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NEWSLETTER

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This month's Guest Contributor is:
Stephen Benson

No 483

November 2020

We reported last month on a very successful A.G. and our organiser Rodney Saunders is already planning next year's event (restrictions permitting) which will be at **The Mercure Warwickshire Walton Hall Hotel CV35 9HG** just south of Warwick on the **25th & 26th September 2021** make a note in your new diary now. If the hotel lives up to expectations it will also be the venue for the 2022 A.G. planned for the 24th & 25th September.

The A.G. apart there has been little motoring activity to report and, by a cruel turn of fate, one of the few events that was scheduled to take place, Castle Combe Race Meeting, had to be cancelled due to excessive water on the track. For our next race we must now wait until VSCC Silverstone on April 17th next year.

The Club's new website will very soon be up and running. The equivalent of the printed Register will be viewable online and, of course, will always be completely up to date. However, we have been asked by some members for a PRINTED Register as usual as they want a "snapshot in time" to look at in future years. We can produce a limited run of printed Registers for those who want them and they will be available to be purchased in the Lagonda shop priced probably about £10 a copy early next year.

To allow us to estimate the approximate figure of Member's Registers needed can you let us know by the 15th November if you are likely to purchase a printed copy together with any changes to your contact details and cars. Once ordered it will be far too expensive to ask for a second print. Colin's email is admin@lagondaclub.com or address to The Membership Secretary, Wintney House, London Road, Hartley Wintney, Hampshire RG27 8RN.

Our letter this month is from Stephen Benson, another long term Lagonda owner -

John Boothman's amusing letter regarding masters at Charterhouse who owned vintage cars (VSCC Bulletin 307, pg.66) in the 1960s caught my eye and raised a quiet smile. At the time I was an impecunious student just beginning to develop a keen interest in cars and all things mechanical – especially vintage cars – fuelled by avid reading of Cecil Clutton's inspiring book "The Vintage Motorcar" as well as every edition of Motor Sport. The depressing part was that every car which interested me was way beyond my miniscule budget!

But imagine my surprise when out for a short walk one day between studies, I glimpsed the shape of a long elegant front wing, obscured by bushes, in the front garden of a small house close to Charterhouse.

Gingerly creeping closer I discovered it was indeed a vintage car- and it turned out to be a 1928 Lagonda 2Ltr. I retreated in shock and excitement: however, after two or three days I decided a full-frontal approach was required and pressed the front door bell! To cut a long story short, the car was not for sale but having just had a third child, the owner, a master at the school, hesitated and said that it really ought to be! Though unable to pay almost anything for it, I nevertheless decided there and then that I had to have it. Weeks later a deal was finally reached and I became the proudest owner of a very dilapidated High Chassis 2 Litre Lagonda Tourer.

Youthful ignorance and overwhelming enthusiasm were my saving graces as I looked more closely at the true condition of the car and contemplated what I had done. Absolutely every aspect of it was in an atrocious condition and it was a miracle that it ran at all! Though reality was fast dawning, I was in retrospect extremely lucky because it was complete – what one would describe as a "Barn Find" these days, and I convinced myself that all it needed was a bit of TLC and I would be storming off down the road! I quickly joined the Lagonda Club and got to know Ivan Forshaw of course, as well as club members in London who were either running well maintained cars or were in the process of restoring them and began to realize that with their knowledge, encouragement and help I could gradually overcome some of the problems sufficient to get the car reasonably safely back on the road. The friends I made in

those early years confirmed that not only had I made the right decision about the car but I had made a whole raft of new friendships with people I would never in a million years have had the greatest good fortune to get to know. Only in later years have I wondered what triggers the interest men have (and it is normally men I guess) in things mechanical with all the massive challenges, frustrations and costs that restoration entails. For many of us, overcoming these problems is deeply embedded in our psyche, indeed our DNA and I am no different, though to our respective wives these problems are often viewed with a massive dose of profound and mind-numbing incredulity! "I'm absolutely amazed at your tenacity "they say when you have grappled for weeks with yet another technical problem you cannot begin to share with them! As T.E Lawrence quoted: "All men dream – but not equally. Those who dream by night in the dusty recesses of their minds, wake in the day to find that it was vanity: but the dreamers of the day are dangerous men, for they may act on their dreams with open eyes, to make it possible ".

