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NEWSLETTER

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This month's Guest Contributor is:
Roger Seabrook

No 487

April 2021

We are sorry to lose you" or we will be if you haven't paid your subscription by May 1st. If you have not already done so, please do it now. The easiest way by far, is on line through the Club's website. On the bottom of the home page click on membership and follow the instructions from there.

April Silverstone is definitely "on" and there are 3 Lagonda entries, but sadly there will be no spectators allowed. All should be back to normal by the time Cadwell comes along on 19th June.

Almost exactly 30 years ago, on the 31st of March 1991, Colin Bugler took over from Valerie May as Secretary of the Lagonda Club, and at the end of that year he absorbed the role of Membership Secretary from Brian Hyett. Since then, Colin has also filled and relinquished other roles (including that of Treasurer), with huge support from Valerie, who has contributed enormously, including the creation of the Club's database of cars and members. Throughout this time, Colin's main focus has been on providing the key contact point with the Club for our worldwide membership, and through this he has built up a wide network of friends and acquaintances amongst Lagonda owners everywhere. This has been an important part of the glue that has linked our members together over the years. It is also worth noting that Colin, who joined the Club in 1954, aged 20, holds the record for the longest period of membership ever.

To mark this anniversary, and to thank Colin and Valerie for all that they have done, we will be making a presentation to them at the Annual Gathering in September (25th/26th).

Our letter this month is from Roger Seabrook who, until recently, was our magazine editor. Roger writes as follows :

My first interest in Lagondas was kindled by the Vintage Car Pocketbook, cost nine shillings & sixpence, bought by my parents for my 11th birthday (I still have it). It was cemented by the Head of the Art Department at Haberdashers School where I was a rather mediocre student. Roy Keevil was very pleasant and easy to talk to and he owned a 14/60 semi sports tourer with grey body and green wings. He was also a coach for the rowing eights, and this was the only sport I was reasonably good at. He used the car to come to school, along with his HRG from time to time. Both cars were in very good condition at a time when they were often looked on as 'old bangers'. I resolved that one day I would own a Lagonda.

Having made an initial hash of my exams I decided that I had had enough of school and was anxious to get a job. I joined BEA as a General Apprentice and thoroughly enjoyed myself. During my time there I got into motor-bikes and then acquired my first car at the age of 19. This was a Vauxhall Wyvern which I bought for £40 (all I could afford). The vendor was a little chap who flicked through several log books before he found the correct one, and then muttered "Well, where did I park that car?" It was parked on a 'lot' somewhere in Southall and it looked great under the street lights. On the test drive the car had a funny smell when it warmed up. It became quite unpleasant and seemed to be coming from the boot, so we stopped and opened it. Inside was an oven-ready chicken, still in its wrapping - it must have been festering there for ages. We left it in a bin and I unwisely bought the car. It was full of rust, a big end failed, the brakes didn't work properly, the exhaust fell off. So after three months I swapped it, before the inevitable MOT failure, for a 1937 Riley 12/4 saloon. I had this for four years and did many miles in it. One day I saw an advert in Exchange & Mart for a 1925 12/24 Lagonda. The price was £180 and I went to Epsom to see it. It was partly dismantled and had been hacked about at, but it was a Lagonda and I had to have it. Unfortunately, it was impossible to get any bits for it, so I made no progress. But a year or so later someone offered me £300 for it and I was glad to let it go.

When BEA merged with BOAC to become British Airways I had moved into the financial side of the business but wanted to gain experience in other companies. So, I moved to EMI Medical where the first brain scanners were developed. From there I went to Searle Pharmaceuticals in High Wycombe where I met my future wife Ann. I bought a Triumph Stag and we went on holiday to France, ending up at my cousin's in Switzerland. The Stag was a constant worry, as they were poorly put together due to the many strikes at British Leyland.

