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NEWSLETTER

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This month's Guest Contributor is:

Simon Carrel – part III

No 491

August 2021

Well, things are getting back to normal and there are some competition results to report. The Curborough Sprint took place in early May (but without spectators) and our Northern Secretary Nigel Hall not only won his class but also got his photo in The Automobile ! There's no stopping the man and a month later he had a first in class at Harewood Hill Climb. Cadwell is a bit of a tight circuit for Lagondas but Nick Morley in his LG45 flew the flag and came 16th out of 21 in his race. Nick was out again at Oulton Park on July 10th where he came 14th of 21 in the race that included Mark Butterworth in his V12 who was 7th across the line and winner of the over 3000 cc class. Last race of the day was the "Light Car Race" a new innovation that attracted Richard Matthews to enter his father's 11.9 coming a credible 23rd from a field of 31. Richard will give us a full report next month. Further down the field our Competition Secretary, Tim Parker, shared a Peugeot Quadriette with Andrew Howe-Davies. By all accounts great fun and a fixture that's sure to be repeated.

We now look forward to Vintage Prescott on 7/8th August and two years on we are able to hold the second John Batt Memorial Convoy on the Sunday. John Batt arranged this convoy over many years so that we could achieve a display of Lagonda's in The Orchard. The arrangements are strictly as laid down by Mr Batt " be ready to drive off at 08:45am or we go without you ! " We will be lining up the convoy in the car park of The Royal Oak, Gretton from 08:30 for prompt departure. Please let Mark Yeomans know (Tel 01386 750251 Mob 07768 905828) if you intend to come. *There is just one possible hitch. The road up to The Royal Oak has been closed for most of this year but it should be open by Saturday 7th August. Mark will check the route beforehand and will email usual attendees if there is a problem. So make a note to check your emails before setting off !*

BDC Silverstone is on Saturday 7th August and is always a good meeting. Mallory Park is two weeks later, on Sunday August 22nd and the following weekend on Saturday 28 August, we are invited to the Henley-on-Thames Traditional Boat Festival. For details contact Jeff Leeks email@jeffleeks.com

In early September, 4th and 5th to be precise the Club has a stand at the Beaulieu Autojumble. It is, as previously, Red 300. Len Cozzolino would very much like to have a couple of members to join him, one on the Saturday and one on the Sunday. Please contact Len directly if you can help. len@cozzolino.co.uk You'll get a free entry ticket !

Those with deep pockets are sure to be at Bonhams Goodwood Revival Sale on September 18th when they are offering the entire 1929 2 litre Fox and Nicholl Racing team of 4 cars. These were collected by the legendary Ivan Forshaw and have been in the family for well over 50 years. Ivan always regarded these historic cars as far too precious to be used, let alone raced, and the only time they have been on public display was at Brooklands for our 100th anniversary. How wonderful it would be to see the team back in action, but sadly I suspect they will be dispersed to museums word wide. Arnold adds a word of caution. The cars may not be in the state in which they were raced but the provenance is unquestionably there.

It is unlikely that anyone purchasing one of the above cars will have a problem registering it with the DVLA but it is good to hear that the FBHVC has now been officially appointed as key stakeholder in the DVLA which should make it easier to reclaim registration numbers for cars that have been off the road for many years.

This month we have the final part of Simon Carrel's 50 year love affair with Lagondas

We were enjoying the Rapier and the Replica Rapide in sunny Western Australia although we found that the climate is not perfectly suited to open topped motoring. While Perth has some of the highest sunshine days per annum in the world it gets awfully hot in summer and can be very cold and wet in winter.

Also there's not many places to go outside the Metropolitan area unless you venture long distances on empty roads. No matter ... As Marshall McLuhan the American Philosopher once said "The grass is always greenest where you water it" .. so we enjoyed life with the cars in any way that made sense. But somewhat gallingly at Club events, shows or outings it was always the little red Rapier that attracted the attention. The Rapide was almost "overlooked". C'est la vie! Style over substance!

In the late 1990's Peter Whenman suggested a Centenary Rally for Lagondas to be held in 1999. It was destined to become the "Alpine Rally". The course was to start at Epernay on 22 September 1999 and then on through Chalons Sur Marne, Troyes, Dijon to overnight at Beaune on 23 and 24 September. Then on to Pontarlier and another overnight at Les Rasses on 25th. Then into Switzerland with a stop in Gruyere before overnighing for three nights at Interlaken. After doing the three passes we headed off to Eguisheim in Alsace from whence we would visit (inter alia) the Schlumpff Collection at Mulhouse and then we headed north through Epinal, Nancy and Metz before ending up at Verdun on 2nd October.

