



www.lagondaclub.com

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
newsletter-editor@lagondaclub.com
This month's Guest Contributor is:
Paul Auston

No 499

May 2022

May 1 st	Thames Valley Pub Meet - The George On The Green Holyport, Maidenhead (contact Jeff Leeks jeffleeks007@gmail.com)
4 th	Lagonda Club Northern Dinner , Rossington Hall, Doncaster. Let me know if a contingent wish to head North for this popular event. Contact Nigel Hall, (nigelhallgb@gmail.com or 01457 762766)
7 th	Open day at Formhalls Vintage & Racing Ltd , to include refreshments and light lunch. Details to follow. Contact Catherine Monnington (cmontuc@hotmail.com or 07950 169684)
7 th	LC E Midland pub meet , The Wheatsheaf Inn Leicestershire, Contact John Boyes john.s.boyes@btinternet.com 01455 556015
14 th / 15 th 22 nd	Beaulieu Spring Autojumble LC Southern Area lunchtime meet at The Star Inn at Waldron from midday.
June 5 th	VSCC Race meeting at Donington
19 th	Robert & Tanya Lewis' Car Museum collection in Churt, Surrey from 11am. Contact Jeff Leeks jeffleeks007@gmail.com 01494563188
29 th	Suffolk Dinner at Ufford Park Hotel followed by visit to Lagonda Spares at Saxmundham followed by a pub lunch. Contact Colin Mallet colin@fulvens.com 01728 688696

A few brief reminders of some of the events that were highlighted in last month's letter.

Almost on us is the Northern Dinner on the 4th of May. If you have been meaning to book but done nothing about it then call Nigel Hall on 07831 638383 NOW You might just be lucky.

There is still time to book to see the Lewis Collection on 19th June. Please see the flyer with the January Newsletter for full details.

The Suffolk Dinner is on Wednesday 29th June, kindly organized by Colin Mallet (colin@fulvens.com or 07920 053517). All the details are in a flyer with last month's letter.

A visit to Brooklands is always memorable and The Aston Martin Heritage Trust are inviting us their festival there on Sunday 14th August see <https://astonmartinheritagefestival.co.uk>.

The VSCC Race meeting at Donington on June 5th has a race for "Long Cars" sponsored by Longstone Tyres. This is tailor made for 2 and 3 litre Lagondas as there will be no fussy specials or big bangers allowed. If you have ever thought about racing, or would like to come back to it, and have a suitable car – this is the race for you. So far there is only one Lagonda entry, surely we can do better than that.

Our letter this month is by Paul Auston.

At some point in my distant past I harbored a secret wish to be the driver of Chitty Chitty Bang Bang. Instead of Chitty I started with an A40 of questionable parentage, the car that is, and moved through all manner of rot boxes held together by duct tape, Isopon and Polyfilla, aided by Brillo pads to fool the MOT examiner!

Move on a few decades and to a car that I first set eyes on in 2008 in a farm barn all covered in blankets and was a companion for my XK150DHC. I had managed to persuade the owner (John) of the XK to let me have her some

while back. I returned to see him with the XK recommissioned back to her former glory. We walked into the barn and I looked lovingly again at his Lagonda. Dealing with John, who is unbelievably sprightly in his 90's, is a joy. He is a true gentleman of the old school.

He was only the 2nd family owner!

The negotiations stretched out over the years until one day his son, a friend of mine, called and said that his father wanted me to have his beloved car, and so the journey started. The inestimable and unflappable engineer supremo John Sabourin, near Lydden in Kent, was the first to get to work on her. Within a day she was running. To the owners great credit he, even in his 90's, started and drove the car a couple of miles around his farm every so often, the engine having been completely overhauled in the 1980's by the noted Lagonda engineer Mr Whenman, only to be laid up in the barn in 1984/5. The engine was scoped, it was found to be in "as new" condition—a result!

The basics included removing the fuel tank, which was very cruddy inside. John Sabourin having completed the basics and getting her up and running, it was time to go to West Stoke where Jim and Billy at 20th Century Cars went to work.

Engine and box out.