I had a side-valve Riley in bits for several years too, and also a 9hp Monaco which went very well. Having moved from Searle to London to take up a Controller job for a company developing computerised process control systems I acquired a 2 litre Lagonda special fitted with a 2.5litre Riley engine. This was great fun and had been built up from parts found lying behind the Jolly Woodman Pub in Burnham (featured in the film 'Genevieve'). However, soon after I was offered the car I still have - a 1929 2 litre low chassis tourer. After an engine rebuild, and upholstery carried out by the late great John Andrews, this car has carried the family many happy miles. I nearly parted with it when I acquired an E-type 30/98 Vauxhall, but fortuitously the company I was working for was taken over, and some of us were offered 'golden hellos' so we would not leave. That paid for the Vauxhall and meant I could keep the Lagonda. The 30/98 took me 8 years to restore, but was very quick and exciting to drive. It made a first vintage time at Colerne achieving over 90mph before crossing the line. Particularly exciting was stopping in an emergency, because it didn't. The lack of front wheel brakes, and a lightweight 2 seater body made the car a good 'skidder'.

Therefore, you had to constantly be assessing where you would go in order to avoid the approaching accident! We did end up in a hedge once when it skidded on some spilt diesel. That was the only way to avoid a head on collision on a narrow road! After 14 years I parted with the 30/98 - I could not bear to part with the Lagonda instead.

A move to Delphi (once part of General Motors) meant working in Germany quite often with frequent visits to France. I ended up as controller for the UK Diesel Systems business (very profitable) before finally retiring in 2015.

For a while I joined Tim Wadsworth and Jeremy Oates as part of 'Team 2 Litre' and enjoyed racing the car (well, actually touring around the circuits). My favourite track was Oulton Park. I might try again, but the car is used for continental trips quite often and I need it to be reliable. It will never beat Tim's car, but it is no slouch since the downdraught head and better cams were fitted.

A dalliance with another Riley lasted until I acquired a Rapier in 2006. Once I had sorted this car out and installed a 1500cc engine it went very well indeed and I got a first on handicap at Prescott. I also achieved this in the 2 litre in 2010. I passed the Rapier onto my son, Peter, some 6 years ago and he had some fun with it before selling it in February 2020. I had also acquired a 2 litre saloon in 2017 with (probably) unique 6-light bodywork.

This has needed quite a lot of work but it is now running quite well although has had little use due to the Covid restrictions. It is surprisingly sprightly for a heavy car and handles well.

I also had a 1930 Model A Ford for a while, fitted with a Model B engine and sold it last August. I would definitely have another one - they are very good cars - but I didn't want two saloons.

I enjoyed my 'stint' as Editor of the Lagonda Magazine - you get to hear from interesting people you would not otherwise have contact with. I have also been treasurer of the Bean Car Club for over 30 years - a great social club where we have made many friends. Most members don't own Beans, but those that do enjoy their solid quality and reliability. They are quite handsome, and the rarer 3litre Meadows engined cars can be made to go quite quickly. Toby Bruce, the new Editor, drives one and it is indecently quick!

My latest project is the restoration of a 1925 'pramhood' Austin 7 chummy for my son, who bought an absolute wreck. Compared to a Lagonda it is tiny, and everything is easily portable. It will be interesting to eventually drive it - my father had A7s and I still have a few tools and some new pistons he acquired in the 1930s. Hopefully the car will be ready for the 2022 'hundred years of A7s' rally. Maybe our Grandson will enjoy old cars, but I expect it will be all electric by the time he's old enough to drive!

Roger Seabrook

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

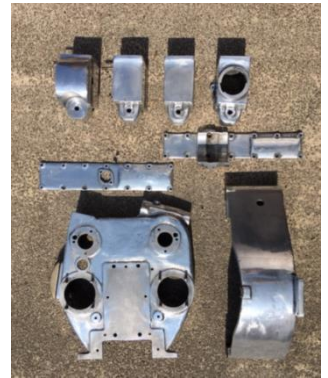
FOR SALE

Lagonda 16/80 1934 tourer. Black with immaculate red leather upholstery. New carpets, and top quality hood, side screens and tonneau cover. All new valves fitted. Brand new Serc radiator fitted at a cost of £2,400. Books for the 16/80 model included. Elderly owner only selling for health reasons. Owned for 14 years. Reluctant sale at £65,000. For more details contact Don Spong 01628 622278



