



www.lagondaclub.com

NEWSLETTER

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Newsletter compiled By: Tim Wadsworth
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This month's Guest Contributor is:
Nick Jubert

No. 507

February 2023

For full details of the events please refer to the EVENT's page on the Website
<https://www.lagondaclub.com/events/>

February

4th

LC Southern Area, The Noah's Ark The Green, Lurgashall, West Sussex contact Catherine Monnington cmontuc@hotmail.com

18th

LC Anglia Area Pub Meet: The Angel Inn at Larling. 12:00 contact Len.cozzolino@lagondaclub.com.

18th

Pre-War Wheels at The Maybush, Witney, Oxfordshire OX29 7QD Contact Kenneth Jeddere-Fisher kenjedfish@gmail.com

25th

VSCC Pomeroy Trophy Race Silverstone

The Club is pleased to announce that it has joined in partnership in an arrangement with **insurers Routen Chaplin** which could save you money on your Lagonda insurance and your more modern car(s) as well – see the attached flyer. This is well timed as another flyer gives details of an increase in the subs for 2023. The third flyer relates to our AG and AGM which takes place over the weekend 23rd 24th September.

Southern Area members will already have had this notice but others may like to know that the Southern Area are meeting for lunch on February 4th (this coming Saturday) at The Noah's Ark Inn in Lurgashall, Petworth. Contact Catherine Monnington if you plan to go.

Nigel Hall phoned to say that The Northern Dinner on Friday 28th April will be preceded by a scenic tour organised by Tim Gresty, instructions nearer the day. In summary, we will leave the Izaak Walton Hotel about 10.30am for a 50-mile round trip, equally split 25 miles morning and afternoon; the lunch stop will be at the Bulls Head pub at Monyash. The tour is within the area bounded by Ashbourne, Leek, Buxton and Bakewell, though we won't go as far as those towns. Some may wish to join up en route. All the details of the dinner and hotel booking are in a flyer with the January Newsletter.

Finally, another date for your diary is 13th July when the, ever popular, Suffolk Dinner will take place. Full details and a booking form will follow in due course.

Arnold Davey writes in with a piece called "Two for the Price of One" for those film buffs who like pre-war films.

Nigel Smith of the Bentley Club has a hobby. He patrols the outer reaches of small- hours television seeking black and white 'B' movies made in Britain before the war. From time to time a Bentley shows up and as these films were made very cheaply the chances are the original number plates had been left on. It would have wasted time and money to remove them. Younger members may not know that cinemas in the UK had to show a percentage proportion of UK – made films to keep their licence in the Thirties. The result was a kind of cottage film industry, done on the cheap.

Nigel's latest discovery features two Lagondas pretending to be one. It is called "The Ware Case" made in 1938 and starring Clive Brook. In the film Brook is seen setting off on a journey in an LG6 drophead MG 6128(Chassis 12334). Later in the film he arrives, from that journey, in a V12 drophead GPK 564 (Chassis 14031). Perhaps he had come into some money on the way. We assume filming was done on separate days and they could not get the original car again.

Both cars survive, GPK in America. This was Alan Good's car in the 1939 Monte Carlo Rally, where he won a "Comfort" prize and so damaged the engine that it had to be replaced before the car could be sold. (*The film is readily available on the internet – ed*)

Last November your editor got his tappets in a tangle and ascribed the members letter to Nick Jubert whereas it should have been Hugo Miller. Apologies all round. This is Nick's letter –

My father was a hobby farmer and never bought new farm equipment which left my brother and I before being allowed to drive on the road having to learn our mechanical skills on old Jeeps. We did not complain. The first car I ever re-built was a Lagonda Rapier that my brother had to pass on to me in bits when his family needs took over. The only paperwork I received with the car was a copy of the 1934 motor test report on two new Lagonda's launched that year - the Rapier and the 4.5 litre M45. With demands for money for houses and children the Rapier was eventually sold and over the years various other projects were enjoyed – building a beech buggy, a Lotus 6, some Allards, an S type Jaguar, but I kept reading the report on the M45 and for years that was my goal - to own the big one!

Eventually in 1991 I found in the North a rare surviving DHC M45 coach-built car by Freestone and Webb, we now think only 2 examples are in existence, mine and Phil Erhardt's. His car was made 20 bodies after mine at F+W. Phil's father bought their car as a chassis in 1933 and commissioned the body from F+W making it a one-family car from new. It is quite possible Phil's father saw my car being built and made changes that suited him, and would have suited me as well. It shows what coach built meant. He amended the design to have a smaller boot but more leg room with a longer body after the bonnet and with my 6ft 4 height I could have done with the Erhardt modifications, except when transporting wine back from France.

