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NEWSLETTER

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This month's Guest Contributor is:

John Monnington

No 493

October 2021

Those that missed our Annual Gathering on Sunday 26th missed a great day out. A wonderful array of cars sparkled in the sunshine, picnics were taken on the grass, old friends reunited and new friends made. I am sure there will be a fuller report in the Magazine but suffice to say a splendid day and many thanks to Rodney Saunders and his team for making it so.

Last month I mentioned that all 4 of the 1929 2 litre team cars were up for sale. In fact only 2 sold but I have been lucky enough to have a good look at one of them, Arthurs Fox's car PK 9203. It has been beautifully restored with many interesting features but somehow lacks the patina that one might expect from a car that took part in the Le Mans 24 hour race and other events. I understand the new owner plans to return it to as near original condition as possible.

If you have been able to buy any fuel recently you will know that E10 (10% ethanol) is the new standard unleaded. The FBHVC advise that our cars are best run on super grade E5, but you probably already do this. If you can only get E10 then there are additives which have been found to provide good protection.

Our area reps. have been busy. Robin Balmain has organised a bi monthly lunch meeting at The Kings Arms in Ombersley near Worcester. The next meeting will be on Saturday 16th October. Many West Midland members will already have had notification from Robin, but all members are welcome. If you are interested in attending this or future meetings and have not had an email, it means that you are not on Robin's list or have fallen of it. In that event, please contact Robin by email <robinbalmain@gmail.com> or on 07816668065"

Further South, Catherine Monnington has organised another pub meet on Sunday October 3rd. This time at a lovely, secluded pub, The Royal Oak at Hooksway near Chichester, PO18 9JZ. The pub is off the beaten track at the end of a no through road and has a lovely paddock in which we can park the Lagondas or whatever you may have on the road that you would like to bring! Please let her know if you intend to come and numbers etc so that she can inform the pub. cmontuc@hotmail.com 07950 169684

The light car race at Oulton Park was something special and our member Ricard Matthews took part. Look out for his report in the next Magazine.

The letter this month comes from our Southern Area Representative's father John Monnington and his 2L LC GK 4650

I was interested in cars from an early age primarily due to my father who as a professional artist had possessed several interesting types of car before the war. I was sent to Charterhouse rather unexpectedly when my mother died in 1947 leaving both me and my father with little thought about my education. I was very fortunate to find after one term, Wing Cdr Michael Cook the new craft master. As he walked every day with his dog from his married quarters to the workshop I did not learn about his car until it suddenly appeared one Saturday afternoon. The car looked rather tired and well worn but to my eyes looked powerful and as a relatively new boy I blurted out the usual platitudes "how fast does it go".

I was seeking to become very friendly with both the car and its owner. Because I had so recently lost my mother, perhaps the 'powers that be' paid a little more attention to me but whatever the reason I soon became focused on cars and the RAF which Michael Cooke soon found an additional duty initiating the RAF section of the CCF. I quickly became attracted to both the RAF and cars, very nearly to the exclusion of all else, which certainly had an effect on my academic performance. Nevertheless, by the time I was 16 and had made some impression on 'O' levels I was allowed to plot my own course to some degree. In the workshop I had made a 2.5" bore steam engine, no boiler just compressed air and experimented with high-speed air driven turbines. These were so fast that once or twice they burst, fortunately without injuring anybody.

By the time I left school and after a brief period when I was destined for a career as a pilot, until I was thought liable to explode due to an imperfectly performed appendix operation if subjected to the G- forces of jet aircraft. As an alternative, I was offered a career as an engineer either in the RAF or civilian life. I chose the latter and signed up as an indentured apprentice with the G.E.C. This period at first, was both a very great disappointment to me and an enormous eye opener. I struggled with the new Midland environment, I was sent to Witton in Birmingham but I returned most weekends to my home in Groombridge, Kent and was able to buy from Michael my treasured Lagonda 2 L even though I was only 18 and just allowed to drive. As an apprentice I had neither the funds nor the room to accommodate the car in Birmingham so it had to remain at home alongside my father's studio except at weekends and the occasional holiday until due to an unexpected illness I was able to work full-time at restoring my car.

