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# NEWSLETTER

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This month's Guest Contributor is:  
**Tim Wadsworth**

**No. 504**

**October 2022**

For more details see EVENTS on the Club Webpage <https://www.lagondaclub.com/events/>

## October

1st	<b>LC East Midland Pub Meet.</b> The Wheatsheaf Inn, Woodhouse Eaves, LE12 8SS. Contact John Boyes. 01455 556015
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They've done it again ! Our AG and AGM organisers have organised a fine day and an impressive turnout. We owe Rodney Saunders, Len Cozzolino and James Baxendale a big thank you for their hard work in ensuring everything went smoothly, not forgetting Alan Harrison who provided all the sound and vision equipment. Those staying overnight reported that the hotel had much improved and it is likely we will be back again next year. A full account with concours winners will appear in the Magazine.

The AGM commenced with a minutes silence in memory of Clive Dalton who died on Sunday 18<sup>th</sup> September after a long illness. Clive joined the Lagonda Club on 20th September 1959 and was the Club Chairman from 1998 until 2004. He was well known for driving his Continental 2 litre to many dinners and rallies overseas, together with his wife Shirley. The meeting expressed sincere condolences to Shirley and their family. In due course the Magazine will publish a tribute to Clive. Please send Roger Seabrook your memories of him.

There are some successes to report. Paul Tebbett gained a 1<sup>st</sup> overall in Class 6 at Prescott in his LG45, beating no less than 13 Vauxhall 30/98s Well done Paul.

Peter Brown, who has recently acquired the Fox and Nichols 2 litre team car PK2902 took it back to Brooklands where it raced in 1929, and won the Robby Hewitt Memorial Trophy.

The West Midlands Area is changing its venue to The Chequers at Crowle Green which has a very large car park and excellent beer! Their next meeting will be on Tuesday 11th October at around 12 noon. The post code is WR7 4AA tel 01905 381772, Please contact Robin Balmain on [jenniferbalmain@btinternet.com](mailto:jenniferbalmain@btinternet.com) to be kept informed of West Midlands events.

Our old friend Patrick Rollet, himself a 16/80 owner, gives us the dates for the ever popular Fougères Rally in Brittany and Normandy, which are June 2<sup>nd</sup> to 5<sup>th</sup> 2023 The final programme and application form will be ready at the end of November. For details see [www.rallye-fougeres.org](http://www.rallye-fougeres.org)

In the July Newsletter we reported on Lagondas success in the Longstone Long Car Race. The editor now reports more fully on an incident filled weekend.

It was in the paddock at Mallory in 2021 where I bumped into the, ever enthusiastic, Dougal Crawley. Dougal's company Longstone Tyres had sponsored the *light* car race at Oulton Park earlier in the year (see Magazine 270 for a report by Richard Matthews) which had been a great success. I suggested that next year his company should sponsor a *long* car race. We agreed that this should be for proper 4 seat touring cars of modest power. Over the next few months Dougal developed the idea through his Facebook page and with the VSCC. The meeting would be Donington and the date June 5<sup>th</sup>. Dougal was keen that this should be a fun race, in fact he threatened that the first three cars home would be disqualified for taking things too seriously! (a threat that was not actually carried out)

In the event Dougal's aim was largely met and the entry consisted of 2 Lagondas, a 2 litre and 3 litre, 4 Bentley 3 litres, 9 Vauxhalls mainly 30/98s, 2 Delage DIS, and one each of Rolls-Royce, Sunbeam, Panhard, Hudson, Crossley, Chevrolet, Lea-Francis, Bean, Dodge and Ford. In all 27 entries encompassing 14 different marques. On the day 22 started on the final grid and 19 finished.

Saturday was a pleasant day and I enjoyed a good run up to my pub B&B but the omens for Sunday were not good and, sure enough, a steady drizzle was falling when I arrived at the circuit for scrutineering and early practice. Donington lies under the approach to the East Midlands airport so on top of the drizzle we had the droplets of burnt fuel from the approaching aircraft to contend with. It all made for an interesting drive, not always in the direction intended.