I have the original service record of AXN64 from Lagonda Staines HQ for the first 4 years of its life where it was doing 10,000 miles a year until the start of the war and requiring a decoke each year due to the poor quality of the fuel available then. The original owner had the gearbox changed 4 times before he was satisfied with its operation. The car has its original central accelerator and no synchro gearbox with right hand gear lever.

Early history starts in the 1960s when Dr Stuart Mc Robbie, who was a club member, bought the car in USA. In his words a Californian divorce made him sell the car and two other V12 Lagonda's and eventually it was abandoned in the California desert for nearly 20 years and was then brought back to UK in 1987 in a very sorry state.

It was not until 1991 that someone was found to buy what is a very difficult complete rebuild of an ash frame and body. That was me.

Many of these cars in the state that AXN64 was, are converted to more simple tourer bodies. I wanted the comfort of wind up windows and full hood so it took 7 years to rebuild to a working car and another 4 years to make what I wanted from it - a long distance, fast, comfortable tourer.

Much of the body and engine restoration was undertaken by Royals in Darlington on the basis of repair and not replace unless absolutely necessary. The body was restored with the car complete to make sure all the door shuts and gaps were maintained. When the body was complete, I took the car home, removed the body and rebuilt the chassis and sourced all the replacement parts needed or commissioned new production. The interior and hood were beautifully done by David Strange. The next 10 years were an adventure in sorting out loads of niggles and faults that only become known as you drive the car longer and harder. The first foreign trip in 2001 was a real learning curve. It had me on my back under the car regularly bashing the Facet fuel pump that was sticking due to the recent changes in fuel formulation. Facets were very apologetic and replaced them straight away. We also found the battery was not fit for purpose and we had to drive manually working the wind screen wipers and not using the headlights, I then spent a day in the back of a garage making a new key for the gear change lever - and my wife is still happy to venture anywhere.

Over the next 20 years a modern clutch and prop shaft was fitted with full flow oil filter and Rapide back axle to give better touring speeds at lower revs. The only other addition during the rebuild was a period Ferranti 127 valve radio which in 1934 would have cost as much as a small car. These radios were removed before the war due to the worry of foreign spies stealing cars and getting instructions over the radio. With the speaker, it fills the space behind the dashboard rather snugly. I have to say today I only use radio 4 which is a good strong signal.

In all our ownership the only breakdown and outside help needed to get home was in 2016 in France when I lost a valve, hopefully a painful engine rebuild will not be repeated.

Since then, 30,000 miles have been driven including trips around Europe, Iceland and New Zealand, along with many club and personal UK trips.

In trying to look after the coach- built body, the car loves French roads with no potholes and miles of traffic-free motoring, definitely our favourite. We mostly sort out our own itineraries for our trips with lunch stops a must, hopefully by a river, after shopping for local produce to eat. We always have room to carry a collapsible table and chairs.

Iceland was an experience. Seven days of nearly continuous rain circumnavigating the whole Island. The 20 cars older than ours on the rally were all tourers and their occupants needed sailing gear to keep dry but how they read paper tulip maps was another story. I foraged in hotel bins for plastic containers that I cut up to make cover for the mag and distributor to stop the drenching spray causing misfiring. The hood is usually very good and windup windows excellent but in this continuous rain lots of gaffa tape was needed as well.

Iceland lives on cars and fishing and garages were very helpful. One garage found one of my misfires by identifying the contact breaker carbon disc in the distributor points was loose and just peened it closed and off we went, I would never have found that. He did not want paying, but a bottle of wine was accepted.

But there are still lots more interesting and enjoyable places to see!

Travel history

August	2000	First road trip to Suffolk
October	2001	France
June	2006	Jersey
May	2007	The Auvergne
September	2008	Iceland
September	2009	Moet & Chandon
June	2013	Yorkshire
June	2014	Dusseldorf, Germany
June	2015	Lake District
July	2016	Loire
June	2017	Peak District
January	2018	New Zealand North Island
October	2019	Portugal and Oporto
September	2021	Dordogne France Not to forget Belgium / Holland / Alsace

Nick Jubert

Sadly we have two deaths to report this month.

John Chapman a Rapier owner has recently died. John came to vintage cars late. His friend Charles Moon, who has kindly given us this information, drove him to a VSCC Silverstone meeting in his 1930s AC coupe, and he was so taken with the scene, that he bought the Rapier the next week, giving up his traction engine, and building a new garage for it. Our condolences to his widow and family.

