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# NEWSLETTER

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This month's Guest Contributor is:  
**John Sword –Club Chairman**

**No. 506**

**January 2023**

## January 2023

21<sup>st</sup>

29<sup>th</sup>

**LC Anglia Area Pub Meet:** Venue to be confirmed. 12:00 contact  
[Len.cozzolino@lagondaclub.com](mailto:Len.cozzolino@lagondaclub.com).  
**VSCC Winter Driving Test.** Brooklands

## February

18<sup>th</sup>

25<sup>th</sup>

**LC Anglia Area Pub Meet:** The Angel Inn at Larling. 12:00 contact  
[Len.cozzolino@lagondaclub.com](mailto:Len.cozzolino@lagondaclub.com).  
**VSCC Pomeroy Trophy Race** Silverstone

Hopefully everyone has had a good Christmas and is looking forward to another year of Vintage Motoring. Lagondas are not the ideal trials car so unsurprisingly there is little to report on the competition scene except to congratulate Andrew Howe- Davies on a good showing in the Longstone Trophy where points are awarded for competitors who drive their cars to race meetings. That's the stuff!

Nigel Hall has been quick off the mark to organise the Northern Dinner and you will find a flyer with all the details attached.

As is traditional our Chairman sums up the past year and looks forward to the new

As the years go by, January seems to come round ever more quickly, and now here we are again, at the beginning of 2023, with an eventful 2022 having gone in a flash - war in Europe, three Prime Ministers etc..... Throughout all of this, the Lagonda Club has quietly rolled along and has not provided anything like this sort of excitement!

It has actually been a rather quiet year for the Club and our activities. We had been hoping for a bit of a post-covid bounce-back and a pick-up in people going out, driving their Lagondas and attending events. However, as it has turned out, numbers have been soft nearly everywhere, despite tremendous efforts by our enthusiastic teams who organise our events. Our club is not alone in this - I am involved in a number of other voluntary organisations who are suffering similarly - one can only speculate as to the reasons for falling attendances, but I put it down to continuing post-covid nervousness, particularly amongst the 'senior' age group, which covers most of those reading this newsletter !

One type of activity that continues to be well supported is the organised multi-day tour. In April we enjoyed the last of John and Joan Fitton's regular spring tours, which they have been organising for more than 20 years. These tours, which have always been in the UK (this year in Dorset), followed a proven formula, based upon four nights in an excellent hotel, set in an interesting part of the country and offering scope for interesting daily outings of less than 100 miles. They always sold out quickly, and John has kindly offered to assist others in organising further such spring tours in future years. Although the tour planned for spring 2023 has unfortunately had to be abandoned, I am hopeful that in 2024 we shall see a successful revival. In recognition of all that he had done in organising these tours, John was awarded The Committee Plate, which is given to a member, at the discretion of the Board, for outstanding service to the Club over many years. This was presented to John at the GM in September.

Then in June we had the tour to the western Pyrenees, ably organised by Rodney Saunders and Jonathan Oppenheimer, which was much enjoyed by all those who attended - some 40 members, mainly in Lagondas - see Sue Harrison's write-up in the Summer Mag. It was good to see some new(ish) members on this tour and I hope they will become 'regulars' in the future. As usual, the Continental Rally took place in August and was also a great success - see David Hine's write-up, also in the Summer Mag.

Apart from these well-supported tours, the UK events schedule of dinners, lunches, and pub meets generally saw attendances well below pre-covid levels. But despite the low turnouts, I believe that there was just as much enthusiasm and enjoyment as usual, and that was certainly my experience at the many such events that I attended.

For 2023, there is no direct replacement for the Pyrenees event, or for the Fitton Tour in April. However, Alan Harrison very kindly offered to arrange a tour in his home territory, around Nidderdale in Yorkshire. This was first scheduled for June, but Alan was very quickly swamped with bookings and so he has generously organised a repeat tour in August as well. The Continental Rally will be in the Black Forest at the end of August. Our three main UK meetings are also more or less committed now - the Northern Dinner, on the 28<sup>th</sup> of April, at a new venue; the Suffolk Dinner (hopefully in June - watch this space); and the Annual Gathering, masterminded by Rodney Saunders, on the 23rd/24<sup>th</sup> of September, again at Walton Hall. Full details of all of these events can be found under 'Events' on the Club's website. We are very grateful to those members who put in huge amounts of work to organise these events - please persevere in 2023 ! I do hope that we will see better support for their efforts, through higher attendances this year. It is this grass-roots activity that is at the heart of members' enjoyment of their cars and their shared interests.

