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NEWSLETTER

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This month's Guest Contributor is:
Nick Jubert

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The Club has found a supplier for complete Bendix units for 2ltr and 3Ltr. The final price will be approximately £700 (excl VAT). As the minimum order is 25 units we are looking for member's to prepay for at least 10 units to justify moving forward. For this prepayment we will offer a £100 discount.

Motoring activity is winding down and the VSCC has just 3 more events this year. They have sent out a request for marshals for all three of them. They are the Lakeland Trial on 12th November at Low Lorton, the Cotswold Trial on 19th November at Prescott and the Winter Driving Tests on 3rd December at Bicester. If any one can help out, please ring the VSCC office.

My local VSCC Monthly meeting at Hunters Hall near Tetbury will continue throughout the winter and, while this mild weather continues, there is no excuse not to keep our steeds exercised.

This month's letter comes from Nick Jubert with an account of a 14 year rebuild that took place some 40 years ago and is sure to resonate with many members. Probably not the longest rebuild on record, and if you can beat that, the Editor would love to hear from you.

Once upon a time a certain gentleman farmer, by name of Henry Coates, built upon a 14/60 Lagonda chassis a lorry body with a Sunbeam cab. This agricultural contraption was used from 1947 onwards and was well known in the East Riding as the "Pig Truck". After many years of valiant service transporting pigs to market, consistent use on and off the farm, not to mention carrying Henry to Lagonda dinners over the Pennines in the middle of winter, etc., it was decided to pension her off (circa 1960).

About this time two brothers, Colin and Kenneth Pape were devoid of Lagondas. Colin had sold his 2 litre and taken a wife instead and Ken had parted with his 4.5 Rapide for no obvious reason. Having seen the pile of bits and pieces where Henry had dissected his "swine utility" to see what made it go, they decided they would like to build up a competition 2 litre. Some sort of deal was worked out and agreed upon, the exact nature of this being somewhat obscure, but of course in those far off days vintage cars changed hands for a few pounds and a bit of chit-chat.

Work was put in hand on the engine. The crank being reground and the bearings re-metaled, new pistons of slightly higher compression were fitted.

At this stage Colin decided to move house and so all the parts were dumped in a great heap in spare garage at Ken's masonry works. Here they remained for approximately ten years, a memorial to what might have been. Any inclination to carry on with the job having disappeared in the cut and thrust of everyday life. Running businesses, producing children, selling commercial vehicles, etc., etc., these had taken their toll of good intentions. The Pape brothers' competition 2 litre was relegated to just another bad joke among the Northern members of the Lagonda Club.

Having purchased an Airfix plastic model car kit, an Alfa-Romeo to be precise, brother Ken was engrossed in the building of this during a few winter evenings of 1970. This being duly completed, he then uttered an oath and stated that he could not see any point in assembling a plastic vintage car when all the parts for a real car were lying in the garage.

A telephone call was made to brother Colin and an agreement was reached whereby Ken would take over the bits lock, stock and barrel in return for a cheque that would not bounce. This agreement being ratified without delay, Ken was now in a position to resume work full of confidence and enthusiasm. Whatever happened to those lost years he asked himself over and over?

Work recommenced and the chassis frame was cleaned up and painted dark green. The front axle was in very good condition, the shackles and all steering connections appeared sound. These parts were all finished like the chassis in green and were ready for fitting.

A light rear axle was obtained along with the springs, for which new shackle pins had to be manufactured at a local engineering works. These were made 9/16" and bushes were reamed accordingly. At the same time the rear brake operating mechanism was mostly remade with new camshafts and bushes.

The axles and springs, along with many other parts, were fitted to the chassis. New rear brake cables were ordered and delivered in record time by Thomas Richfield and Son Ltd., and these along with the rest of the braking system were screwed onto the chassis.

After a great deal of blood, sweat, time and trouble, that chassis was more or less complete, but standing on an ill assorted selection of wheels and tyres. This would have to be rectified and before long a visit would have to be made to Capt. Forshaw to try and persuade him to part with some 18 inch wheels, which, it was felt would suit the car better than the scarce 21 inch ones.

Attention was now transferred to the engine which had been lying in a somewhat sorry state for 10 years. However, the bores had been well protected with lashings of oil during the neglected years and were in remarkably good condition. On placing the cylinder head in position it was found that the special pistons came too far up the bores and were just touching the head. So, the pistons were removed and 1/16 inch removed from the top edges. John Beardow's tame model steam engineer executed this little job in exchange for a packet of fags.

After an extensive search of the garage, it was realised that no clutch centre plate existed and likewise the spider. There were also other parts missing and so a holiday in the Bournemouth area was deemed a necessity [Ed: Capt. Ivan Forshaw, the legendary purveyor of Lagonda parts, lived in Poole]. This was arranged and thanks to the help and assistance of Ivan the parts required were obtained.

