 parts).

PMP103/4 – High/Low water pump housing, fully machined, 16/80.

Rockers, 4.5L.

Fuel tank senders (3-terminal type), 2L, 3L.

Various DB parts, please see Nick Proferes' Gazette for details.

NEW PARTS AVAILABLE



STGV05



CLT209



RBR415

Track rod drag link assembly, V12, LG6.

Clutch drive spider & shaft, 2L, 3L.

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