Perhaps the most extreme example of tenacity, optimism, persistence and even obsession is the story of the "Glacier Girl "—and the hunt for the lost squadron of P38 Lockheed Lightnings, eight of which were forced to crash land on the Greenland icecap in 1942 having run out of fuel due to bad weather. Nobody realized that not only would these aircraft no longer be close to the surface of the glacier but that they would actually be embedded 263 feet below it! Having taken years to locate them with sonar, the team would continue spending millions of dollars melting a hole 4 ft in diameter directly down to one of the aircraft. Once successfully located, a cavern was hewed out around the stricken aircraft which was then cut into sections and gingerly hoisted to the surface. Talk about tenacity! Furthermore in the years that followed, the plane was painstakingly rebuilt retaining a staggering 80% of the original parts and triumphantly flown again in 1992! Surely one of the most challenging restorations of a machine that I can think of! I urge those who are either tiring of their re-build, or hesitant to begin one, to look at "Glacier Girl" and take heart – the owner Toy Scholler shedding tears of relief and joy as he gazes up at the finished P38 thundering across the skies once again is deeply moving.

But back to my Lagonda – having got it running with thankfully no MOT to worry about in those days, I enjoyed using it as my only car, frequently going to Silverstone and other circuits, and with unfettered access to the paddock, was able to inspect some of the very finest cars driven by well - known VSCC members such as Neill Corner, Patrick Lindsay and of course the hair-raising Moffat in his Bugatti. As an engineering apprentice, I was already understanding the design and intricacies of the IC engine but looking at some of the fully restored vintage cars in the paddock, I came to realize that any restoration had to be not only technically thorough but beautifully finished and detailed –in other words it had to look right as well as run correctly- as originally intended, so that casting one's eye over say a completed engine, there would be nothing to offend one's senses, and never any thought that someone had said "that'll do "!

Ideas of full restoration had to be put on hold for the rest of the 1960s and well into the 70s as I still had no spare money and what I did have was spent on girls, partying and becoming part of the Swinging Sixties. Gradually however I managed to collect various important spares and by the 1970s had enough parts and the skills to undertake the major restoration I had always dreamed of. The body came off and nearly fell apart in the process, a friend loaned me the use of space in a converted clock- making factory where I had ample room to install a borrowed professional band-saw and, with piles of seasoned ash on one side, set to work reproducing the lovely lines of the 2Ltd tourer body with its wonderfully shaped rear quarters and driver's cutaway. Much of the aluminium skinning could thankfully be re-used though some of course had to be replaced. Then it was off to the trimmers and a long wait began which was most welcome as I could start saving up for an inevitably large bill!

Meanwhile I stripped the chassis completely, gradually attended to everything which needed attention and then painted it until such time as it was back on its new wheels with all components rebuilt. My house was now becoming fuller and fuller with reconditioned parts as this whole job ground slowly forward. Refurbished wings, a new honeycomb radiator, magnetos, electrical components, windscreen and re-chromed headlamps and boxes of fittings filled my spare room and overflowed into cupboards and on to shelves elsewhere in the house, but it was progressing and I was encouraged! A light rebuild of the engine then followed using limited new parts as they gradually became available from the Club or by using old parts suitably refurbished . A career change and an expanding business put the brakes on a little and to add to my challenges, I got married in 1987 but nearly divorced straight away when my dear wife Vivienne started opening doors and cupboards during an initial inspection of her "new" home!! Endless piles of Lagonda parts greeted her at every level – leading her to wonder if she had indeed married the Lagonda Parts Department!