The engine was now basically completed and after enlisting the help of fellow member John Broadbank, who is renowned for his weight lifting abilities, the engine and gearbox were dropped into the chassis. Bulkhead, radiator and 20 gal. Petrol tank were added and the running chassis was complete. Ken now started to think in terms of what body to fit. That it would have to be made there was no doubt. The year was now 1972, the months having slipped past. For all the work and time there seemed to be precious little to see.

The next five months saw very little progress and seemed to be spent gathering information on the bodywork. As many Club meetings as possible were attended and 2-litre Lagondas were viewed and measured from every quarter.

It was then decided that, after much deliberation, the 2-litre team cars of 1929 gave the most desirable appearance, and so this design was to form the basis of the coachwork. The chassis was accurately drawn to scale and the lines of the body decided upon. A valuable asset was an original windscreen, purchased with grateful thanks from Martin Holloway. This would obviously decide the size and shape of the scuttle.

Squared paper was purchased and full sized drawings of front, rear and side elevations were made. This took a fair amount of time and patience, but being of an artistic disposition our intrepid designer feels it is better to make one's mistakes on paper. One great difficulty in trying to copy the Lagonda body construction is, that, one never sees the actual timber frame on other people's cars without removing the interior trim. So, a certain amount of guesswork is inevitable.

Having decided on the main construction details, a complete list was made of each item of timber required, with allowances for curvature and overlapping joints. This list was presented at the old established sawmills of J. Taylor and Sons Ltd., Driffild, Yorkshire. They were extremely helpful and willing to supply all that was required cut to size in ash. They also offered to hand saw any curved pieces if these were marked accordingly.

Delivery of the timber was made in August 1972 and work commenced with enthusiasm straight away. Having no machine tools available, other than an electric drill, it was obvious that this job was going to take some considerable time and patience. All the curved ribs, scuttle and rear quarters were carved out by hand with mainly a saw, chisel, mallet, set square and one invaluable type of plane called an Avon Trimmer Tool (no amateur coachbuilder should be without one). After all this hand work, the ribs were returned to the saw miller, who removed all the surplus timber from the inside of the curved in about 15 minutes with a band saw. Half lap joints were made and the whole framework screwed together on the chassis. After a good deal of further filing, chiseling and sandpapering, the frame was treated with preservative.

The next job to be tackled was paneling the framework in aluminium prior to covering with fabric. Again, a list was made for convenience of each alloy panel required, and these were cut to size in 18 g. allowing for trimming. These panels were drilled and screwed with ½ in. x 4 in. countersunk screws into rebates chiseled by hand in the body frame.

The awkward pieces to fit the rear quarters were made by first producing an "egg box" pattern of the shape and having the panels rolled professionally to the correct shape. All screw heads were filed flush and any imperfections filled and sandpapered smooth.

A squad of Lagonda Club members then lifted the body off the chassis and placed it on stools ready for fabric covering. This presented no great problem. First a thin covering of plastic foam was stuck on with Bostik C, then followed a covering of black vinyl fabric, supplied very reasonably by our beloved Northern secretary, Herb Schofield. Many happy hours were spent in tacking this fabric into position and stretching it to avoid any unsightly creases. Black Flexibead was used to trim the seams in the usual positions.

The two small doors were hung on hinges supplied by the "Complete Automobilst", together with handles and locks, etc. The body was then replaced on the chassis and bolted up. The sides of the interior were trimmed in green material again supplied by "Herb". Floorboards were made in marine ply and the rear footwells in steel. All being finally trimmed in green car carpet.

The date was now August 1973, so one year had elapsed since the delivery of the timber, but the coachwork was beaten and Ken had the feeling he was going to come out on top at the end.

Whilst the body was under construction, the "Northern Lagonda Factory" was commissioned to produce four alloy mudguards resembling the type fitted to the team cars. These were delivered in due course, and with the help of a tame black-smith steel stays were made, and the mudguards bolted on after being stove enameled. A dash-board was made to an original Lagonda pattern complete with Lagonda instruments and fittings. These in turn were wired up along with the rest of the car, and this presented no great problems. A slight modification was the fitting of a new control box and dynamo, a Jaguar dynamo can easily be fitted into the cradle by removing the front flanges.