Whilst still an Apprentice I developed a keen interest in Morgans. I had two of them as well as Scott motorcycles so as you can imagine the spread of interests somewhat overwhelmed me.

John Scholey who was a Lagonda Apprentice before the war and now the owner of Martins Garage in Guildford suggested that the engine of my car should be completely stripped and rebuilt as it had received a hard life during the war years. As I was still recovering and not allowed to lift weights this seemed to be a good idea. He stripped, re-bored the block, ground and re-metalled the bearings etc all for £250 and for another £27 he had the radiator re-cored.

This gave me the first real opportunity to exercise my car once it had covered a reasonable distance to run in. Michael Cooke had given me a great number of spares together with a box containing the remains of a Cozette supercharger but on his advice he recommended that I should sell the supercharger and so I parted with the cracked main casting for £40, a price which I later came to deeply regret.

For over a year I had much fun learning to drive GK4650 without too much crunching of the gears but with several hairy moments driving around the leafy lanes of East Sussex.

I was a fairly frequent visitor to Ivan Foreshaw for spares and one day he suggested that I should consider changing the body which I thought was rather good one, for an even better body which was sheltering under an apple tree behind his workshop. I could see that the body shape was very much to my liking and so the deal was done. And the to 2 speed Scott came into it somewhere but I don't recollect any money changing hands.

By now I had fully recovered from my illness and so started to look for a job. After varied attempts at becoming a car salesman and a rally driver, in both I discovered that I was totally unsuited, I returned to my old stomping ground of Godalming and once again asked Michael Cooke for help and he soon pointed me at J.I.Blackburn who granted me an interview and greeted me with "good to see you, park your arse and start next Monday" he never asked any questions about money and neither did I. It turned out to be a very happy and long-term relationship. With GEC and the airport lighting division at Wembley, Blackburn's was a vertically integrated firm with everything from iron foundry to small instruments and experimental works. It was, I think, the best training that I could have wished for and I stayed for nearly 6 years. With a staff of 45 men all skilled and although equipped with mainly pre-war machinery, a few still driven from line shafting, we could handle anything up to 1 tonne castings. In this period I managed to substitute all the aluminium parts around the Lagonda for bronze. All this time the Lagonda was my main run around and everyday vehicle.

Fairly on in 1956 when I was 22, Great Britain was once again threatened with fuel rationing due to the Suez debacle. I thought it would only last a few months at most, so I decided to take the car off the road and do a few cosmetic jobs that I had intended to tackle. In the meantime I travelled every weekend either by my Scott 2 Speeder or an awful 600cc Coventry Climax motorcycle with double adult sidecar which caused me much trouble and some amusement.

I had been thinking of starting my own business for some time but when the Firm of W.A. Cuthbert took up the lease on some of the nearby unoccupied spaces at Blackburn's I became excited by their products. Cuthbert was a rich man who before the war had been very successful with the Riley Special. When the war ended he changed to making a line of tools to recondition engines which had a good reputation and sold very well abroad. He wanted to retire and so I, and a partner, Mike Williams took over the business. This and impending marriage and then family

commitments took all of my time for many years. It was not until the early 80's that I could find the time once again to look after the Lagonda, which I am ashamed to say had become the playground for many varied rodents and kittens.

An aunt had died and left us sufficient to pay for a complete remake of the body, hood, tonneau and petrol tank. Things by this time had become much more expensive but Mr Theobald who had been an employee of Rolls-Royce and a superb craftsman made everything for £2600 except the fuel tank and the side screens that were put out locally. At last the car began to look as handsome as she had done 50 years ago.

We took her for holidays and did many weddings and Proms for our children and grandchildren. After a varied and interesting life as an engineer I retired, and my wife Delia and I bought a narrowboat on which we pretty well covered all the Inland Waterways and lived a very relaxed time for 12 years.

Shortly after and with little warning my eldest stepson died and a year later my wife, who had always been so very active, died of dementia. I was already less able to manage the car but my youngest daughter Catherine had shown an interest in becoming the custodian of my much loved car, so I gave it to her.

