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NEWSLETTER

MEMBERSHIP SECRETARY:
Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
Tel 01252 845451
email: admin@lagondaclub.com

Newsletter compiled By: Tim Wadsworth
To include news items please email Tim at
tim@lagondahire.co.uk
This month's Guest Contributor is:
John Sword, Chairman

No 484

January 2021

As has become traditional our Chairman gives his "state of the nation" report in the January Newsletter. Over to John Sword ;:-

For many aspects of life, the year 2020 will be one to forget, and this is certainly true for Lagonda-ing. Nearly all old-car events have been cancelled - tours, pub meets, motor sport, and most informal gatherings too. Speaking personally, I have driven less than 1,000 miles in a Lagonda in 2020, a fraction of my normal mileage and this will, I expect, be the same for most members. Moreover, with the increasing severity of covid-restrictions as we enter the New Year, there is no end in sight, and whilst I normally start these annual notes with exhortations to members to attend a long list of enticing events in the coming year, I cannot do so for 2021.

Although we had to cancel the 2020 Annual Gathering owing to covid-restrictions, we did arrange to hold our formal AGM, at Great Tew on September 27th, where we had about half the normal turnout. However the sun shone to raise our spirits, and although constrained by social distancing, members were able to get together in small groups after the meeting, to share a picnic or a chat in the beautiful surroundings. I was glad that we were able to have at least one enjoyable event in an otherwise gloomy year.

The AG for 2021 is currently planned for Sept 25th/26th, at a new venue - Walton Hall in Warwickshire. Rodney Saunders (rodneysaunders@clara.net) is the organiser and we are keeping our fingers crossed that covid-restrictions will be over by then. We hope too that this more northerly location will encourage attendance by members from a wider geography. Two of 2020's cancelled tours - those organised by John Fitton and by the Saunders/Walder/Oppenheimer trio - have been rebooked (in hope !) for 2021, but these are, I think, sold out. As and when restrictions are lifted, we will be rushing to fix events and to make up for lost time (as everybody else will be too !) - as always, we will keep you informed.

I need to talk a bit about the Club's finances. Our income arises mainly from two sources, subscriptions and the sale of spares. With a fairly constant membership, subscription income is generally steady and predictable, but spares sales have dropped sharply in 2020, as people have not been doing many miles in their Lagondas, and with some major restoration projects being slowed or deferred. This is against the background of a small but steady decline in spares sales over the years, despite the widening range that we offer, which probably reflects lower mileages being driven (owing to rising car values ?), fewer people racing and rallying, and a shrinking pool of unrestored cars. This sharp drop in sales in 2020 has meant that the spares operation has become loss making.

We have always run the Club's finances on a cautious and conservative basis, and in the 2020 environment we have taken steps to reduce expenses wherever possible whilst not damaging things for the future. But these steps on their own are not sufficient to bridge the gap in our spares income, and we are therefore increasing the prices on most of our spares by 10% from the 1st Jan 2021. We have always run our spares operation on the basis that the users of spares should pay for the costs, without cross-subsidy from elsewhere (in any year less than 30% of members buy spares). Spares prices are normally set to give a gross margin of about 40%, which in a normal year generates a small surplus to fund the growth in our range of parts. A commercial spares business would need much higher margins in order to be viable and this price increase will still leave us with very good value parts. We will review the situation again in the spring, which is when we usually change our prices.

We will be reviewing subscription rates at our board meeting on the 20th January, when we will need to respond to recent increases in postal charges. This is likely to affect particularly those members who opt to receive their Newsletters by post.

We have also been active in the financing of the Club. In order to help to finance the purchase of the LMB spares in 2018, we raised £50k from members by issuing Loan Notes carrying a 4% coupon. These were due to be repaid by

September 2021. However the government, as part of its covid-support for business, has introduced various loan schemes on very favourable terms, and we decided to avail ourselves of one of these, borrowing £48k. This loan carries low interest costs and has a six-year term; it has enabled us to repay the Loan Notes early, thereby saving interest costs and giving us more financial flexibility.

I believe that these measures put the Club on a firm financial footing in these uncertain times, and whilst news of cost/price increases is always unwelcome, I have to say that I think that the Club continues to offer outstanding value to members. For those who take advantage of all that the Club has to offer, it provides services and enjoyment that far outweigh its cost, which is but a tiny part of the cost of owning a Lagonda.