Attention was now turned towards a suitable bonnet, this presented a slight difficulty for some time as there existed some bonnet panels, but these were in a deplorable state, and apart from the hinges, were not useable. However, some professional help was forthcoming and the top panels were rolled to shape and flanged, the sides being pressed with suitable louvres. Finishing off and clenching the hinges in were left for Ken to complete. The bonnet was eventually fitted on the car and held in place with a single leather strap as on the team cars. New bonnet boards were made and covered in aluminium. P 80 headlights, along with side lights rear lights and flashers were fixed in position. The two bucket seats were re-made and then upholstered along with the back seat and squab in green leather cloth. The hood frame proved a headache for some time, but was eventually overcome by persistence and an aptitude for elementary geometry. There is a great deal of satisfaction to be had in producing something that even the great Messrs. Morgan and Wheatley recommend one not to attempt. This particular problem was solved by careful measuring and studying Ian North's 16-80 hood frame and then drawing full size the same design, altering it slightly where required to suit this particular 2-litre.

Running boards were carved in oak to the standard 2-litre pattern, the water grooves gouged by hand. The aluminium trim was delivered by special motorcycle high speed delivery service the Club member Keith Murray, who felt an urgent desire to visit "Nellie's" here in Beverley. Steel support brackets were fabricated and the running boards bolted in position.

After a certain amount of magneto trouble, which was eventually traced to a tracking distributor cap, the car was ready for the road. With trembling and trepidation, Ken drove "EWF 99 Lagonda Lorry: Farmer's Goods" down to member Don Hoggard's testing station for M.O.T. testing. Needless to say it passed with flying colours and within half an hour was to become "EWF 99 Lagonda Car: Private". Date 15th August 1974.

Nick Jubert

This is the last Newsletter for 2022. My thanks to all those who have sent in such interesting letters during the year. I now urgently need your contributions for 2023. Over the years we are building up a wonderful archive of the history of our cars and our Club. Don't let your car be left out!

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

1934 16/80 2 Litre "special". Immaculate condition, used regularly, dry stored. Special body built by David Wall in 2018 "The bonnet goes on forever". New radiator shell, rechromed radiator cowl, ENV110 pre selector gearbox overhauled, new bands and bearings, seals, reconditioned Scintilla PN6 magneto, refurbished steering box, full flow oil system to Brian Savill design. Light blue leather seats and upholstery, carpets and tonneau cover new 2019. Totally restored by present engineer owner, supporting file with invoices. Spare engine and other parts. Anno domini and lack of garage space prompts sale £65,000 or near offer Norman Opie 01263 711894 opiees@gmail.com (member)



1957 3L 4dr Saloon. My late father's Lagonda which has been stored in a dry garage unused for over 10 years. It ran well with a full MOT when parked up. All complete and ready for recommissioning. Sensible offers to Mark Barroclough 07764 796 260. (non-member)

3L Lagonda engine + 4 wooden boxes of spares bought by my grandfather years ago. The sump has a crack but to the best of my knowledge the block and head are serviceable. Sold as seen. A great opportunity for someone to build up some 3L spares. £2,000. Contact Nigel Gambier, nigel.gambier@hotmail.co.uk 07920441850 (Member)

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

G 9	Bobby Green	Old Crow speed shop , 3720 Canyon Crest Rd, Itadena, CA 91001 United States N/O
D 15	Mike Dyson	3 Nelsons Lane, Haddenham, Ely, Cambridgeshire CB6 3UH 1913 11.1 Tr SV 6677
G 16	Peter van Giersbergen	van Giersbergen motorenrevisie, Terborgseweg 66 7064 AH Silvolde, Netherlands N/O
H 7	Neal Hilton	32, Holden Way, Upminster, Essex. RM14 1BT LG45 DHC 12015 CXU 898
P 6	Mary Parsons	The Benham Stud, Petworth Rd, Haslemere, GU27 3BG N/O
S 17	Jyotsna Sanghi	111-A Embassy Apartment, Nepean Sea Road, Opp HP Petrol Pump near P.D.P, 1934 M45 R Abbott Tr (GJD 9483 Indian no.)
S 64	Tim Schofield	Bonhams, 101 New Bond Street,, London W1S 1SR 1934 M45 Tr AYP 267



THE DB GAZETTE

“Hay, Hell and Booligall!” ‘The Banjo’. (AB Patterson. Australian Poet.)

I was contacted regarding car parts that fit a certain British marque that I am interested in. The long and short was the offer of a David Brown s430 gear box and as my car has a dodgy spur gear on the cluster, I thought it wise to investigate. The box had new parts fitted some years ago but was never installed. I saw some supporting paperwork and the price was not outrageous. The gearbox was in Walkerville, which I discovered is a suburb of Adelaide, S A.

I had visited the region just a few years ago and enjoyed some decent wines at Angaston, which is near Nuriootpa, also in SA, also not far from Walkerville. By coincidence, Cobdogla, which is near Waikerie, is not all that far from Walkerville! Getting to Walkerville seemed fairly simple, it's about half way to Perth, if one takes the shortest way out, (but not necessarily the longest way home), as they say.