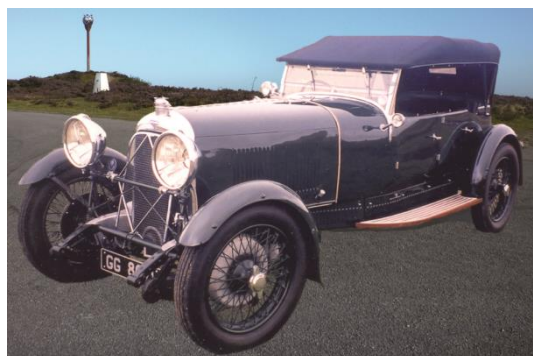
John Monnington

Sadly we have to report the passing of David Lingard. David joined the Lagonda Club on 28 May 1963 when he was at Manadon Engineering College. He owned a s/c 2 litre and made or had had made drawings of the framework of the 2 litre Lagonda tourer body which he supplied to any member who wanted to tackle that job. Our sincere sympathies to his wife Carol, his family and his many friends.

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

FOR SALE

M45 tourer. Old age and arthritis force me to dispose of 1934 M45 reg no AXO 137. When I bought the car in 1964, the original close-coupled saloon body had rotted off, but Ivan Forshaw sold me a neat professionally-made aluminium-skinned tourer body. This lovely car has given endless pleasure and amusement including eg weddings. Over the intervening 57 years almost every bit of the car has been refurbished, including a £20k engine rebuild in 2010, since when the car has done next to no mileage. Offers invited. View Dorset; contact Simon Pomeroy tel 01305 264516



1930 Lagonda 3 litre six cylinder Special Sports Tourer in British racing green known as the David Royal Lagonda.

This car is very original, tastefully restored by David including an engine rebuild. This is a very special opportunity offers around £150,000.

Contact Clive Wood on 07836 278420

1933 16/80 unique T5 tourer manufactured by Lagonda to customer special order with 2L Speed model front wings. Superb Z gearbox rebuilt with ground gears. Engine last overhauled some 10,000 miles ago with steel con-rods and shell big ends. New Avon tyres. Maroon leather work and trim very good, and hood excellent though side screen need refurbishing. Chrome fine. Owned by me for 21 years. An excellent driving and very practical car. Further photos on request. £55,000 O.N.O. Contact John Breen on 01462 677129 or breenj@tiscali.co.uk



WANTED

Wheel caps for DB Lagonda, Ideally a set of 4 wheel center covers for DB 2.6/3 Litre Lagonda wanted, any condition. Even only one as a sample would be of interest. Franz Bernhard Hatebur-Mani (H56) fhatebur@bluewin.ch

Please could you help me find a Sanction 3 cylinder head for an LG45Rapide. Adrian Rogers 01392 258562 07785909090 a@drrogers.co.uk

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

F 3	Carl Ford	23 Bridge End, Dorchester-on-Thames, Wallingford, Oxfordshire OX10 7JR N/O
F 15	Christian Fresz	Mozartstrasse 11, D-83512 Wasserburg, Germany 1928 Invicta Tr PK2552 then 937 VWL
L 1	Dirk Lindenbergh	Blikkenburgerlaan 4, 3703 CV Zeist, The Netherlands N/O
M 56	Andrea, Mandel-Mantello	Flat 10 Georgian House, 10 Bury Street, London N/O
M 53	Timm Meinrenken	Tannenhof 5, D-22397 Hamburg, Germany N/O
N 9	James Neilson,	14 Glenville Avenue, Enfield, Middlesex EN2 0ER N/O
N 11	Steven Norman	Millmoor House, Kings Street, Wimborne, Dorset BH21 4BN N/O
S 15	Norman Smit	Gorsveldweg 2, Hengevelde 7496 PJ, The Netherlands 1937 LG45 Tr ARX 600
W 50	Nicholas Williams	The Barn, Chelmsford Road, Ongar, Essex CM5 9LX 1935 M45R DHC BYU 647

THE GAZETTE



Gazette prepared by Peter Henson E. octane1@bigpond.com

Part Numbers and more, definitely more!