The discoveries made were like a journey through history; a front crossmember was cracked and some research with the previous owner revealed a rather inebriated first owner's son altercation in the 40/50's with a roundabout...apparently you are supposed go round them, not over them.

Move on to the bulkhead and a very close inspection revealed hairline cracks, eight of them!

Out it comes and so it went on. All the interior we tried to salvage, but the hood, seats and carpet had all gone far too far. Jim set to work creating new leather upholstery and hood.

Billy in the meantime exhausted himself with all the mucky stuff; axles off, diff rebuilt, road springs removed and re-tempered. The wiring was a rolling fire hazard, bits having been added over the years, and so we decided to make a replacement using in-period cloth covered wiring to make the looms.

We left the dings and dents, the little bubbles under the paint, cleaned up the very original bodywork with elbow grease, and the result is a car with as much patina as could be saved and is now, I hope, a good example of this lovely three-owner Lagonda M45 Rapide, a rare car in any event with very few tourers made. Even fewer remain today with the coachwork that they left the factory with, so many saloons being cut down or rebodied over the decades. Luckily for me the original T9 body remains with all its scars, offering the discerning viewer a trip down motoring history, from the honeymoon trip made in the 1930's to Italy and all that entailed to the 21st century.

No museum piece this, she will be used and probably, if invited, will offer a Lagonda challenge to the Bentley and Benjafields boys at Goodwood.

In the meantime I shall be content, as I am fortunate to have a very attractive lady in my life who is happy to wear a cap with a peak at the back, goggles and a long scarf whilst being rushed through our country lanes in style. Not sure that my Toad outfit is really up to snuff, but as the guys at 20th Century Cars in West Stoke near Chichester will tell you, the klaxon horn under that long bonnet is everything Mr Toad would have dreamed of!

Paul Auston

Sadly we have to report the death of one of our German members and dear friend to many, Hardy Uberreiter. He loved his "Oldtimers" (he had many of them) mostly he loved to work on them more than he drove them. His typical outfit was his dungarees, unfortunately, with a big Bentley logo on his chest. He was always generous and in good spirits on our Lagonda meetings either in his splendid V12 DHC or his trusty 3 Litre with his special electronic magneto. We send our condolences to his wife Hanni and couple this with thanks to her for organising not one but two of our Continental Rallies. Information supplied by Eckhard Fabricius.

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

FOR SALE

LG6 Tourer ex John Batt. This is John Batt's LG6 which won the "Best in Show" at the Club's AGM when the Specials were featured. The car, as you would expect is in superb condition having only finished a complete build in 2005. The engine is silky smooth and purrs as it should. John fitted a Roots supercharger to make this an exceptionally rapid LG6. The S/C is not currently fitted but comes with the car. Open to sensible offers. Contact Len Cozzolino at len@cozzolino.co.uk or 01707 275 133.



2ltr Spares from James Woollard: 3 high chassis blocks, 1 low chassis block, 1 high chassis sump, 1 low chassis sump, 4 cylinder heads, 1 aluminium head, 1 crankshaft, Various hubs, Various half shafts, 1 new heavy half shaft, 1 o/s high chassis water plate, 2 cardan shafts, 2 l.c. stub axles and kingpins, 2 flywheels, Various clutch plates and brake drums, Various brake shoes, 2 high chassis exhaust manifolds, 1 high chassis inlet manifold, 1 timing case for blown car, 1 timing case for unblown car, 2 timing covers, 2 back axle casings, 1 back axle casing with brakes, 1 low chassis front axle (bent), 1 oil dipstick, Other small parts CONTACT JAMES WOOLLARD AT 01359 270878 or woollard.gerry@gmail.com

M45 Parts from Colin Mallet: I have been tasked with selling a collection of M45 chassis, engine and gearbox parts on behalf of a longstanding Club member who has sold his car. I would consider selling everything as a single lot or individual parts. Prices will be sensible prices. Photos are available. Please contact me on colin@fulvens.com or mobile 07920 053517 for further details.