We loaded the Subaru Forester Waggon, cranked up the Navman and headed off. First stop was the home of Mc Feeter's Car Museum, Forbes NSW. Worth a visit for its collection. Then simply heading south-ish to reach Renmark for the second stop. Little traffic and good roads in a car that almost drives itself was not so tiring.

The Country was recovering from drought, Dorothea Mackellar's verse rang in our ears. We stopped in Gunnedah to view her imposing bronze figure, mounted on an equally imposing bronze horse. She rode aside which seems quaint in these times.

Mt Kaputar was another stunning view. I had flown over it years earlier and became lost trying to locate it as a turning point on that occasion. Then we passed the scene of a monument to the Myall Aboriginal massacres. Very sobering indeed.

Before too long we reached Hay. There is no way to describe this region - if you have lived most of your life where one can grow bananas. The Hay plains are nothing short of desolate, even in a good year. I'm certain that the only reason to establish a town here was because it is half way to no-where! Close by is a place named Hell's Gate Station. Also nearby a hamlet named Booligal. Sheep dwell in this region. We saw signs seeking to 'BAN IRRIGATORS'! The Banjo would have been amused.

It's obvious that all this inland country needs is water from the 'Bidgee', (Murrumbidgee River) and luck, to farm successfully.

Reaching Mildura was uplifting, green everywhere after the brown of the plains. Monuments to the Chaffey Brothers and the layout of the streets of Mildura that resemble an American town, show just where the Chaffey's made their contribution to Australian Viticulture. Irrigation is still the magic word.

Ernestine Hill's book 'Water into Gold' is an apt description of just how this region was transformed. A little further on the hamlet of Cobdogla appears. It houses the only remaining Humphrey pump, still operating, sometimes, anywhere in the world!

Too complicated to describe here, made in the UK in the late 1800's, but if you can imagine an engine/water pump combined, with no crankshaft, fuelled by marsh gas, then you might start to

think just how unique these pumps are! If so, you will have to resort to Googling 'Humphrey Pump' - Cobdogla - Australia to learn more.

Renmark was a place we will remember for the 'desertification' of former irrigation land, now progressing. Sad and frightening. Wind-blown sand covering the road in places. A sad reflection on uncontrolled rural development.

Our journey continued and we reached Angaston, then Walkerville, passing through vineyards and endless numbers of typically S A stone cottages, really pretty countryside and of course grapes everywhere. Evidence also of bushfire damage right through the Adelaide hills. Almost like selective burning with evidence of fire jumping from hills across to adjoining properties and destroying some at random. Others were untouched.

We finally met up with another Lagonda owner and together inspected the gearbox which I then loaded into the Subaru, not a lot of extra weight for this Forester Wagon and we commenced our trip home.

Decided to come home the long way, well why not? We headed for the Great Ocean Road. What a sight it is although we did not really want to stop and gawk about. It's the sort of region where one could spend quite some time engaged in photography. It's also the sort of remote picturesque countryside that is open to rampant real estate development, a bit like Byron Bay and other coastal regions. Sad.

Our route was South through Mt Gambier-Apollo Bay and Lorne, then Geelong, hoping to find accommodation. Not a chance - there was some sort of festival/holiday in Victoria so we decided on an all-night drive up through the middle of Victoria -probably the best way to see it! Ballarat, Bendigo and Echuca, all inhabited at night by enormous Kangaroos, cruising like white ghosts, and taxi cabs, simply whizzing by as we passed through Deniliquin and Hay (once again) and decided to stop in Gilgandra, home of the Call to Arms, the 'COO-EEE March', for a decent night's rest!

The run through to Numulgi was a breeze and the Forester brought us home safely after covering about 8000klm in around 44hrs on the road.

Would we do it all again? Not soon, but I have been tempted! (There's a lot of stuff to see out there that doesn't appear in the published travel guides!)

Sadly, as you read this the whole of Victoria and Southern NSW is under flood. Crops are destroyed and people's homes are at risk. Mackellar's verses haunt us!



Gazing at the 'Wings of Icarus' can be addictive!

Now a short offering from Antony Bowie.

<https://www.handh.co.uk/auction/lot/lot-1957-lagonda-db-3-litre-mkii-saloon/?lot=56687&so=0&st=&sto=0&au=518&ef=&et=&ic=False&sd=0&pp=48&pn=1&g=1>

Thanks Antony.

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

For anyone who noticed the absence of my spares news last month please accept my apologies. I just completely forgot. I could concoct excuses but the truth is absent-mindedness.

Heater box spring clips and a few other sundry sample parts are away at prospective manufacturers. I'm not expecting favourable quotes for all, especially in the current financial climate but I try to remain optimistic.

During the last two months I haven't received many suggestions for reproducing parts but always welcome new ones

Please order parts via the website if possible

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
- 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



DBBDY11
DB Bumper Mounting Special Tab Washer, All 2.6L & 3L



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/.

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.