Simon Skelding who also died recently, joined the Club in 2005 and was the owner of a M45 T7 tourer. He lived in Somerton Somerset. In addition to his Lagonda Simon had a very quick AC Hill Climb special regularly competing at VSCC events against Brian Green's son. Again, our condolences go to Julia and his family.

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

FOR SALE:

V12 Saloon. We are disposing of my late father's 1938 V12 saloon. Ahead of consigning to auction, we'd welcome interest from any members of the Lagonda Club interested in acquiring it. The car was last driven in March 2022. Please email me (chrismerrick@outlook.com) and I can provide more comprehensive history and current pictures. The car is available to view in Suffolk.



Items for sale from David Hine 07778509556 or hinedavid@aol.com

- Rear foot wells and battery boxes suitable for Vintage 2/3 litre chassis (see photo) Available for collection from Knarr Mill . Any reasonable small offer accepted on viewing.
- Alvis gearbox ex one of our competition cars. Was working fine when removed. OIRO £3500 but must be collected from Knarr Mill.

Lagonda LG45 drophead coupe, manufactured November 1937, and now in first class condition following a recent restoration in every respect. Contact David Wall david@davidwall-wroxham.co.uk

Parts for sale by Jeff Leeks 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

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

A 19	Jack Amies	Amies Engineering, Cassington, Witney, Oxfordshire, OX29 4EU
B 24	Richard Barrett	Park-en-vine, St Issey, Wadebridge, Cornwall, PL27 7QG N/O
D 2	Jamie Dutton-Forshaw	Sway Road, Lymington, Hampshire, SO41 8NN N/O
D 7	Tom Debes	Sheen, Buxton, Derbyshire, DE4 5HN M45 Tr Z10706 WFX 433
G 20	David Gibbons	Baston, Peterborough, Cambridgeshire, PE6 9PB V12 De Ville E 3037 GPC 895 DB3L LB/290/ 35 OYE 805



THE DB GAZETTE

This image arrived at some time during the recent festive season. It is a well presented DB 2.6 Saloon, just an ordinary well maintained family saloon, not specially tarted up or detailed and it seemed to me to convey a message of time and place, the very ordinary but solid family car outing. I let my mind wander and supposed it was a family outing with a pause in appropriate circumstances that reminds us of the Season just past. I assumed the family was visiting friends in order to celebrate the season, gathering together as families still do in times of tranquillity in a part of the world where peace on earth, goodwill and bell ringing with the occasional reindeer flitting through the bush might be simply part of the scene, rather than staged for effect!



Many thanks to the person that supplied this image. I hope its publication leaves readers with similar feelings to the ones I have attempted to express.

My own recent Lagonda activity has been scant due to absolutely horrible seasonal conditions in the 'lucky country'. I have alluded to flood, still with us and unseasonal snow,

SPARES NEWS – February 2023

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

NEW PARTS NOW AVAILABLE

	PRICE
GSK234 - Water pump to support casting to crankcase gasket, 2L	£4.10
GSK235 – Water pump transfer pipe to radiator gasket, 2L	£2.05
GSK423 – Oil distribution block gasket, 4.5L	£2.35
GSK424 – Elbow, rear of block gasket, 4.5L	£1.34
GSK425 - Oil lid gasket, 4.5L	£2.10
GSK426 - Flywheel access cover gasket, 4.5L	£2.40
GSK427 - Sump access cover gasket, 4.5L	£4.30
GSK428 - Oil pick up access plate gasket, 4.5L	£3.72
GSK429 - Crankshaft oil housing gasket, 4.5L	£5.64
GSK430 - Breather tower gasket (fan housing), 4.5L	£3.72
GSK431 - Adaptor plate, carburettor gasket, 4.5L	£3.56
GSK432 - Take off, oil filter adaptor gasket, 4.5L	£3.56
GSK433 - Oil filter housing gasket, 4.5L	£3.56
GSK434 - Water pump elbow gasket, 4.5L	£1.50
GSK435 - Water pump gasket, 4.5L	£7.50
GSK436 - Water pump adaptor plate/jack shaft carrier gasket, 4.5L	£15.60
GSK437 - Water pump plate gasket, 4.5L	£7.20
GSK438 - Magneto gearbox assembly gasket, 4.5L	£18.40
GSK439 - Lid gasket, rear of magneto gearbox, 4.5L	£1.74
GSK440 - Rear camshaft bearing, 4.5L	£4.00
GSK441 - Rocker supply pipe gasket, 4.5L	£0.82