Wow! This looked great but shipping a car back from Aus was going to be just too complicated. I thought about borrowing a car – not a good idea for the lender! – so I eventually settled on trying to find a suitable "voiture". Luck plays a huge part in life and one of the UK Auction houses (I think it was Bonhams) had a lovely M45R close coupled Drop Head Coupe which looked perfect.

Sharp intake a breath and an approach on bended knee to the Bank Manager saw us acquiring BYU 647. It was a perfect rally car for the growing family as our daughter, Sophie, was just 8 and we needed something a little more "civilised" than a basic open tourer. It also had a huge lockable trunk on the back – perfect for suitcases! It had had a bit of a murky history. Restored in the USA it looked the part but mechanically it was a bit weak and the previous owner had suffered a clutch failure getting off the ferry for the Le Mans anniversary trip in 1995. So Peter Whenman did a huge service on the car and put in a Borg and Beck Clutch conversion. And off we set.

The wisdom of a DHC became apparent on day three when the heavens opened and stayed open for business for the next 7 days. I think I can confidently say that between us and the Gates family (Bill and Diana who were then the oldest members of L'Equipe Lagonda) in their drophead we were the only participants who stayed even remotely dry. Certainly Alastair Barker in his V12 Le Mans replica copped a cold shower every day – all day! Peter and Hilary Whenman in their LG45 Le Mans Rep were likewise wearing wet weather gear throughout. But it was a fabulous time and everyone enjoyed themselves immensely. All credit to Peter and Hilary for their research, meticulous planning and bookings for the whole trip which involved – as I recall – some 18 cars. Sophie, our daughter seemed to become the Rally "Mascot" and I think she developed her love for late night party sessions from hanging out with the Hine car and other "youthful" Lagonda-ists! But after the rally BYU647 had to find a new home to satisfy the Bank and a while later I found a very derelict 2 litre supercharged car in a Bonhams Auction which Peter and I decided would be a nice "project".

The idea was to do it up for club racing so we decided to bore and stroke the engine with a new crank from Allen and rods and pistons from Cosworth. Peter recommended a Rootes type blower (as the Zollers probably consumed more power than they developed) and he found a Wade supercharger – well it was actually a cabin blower for pressurising aircraft cabins – that dated to about 1935 – unused if you can believe it ! .. so the project started coming together. However sadly Peter Whenman's life rather unravelled in the midst of this and it became obvious that he was never going to complete the car. He recommended that I take it to Dave Roberts in Newbury. And so the car (well the bits) moved down to Newbury.

Peter passed away shortly after this and we lost a very dear friend, a great enthusiast and a very fine restorer. I know we all have our own memories and some sit in judgment at times but life can be very cruel at times and Peter certainly endured his share of misfortune. Vale. I miss him greatly.

Dave Roberts is a long time Club member and one of the finest prototype engineers that I know. He can literally make anything, solve any problem and he turns his hand to all manner of things. So in the process he suggested that a real improvement might be to make a cross-flow head with polished ports. One was duly cast in cast iron and what a beautiful piece of craftsmanship that was! Fitting the supercharger became an issue. The Wade, as previously mentioned, was not really a proper supercharger but a cabin blower that worked fine on a constant setting but wasn't really engineered for variations in revs. Dave engineered a modification to it to make it work as needed. But then we found that it didn't fit behind the radiator Vertically like the Zoller or Cozettes that had been previously used. We would have to stretch the Chassis by a few inches to fit it in ... (Mmmm not a good look) or, I suggested, try putting it under the radiator à la Blower Bentley ... if it would fit. And fit it did with about 10 mm clearance all

around from the cut out in the radiator that accommodates the dynamo in the conventional setup. The dynamo went to the vertical position behind the radiator. Problem solved and a very purposeful – dare I say even a “macho” looking – result!

Then we had an interesting problem. Peter had suggested that I get Midel in Australia to make an appropriate “period” SU. It looked great (and cost a fortune) but Dave found that it wouldn’t work with the set up that we now had so that had to be parked and we used a (non-vintage) SU off a Mk 10 Jag. Job done. We decided to retain the Alvis Speed 20 synchro Box that the car came with but Dave did do a Borg and Beck conversion for the clutch. The engine went to Membury for dyno testing and it was assessed at 148 BHP! Not bad for a 1931 car. And it is quick! 0-60 in about 10.8-11 secs with an ability to cruise comfortably at 85. And it looks the part too. Its done a few weddings but so far racing and hill-climbs have eluded me as the European summer has too much going on for me to commit the time.