The Club's website has had a major overhaul this year, with the new site being launched just a few weeks ago. Work on this, led by Len Cozzolino, was started back in 2019, and we decided to keep going during this covid year, despite our need to contain costs. This was because the main reason for going for a new website was to save costs. This saving arises in two ways. Firstly, the old site was custom-built for us and therefore carried significant maintenance costs, whereas the new site is built using largely standard modules that require negligible maintenance. Secondly, the new site is designed so that any minor modifications and adjustments can be carried out by the Club's officials, whereas on the old site we had to pay outside programmers to do this work. The overall 'look and feel' of the site has been refreshed, and I hope that members will enjoy this. Whilst there are no radical improvements to the operation of the website, we think we have made it better in detail, and we will be extending its scope in the months to come. There are, inevitably, a number of teething problems (which most members will probably not notice) and we are dealing with these as quickly as possible. Very many thanks to Len and especially Valerie, Leah Knee, Francis Pawle (both from the Spares Office), and Martin Bugler for all their work on this.

I should now say a few words about our Board and all the other volunteers whose efforts, often unsung, make the Club tick. The Board's last normal meeting was in January 2020, since when, together with the Spares Committee, we have been meeting (wholly or partly) via Zoom. This is far from satisfactory, but it is the only practical option. We were pleased to welcome Rodney Saunders to the Board this year, being co-opted in February and confirmed at the AGM in September - Rodney is well known to many members as a huge enthusiast and as the organiser of great tours. He owns a fine Rapier and lives in Sussex. More recently, we have welcomed James Baxendale to the Board - he was co-opted in October and will be proposed for confirmation at our 2021 AGM. James is a relatively new member of the Club and is an enthusiastic 2 litre owner. He lives in London and is a regular attendee at Club events - James also brings a huge benefit by substantially lowering the average age of your Board ! Rodney is taking over the role of organising the AG, and James will be helping with the Register/Archives/History aspects of our affairs. My thanks go to all my colleagues for their work during this difficult year.

On the spares side, we have welcomed Nigel Walder to the Spares Committee. Nigel is a professional engineer and owns a well-known M45, the one with the fine Abbot-replica body which is a regular attendee at our events and tours. It has been a difficult year for our spares operation, with the restrictions on meetings/travel particularly affecting internal development and our work with suppliers. Robin Cooke and his team (Leah and Francis) have worked well to keep things moving and have been heavily involved in getting the new website installed. Our thanks go to them and to the other volunteers and Officers of the Club, as well as to our Regional Representatives, in this country and overseas, for all that they do to support our members (one third of whom live outside the UK).

My Board colleagues join me in wishing members all the best for 2021, looking forward with hope and optimism to renewing our Lagonda-ing in a post-covid world.

John Sword

It would be remiss not to add a note of appreciation from the membership for all the work John does for the Club. Thank you John for all your time and your wise guidance.

Another officer of the Club whose service has been greatly appreciated is Michael Drakeford. Michael has been our Southern Area Secretary for the past 19 years and organised some 100 plus events. On Jan 1st he hands over to Catherine Monnington who, with her husband Marc Tucker, has recently moved to Surrey from East Anglia, where she was a regular attendee at the local pub meet in her 2 litre.

Sadly we have to report the death of two long time members. Nowell Stebbing died on 19th December. Nowell was the long term owner of the notable M45 which Lord De Clifford took on the 1934 Monte Carlo Rally. Nowell really used this car over many years of Club Rallies, the Mille Miglia in 1985 and a recent rally in California. Only last year he took it on a short trip to Ireland but had to cry off the Northern Rally due to his wife, Bibby's, ill health.

Robert Farwell died on October 17th Robert, more usually known as Bob, joined the Club in 1994 with his 16/80 and was a regular attendee at Michael Drakeford's Southern Area meetings.

We send our condolences to the families of both members.

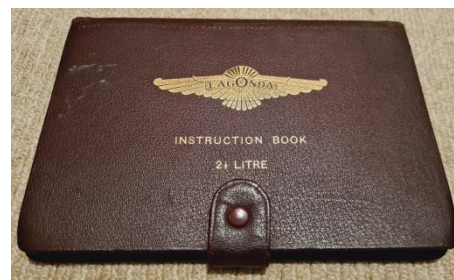
ADVERTISEMENTS: All advertisements should be sent to Len Cozzolino (len@cozzolino.co.uk).