The Club has had a steady year financially, and although spares sales have been down, the impact of this has been offset by tight control of costs and by price rises which have compensated for the sharp price increases that we are seeing from our suppliers. Overall, we showed a surplus of circa £11k, and we were able to restart the program of introducing new parts, concentrating on items whose absence would render a car unusable. Robin Cooke and his team of Leah Knee and Francis Pawle continue to do a sterling job in delivering outstanding service to our members. Membership numbers hover around the 800 mark, slightly below last year.

The Club's website has seen further refinement and detailed improvement this year. It is now more responsive, and has various improved features. In 2023 we hope to further smooth the membership renewal process and to reduce the internal workload associated with this. The on-line Register is now working well and further improvements are planned. I must again record our gratitude to Len Cozzolino, who carries the full burden of dealing with all of this and of managing our external programmers. Len is also a tower of strength in other areas. I am seeking one or two knowledgeable volunteers to supplement our spares team in improving the correctness of our spares website listings of new parts. This year we have started a major upgrading of the used parts section on the website - we actually have a greater variety of used parts than of new, and all of these are now being photographed, priced, and listed. We hope to complete this exercise by the end of 2023.

A landmark this year was reached at the Donnington race meeting in June. Most members will recognise Tim Wadsworth, who owns GP793, the fastest unblown 2-litre on the planet. Tim has owned his car for over 60 years, during which time he has developed every detail of its performance and handling, taking infinite pains to optimise the finest points. Tim has competed widely and regularly throughout this period, but, a 2 litre being what it is, he has generally, despite all his tuning work, just had fun in the midfield. At Donnington, however, Tim actually won a race ! Yes, really ! There is a story there which needs to be told, in due course.

Every year there is sadness in the deaths of our members. It is usually invidious to single out individuals, but for 2022 I should especially mention the loss of two particular members who have given immense service to the Club. They are Ken Painter and Clive Dalton. Ken edited the Magazine for over 100 issues, spanning more than 25 years, which will surely never be done again, and he also contributed enormously

in many other ways whilst a director of the Club (a full obituary was in the Summer Magazine). Clive was Chairman of the Club from 1998 to 2004 and was a huge supporter of events and activities throughout the 60+ years that he owned his Continental 2 litre JX1504. Our thoughts are with the families of these two great Lagonda-ists as we embark on a new year.

The Club's Board continues to evolve. Martin Bugler has been closely involved in the Club for many years, having kept the Club supplied with regalia, clothing, books and manuals though running the Shop for longer than I can remember, and through his forceful racing activities in the family's well-known LG45. Martin is in the process of cutting down his commitments in his career in the flying business and I am delighted to say that he has agreed to join the Board of the Club - he has been co-opted for now, and will be proposed for confirmation at the AGM in September. In parallel with Martin's appointment, it was not felt to be appropriate to have two members of the same family on the Board at the same time, and Colin Bugler has therefore agreed to stand down from the Board. Colin's contribution to the Club over several decades is immeasurable, and it will be covered suitably and comprehensively at a later date, but, whilst he has left the Board, I am pleased to say that Colin will continue to be our Membership Secretary. Catherine Monnington was co-opted onto the Board last year and was confirmed at the AGM in September - she has quickly become engaged in co-ordinating the Club's events schedule and is working very hard to develop this area.

I must give thanks to all our Directors and Officers (nearly 20 of them), to our 15 Regional Representatives in the UK and overseas, and to our volunteers on the Spares Committee and elsewhere, for their good work in 2022. I have already mentioned one or two of those who carry the heaviest burdens, and I should also particularly thank Brian Green, for whom the title of CFO would be more appropriate than that of Treasurer, and Roger Seabrook, who tirelessly continues to produce our excellent Magazine, whilst we seek a successor, and who also acts as Secretary to the Board. Finally, as I announced at the AGM in September, I will be stepping down from my role as Chairman as soon as a successor is chosen by the Board, and certainly before the next AGM. I have been Chairman for over ten years now, which is too long for the health of the Club, where fresh ideas are always needed. Also, I am nearly as old as Joe Biden, with my eightieth birthday in a few days time, and therefore well past my sell-by date