1927 Lagonda 14/60 Tourer. Formerly owned by the infamous Donald Crowhurst (1969 Golden Globe Race) this beautiful old lady has excellent bodywork and interior and comes with hood, tonneau and interesting history file. She is just completing an extensive engine rebuild (£25k +) due for completion mid-April then she will be ready to meet her new owners. She is running well and sounds amazing (video available on request). Viewing and test drives are available at the specialist workshop off M40. She was valued at £75,000 before the engine rebuild so open to sensible discussions! Helen and Tony helenbriscoe66@gmail.com 07525637353 **(Non members)**

LC 2ltr tr. The car is NOT concours but is a well-loved, well-known, delightfully preserved car with lots of history. Easy to drive, many thousands of miles of pleasure motoring, 60 + races, numerous rallies, and static events. Was awarded the Rolex Award for presentation and performance at the Monterey Reunion in 2010. She has competed in the Monterey Historic. Price is \$95,000 delivered to the docks in Oakland and shipping can be arranged. The car is at Fantasy Junction in Emeryville, more details will be on their website. Graham Wallis email lagonda29@earthlink.net



Spares from Jeff Leeks jeffleeks007@gmail.com

- **3 LITRE DB PARTS/SPARES:** Please asked for my updated DB List of spares/parts now available which includes; Bonnet in great condition, Chromed Grille complete with starting handle flap-lovely undamaged patina finish, Speedometer/Rev Counter-like new, Steering Rack, Chrome Trim, Chassis Parts incl set of Brake Drums & Backplates all two pack black painted, Fuel Tank, Twin Fuel Pump, Distributor, Lower Body Side Sills-restored, Dealer Workshop Manual
- **V12** Water Transfer Castings (pair new), Air Filter-original twin flat type two pack black painted
- **2 LITRE Cylinder Head**, with or without oil pipes-sound condition

Berne Holthusen Lagonda book: Cloth covered with slip case in virtually as new unmarked condition. Limited edition number 425 Palawan Press 1996. Please make me an offer or phone or email to ask me about it! Neville Jamieson nvj1000@cam.ac.uk or 07917798718

WANTED

Information: I am researching EAR 659 originally owned by Alan Good and sold by him to Alfred Moss, Stirling's father. I am led to believe that someone may have photos of Sterling and his father with re he car. I am intending to research as much history as possible and one day restore the old girl to challenge for Pebble Beach. Any help or information would be a very much appreciated. Contact Adrian Burr adrian.burr@springbournehomes.co.uk

M45 radiator wanted for my M45 saloon rebuild. Core condition not too important as I'm prepared to re-core but top and bottom tanks hopefully in reasonable condition. Prepared to consider anything. Peter Weir 01631710451 pnweir@hotmail.co.uk

NEW MEMBERS

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

B 63	Blerkan, Kurt	1321 Golden Willow Road, Evergreen, CO 80439 USA 1950 DB2.6 DHC LAG/50/112
L 8	Werner De Laet	14 Jan Tasselaan, 2960 Brecht, Belgium. 12/24 Tr 7122 YM 221



THE GAZETTE

Here we are, nearly halfway through 2022, Covid seems under control and an interesting long drive in LAG/8 is being contemplated.

But it seems that the weather gods are against us. My local town, Lismore, NSW, has been hit by 2 major floods in a row, about three weeks apart! The region has been declared a National Disaster area, so it would be obscene, to be on the scene, simply driving for pleasure in this district. Persons might throw rocks!

One of the joys of owning and restoring these cars is that one is never stuck for a task to complete, either on the car or around the workshop.

My neighbour, whose family migrated from the Punjab Delta many years ago, farms Lychee fruit and runs a few head of cattle, though this is scarcely cattle country. You could say he is a farmer but that is not really what he does. Rather, he spends time crushing rocks with a 60 hp. Mahindra tractor. The Mahindra, an excellent tractor is based on the 660 David Brown tractor, one of which is parked outside, uncovered, in all weather, slowly rusting away. It was his Dad's first tractor and so has a certain place on the family property, along with every tool, a set of engine sleeves and other bits of junk one finds lying in the grass on most farms.