And so, finally , with the 2 Litre (well, actually 2.4 litres now!) in a garage in Berkshire I just wanted a long legged tourer ... an M45 preferably. Fortunately I found one through the good offices of Alan Brown – restored but not quite finished and the owner (who lives in the Caribbean) had lost interest. So that got added to the stable: lights were supplied and fitted by Richard Jones and now my journey has arrived pretty well where I began 50 years ago – with a love affair with the M45! ... Still, in my humble opinion, the finest grand tourer ever produced in the UK and one of the nicest cars to drive even in traffic.

The LG45R and the Rapier have not been used much in Aus as business commitments kept me away from home for too long. But the LG is now almost recommissioned and the Rapier is next. The two “English” cars are (theoretically) fully serviceable but Covid restrictions have left them unused for the last 12 months. Australia has become a “hermit kingdom” with citizens forbidden from travelling overseas and non citizens forbidden from entering. In fact I call it “Stalag Australia” and I am re-watching “*The Great Escape*” to see if I can pick up any suggestions as to how to get out. But I’ve concluded that the only feasible pointer is James Garner and Donald Pleasance who stole the aeroplane Now there’s a thought!

Simon Carrel

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

FOR SALE



Running boards. Contacted Clive Reynolds 01782 502 433

Pre-selector Maybach Selector Gearbox(s) 2 are available, a complete and very clean Maybach gearbox together with some externals, plus another dirtier complete gearbox in bits. I also have the appropriate steering column with the gear levers on it. Contact Kip Waistell kipcarwaistell@hotmail.com or call 01981 550 293



16/80 project with current DVLA log book. Date of registration 1932. It is basically a box of bits most parts assembled but no body work. Consists of: Chassis, bulkhead, radiator, grille with slats, engine with clutch, gearbox, steering wheel and rack, front and rear axles with drums, springs, fuel tank, original dashboard and other associated bits etc. Any sensible offers considered, please contact Andrew Hill for further details. 07813 887179 grainbook@gmail.com

1934 M45 Saloon. Body work and timber frame all restored , in primer ready for painting. All wiring renewed and everything working. Leatherwork reasonable but now needs new carpet and headlining.



Taxed, MOT and running well. Detailed write up available. Offers over £ 50,000. hinedavid@aol.com 07778509556

14/60 Two Litre Lagonda Semi Sports Tourer, registered April 1928. Old English White on black, with maroon chassis



and wheels. Flat screen conversion. High compression engine, all new valve rockers. SU carb. New radiator core. New brake shoes and cables. New tyres. Full weather equipment. Completely re-upholstered in Rexine or some such. Well-finished engine with aluminium parts polished and screws, etc., plated. Auster screen for rear passengers. Generous rear footwell giving ample room for touring clobber or the bridal train. Full weather equipment. More pictures in Club's on-line Galleries. £58,000 o.n.o. Arthur Brend,

Dorset (member B1). 01929 462229 or email agbrend@gmail.com

2 ZD gearboxes and Diff from Colin Mallett (M34) either on 07920 053517 or email colin@fulvens.com

- Two ZD gear boxes. These were found on some two litres, three litres and 16/80s. They are both believed to be usable and present an opportunity to upgrade them to a close ratio ZE box using club gears.
- Two heavy axle diff carriers. One is dismantled and comes with a 3.67:1 ratio crown wheel and pinion.

A longer back axle ratio and high third gear could be attractive for a more relaxed touring 3ltr. To minimise down-time, either a gearbox and/or diff carrier with CWP could be set-up while the car is in use. The bits are attractively priced to make such an upgrade affordable. We are also open to offers.

Final parts from John Batt's garage: Contact Len Cozzolino on 01707 275 133 or len@cozzolino.co.uk for more info.

- Supercharger (non-original) plus 2 sets of s/c housings, shims and pins (will separate)
- Windscreen spotlight in excellent condition. Would grace any Lagonda
- **2Ltr bits including:** Old but very usable 2ltr tonneau and hood cover; good L/C front axles; various 2ltr/3ltr clutch parts, plates etc; various brackets, levers, pulleys
- **LG6 bits including:** false spare wheel cover complete with old leather tool pouch and Jackall reservoir; horn; rear quarter lights from a saloon; fan pulley, water pump spacer plates.