BACK IN STOCK

- SPKX05 - 4.5L starter motor Lucas manufacture, fully reconditioned.
- SPKX04 – Scintilla Earth Connector
- SPKX06 - M45 Rotax Starter Motor, fully reconditioned.
- GSK421 - Gasket for water rail, 4.5L Meadows

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

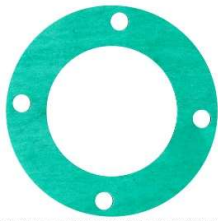
- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L
- U-bolts for all road springs that are not already covered
- Gasket range now launched, please advise Robin of any additional requirements.

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.

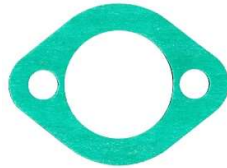
SPARES NEWS – February 2023

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



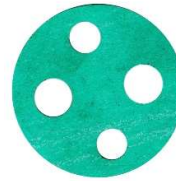
GSK234

GSK234 - Water pump to support casting to crankcase gasket, 2L



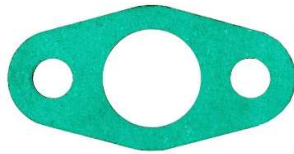
GSK235

Water pump transfer pipe to radiator gasket, 2L



GSK423

Oil distribution block gasket, 4.5L



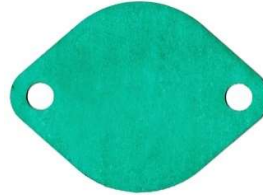
GSK424

Elbow, rear of block gasket, 4.5L



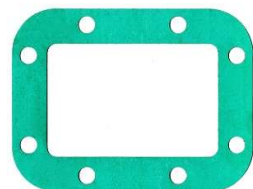
GSK425

Oil lid gasket, 4.5L



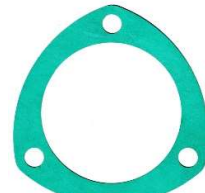
GSK426

Flywheel access cover gasket, 4.5L



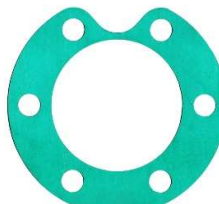
GSK427

Sump access cover gasket, 4.5L



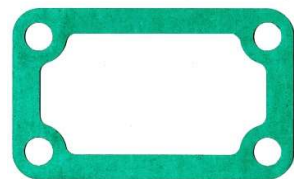
GSK428

Oil pick-up access plate gasket, 4.5L



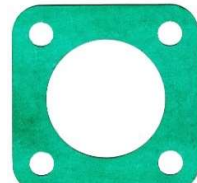
GSK429

Crankshaft oil housing gasket, 4.5L



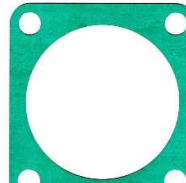
GSK430

Breather tower gasket (fan housing), 4.5L



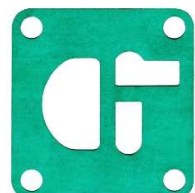
GSK431

Adaptor plate, carburettor gasket, 4.5L



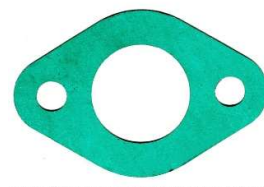
GSK432

Take off, oil filter adaptor gasket, 4.5L



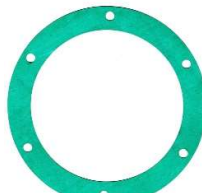
GSK433

Oil filter housing gasket, 4.5L



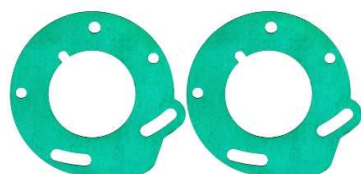
GSK434

Water pump elbow gasket, 4.5L



GSK435

Water pump gasket, 4.5L



GSK436



GSK437



GSK438

SPARES NEWS – February 2023

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

Water pump adaptor plate/jack
shaft carrier gasket Set, 4.5L

GSK439



Lid gasket, rear of magneto
gearbox, 4.5L

Water pump plate gasket, 4.5L

GSK440



Rear camshaft bearing, 4.5L

Magneto gearbox assembly gasket
Set, 4.5L

GSK441



Rocker supply pipe gasket, 4.5L

Club Subscription 2023/2024

2023/2024 SUBSCRIPTION RENEWAL

Your Board has reviewed the subscription for the coming year and, due to the increasing cost of goods and services, has approved an increase in the basic **rate from £48 to £52, with effect from 1 March 2023.**

Members who pay the basic rate will receive 11 monthly newsletters on-line and 4 quarterly magazines by post. If you would like to receive your newsletters by post, there is a supplement to cover the additional cost, and this is reviewed each year at the same time as the basic subscription rate.