My first race was the Owner Driver Mechanic race for pre-war sports cars. On the second lap just rounding Mcleans the car lost all power and I pulled over on to the grass. As soon as I could get the bonnet up the cause was obvious – the magneto strap had come loose and the ignition timing had been lost. I could have quickly rectified it but the marshals were insistent that I be towed off the track and the race was 'red flagged'. Back in the paddock the matter was easily sorted, but my race was over.

There was then a long wait until the last race of the day, the Long Car Race, during which time the weather didn't improve and the tow truck did brisk business, delaying the programme considerably. The spectators began to drift away until there were probably more drivers and marshals than spectators. Eventually the race got away only to be 'red flagged' after 13 minutes to remove a stationary car and we were all brought back into the pit lane. The race had been advertised as a 40 minute race for one or two drivers. 6 drivers, myself included, had opted to drive solo giving us something of an advantage not having to stop for a driver change, although this could have been done without penalty under 'red flags' but I don't think anyone did. Eventually we were lined up again in the original grid order to start afresh for a 27 minute race.

The 30/98 Vauxhall of Julian Ghosh was on Pole with Jeremy Brewster's Lea-Francis along side. Row 2 had Richard Frankel's TT Bentley and another 30/98. The Lagondas were 5<sup>th</sup> and 6<sup>th</sup> on the grid. I got away well and by the end of lap 1 had gained 2 places with Richard Frankel's Bentley firmly in first place. It stayed like this until lap 4 when the leaders swapped places. By lap 5 a number of cars had dropped out and others had started to come in for their driver change, allowing me to move up into first place. I wondered if I should come in for a token driver change but we had not been given any instructions to do so and anyway I was enjoying myself. Dougal did say we should have fun and not to take things too seriously. Gradually the new change of drivers started making up ground and by lap 8 I had lost the lead, dropping to third on the penultimate lap. On the final lap the Bentley inexplicably slowed and was passed by both Lagondas. Coming through the chicane onto the finishing straight the Lagondas were side by side. This was my opportunity to retake the lead and so, holding the car in third, I watched as the rev counter needle hit the 5000 mark and then some. It was just enough to inch past the 3 litre and take the flag by 0.9 of a second. Although I didn't realise it at the time, Lagondas had come first and second.

These days Finish Marshals don't leap on to the track brandishing the chequered flag, 'elf and safety dictates they just poke it through the pit wall railings. It was therefore no surprise that I didn't actually see the flag and continued racing. It became obvious that the race had finished when I passed the flag for the second time and then, rounding Redgate corner on my slowing down lap, the engine died.

Greeting the tow truck driver as an old friend, I was towed off the track for a second time that afternoon, back to the paddock where by now the Longstone party was in full swing. Champagne corks popping and much merriment. I would have loved to join them but I had a sick engine to sort out and 100 miles to drive home that evening. I found the ignition timing had slipped again, this time the magneto was firmly in place and I can only assume the actual gears had jumped a few cogs. (all those revs ?) I reset the ignition once more and then noticed to my horror petrol spurting from a fractured solder joint on the pipe to the rear float chamber.

The Way brothers who had driven their 3 litre Bentley into 7<sup>th</sup> place kindly offered to help and together we managed a temporary repair with a bit of old rubber tube and a couple of Jubilee clips. The party was now well and truly over and the paddock almost deserted. It would be getting dark soon, not the best conditions for setting off for a long trip home, so I rang my wife and said I would see if the pub could put me up for a second night. In the course of conversation my wife casually mentioned that I had had an e-mail congratulating me on my win. The first I knew of it !

I set off cautiously the 2 miles to the pub only to find it in darkness when I got there. The notice board said they closed at 4 p.m. on a Sunday. With visions of sleeping in the car overnight, I called them from the car park.

Fortunately, the manager lived in and I could have my old room for the night, but there was no food. Much relieved I finished off half a pork pie left over from lunch and woke the following morning to a better day. I thought it prudent to change the fibre timing gear (I always carry a spare) and the manager was happy to let me do this in the car park. Just as I was about to leave I saw water flooding out of the water pump. Not another thing. This time there was really nothing I could do about it, so with a 10 litre canister of water kindly provided by the chef, I set off to see how far I could get before calling the rescue services. Driving very steadily and constantly watching the water temperature gauge, I reached the first service station, and to my surprise hadn't used as much water as I expected. Encouraged, I carried on and eventually reached home, still with some water in the radiator. What a relief. It was only then that I could check the VSCC website and confirm that I really had won.