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

H 32	Christoph Hofbauer	Lindberghstr.15, D-80939 Munich, Germany N/O
H 30	Alastair Hume	16 Burgh Street, London N1 8HF 1930 16/80 Tr XMC 490
M 73	Christian Mitterdorfer	Franz Schellstrasse 92, A-7091 A-7091 Breitenbrunn am N/O
O 6	Andrew Oldman	PO Box 411, Brooklin, ME 04616, Maine, U.S.A. N/O
R 36	Clive Reynolds	Hotbeds Farm, Lask Edge, Leeks, Staffordshire, ST13 8QF N/O
R 28	Ernst Richter	Gartenstrasse 74, D-72108 Rottenburg, Germany 1933 16/80 HY 9185
S 50	Dee Searle	Parsonage Farm, Parsonage Way, West Sussex RH12 4ZF N/O
W 21	Jeffrey Weinzwieg	970 Lawrence Ave West, Toronto ON M6A 3B6, Ontario, Canada N/O

THE GAZETTE



Gazette. The 'Luckiest Country' has hit a bump in the country road! Covid has once again changed our lives as we search for more injectables and boofheads rally and rave, but we will finally overcome this plague. Snow is once again predicted!

The Doors! (Forward opening doors, of course.)

In Australia in 2012, two accidents were reported involving forward opening doors. In each case the passengers, both females, each married to the drivers of the cars involved, were deposited forcefully from their car onto the road whilst underway. One lady died instantly, the other was seriously injured. Both cars were of 1950's British manufacture but from different makers. Both cars featured forward opening doors.

After learning of these accidents, I examined the doors on my 1948 DB 2.6 dhc. I had detected no scuttle wobble. I checked the fit of the 'dovetail' latches and pins which were snug and secure. I considered that the door mounting was fine and wear was barely detectable. I also examined the door opening distance control rod at the bottom of the doors, which was serviceable. As well I inspected the door pillars where the door hinges are mounted. I considered that all was in good order.

It should have been, I re-wooded the body in the late 1960's.

I immediately grounded the car and ordered two 'throwover' latches from Woolies Spares UK. When they arrived I fitted them, one to each door and tested them. They work just fine. Rough roads and potholes caused no problem. Doors both remained firmly closed and secure. Next, I commenced to investigate just how and why these doors can open after being closed correctly. The answer turns out to be linked more with psychological reasons, rather than to mechanical or structural problems.

Read the remainder of this Gazette at your peril if you are a typical male motoring enthusiast with a chauvinistic personality!

Consider what happens when you take the car out for a leisurely drive. Haven't driven the old car for a few weeks/months. Checked tyre pressure, checked oil, water fuel and essential supplies. Load kids into back seat, lecture them about dirt on shoes and 'looking after the leather upholstery'. By now wife has brought out more essential supplies, hand wipes etc. You have forgotten the windscreen. Clean it.

You start car, kids yapping in back, wife jumps in and attempts to close passenger's door, hurts back of hand on edge of dash board, but door is closed. Snug. You forget to remove keys from garage door so you jump out, retrieve keys. Attempting to enter roadway from driveway, you notice that the changed angle of sunlight appears to indicate that passenger's door is not closed correctly. At this stage the car is stationary, wife is ordered in voice of command to 'shut the door!' Note, that on previous drives into the country this scenario has been played out any number of times. Wife is being programmed/conditioned to expect this admonishment every time she sits in the car!

Does this scenario seem familiar? It is far more common than you can conceive of or will possibly admit to.

After stopping for fuel where children demand toilet and ice creams, 'Don't let the kids spill ice cream on the leather'- from the driver. The car moves off.

A few klms down the road, travelling at about 60kph, driver notices sunlight at front of passenger door closure, wife notices husbands attention to door. . . and to avoid another earbashing, she opens the door to slam it shut!

The consequences are immediately disastrous. The door is flung back into the left hand rear wing by air pressure and wife, who held onto the door handle or the strap to slam it shut, is flung out onto the roadway!

I don't wish to describe what happens next, as children may read this Gazette, but you can imagine the reactions from the driver. Instant remorse for past chauvinistic behaviour would be one description of the driver's mindset.