The first rebuild finally completed, the car was once again used extensively and became the initial mainstay of an additional business – wedding & film hire and this proved very successful for many years. However, with the arrival of Alun Jones's new downdraft cylinder heads this just had to be the subject of a second and comprehensive engine

rebuild encouraged by Tim Wadsworth's experience in extracting unheard of performance from the 2Ltr engine. Once again I slowly stock piled the necessary parts for this final episode and once I had all that I needed and the time to undertake it, I took a deep breath and began the job. My philosophy this time was to do everything all at once and to a high standard so that I could enjoy the delight of motoring once again in my beloved Lagonda for the next twenty years, though nobody at that time thought Covid would remove all social meetings at a stroke. Oh, and by the way, there are no more parts in the cupboards (apart from the obligatory spare magneto in the airing cupboard) the car is in one piece and going superbly and the wife is relieved and happy!

On to the next challenge – I'm sure it will be a vintage aircraft but maybe I am dreaming with my eyes tightly closed of course!

Stephen Benson

Those of you who are searching for a suitable Christmas present for "the man who has everything" might like to consider a recently published book called *Crowning Glory*. Whilst this, full of facts, little book concentrates on the affiliation of Royalty with Aston Martins and Newport Pagnell, there is recognition of the Lagonda connection (and production) in the 'fifties, with a chapter on Prince Philip's 3 Litre Lagonda. Good value for the motoring (in the widest sense) enthusiast." Order through www.WordGo.org.uk with a 20% discount as a member of the Lagonda Club.

Bill Spence from Orkney has e-mailed to tell us of the death of Bob Last who lived in Sutton, Surrey. Bob was 87 years old and had been experiencing deteriorating health during the summer months; however, in the end his departure was swift with his two daughters - Jacqui & Jo - by his side.

Bob was a gentleman of the old school and a very talented artist who, together with Miriam his late wife, restored KY1610, a 3 litre Carlton Drophead in the early 60s. He joined the Club in 1960 and often spoke of the invaluable help he had from Ivan Forshaw. In January 2002 he 'entrusted KY1610 into Bill's care' Bill has been the lucky beneficiary of the meticulous work he carried out on the car.

He was amazed when Bill told him he was going to take the car to New Zealand in 2010 and, en route to Southampton, Bill and his wife stayed overnight with Bob & Miriam in Sutton. Whilst they slept Bob spent most of that night getting the condition of the car, particularly the engine, back up to the immaculate standards he was accustomed to. The next morning before they set off he presented Bill and Sue with latex gloves which he said were very useful in keeping one's hands clean when polishing!

Bill concludes "All those years ago I bought a lovely Lagonda and got a friend into the bargain; may his soul rest in peace as we remember affectionately a very dear friend."

This is the last letter of 2020 so Len and I would like to wish all our readers as Happy a Christmas as possible under the circumstances and sincerely hope that 2021 will see a return to some sort of normality.

Tim Wadsworth

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

FOR SALE

Ideal Christmas presents – Lagonda Books Please contact Colin Bugler for details – admin@lagondaclub.com . Thanks to the generosity of former members, we have a number of Lagonda books for sale – proceeds going to the Lagonda Heritage Trust.

- Illustrated History by Geoffrey Seaton
- Lagonda Heritage by Richard Bird
- Lagonda 1899-1999 (Images of Motoring Book) by Arnold Davey
- Gold Portfolio of Road Tests 1919-1964
- 4½ litre and V12 in Detail by Arnold Davey
- 100 Years of Lagonda Centennial Celebration (£5 inc.p&p)

Books for Sale by Jeff Leeks @ email@jeffleeks.com All these books are in excellent condition, with original bound covers when initially supplied + no tears or finger marks-some have the Authors original signature