FOR SALE

1934 3ltr Tourer. Full history with photographs, sent new to Victoria as a saloon and in the 60's the sports tourer body was fitted. Registered in England in 1989. In the last 15 years used regularly in shows, rallies including French rallies. Recent new door trims, hood, tonneau and clutch. Reluctant sale at £97,500. For full details contact David Hill 01246 768 538 davidandmaryhill@gmail.com



Genuine Lagonda Instruction Book for DB 2.5 Litre. Good condition throughout. Cover just has a couple of slight scuff marks. Almost all pages in excellent condition. Open to offers. Please call 07779271378 (Aran Catozzi - Non Member)



Books for sale by Jeff Leeks email@jeffleeks.com All in excellent condition, some have the Authors 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
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual Original Aston Martin Lagonda Ltd Publication 165 pgs
- 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

Wanted

Gear box top mounting 2 ltr Brass Cup with retaining cap, can send photos as have one missing out of 3. franktuffs@hotmail.com

Dashpot and piston for M45 HV5 carburettor for my saloon reconstruction. (One of my pistons was Mazak which expanded and split the dashpot!) Please telephone 01631710451 or email pnweir@hotmail.co.uk Peter Weir W17

Pair of Vanity Units suitable for the rear compartment of a M45 saloon that I am restoring..Please contact DAvid Hines hinedavid@aol.com

Parts for a 1952 2.6ltr Lagonda Drophead. The swing arms (exterior hinge) for the convertible top the large round cylinder which connects to the Carb. air box, dynamo for the 2.6 litre. Andrew Tellez 001-805-704-2586 or r47andre@aol.com

Speedo for Lagonda 2L LC 1932 – Hopefully for a swop? But maybe a spare one on your shelf? So my speedo works fine, but is some 6 MPH fast now! Could interest another 2L LC that went for faster acceleration on smaller wheels! Mine now on 21' Wheels again, but was on 18" wheels when I started my ownership, but now I have fitted 21" wheels again! Christopher Hobbs H1 – Please call on 07775 847 811

NEW MEMBERS

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

A 5	Paul Auston	Foxenden Manor, Newnham, Sittingbourne, Kent ME9 0NE 1934 M45R Tr VN 6397
B 5	Edward Bourke	Frenchpark, CArpenertown Rd, Castleknock, Dublin, Ireland 1937 LG45 Spl 12243/G10/L APM 66
C 56	Mark Caroe	Church Farm, South Wraxall, Bradford on Avon, Wilts BA15 2SA N/O
C 16	Tony Cove	7 Kresia Lane, Courtice L1E 2G8, Arizona, Canada N/O
D 3	Marespand Dadachanji	R-4, Godrej Baug, Off Neapeansea Road, Mumbai 400026 India 1934 M35 Sln Z11164 ASW 516
D 19	Carl Dyson	End Cottage, Aldborough, Boroughbridge, York, North Yorkshire YO51 9ES 1935 M45R Tr BU 8547
H 23	Bill Holroyd	Abbots Moss Hall, Tarporley Road, Oakmere, Cheshire CW8 2ES 1937 LG45 Rapide BYG 7
M 68	Clemens Mayr	Roemerstrasse 257. Lans, Tirol Austria,6072 N/O
P 28	Chris Powell	88 Charlton Rd, Andover, Hampshire, SP10 3JY N/O
R 3	Wendy & Clive Reynolds	Oakley House, Annions Lane, Wybunbury, Nantwich, Cheshire CW5 7LP 1930 2L Tr GJ 5890
R 26	Guido Rietdyk	Gladwick Street, Rancho Dominguez 90220 California U.S.A 1938 V12 LMRep EXE 588
R 33	Jan de Roose	Landsdijk 81a, B-9968 Bassevelde, Belgium 1933 3L Tr AUL 728
S 24	Arthur Schneider	Scharliwald 2, CH-8374 Dussnang, Switzerland 1981 V8 Mk 11 Saloon ABW459X
T 12	Michael Tuck	Gaff House, Walton Lane, Bosham, West Sussex PO18 8QF 1929 2L Sln UU 7571
W 7	Jeff Walker	20 Seymour St., Hawarden 7385, North Canterbury. New Zealand 1951 DB2.6 Saloon (NB 5749)
W 31	Jonathan Wood	Clockhouse Workshop, Finchingfield Rd, Little Sampford. CB10 2QN N/O
W 36	James Wright	35 Bushey Lane, Rainford, Saint Helens, Merseyside WA11 7TD N/O

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

We have 2 new post war members; Arthur Schneider, of Switzerland owning a 1981 V8 Mk 11 Saloon, and Jeff Walker who has rejoined the Club from New Zealand with his 1951 DB2.6 Saloon

Front wheel bearing issues

This submitted by a local member following on from his steering rack repair. This is how he fixed the problem of bearing wear in the front wheels which have no adjustment.