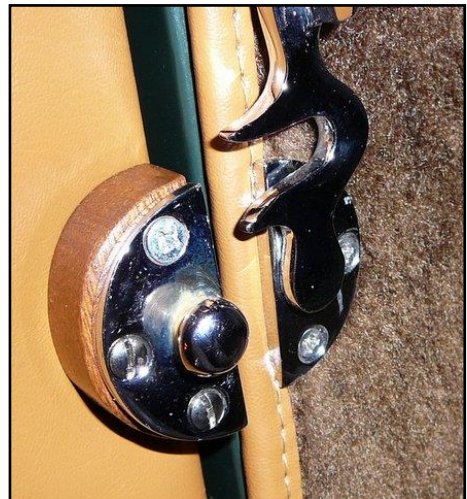
The way forward is for all of us motoring heroes is to be more considerate of our passengers, especially if we are married to them. The conditioning starts early in the life of a female passenger. Fathers do it, boyfriends do it and the way to correct this attitudinal problem is to fit these inexpensive 'throwover latches' to both front doors and to adopt a pre take off routine which involves both passenger and driver doing a visual and verbal cross check! One never hears about the doors on a 747 opening at altitude. One may hear the Skipper ordering the Cross Checks as he carries out his pre-flight.

I suppose that after reading this most drivers will think that it can't possibly happen to them. And of course they are correct, but only if throwover safety latches are fitted. The latches can be purchased from a number of parts suppliers in the UK and fitting them can be quite a challenge but most rewarding, eventually. In Australia I have seen cars of various makes fitted with lengths of rope, leather belts, bicycle tyre inner tubes and sliding latch bolts, or a combination of seatbelts and chain to prevent doors opening and passengers falling out.

One Lagonda owner suggested mounting St Christopher tokens at an appropriate position on the dashboard! It's too late to pray once the door has opened!

I have put this page together in memory of one lady that died as a result of negligence - or male ego, and one that suffered severe injury due to similar causes. You can judge. Neither car had a mechanical door problem.

Both were mothers and members of Classic Car Clubs.



Anthony Bowie has a couple of offerings for us this month. I don't know just how he manages to locate these, but thanks Anthony!

[Bonhams : Goodwood Festival of Speed: Collector's Motor Cars and Automobilia](#)

[1950 Lagonda 2.6 saloon for restoration For Sale | Car and Classic](#)

Anthony has drawn my attention to the 'back stories' of these two offerings which seem to indicate that what we see as simple auction activity, could be translated as breaking down of cars for parts and disposal of components for profit, not illegal but questionable in my opinion. It happens in Australia too!

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

I received no replies to my query about DB horn brackets and must infer that there isn't an immediate need for spares. It will be left in abeyance. If The Club were to stock fixing hardware, i.e. machine screws, bolts, nuts and perhaps some special washers what would you like to see? Threads on our DB cars are mainly BSF with some BA and a few British Cycle threads. An investigation into this has begun. (UNF threads appear on some of the Lockheed brake components but will not be part of the exercise. Neither are engine / gearbox nuts and bolts - I would refer you to Aston Service Dorset for supplies of those.) If there are particular items of fixing hardware, or any other parts for that matter, causing you difficulty I would be glad to hear from you.

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.

SPARES NEWS – AUGUST 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.

Spares Website Plea: If any member feels the parts description is inaccurate or could be improved by added instructions on fitting or additional parts that should be bought together please let us know.

NEW PARTS NOW AVAILABLE

PRICE

LUBX01 – Olives for lubrication pipe, 5/32" (Set of 10), all models.

£3.50

GRSV03AZ – Castellated nut to secure end of drive shaft (GRSV03Z), V12.

£10

All prices quoted are excluding VAT and carriage.

NEW PARTS IN PROGRESS

- V12 Timing chain tension spring set
- 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.

BACK IN STOCK

- LTH3 – Rapide drop arm gaiter.
- GRS220 – Half shaft ring nut.
- BRK421 – Rear brake sliding coupling, M45R & LG45.
- ENG403 – Ki-Gas bronze balls (5)
- SSPX12 – Rear spring U bolts, 2L, 3L.
- CST107 – Radiator to water pump (high), 16/80.
- LTH4 – Perrot shaft gaiter, single.
- SSPX02 – Standard shackle pin cent lub "D" Head 1/2

NEW PARTS AVAILABLE

LUBX01

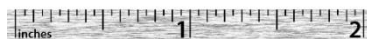


SET OF 10



Olives for lubrication pipe, 5/32" (10).

GRSV03AZ



Castellated nut to secure end of drive shaft (GRSV03Z), V12.