A couple of days later I got a very nice letter from Dougal and a parcel with a magnum of champagne. If there is a long car race again next year, will I take part? You bet.

#### **Tim Wadsworth**

**Comment from our Treasurer, Brian Green:** Members who attended the recent AGM, and those who have watched the video recording, will have heard me talking about the impact of inflation on our operating expenses and on the cost of new parts, where we are seeing increases well in excess of the headline inflation figures. Unfortunately, coupled with the rise in prices, we have seen a slowdown in the number of spares being ordered by members and the combination of these two factors has resulted in a sharp reduction in our income and our cash.

Our policy has always been that the Spares Section should be self-funding from the sales of spares, and therefore all these cost increases will soon have to be passed on to members in the form of higher prices. We are contemplating an increase in spares prices on the 1st of January, well ahead of the normal 1st of April date, but spares bought and paid for before the 1st of January will be at current prices - so get your orders in now, particularly if you are planning some major winter work on your Lagonda. Save yourself some money, and help the club's cashflow at the same time!

**ADVERTISEMENTS:** All advertisements should be sent to Len Cozzolino ([len.cozzolino@lagondclub.com](mailto:len.cozzolino@lagondclub.com)).

**Lagonda Speedo (0 to 80mph) and rev counter.** Both were working when removed. £375 each ono. Plus very nice Lucas ammeter with bevelled crystal glass and Smiths clock. Offers for these. Contact Len Cozzolino 07789001716 or [len@cozzolino.co.uk](mailto:len@cozzolino.co.uk).



**Clear out of Newsletters and Magazines,** Suit new member. Over 30 years of Newsletters (inc spares page) plus last few years of Magazines (all mint) otherwise they will end up in the skip. Nominal price plus P&P. Mike Farrow 01544 267 371

#### **Parts for sale by Jeff Leeks [jeffleeks007@gmail.com](mailto:jeffleeks007@gmail.com)**

- **3 LITRE DB PARTS/SPARES.** Please ask 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, Chrome Trim, Chassis Parts inc set of Brake Drums, Brake Linings & Backplates all two pack black painted, Handbrake with Cable, Fuel Tank, Distributor, Lower Body Side Sills-restored, Dealer Workshop Manual. I can also supply new stainless steel exhausts and wiring looms to order-ask for details and a quote
- **2 LITRE** Cylinder Head, with or without oil pipes-sound condition, Smiths Cricklewood 4" clock with dash bezel and silver dial with black markings, NGK B6HS new plugs-30 off, Needle Roller bearings for Z gearbox

**1934 M45 Saloon.** Immaculate Condition and ready for immediate use.

Total engine rebuild 9,000 miles ago, FSH with 40 years of invoices. Completed in many tours including France & Le Mans, Ireland and Isle of Mann.

Present ownership for 30 years. Continuous log of every journey since 1982. Known history from new. All matching numbers. £79,950. Alan Whitehead call 07770 582300 or 01204 491737



**LG45 DHC** Selling on behalf of long term owner now unable to drive. Contact David Wall 01603 782353.

## WANTED

**Blanking cap for radiator cowl starting handle aperture.** Chromed "Bowler hat" design, push-in/twist as used on 1<sup>st</sup> few LG45's (remnants of the M45/M45R) Not the usual cast type with ears. Will buy or exchange against any of my surplus spares. Mike Farrow 01544 267371

**3ltr Tourer** I am interested in a 'vintage' Three Litre tourer. Anything considered. Colin Mallett 07920 053517 [colin@fulvens.com](mailto:colin@fulvens.com) (Member)

**For my 1929 2L Lagonda.** Down draft cylinder head; fuel level gauge for the dash; fuel sending unit for the fuel tank. Thank you for your help and consideration for a new Club Member 001 714 222217 [Doctorjohnson@msn.com](mailto:Doctorjohnson@msn.com)

**LG45 (or M45 / LG6), either an original Tourer or DHC.** Condition is not of great importance, but she must be complete and original not a converted saloon please. I prefer to avoid traders or dealers. Fully restored, preserved or a half-finished project are also options I will consider. I can buy outright, or I can exchange her for my DB 3 litre with cash difference either way. I have finished a high standard, three-year restoration of my post war Lagonda: A 1955 DB 3Litre DHC (series 2 complete with overdrive upgrade). She completed all her shake down test-drives without issue and I have since enjoyed some very comfortable, medium distance touring in her over the past 18 months. Due to limited garage / workshop space a part exchange might be more convenient for me at this time. I have digital photos of my car that I can send upon request.