Lagonda M45 Saloon 4.5 Litre with Lagonda ST34 coach work £ 68,000. The previous owner acquired this, relatively low mileage, car in the 1960's. It was running well but had problems with woodworm. The car was sent for a total body rebuild including a new timber frame and repairs to the metalwork. However the car was then left in primer paint and dry stored for the next 50 years. Over the last six months extensive work has been done including all the electrics. Now MOT'd ,taxed and driving well, it requires painting, trimming and some chrome plating to complete. For a detailed write up of all the restoration work done please contact David Hine. hinedavid@aol.com

Lagonda 2 Litre HC Speed Model Engine Parts: Front timing cover (2194), Flywheel shroud (2072), water plate nearside (CST 205), water plate offside (CST 204), access plate front (2213), 4 no engine mount blocks. All clean and polished and in excellent condition. I can provide detailed photos of each part on request. I prefer to sell all these parts as one lot. Any offer for them appreciated. I am clearing a garage before selling it and really want these parts to go to someone who wants them. Please contact Stewart Brown; 0777 84 666 22 or stewart.morven@blueyonder.co.uk



M45 tourer, owned by the late Nigel Walder, was built to his instructions some 20 years ago. With its owner it has participated in numerous events both in the UK and on the continent, most recently the Tour of



Ireland in 2018. The body was copied from a photograph of the E. D. Abbott replica of the 1934 Tourist Trophy team cars, one of which went on to win Le mans in 1935. The rolling chassis was assembled, and the body built, by the late Peter Whenman. However much of the finishing was done, and the subsequent maintenance has been carried out, by Nigel himself to the high standard to be expected of a first-class engineer. Recent work has included a new LMB engine block. As far as I am aware, the car is in excellent working order; after three months idle, it started readily in

early March. Other information may be obtained, and the price discussed, by contacting Rodney Saunders, email: rodneysaunders@clara.net, tel: 01444 811598

3ltr Saloon An original thoroughbred low chassis saloon that has had extensive restoration work. For more details and photos ring or email Andy Cale, andycal1966@icloud.com £65000 Ono



1928 2 litre Speed Model Bought by my brother in 1992 from an RAF pilot who had kept it for 37 years. Now with the engine and gearbox rebuilt and the body and interior completely restored, it is a very good example of a High Chassis 2 litre Lagonda. £68,000. Richard H Jones (J3) 01452 813545 rjones@historicars.plus.com

Lagonda Parts For Sale by Mark Yeomans (Y2) 01386 750251 or yeomansma@gmail.com Collection preferred with the big items or can deliver to the annual gathering or VSCC Shelsley or Prescott Meetings All reasonably priced, can email photos.

- For 2/3 Litre/16/80 a Z gearbox with the favoured Z gear set. Checked by Phil Ridout in the mid 1980s and declared a sound useable 'box.
- Stored for decades then as a lockdown project it was stripped, cleaned, new bearings fitted and tested in my 2 Litre and found to be very good.
- For 16/80, M45, Scintilla PN6 Magneto also a Simms Magneto SF4 for a 2 Litre, a good spare to carry.
- For 2 Litre blown car: SU carburettor HV5 not complete, plus blown crankshaft with weights and journals professionally ground. Kept for years as a good spare.
- For a 3 Litre but also 2 Litre, 1930 twin SU Carburettors HV4 bronze bodies 13/8" in very good condition.
- For LG45 pair Lucas Trumpet Horns. Need refurbishment but undamaged.
- SkiHi Hydraulic Jack with handle for 2 Litre, M45 etc. Needs seals but a rare item. Also a SkiHi Jack handle that fits under the bonnet, newly made.

Wanted

Mid / late thirties car as a restoration or preservation project. I am hoping to find an original car with a Tourer or DHC body, and for it to be as complete as possible. Condition is less important. This is my hobby and I am a genuine enthusiast, especially of the larger engine Lagonda's. However, other marques (e.g. Alvis), might also be of interest. I work on my cars at my home in Bedfordshire. I will prefer any transaction to be discrete and confidential. If you or your family are sentimentally attached to the car and would like to take a ride in her when she is finished; this option will be gladly accommodated. Please contact me, in confidence, with as many details relating to the car as possible. Please also include up to date photographs and your desired price. Keith Currington (C20) 07887780100 keith@glenbourne.co.uk