- Lagonda 2/3/3.5 Litre In Detail incl 16/80 1925-1935 Arnold Davey 192 pages
- Lagonda-An Illustrated History 1900-1950 Geoffrey Seaton 318 pages
- Aston Martin & Lagonda Michael Frostick 196 pages
- Aston Martin 1921-1958 Workshop Manuals for all Aston Martin Models Dudley Coram 232 pages
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual- Original Aston Martin Lagonda Ltd Publ'n 165 pages
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual-1st Reprint-Aston Dorset 165 pages
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual 1st Reprint-Aston Dorset spine-back 165 pages
- Lagonda Gold Portfolio 1919-1964 Road Tests 172 pages
- Lagonda 1899-1999 Images Of Motoring Arnold Davey 128 pages
- Lagonda Heritage Richard Bird 128 pages
- A History Of The Marque-Lagonda Arnold Davey & Anthony May 497 pages

Klaxon double arm wiper assembly. The original Klaxon wiper used on Lagondas between 1930 and 1935 and fitted to the outside of the windscreen. These were one of the best around at the time but unfortunately many of the die-cast motors suffered from 'Zinc pest' and disintegrate. When this happens they cannot be repaired. I have scoured everywhere for working examples and have a few complete systems or replacement motors available. Please contact me if you are interested to hear more. Colin Mallett M34 colin@fulvens.com 01728 688696



NEW MEMBERS

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

A 3	Pierre Alexandre	42 Ave de Fontainebleau, L'Alhambra, Héricy Seine et Marne 77850 France N/O
B 95	Eric Byrne	68 South Avenue, Mount Merrion Dublin, A94Y 6T8 1932 Ltr Cont. OH10149 YY 1778
G 37	Christian Godard	19 Rue de Metz, Lagny sur Marne, F-77400, France 1932 3Ltr Tr Z 9994 AM-81-11
M 67	Nick Mansfield	Sages, Sages Lane, Privett, Hampshire GU34 3NP N/O
N 6	Mattia Nocera	86 Elm Park Road, London SW3 6AU 1935 M45 Rapide Z11206 OSL 332

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

No new post war members I am aware of

Auction Watch

Antony Bowie found this DB 2.6L DHC for sale

<https://www.carandclassic.co.uk/car/C1274927>

and this 3 Litre, 2 door

<https://www.brightwellslive.com/lot/details/494821>

On the rack

The 2.6 and 3 liter Lagondas are known to develop steering rack problems. Mine had one when I first bought it. The steering action was rough and irregular so I decided to remove the pinion and see if I could find the problem. On removing the front cover, the cause of the problem was evident, moisture had found its way into the pinion area of the assembly and the taper bearings had rusted. So after removing the taper bearings and their races, and replacing them with new ones, then adjusting their clearances, the steering worked fine as the cushioning springs were still in good shape. I also replaced the seal for the steering shaft entering the rack assembly, which is the only sliding seal in the entire rack assembly. The pinion is small, having only 7 (helical) teeth and a spring-loaded plunger keeps the rack in contact with it and that plunger runs in a groove machined into the opposite side of the rack. The rack increases in diameter at one end and is machined out to carry springs which provide cushioning to the ball joint which moves to and fro driving the outer tube connecting the steering to the front suspension via a second spring loaded partial ball joint also connected to this outer tube to which the track rods are connected. The entire rack assembly is meant to be packed with grease. An inspection hole atop the rack box is opened by removal of its plug and grease inserted via grease nipples at the wheel ends of the track rods.

My items on rack and pinion steering have prompted one local member to send me a message and photos of his two racks, one from a 2.6L DHC which he has owned for many years and uses regularly, the other from a saloon "parts car" he owns.

Damage is evident in both racks and in some of the components of his steering assembly. Wear and damage in the groove, as well as what appears to be corrosion pitting are evident in the DHC rack, and a crack in the other where the rack begins to increase in diameter to accommodate the cushioning springs. In addition, most of those cushioning springs are broken into numerous bits accounting for damage to the DHC rack. He has been told that both of these problems are common on these cars so check your steering for play and any signs of looseness, your life may depend on it. He queried the causes of such damage.