When one becomes involved with old cars, of whatever make, one notices from time to time sepia images of piles of rusty metal lying in grass or in chook sheds. As well, one sees eye candy displayed in online advertising. Even in reputable Motoring magazines, one may see quite attractive piles of rusty metal described with subtly phrased prose alluding to the potential value of what appears to be something that a gallon of petrol and a charged battery would turn into a show stopper! - 'Recent barn find, driven by royalty, oily rag restorer' - and so on.

If this seems to be a tad cynical let me share a recent attempt to 'enhance' a DB series car for sale on the net. As this Gazette unfolds, all will be revealed.

When we purchase a used car in this country it is possible to obtain a certificate that warrants the title to the vehicle. Of course one pays for this search. The re-birthing of motor vehicles in this country became a business in its own right, until the authorities stepped in and introduced a scheme whereby tracing of numbers became simple and mandatory, but was not necessarily enforced.

What numbers you ask? Basically engine and chassis numbers. They are held on computer by State and Federal agencies. As well we have the 'Data Dots' option.

So what? Well if you buy a Lagonda 16/80 from a retired potato farmer in Dungog in NSW, you are really taking the seller's word that what you see is what you are going to get! Sadly, our Government instituted scheme of records does not cover old crackers like Rileys or Morgans or Lagondas, simply newish cars.

Nor do our records cover parts of old cars. So the possibility is that you might buy a collection of dodgy parts, artfully homologated into something that looks like a DB 2.6 dhc, nicely presented, with Burr walnut dash and a classy paint job, on club plates and owned by the same family for ten years, only to find that in reality the car has an engine from a car in Ireland purchased on Ebay, a gearbox purchased in Bendigo and the chassis was formerly abandoned in a chook shed in West Pennant Hills!

Unlikely? Not at all. But wait, help is available. All major components of DB Lagondas are stamped with serial numbers! Engine numbers we are probably aware of. Chassis numbers, from the chassis, not the dreaded brass plate, gearbox numbers definitely from the gearbox and body numbers, from almost impossible to find components are a sure way to I.D. your D.B. Lagonda! Find them, photograph and record them with your car's documentation!

I learned recently that the Lagonda Club has stored away a complete listing of the serious numbers of all cars produced by David Browns, both Aston and Lagonda. Well, the list is not actually complete, but it is slowly being completed I'm told. Alan Heard is also a person of interest with regard to lists of DB cars. Alan has his own private listing of nearly all DB cars and owners.

Could be handy to know this sometime. I mean if you are at the local car show and a stranger walks up and claims to recognise your recent purchase of a DB3 DHC, freshly chromed and painted and demands to see your credentials, you could simply raise the bonnet and indicate your Bona Fides!

Or could you? Perhaps it's worth thinking about, and delving into Provenance, that mystical topic that only furniture and porcelain collectors seem to be really aware of.

The long story is that there was a Court in Dickensian times that devoted untold hours, weeks, months even years to decide just who owned what and when. It was called the court of Chancery and I've learned

that it was because there is always a chance that you either did, or did not, own the house, piano, Toby jug or Lagonda in question, until you could prove beyond reasonable doubt that you did in fact, own it!

Anyone out there feeling a bit nervous regarding the personal car collection? Just a word of warning, the engine numbers used on DB Lagondas and some Astons of the period are not stamped into reliable solid pieces of metal. Hard to believe, but true. So if you want to change the timing cover on these engines, you also change the engine number because the original engine number was stamped into the timing cover, not the engine block! If you are getting confused, read on!

The dreaded official looking brass plates that children and scrap collectors just love to accumulate, attached by 4 brass screws or rivets to the firewall, cannot be transferred from car to car without serious paperwork being submitted, somewhere, possibly to the Court of Chancery or Disputed Returns, or in Australia, to each individual State's Roads and Traffic Authority!

Charles Dickens would be laughing up his sleeve right now!