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

B 65	Keith Balmer	Cleo Mortimer, Worcestershire, UK 1952 DB2.6 NUV 924
B72	Dave Brown	Mansfield, Nottinghamshire, UK N/O
C 37	Carlo Calarco	Paradiso, Switzerland 1937 LG45 DHC EPL 515
L 28	Gerold Letzbor	Langenstein, Austria 1934 M45Sln EL 16174
M 22	Anthony McGarel-Groves	High Wycombe, Bucks, UK N/O
N 7	Stefan Niedzielski	Mitcheldean, Gloucester, UK 1939 V12 Sln FYE 999
P 21	Nigel Pickard	Welwyn, Herts, UK N/O
T 18	Steven Taylor	Clanfield Oxfordshire, UK N/O

THE GAZETTE



Welcome - all

Beyond Nick Proferes. Thanks Nick, for everything. The show will go on.

A special welcome to Keith Balmer a New Post 1945 Member. He runs a 1952 DB2.6DHC, NUV 924

During his tenure as Gazetteer Nick covered much territory, mostly related to post 1945 production vehicles. I want to focus on just HOW we label this grouping and WHY? They are ALL Lagondas, aren't they? Are 'the rest' simply referred to as 'pre-1945 cars'?

When one looks back to the Lagonda 'post boating on Thames days', there was a definite trend to experiment and build cars, some of which the marketing arm of the firm was able to sell. As time progressed, marketing was simply ignored and cars were knocked together in the hope that 'sporting chaps' would take them away and flog them around the countryside. Reputations were made and lost on hill climbs and trips to Sarthe, Lands End and other exotic locations. Even the Russians were involved.

Any one in recent years that has deep pockets can pick up one of these and re-live their fantasies. Few are actually flogged around a circuit. Few are actually driven anywhere. Shipping containers and trailers cover the bulk of mileages!

Then there is another group, often artisan collectors, that take a restored car and use it and maintain it. Quite a challenge on its own. It is to this group that I direct the next portion of this Gazette.

Nick and I were looking at the probability of inviting owners of cars manufactured after 1947, to become correspondents, to share their reconstruction experiences and ways and means of improving the hastily conceived cars produced during the early fifties and to contribute to a central store of information that might allow newer owners of the Bentley designed David Brown produced cars to communicate, without fear of retribution or reprisal.

To this end I propose that we cease to refer to the group of DB produced cars as 'post war production vehicles.' Have I lost any readers yet? There's more to come!

Recently I obtained the book, 'David Brown's - the Story of a Family Business.' It has allowed me to look into the structure of something I took for granted. The very essence of British manufacturing, its people, its motivation, its traditions.

We, as owners of DB produced Lagondas, have something quite special to celebrate, apart from ownership. ie. The last of the traditional 'coach built' British motor cars and the last of the tradesman built, non production-line assembled cars, actually made in Britain! The future of this news sheet is really in your hands. If you want to contribute, write to me, as the current Gazetteer.

You don't need to be a technical or compositional genius, simply a correspondent! You will need to be truthfull and factual. I will undertake to sort fact from fiction. Are you up for it? Any topic,

preferably with technical orientation will be considered, no matter how silly it seems as long as it refers to DB production Lagondas.

You will read more of David Brown in future Gazettes. There is much to know and to be proud of and to relate to. Just a little to cringe at.

Owners of DB cars, Lagonda or Aston Martin can be thankful that Sir David Brown met up with James Bond at one of the World Sports Car Championships, lucky too that Mossy was in attendance and that John Wyer was in the background. As for Tony Toccock, the Mechanic's mechanic, we must recognise Tony's courage, writing as he did and challenging the status quo! He started me thinking about much that I had seen and read and now query.

The only person I have not dealt with is W.O.Bentley, who had a hand in the conception of the cars that we love repairing and Donald Bastow, who is also partly to blame. Oh, to have recourse to Bentley and discuss crankcase compression and labyrinthian oil seal concepts, amongst other pressing matters, like oily clutches!