I mistakenly let slip that I had a lathe and welding equipment some time ago. Now, whenever the rock slasher or the mighty Mahindra fails, I am consulted, or if anything else goes wrong I seem to become involved. This all seems appropriate when one considers that my DB 2.6 dhc was probably built alongside my neighbour's stagnating DB 660!

But . . . 'I could sit, and eat Lychees, one hundred per Day!' – that's a line from an old Chinese Lychee growers chant, and Lychees are delicious, ask anyone who has had a posting to Malaya.

It was a memory that Ken Painter (RIP) shared when he visited our home in Australia some years ago. Ken's seemingly sudden passing, recently, has left us stunned! His Marque enthusiasm was infectious. Let's hope someone can replace him soon.

Some good news from Australia. A new Lagonda Club Member has undertaken the restoration of one of only four (I believe) LG45 de Ville saloons left intact in the world. The rest junked for specials or whatever. He will be looking for friends no doubt.

Sadly, the LG 45 was owned by a staunch Lagonda Club Member who passed away quite recently. He was Christopher Aplin (RIP) of Canberra. Chris was born in Exeter UK, I believe and spoke with a strange accent. I must admit that I cannot perceive just where English people are from when they speak, but Chris had many stories from elsewhere to relate. He was head hunted from the UK after WW2 to work for the Australian Government as a Statistician, but also trained as a Mech Eng. Chris loved music and could sing and perform, sometimes quite well.

Lagondas and the Lagonda Club were very important to Chris. He and wife Elizabeth were founding members of an Australian Lagonda owners group which formed in 2012. He will be missed by many here,

as well, his wicked sense of humour will be missed, but I will no longer have to be 'on guard' when the much patinated LG 45 appears, flags waving, with cannons mounted on each front mudguard and military music blaring!

There is currently, three Lagonda restorations underway in OZ right now. The de Ville and two DB dropheads. As well a new owner and Club Member, Richard Harvey, has taken over Nick Proferes' (RIP) DB saloon. More of this another time but very interesting to see these cars staying in Australia and being restored.

On technical topics, I have reprints of excerpts from 'Dicko' Dickson's observations regarding the wobbling crankshaft syndrome of the DB engines that could be available. Also some data on camshafts that is interesting and might aid some owners to find that elusive engine miss or 'spitback' that plagues these engines from time to time.

Another technical article is to hand regarding the conversion from Positive + Ground, to Negative – Ground and the electrical implications for ignition spark intensity, which I had learned about during my days as an RAAF apprentice and promptly forgotten all together.

If your DB 2.6 suffers from this malaise, perhaps checking spark plug heat range and gap and the grounding direction of the coil might just help. Coils are marked at the low tension terminals; battery negative ground means coil negative must be connected to the points, to enable the coil to ground through the points, regardless of how the coil may currently be connected.

This particular basic electrical principal might be of interest to those who have converted to electronic ignition system on the DB cars. I'm still Kettering away!

Another thing that might help is checking valve clearances and ignition timing.

I intend to expose the front suspension to close scrutiny in coming Gazettes and would appreciate inputs from DB owners.

The period open for requests of plans for the 'oil catcher' published in the last Gazette has expired – you're on your own now with this project. It will be May soon!

Now for 'News from Antony' who seems to have contacts in all genres, including musical!

[https://www.obfs.co.uk/cars_1954_Aston_Martin_Lagonda_DB_3_Mk_1_DHC_RHD_For_Sale_\(carandclassic.com\)](https://www.obfs.co.uk/cars_1954_Aston_Martin_Lagonda_DB_3_Mk_1_DHC_RHD_For_Sale_(carandclassic.com))

[1951 Lagonda 2.6-Litre Drophead Coupe by Tickford | Fort Lauderdale 2022 | RM Sotheby's \(rmsothebys.com\)](https://www.rmsothebys.com/1951-Lagonda-2.6-Litre-Drophead-Coupe-by-Tickford-Fort-Lauderdale-2022)

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

Bumper mounting post anti-rotational pins are now at The Lagonda Spares Shop, part no. DBBDY07. No other parts news at this time.

Should you discover that any minor fettling of Club DB parts is required - I'm not aware of too many problems - please pass details back to me so that I may add notes to the listings and maybe save others a little time.