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

## **FOR SALE:**

**LG Saloon door locks:** Will the person who rang me about five LG saloon locks please ring me again as I think I can help. Sorry I did not get back to you but my phone did not pick up your number and I forgot who rang. **Alan Brown 07884 018301**

**Parts for sale by Charles Milne Atkinson,** [charles.atkinson1@btinternet.com](mailto:charles.atkinson1@btinternet.com) 07971 883083

- Post war: DB Lagonda spares: 2 torsion bars, radiators, hub caps, brake drums, hubs, dynamos, heater vents, petrol tanks etc.
- Pre war: 3 litre crankshaft, Ki gas pump mounting casting which clamps to steering column for 3.5, 4 saloon doors with locks, quarter light bevel boxes, rear seat base and back plus driver and passenger seat squabs only from a saloon. P100 head lights. LG6, 16/80 & 4.5 litre handbooks.

**2L Engine for sale by Malcolm – 07714 093581 (West Sussex)** Removed from a car broken up in the mid sixties and lain around various sheds since then. No ancillaries other than dynamo, oil and water pump also missing. Various little bits have been pilfered but more or less a complete engine in need of a total rebuild, as opposed to a pile of autojumble parts of various origin. Block has been sleeved and has no signs of cracks to the rear. £3,750 ono

**LENNY THE 1931 2-LITRE T2 LAGONDA IS LOOKING FOR A NEW HOME.** After 38 quality years in the skilled hands of accomplished engineer Nigel Walder followed by 24 adventurous years with Tim Gresty on road and track, Lenny is ready for new challenges. Full FIVA Identity Card, VSCC Buff Form and more than 20 years' unblemished MOTs. You can explore his well-illustrated story on Facebook under Lenny The Lagonda. For serious enquiries, a professionally-prepared and comprehensive full colour Brochure is available on request from Tim Gresty via 07989 583124 or by email [tim.gresty@btinternet.com](mailto:tim.gresty@btinternet.com)



**1932 Supercharged 2 litre Lagonda.** Recently re commissioned with a new ash frame bodied newly upholstered in green and red. Fitted with a new hood and tonneau, pneumatic front seats squabs. Full flow oil system, new crank bearings, lightened fly wheel. New pistons fitted with Z gearbox from the double 12 Brooklands car, uprated leaf springs. £85,000.00 Call 01373 823513 : [wessexworkshops@aol.com](mailto:wessexworkshops@aol.com)

**2-litre LC Speed Model, 1931.** T2 body with desirable original features such as helmet wings, two spare wheels (mounted either side), windscreen mounted spotlight, large rear mounted luggage rack and cowled dumb-irons. Huge history file from two previous owners since 1939 incl wartime photos etc. Never 'restored' but most components renovated by well-regarded experts incl much in my ownership (brakes, suspension, steering, fuel system, dynamo and much more fully overhauled, CWP replaced, everything else checked through). A perfectionist could have fun tweaking things but for most people it is in beautiful, usable condition with a lovely patina and addictive to drive. Offers in region of £93,000. Call or e-mail for more pictures and details. 07813 800727 [ed.mason@masoncampbell.com](mailto:ed.mason@masoncampbell.com)



**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

## WANTED

**11¼" head light glass for Lucas 100R** part number 506508. Charles Milne Atkinson,. 07971 883083 [charles.atkinson1@btinternet.com](mailto:charles.atkinson1@btinternet.com)

**WANTED FOR M45 TOURER:** Loan of an original M45 T8 or T7 Tourer WOODEN dashboard (metal centre panel type) for use as a pattern. Also need an M45 Tourer screen closer thumb screw to loan or purchase, plus need the mounting casting it fits in. Also seeking a pair of Front Andre Telecontrol Shock Absorbers, singles considered. The fronts have the shorter arm on the outside face of the shock absorber, (on the rear Telecontrol Shock Absorber the short arm is on the inside, I already have rears). Any condition may help. Mark Yeomans (Y2) 01386 750251 [yeomansma@gmail.com](mailto:yeomansma@gmail.com)