BTW; a Turcat Meury was sold from N.S.W. Australia about a year ago. It was kosher, totally restored and when offered for sale locally, did not get a bid. It was sold into Belgium I believe. It's provenance intact! It will be re-bodied in time. When it was imported into Australia, cars of the period were imported 'sans body', to create local jobs.

The Turcat Meury was famous as a mail contractor's vehicle, a utility, very reliable. Children around Moree in Western New South Wales recall hitching rides to school on the back of this still very reliable 1920's car/utility.

I mentioned Belgium. Seems there is a DB 2.6 dhc, needing more than an oily rag, currently on offer with one of the major Auction houses. To help generate interest, the Auction House has reproduced a Lagonda works maintenance record, about 5 pages long implying that the car was once owned by British Royalty - somewhat tied to Belgian gentry. Problem is that no one checked the names and dates or even the description of the Lag referred to, and the works record belongs to another Lagonda, not even to another DB 2.6, but to a very famous DB 3 litre DHC! Simply a glitch? Or a deliberate attempt to enhance a sale? You can judge, but it pays to look very carefully and deeply into the mouth of the horse, prior to making a bid!

If there was a reliable, accessible, listing of Lagonda cars, Club registered or otherwise, we could rest easy knowing that our car was kosher and traceable. Ron Press' website has many listings of DB cars. www.lagonda1949-1958.co.uk

The Lagonda Club website, password protected, has a Members only area where all Members may have their cars listed. It is not available to non-members.

Many thanks to Antony Bowie for keeping us informed re. Auction news.

(The 2.6 referred to in the Gazette seems to have been withdrawn from Auction.)

Here is another of Antony's advices : <https://www.handh.co.uk/auction/lot/lot-30---1950-lagonda-26-litre-drophead-coupe/?lot=2545&so=0&st=&sto=0&au=26&ef=&et=&ic=False&sd=1&pp=48&pn=1&g=1>

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

One new item added this month. DBSPK13 starter pinion retaining spring. A small quantity of new, old stock springs has been located. For future sales we will probably have to have some made.

Following on from last month's upcycling note about reuse of damaged radiator stays I have discovered another example. On top of the heater box of the 2.6 there are 90 degree rubber elbows attaching to the corrugated pipes to the demister vents via short metal tubes. If you lose one of these tubes it can be tricky finding a replacement - imperial size, very thin wall. It transpires many vacuum cleaners of the older style that have a cylinder on the floor with a long chromed pipe to the suction head are perfect donors. Before you get out the hacksaw I would recommend checking that the cleaner isn't still in use.

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 – October 2021

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

DBSPK13 - Starter Motor Pinion Retaining Spring for all 2.6, 3 Litre and DB Rapide models.

£4

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.

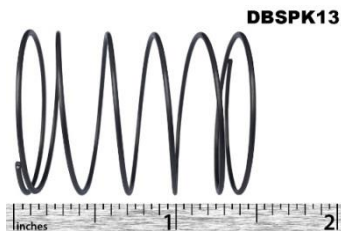
- Fuel tank senders (3-terminal type), 2L, 3L.
- Various DB parts, please see the Post-1945 Gazette for details.

BACK IN STOCK

- LTH3 - Rapide drop arm gaiter.
- LTH4 - Perrot shaft gaiter, single.
- BRK421 - Rear brake sliding coupling, M45R & LG45.

- VLV213 - Valve Rocker, Reconditioned, 2L.
- Z gears - full range of gears and shafts
- BRK220 - 2L Brake Cables (1 long 63.5, 1 short 53")

NEW PARTS AVAILABLE



Starter Motor Pinion Retaining Spring
for all 2.6, 3 Litre and DB Rapide
models.

SPECIAL OFFER

A very limited quantity of chrome and nickel early (pre-1931) plated spinners, embossed Rudge Whitworth (set of 4) are on offer at the heavily reduced price of £399 excluding VAT & carriage. Condition new, NQP. Please contact the Spares Office for further information by e-mail spares@lagonda-club.com

BRK222



BRK222N