Please contact me with full details of your car, including photographs, at [keith@glenbourne.co.U.K](mailto:keith@glenbourne.co.U.K).

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

B28	Christopher Battersby	29 Whitepost Hill, Redhill, RH1 6PE
C 35	Michael Crow	Old Foxhunt Manor, Waldron, East Sussex, TN21 0RU
H 58	Ian Hissey	35 Regent Street, Westend, Stoke on Trent, ST5 4HQ DB 3.6 Saloon LAG/50/191 ASY 77
J 4	Dr. Greg Johnson	PO Box4622, Cave Creek, AZ 85327. United States 1929 2 litre OH 9517 PG 4609
N 7	Philippe Nogen	2 Rue Guénot, 75011, PARIS. France M45 DHC Z10718 BKJ 950



## THE DB GAZETTE

Returning to the DB 2.6 front end for further comment on replacement of Harris bushes. At least we understand their function now, don't we?

This comment is regarding the hollow shaft that carries the bushes, in particular, just how is the shaft retained in the upper and lower mountings? These mountings, two on each side, support the weight of the front of the car via the upper and lower control arms. They are, understandably, manufactured to last. The Harris bushes isolate the control arms from the upper and lower pivot points allowing designed, controlled, radial movement. We recognise this as up and down movement of the chassis as the wheels stay, mostly, on the ground!

I was prompted to return to these items after the inspection of some parts I had salvaged from LAG 50/99. This chassis had been left to rot in an orange orchard, in the open for many years. Prior to, it had been involved in a front end collision and some attempt had been made to repair the extensive damage sustained. Corrosion had taken over but I was able to use many of the front suspension components.

Separating the suspension upper inner pivots proved to be extremely difficult as corrosion had 'locked' these into the towers, but I persisted. Then I found that some unknown Australian had modified the mounting points by drilling a hole through the side of each tubular pivot mounting at the cross member, then welding a nut into the hole, then forcing a screw into the hole to locate the pivot, which is a thick walled tube. This was in order to prevent end float or movement of the pivot arm.

I spent some time with the WSM and studied the mountings of the arms on LAG/8, before deciding that correct assembly and tightening of the locking nuts at each end of the mounting points, which are split pinned for security, actually locks the whole assembly into the chassis, very securely, both upper and lower.

The 'modification' was totally unnecessary.

I have included an image of the cross member pivot arm I removed from LAG50/99 for you perusal. Note the corrosion, but also note the construction and 'modification'.

WHEN ASSEMBLEING, IT IS ESSENTIAL TO NOT FINALLY TIGHTEN THE CASTELLATED NUTS UNTIL THE CONTROL ARMS ARE LOAD BEARING AT MID RANGE! Only then must the castellated nuts at each end be fully tightened and pinned.

I found shim adjusting washers fitted to LAG/8, not to adjust tension on the Harris bushes - that is set by the bush thickness at manufacture, in fact they will have a preload - but to allow for positioning of the castellations and final pinning of the retaining nuts.

This operation is what sets the final tension on the control arm pivot assemblies and must be carried out prior to fitting the Harris bushes. One must not simply persist in tightening the nuts to obtain a slot for the split pins. Or backing them off!

It is also this operation which locks the pivot into the chassis, upper and lower. I can't find any specific tension for these nuts but I would estimate 25 - 35 ft/lbs. The thread is 7/8" x 20 TPI.

So - what a total load of 'old cobblers' to describe the tightening of a couple of obscure nuts!