**2ltr or 16/80.** I would like to adopt a lived-in but well cared for Lagonda 2 litre (high or low chassis) or 16/80 tourer in the New Year. I have £60k to £75k to spend but may be able to stretch a little further for something really interesting. Please contact me at [kitbattersby@gmail.com](mailto:kitbattersby@gmail.com) if you can help. Thanks - Kit Battersby (New Member)

**Wanted for my V12 sports saloon**, an original fuel tank sender with float, number plate lights with the chrome divisions into 3 sections (must be either new old stock or in excellent condition), and a back seat. I was earlier last year contacted by someone offering me a set of blue leather seats that were too large and declined them because the local trimmer in Brittany, France where I live, was reluctant to re-size the back. I now have a suitable contact not too far away so want to re-establish contact with the member who offered me them but a change of computer has somehow deleted the information. I thought it might have been Charles Atkinson, but my email to him was returned as 'address does not exist'. Also, I am in need of a recommendation of a good chrome wire wheel rebuilder in England. Does anyone have experience of such a company? Michael Burnett: [michael.burnett@sfr.fr](mailto:michael.burnett@sfr.fr)

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

|      |                 |                                                                                 |
|------|-----------------|---------------------------------------------------------------------------------|
| O 4  | David O'Connor  | Manor House, Manor Rd, Hagworthingham, Spilsby, Lincs,<br>11.9 2291 FE 3914     |
| S 49 | Alan Smith      | Bay View Terrace, Mosman Park Western Australia<br>N/O                          |
| T 5  | Grant Taylor    | 1396 Maraekakaho Road, RD5, Hastings 4175, New Zealand<br>LG45 Sln 12059 LG45SB |
| T 4  | Alan Titchmarsh | Alton, Hampshire<br>M45 T8 Z11124 CGU 766                                       |
| V 6  | Alex Vazeos     | Valiant Shipping, Vouliagmenis Ave, Glyfada, Attica,<br>Greece<br>N/O           |



## THE DB GAZETTE

Following on from a previous Gazette, the one that records my purchase and retrieval of a DB s140 gearbox, I thought it would be cautiously revealing to share the contents of the gearbox with you. No, there was not a brown snake curled up inside it, but after staring at it for a while on the bench, I suspected that perhaps the dreaded shim pack at the rear, whose duty it is to locate many of the internal parts in a specific sequence might need to be inspected. As well my curiosity was raised when I looked at the rear seal and of all things, the drain plug. I came to the conclusion that although I had purchased a box with some new parts fitted, that the actual fitting might bear closer scrutiny!

And so it was! I have had these boxes apart a few times so I was not concerned about proceeding. The last time I stripped the box in LAG/8 was when I decided to slow down the oil leaks some years ago. I also reviewed my copy of the WSM with its added notes and copies of excellent detailed drawings from the parts manual. Don't pick up a spanner unless you have read and re-read the WSM! Keep the drawings handy in plastic sheathes for instant reference too.

You can probably understand my dismay when I discovered upon dismantling the box that the ever so important shim pack had been inserted out of sequence when the box was assembled! Fortunately no damage to the gears or other parts was caused. The smile on the face of the chap that sold me the gearbox, as he counted the cash I provided at time of purchase, still haunts me!

I simply dismantled the box and carried out a reassembly from scratch. In retrospect, I should have been more cautious when I saw the mess the same owner had made of a DB 2.6 engine overhaul, fitting high compression pistons without prior test measuring. On initial start, the pistons hit the cylinder head and caused enough damage to write off the engine. Very expensive indeed!

So I proceeded and reassembled the gearbox in then manner recommended and then test ran it in my lathe for a few hours. All seems to be in order. I plan to fit this gearbox to LAG 8, perhaps in the New Year.

I assume that all who take time to read these monthly Gazettes have a continuing interest in the DB series Lagonda cars. I also assume that to receive the Gazette, one must be a member of the Lagonda Club, a fair enough assumption one might say although access to the printed word is simply a keyboard click away!

So next I will comment on the apparent lack of support or interest I observe when I read our quarterly Lagonda Club Magazine!

Why is it that so few DB owners contribute, even occasionally to the Magazine?

The Editor is constantly urging owners to submit articles and photos. So what about responding and reporting on the progress of restoration or techniques used to overcome problems encountered when restoring or simply when having a good time with these cars?