The damage to the DHC rack probably due to the broken springs, as I noted earlier. The saloon's cracked rack possibly sustained in an accident. The broken springs and cracked rack may be normal

wear and tear or, as he suggested, design flaws, but I suspect our outback roads may have played a part.

Last 3 copies of Alan Heard's book! Alan's book "David Brown & Sons profiles 1860 to 1960" can still be bought just. Alan has 3 copies left of the 75 printed. Alan's contact details are below in the DB Archives paragraph or from the Register of Members.

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

The used DB parts mentioned last month have nearly all been cleaned and sorted. It will take some time for them to appear on the website but here is a small snapshot of what is available: 3 Litre dynamo, half shaft, propellor shaft, clutch pedal, Trico vacuum dash `switch`, ignition/lighting PLC switch, rear suspension hub to radius arm link. Plus lots more. Among the last parts still to be sorted are a few miscellaneous 3 Litre chrome trim pieces.

I am aware of a member in Spain who might require a rear bumper for a 2.6. If you have a spare one you wish to dispose of please let me know and I will try to put you in touch with him. (A front bumper, with the straps for the foglamp brackets would do.)

No other spares 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 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 – November 2020

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

NEW PARTS NOW AVAILABLE

PRICE

GSK421 – Gasket for water rail, 4.5L Meadows.	£2.40
GSK422 – Gasket for front head offtake, LG6.	£5.00
STGV05 – Track rod drag link assembly, V12, LG6.	£438.90
CLT209 - Clutch drive spider & shaft, 2L, 3L	£616.00
RBR415 - Drive Coupling 4.5L, V12, three-layer design.	£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.

FROM THE SPARES OFFICE

- We are seeking a volunteer to help us to manage our second-hand spares better. The Club has a large stock of second-hand parts, which have been accumulated over more than ten years. This is an extremely useful resource for members, particularly (in fact almost always) when needing parts which are not covered by the Club's portfolio of new spares. Unfortunately, however, our Spares Team has been unable to devote enough time to this area, and consequently it has become disorganised. Significant work is now needed to sort things out and to enable us to offer a better service to members. The volunteer will need to have some knowledge of Lagonda models and parts, and to live within a reasonable distance from our stores near Saxmundham in Suffolk, as he will need to spend time there. This role will make a vital contribution to the Club, and if you are interested in pursuing things, please contact John Sword in the first instance, at j.sword@hotmail.com, and John will explain in more depth what needs to be done.

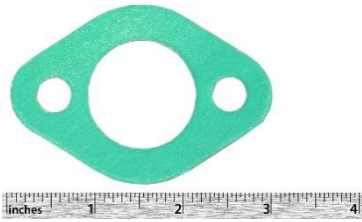
- The spares team is largely staffed on a part-time basis, therefore there are inevitably times when we struggle to manage all enquiries as quickly as we would like. We politely ask members to keep this in consideration and refrain from contacting us if your questions/enquiries can be answered, or problems resolved, elsewhere. It is always recommended that members refer to the "Technical Assistance" section of the Spares website, where contact details are shared for a number of members who have kindly volunteered their assistance and knowledge to fellow Lagonda Club members. May we also remind members that all orders under the value of £1000 should be placed online via the Spares website. Orders placed via telephone or email will be subject to a processing fee owing to the additional admin generated from indirect orders. Many thanks for your support and co-operation.

SPARES NEWS – November 2020

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

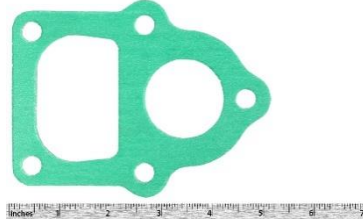
NEW PARTS AVAILABLE

GSK421



Gasket for water rail, 4.5L Meadows

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Track rod drag link assembly, V12, LG6

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