From 1 March 2023, the cost of delivering Newsletters by post will be **£20 for members living in the UK and £39 for members living elsewhere.**

All Members should receive an automated renewal reminder prior to the anniversary of their date of joining. However, many members who joined prior to 1 April 2021 will have a subscription renewal date of 1st April and this means that there is a lot of work for the Administration team during the period immediately before and after this date.

Please help us to minimise this effort by using THE LAGONDA CLUB WEBSITE to renew your subscription.

Renewing via the website is very secure.

However, if you do not wish to use the website. please complete the form below and send it directly to the Membership Secretary

Club Subscription 2023/2024

IMPORTANT

IF PAYING BY CREDIT CARD DIRECT TO THE MEMBERSHIP SECRETARY PLEASE DO NOT SEND DETAILS BY E-MAIL AS IT IS NOT SAFE.

To:- Hon Secretary, Lagonda Club Ltd., Wintney House, London Road, Hartley Wintney, Hampshire RG27 8RN TEL: +44 (0)1252 845451

1 I wish to pay my Lagonda Club subscription by Visa or Mastercard (delete as required) ***not American Express***

Please charge £52/£72/£91 (***delete as appropriate***) to my account

My card number is:-

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Expiry Date _____ 3 figure security code _____

My Name as on Card _____

2 I enclose my cheque for £52/£72/£91 (***delete as appropriate***) made payable to **Lagonda Club Ltd** for the Club subscription year 2023/2024

Important : You must tick this box to confirm that you have read and accept The Club policy regarding privacy and protection of personal data and that you consent to your personal and car details appearing in the Website Register and Printed Edition of the Membership Register.

☐

Please also check the information previously given regarding details of your Lagonda car(s), which is to be shown in the Club Register, and inform the Membership Secretary if anything needs changing.

Name _____ Mem. No. _____

Address _____

County _____ Postcode _____ Country _____

email address _____

Signature _____



routen chaplin.

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MEMBER TO MEMBER BENEFIT

Full policy cover is extended to the policyholder whilst driving other member vehicles provided that both parties are members of the Lagonda Car Club and both vehicles are insured by us under this scheme.



COVER WHILST ATTENDING SHOWS, RALLIES AND EVENTS

The insurance is extended to cover road sections of rallies, trials and events that are run and organised by the Lagonda club, or any event run to the Motor Sports Association regulations.



SALVAGE RIGHT APPLIES TO ALL POLICIES

In the event of the vehicle being declared beyond economical repair and subject to current regulations allowing, members will be given the option of retaining the salvage subject to a deduction from the compensation offered by the insurer.

EXCLUSIVE OFFER FOR YOU

The Club's

2023 ANNUAL GATHERING & A.G.M.

on

Saturday 23rd and Sunday 24th September,

will again be held at

The Mercure Warwickshire Walton Hall Hotel & Spa

Walton, CV35 9HG, Warwickshire

Following the substantial improvement in the standard of service which it provided in 2022, the show of hands in favour at the last AGM, and the lack of



alternative venues which can provide the facilities that the Club requires, the board has decided to return to the Walton Hall Hotel for a third year.

The weekend will include the usual events and activities, i.e.

Saturday afternoon	Scenic drive, details to be announced
Saturday evening	Gala Dinner
Sunday morning	Display of Lagondas (featured models are 16/65, 3L and 16/80) AGM of the Lagonda Club Buffet lunch, served in our marquee
Sunday afternoon	Presentations

Please book accommodation for one, two or three nights at the agreed rates per room per night of £130.00 (double occupancy) £120.00 (single occupancy), including full English breakfasts, by phoning 01789 842424, option 1, during office hours (Mon. – Fri., 9.00 am – 5.00 pm) **on or before 11th August 2023** and quoting “Lagonda Club Event”.

Tickets for Saturday's Gala Dinner and/or Sunday's cold buffet served in our marquee will be available from early February from the Shop on the Club's website: www.lagondaclub.com

If you have any queries please contact Peter Gilkes, preferably by email to pgilkes2@gmail.com or [by phone, tel. 07903 822668](tel:07903822668).