Here is a list of 'prompts' to give you some topics to focus on in an idle moment:

- Positive crankcase ventilation, would it help control oil leaks?
- Is the cost of changing from Kettering ignition to electronic really worth it?
- When should we consider inspecting a vehicle's braking system?
- Do SU electric fuel pumps always deliver sufficient fuel and, should they be installed to push or to pull modern fuels?
- Must we bring a car with an s430 gearbox to a halt prior to changing into 1st or reverse gear and what are the origins of the design of the s430 gear box?
- If you have overhauled a 2.6 engine, how did you treat the bottom liner seals?
- How do you manage engine oil leaks?

Subtle humour will be encouraged. Facile 'one liners' will be binned!

Write to me with your ideas and problems, in turn I will share some repair concepts through this Gazette. I will also appeal to those members with superior knowledge to be patient with us and if they are pleased to comment, to do so in a manner that allows us all to maintain our dignity.

To conclude, a reference to David Browns: Are you aware that a chap named Hives awarded the contract for building Rolls Royce Merlin engine gear trains to the company in about 1939? (Source: David Brown's by Desmond Donnelly)

And now some Auction News Contributed by: Antony Bowie, Alan Heard. Thankyou.

[1954 Lagonda DB 3-Litre DHC For Sale | Car and Classic](#)

[Lot 43: Timed Online Auction of Classic Cars & Motorcycles. Bidding Ends: 01 Apr 2021 £8,000-12,000 - Brightwells - Brightwells Live](#)

[1957 LAGONDA 3 LITRE MK 2 4-DOOR SALOON For Sale by Auction | Car And Classic](#)

[1952 Lagonda 2.6 Drophead Coup For Sale by Auction | Car And Classic](#)

Gazette Compiled by Peter Henson (H62) E. octane1@bigpond.com

Your comments/suggestions gratefully accepted.

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

With all quotes back for steering rack gaiters (copies of the original Lagonda pattern) it seems as though we must continue using substitutes, still available (First Line) but getting harder to find. At some point we may have to accept the very high cost and have reproductions made but I can't help thinking that there must be another as yet undiscovered modern gaiter that we could use. Please email me if you have an answer.

LBS 12534 is a radiator drain tap number. I have seen a number of radiators with different style taps and some, I'm sure, being home made jobs. Others may be correct, earlier examples. If you happen to have one on the bench with another number on it would be helpful to know. Please, no need to get under your car with a wire brush.

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 – APRIL 2021

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

The Spares office continues to be undermanned due to COVID restrictions. Therefore, we politely ask members to avoid phoning the office. Instead, please e-mail any enquiries to spares@lagonda-club.com, and use our smart new website for researching and placing orders - www.lagondaclub.com.

NEW PARTS NOW AVAILABLE

PRICE

GRSX16S – Securing bolt for crown wheel and diff. assembly (GRSX16), 14/60, 2L, 16/80	£16
GRSX16FS – Set of 8 securing bolts for crown wheel and diff. assembly, 14/60, 2L, 16/80	£108.80
VLV422N – Cam follower, LG45 S3 & S4 (improved design).	£21.67
GRSV07 – Timing chain set (3), V12.	£110

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 road springs that are 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.

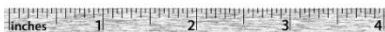
Fuel tank senders (3-terminal type), 2L, 3L.
Various DB parts, please see the Post 1945 Gazette for details.

NEW PARTS AVAILABLE

GRSX16S



SINGLE BOLT



Securing bolt for crown wheel and diff. assembly 14/60, 2L, 16/80.

GRSX16FS

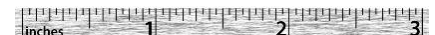


SET OF 8



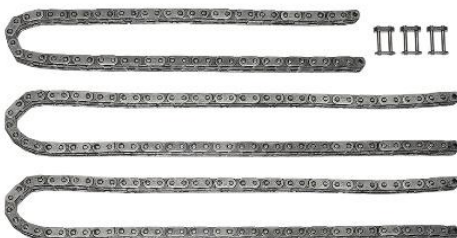
Full set of 8 securing bolts for crown wheel and diff. assembly (GRSX16), 14/60, 2L, 16/80.

VLV422N



Cam follower, LG45 S3 & S4. (Improved design).

GRSV07



Timing chain set (3), V12.