A little F/E Adjustment

After tracing excess movement in the steering rack on the DB 2.6 DHC I decided to look at other factors that might be affected by accumulated wear. These cars are now around 70 Y.O. and a little loss of control at the joints should be expected!

I released loads from the front wheels and grasped the top of the left hand front wheel and the bottom with my left and then tried to shake the wheel off the car! Surprisingly the wheel moved back and forward about 5mm! Too much I thought. But was it? What is the permitted clearance for front wheel bearings on an old car like this? Where do you find the tolerances? What effect would this have on handling? The DB2.6 has no adjustment for front wheel bearings. Adjustment is not required on combination roller and ball bearing assemblies of the type used on this car. The tolerances are set at manufacture of the bearings and cannot be adjusted. A spacer is fitted and the bearing lock nut tightened. No spec is given but about 45ft/lb is trade normal, and then fitted a split pin. It may be necessary to file the back of the nut to fit the pin. DO NOT LOOSEN.

But when is some clearance too much? Maintaining drum clearance, which is set by the condition of the wheel bearings and a predetermined spacer, usually depends on wear developing in the races.

For most older vehicles, movement in excess of 4mm at the wheel rim is close to the limit. This is usually measured by feel, but a dial gauge is recommended.

So I dismantled the front hubs and bearings, cleaned them and examined stub axle wear, bearing wear, seal journal wear and bearing inner and outer tracks for wear. Wear did not seem excessive, so I knocked out the track of the outer bearing and removed the inner ball bearing from the hub. To my horror, I found the hubs had allowed the inner ball bearings to rotate in their housings!

My next move was to make up shouldered spacers to insert into the hubs, which of course I had to machine out to accommodate them. Then I bored the mounted spacers out to accommodate the new bearings.

This involved serious measuring and a lathe, which I have. There is no tolerance permitted with this type of repair and the shouldered spacers must be secured with Loctite. After cleaning and re-inspecting the bearings I simply greased and replaced them. I fitted new seals.

NOTE There is a retaining cap which holds the inner bearing. It has 5 bolts which

must be replaced and carefully tensioned.

The movement was now reduced to 2mm at the wheel rim. I also checked the brake drums for runout whilst adjusting the brakes.

I can't say that my efforts changed the steering or reduced any handling characteristics but in my mind I felt safer.

Sometimes, with 70 year old cars, that's what it's all about!

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

Further to items listed in the last Gazette, a 3 Litre footwell air vent, one camshaft sprocket, a couple of SU fuel pumps (for spares or repair) and a front swivel joint upper nut/lock ring are a few of the used DB parts job lot acquired last autumn.

There have been no new spares initiatives during the last couple of months, the pandemic situation having been a major obstacle. Some sample components are with possible suppliers and we are ever anticipating workable quotations.

Now, not relating to spares production but raised out of curiosity, who can enlighten me on the subject of DB hub caps. For the past fifty years I have been of the opinion there were only three varieties: very early discus shaped, then the commonly used, octagonal centre variety, some with vent slots and some without. Sorting through those I have for my own cars (all octagonal centre) I found one with the circular centre that is convex. All others are concave. This one has no red paint or remnants thereof and is painted (perhaps not the original) the same colour as the outer band. When and for how long were these fitted?

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 – January 2021

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

NEW PARTS NOW AVAILABLE PRICE

GRS106 – Front gearbox mount, 16/80.	£300
GRS107 – Rear gearbox mount, 16/80.	£250
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

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.

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

FOR SALE – G10 Gearbox. Recently overhauled and in very good working order. Checked over by a well-known specialist (invoices included). Price – £8500. In the first instance, please call or email the Lagonda Spares office for more information.



NEW PARTS AVAILABLE

GRS106



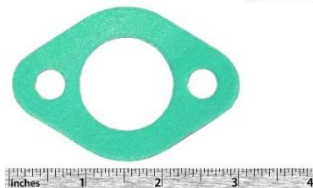
Front gearbox mount, 16/80

GRS107



Rear gearbox mount, 16/80

GSK421



Gasket for water rail, 4.5L Meadows

GSK422



Gasket for front head offtake, LG6

STGV05



Track rod drag link assembly, V12, LG6

CLT209



Clutch drive spider & shaft, 2L, 3L