We are always eager to receive suggestions about parts it may be possible to have reproduced though I would remind you that these should not include engine or gearbox components.

Please order parts via the website if possible.

SPARES NEWS – May 2022

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

NEW PARTS NOW AVAILABLE

	PRICE
GRSV08 – Cam chain tensioner engine set, V12 S1	£160.48
GRSV09 – Cam chain tensioner engine set, V12 S2	£85
GRSV10 – Oil/water pump/dynamo drive chain tensioner assy. V12 S1 & S2	£98.60
DBBDY07 – DB Bumper support shaft anti-rotational pin, all 2.6/3L	£2
PMPV01 - V12 water pump	£1800
SPK410K - M45 Alternator	£1475
SPK410K - M45 Alternator	£1475

All prices quoted are excluding VAT and carriage.

BACK IN STOCK

CLT203 – Clutch driven plate, 2L & 3L.
 SPKX02/SPKX03 – 4ft/2ft Ignition lead tubing.
 VLV406 – Exhaust valve, Meadows S3 & S4, LG45 & LG6.

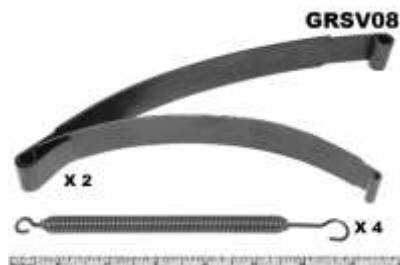
NEW PARTS IN PROGRESS

- 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 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



Cam chain tensioner engine set,
V12 S1



Cam chain tensioner engine set,
V12 S2



Oil/water pump/dynamo drive
chain tensioner assy, V12 S1 & S2



DB Bumper support shaft anti-
rotational pin, all 2.6/3L



V12 water pump, a very accurate
copy of the original but with
modern seals and bearing. Does not
include impellor as these rarely
need replacing.



M45 Alternator, a direct
replacement for the original
dynamo comes complete with new
gear for distributor.



**Robert & Tanya Lewis' Car Museum Collection,
Churt, Surrey on
Sunday 19th June 2022**



The Lagonda Club have been personally invited by Robert & Tanya Lewis and they would love to see as many of our pre and post war Lagonda's and Aston Martin's attend their Car Museum Collection as possible.

Aston Martin Owners Club has also been invited to share this unique recently extended Collection and new Showroom Display areas, probably the largest private Collection in the UK.

These types of Events draw several hundred Vintage & Classic cars throughout the year and we hope to encourage many of our Members to join this exciting opportunity.

You may recall that Robert & Tanya are Lagonda Club Members, who now have a Collection of 75 cars at their home. This includes a Lagonda V12 Le Mans Replica frequently raced by Robert, an M45 Saloon and Earl Howe's V12 Lagonda with some superb extensive automobilia.

To appreciate fully what there is to see at their ever growing Collection and Showrooms, which includes c 20000 sq. ft. of Barns / Dioramas / Garages / Scenic Displays, visit their son's website @ www.zachsgarage.co.uk To help you navigate this site above 'Click Here to Enter' / 'Find a Venue' heading & click / Select 'The Garage's' / Click the circle below 'Take A Look' / Click 'Move' / and click full screen icon and you are off walking forward or backwards , left or right using your mouse and scroll wheel intuitively into the different Marque Garages. Alternatively go to Google Images UK and enter Robert Lewis Car Collection- you'll be amazed by what you see.

There is no admission fee, but a Donation will be collected per car on arrival from 11.00 am onwards, primarily in aid of Challengers-a children's Charity and other nominated Charities.

These Events have grown since 2005 and are akin to a small Country Show, but centred on the Vintage & Classic car enthusiast and their families. Parking on grass makes bringing your own picnic lunch an extra treat. Dogs must be on leads at all times. Tea, coffee and cold drinks available on-site.

The Museum site is based in Churt, Surrey -- the address will only be given out to you when you pre-book.

For further information and/or to pre-book, which is essential by email, contact : jeffleeks007@gmail.com