Could it be that they are simply not being driven? None attended the recent Walton Hall AGM gathering in September 2022.

And now, I would like to wish ALL Lagonda Owners a prosperous New Year and I encourage all Members to contribute to our really special quarterly Club Magazine.

**Thanks to Antony Bowie for his continuing support of our DB Gazette.**

The latest from Antony concerns a car offered in Capetown. I must say that I have not seen a better presented vehicle offered for many years.

- [1955 Lagonda 3 Litre Drophead Coupé For Sale By Auction \(carandclassic.com\)](https://carandclassic.com/1955-lagonda-3-litre-drophead-coupe-for-sale-by-auction)

By the time you receive this Gazette the auction will have concluded.

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

There is no news to report about new items but perhaps a few of you may be interested to know about the current lead time for having your car's badge refurbished at Pamela David Enamels. (badgecraft.co.uk) I sent them mine in August 2021 and was quoted end of September 2022 as a probable completion date. I had it returned mid October 2022 and, in my opinion, well worth the wait. Of course by now the turnaround may be a little longer?

Best wishes to all for the New Year.

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

## SPARES NEWS – JANUARY 2023

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

### BACK IN STOCK

- GRSZ606 - Z gear, 2nd speed main-shaft gear (30T)
- GRSZ607 - Z gear, 2nd speed lay-shaft gear (24T)
- GRSZ608 - Z gear, 1st speed main-shaft gear (36T)
- GRSZ609 - Z gear, 1st speed lay-shaft gear (18T)

### 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, by the end of 2023. You will 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 other 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

### Lagonda Spares Project: 2 & 3 Litre Bendix Units

*Many thanks to all those who have pre-ordered their Bendix unit, and thereby earned a £100 discount. We now have enough funding to kick things off and have placed an order with our supplier.*

*These units are of course still available for members to order, but will now be at the full price. Please see our website for order details.*

### NEW PARTS AVAILABLE - MEADOWS CRANKCASE



This is the last of a batch of crankcases manufactured for LMB some years ago. It is made from a modern aluminium alloy and is much stronger (and heavier) than an original crankcase. The crankcase is fully machined and the main bearing arrangement is that of the later Meadows engine.

We believe that this crankcase can be adjusted to suit any 4.5 litre Meadows engine that was originally fitted to a Lagonda (or Invicta), with the most likely adjustment being in the bolting arrangement with the block. Unless you are an expert, you will need to take

professional advice, and we would recommend most purchasers to have the crankcase fitted to their engine by knowledgeable professionals.

The crankcase would be packed and delivered on a pallet. Delivery fee to be confirmed, subject to the buyer's location. Please contact the Spares office for further information.

The price is £5,500, plus Vat and carriage.



# **NORTHERN DINNER Friday 28<sup>th</sup> April 2023**

**The Izaak Walton Hotel, Dovedale, Ashbourne DE6 2AY**

A new venue, new to Derbyshire, back to Friday evening, an earlier date so as not to upstage the Coronation.....much to like!

Please book rooms directly with the hotel – 01335 350981 – at £140 per double room. Earlier bookers get the better rooms, though all are good. There will be a tour of the surrounding, very scenic, area on the Friday, mid-morning start, so some of us will also book the Thursday night, and enjoy a convivial evening dining in the hotel.

Book your dinner with a card on line at the events section of the Club Spares if you don't own a cheque book, or tick your choices (and who's having what) and return this form to me with a cheque to "Lagonda Club Ltd" : the cost is £37 per head. The Menu choices are:

Starters: Prawn crayfish avocado cocktail, buttered rye bread

Leek and potato soup

Crispy chicken, garlic aioli, lime salad

Mains: Rolled feather blade of beef, tender-stem, savoy and buttered mash

Pan fried chicken supreme, petit pois, wilted baby gem, mustard cream sauce

Lemon sole fillet, buttered new potatoes, baby fennel, shrimp butter sauce

Wild mushroom arancini, spiced tomato ragu, parmesan crisp

Desserts: Double chocolate brownie, milk chocolate mousse, chocolate sorbet

Lemon posset, raspberry, biscotti biscuits

Vanilla cheesecake, passion fruit sorbet, poached berry compote

Coffee

Nigel Hall, Mile End House, 32, Broadbottom Road, Mottam, Hyde SK14 6JA

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