Well you might describe this process thus, but beware, some one thought it necessary to hold the front end of LAG50/99 together years ago by modifying the factory assembly - your car might develop the wobbles one day - don't even contemplate welding modifications, simply read this again and check the assembly of the pivot shaft retaining nuts!

Finally, it matters little if the Harris bushes wear over time as long as when you replace them you understand the devious method of assembly and retaining of the pivot shafts as well as the Harris bushes!

To conclude, last month I described some parts of LAG/8 that appear unique, ie: the window frames and the wine locker, but I forgot the one inch thick spacer rings fitted at each of the front hubs that spaced the front wheels a further two inches apart to 'improve cooling air flow' around the brake drums, or maybe to increase the track?

I removed these when I fitted the king pin carriers and front hubs from LAG50/99.

My quest was to bring the front end of LAG/8 to an acceptable standard of road worthiness after some period of indecision.



Split pin is at L/H end. Modification is adjacent.

Comments and questions to Peter Henson - octane1@bigpond.com

#### **Auction advices from Antony Bowie:**

[Bonhams : 1963 Aston Martin Lagonda Rapide Sports Saloon Chassis no. LR/135/R Engine no. 400/135](#)

[1962 ASTON MARTIN LAGONDA Rapide Sports Saloon For Sale by Auction \(bonhams.com\)](#)

[Morris Leslie Classic Car Auction 24/09/2022 - YouTube](#)

Thanks Antony.

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

**Please order parts via the website if possible**

## SPARES NEWS – October 2022

E-mail; [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

	PRICE
DBBDY08 – DB Hood Latch – Left Hand, DB2.6 DHC Only	£12.40
DBBDY09 – DB Hood Latch – Right Hand, DB2.6 DHC Only	£12.40
DBBDY10 – DB Bumper Mounting Special Plain Washer, All 2.6L & 3L	£2.70
DBBDY11 – DB Bumper Mounting Special Tab Washer, All 2.6L & 3L	£2.40

All prices quoted are excluding VAT and carriage.

### Back in Stock

- RBR415 - Drive Coupling 4.5L, V12 three-layer design
- BRK213A - Pair of Front Hubs (Up to LG6)
- VLV419 - Cylinder head stud set, M45 (14)
- VLV420 - Cylinder head stud set, LG (14)
- SSPX11 - Front Spring U Bolts - 2L ,3L
- STGX05B - Steering ball 0.875" dia.
- SPK407 - Starter dog nut, M45, M45R, LG45 & LG6

### USED SPARES

Work is progressing with the re-organisation of the used spares department. We aim to have uploaded the bulk of our stock to the website, complete with new photographs, in 2023. You'll now find a good selection of parts available in the "Used Spares" section of the website, including V12/LG6, 16/80 & DB sub-categories, with all Lagonda models to follow.

Visit <https://www.lagondaclub.com/spares/> where you will find the "Used Spares" section and all currently available model specific sub-categories.

### New Parts in Progress

- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L
- U-bolts for all road springs that are not already covered
- All cars - range of gaskets in 'Chieftain' material

Please e-mail Robin Cooke if you are interested in any of the following parts. Your support will influence the Committee's decision to proceed or not

- ZM chassis - braking system (13 parts)
- Fuel tank senders (3-terminal type) 2L, 3L
- PMP103/4 – High/Low water pump housing 16/80
- Rockers, 4.5L
- Various DB parts, please see the Post-1945 Gazette for details

### NEW PARTS AVAILABLE

DBBDY08



DBBDY08  
DB Hood Latch – Left Hand, DB2.6 DHC Only

DBBDY09



DBBDY09  
DB Hood Latch – Right Hand, DB2.6 DHC Only

DBBDY10



DBBDY10 – DB Bumper Mounting Special Plain Washer, All 2.6L & 3L

DBBDY11



We are pleased to announce that the Lagonda Club can now offer all its members an exclusive 10% off all Castrol Classic Oil. To take advantage of this club exclusive offer, simply visit: [www.lagondaclub.com/special-offers/](http://www.lagondaclub.com/special-offers/).

From here, you will find the 10% discount code and a link through to the Castrol Classic Oils website. On the Castrol website you'll then be able to enter the code at the point of checkout, where your 10% discount will be deducted.

