



www.lagondaclub.com

NEWSLETTER

MEMBERSHIP SECRETARY:
Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
Tel 01252 845451

email: admin@lagondaclub.com

Newsletter compiled By: Tim Wadsworth
To include news items please email Tim at
newsletter-editor@lagondaclub.com
This month's Guest Contributor is:
Herman Arentsen

No. 511

June 2023

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

June

2nd

3rd

11th

14th

18th

Fougères Rally – France June 2 @ 10:00 - June 5 @ 14:00

VSCC Harewood Hill Climb - Round 3 of the VSCC Speed Championship

A Summer Outing to 'Nidderdale & Beyond' contact Alan Harrison

LC Anglia Area Pub Meet - The Half Moon Cole Green Belchamp St Paul Essex

Contact Len Cozzolino 01707 275 133

VSCC Cadwell Park

A month has gone by and there has been no news at all of the Woskowski's M45 LM Rep which was stolen in Germany. Please continue to look out for this car which could of course have been repainted, modified or even dismantled. If you should see or hear of anything suspicious, please inform Johannes on woskowski@dental-team.info

Our East Midlands Rep. John Boyes sends invitations to 2 interesting events

1st July. Grimsthorpe Speedtrials. Grimsthorpe Castle, Lincs. www.speedtrials.co.uk and

8th July. LC East Midlands Area Event. Lagonda Club joint meeting and shared stand with AMOC at The Rempstone Steam and Country Show. Wymeswold LE12 6ST. For more information contact john.s.boyes@btinternet.com

There is a another flyer attached for the Suffolk Dinner on 13th July and, staying in Suffolk, on the 9th September The Suffolk Historic Churches Trust are holding their 50th anniversary Pedal and Drive. More information from pedalanddrive@gmail.com

Now for something completely different. We are invited to attend the 2024 Oberoi (formerly Cartier) Concours d'Elegance in Udaipur, India in February 2024. For international participants, accommodation is paid for (but not, obviously, the cost of getting the car there) This is not as crazy as it might seem. Our member Chris Hallett has taken his Lagonda to India on a couple of occasions and is kindly advising on transport. For most this would be the trip of a lifetime. If you are tempted, find out more from the attached flyer.

Your editor is urgently in need of members contributions. If you would like to tell us about the history of your Lagonda(s), what you have done to it, and with it, he would be very pleased to hear from you.

We are indebted to Herman Arentsen for this month's letter.

At a very young age I was already interested in cars. In the fifties, cars were quite rare in our village in The Netherlands, certainly expensive or sporting ones. You only saw sports cars on the cigarette cards brand "Full Speed". I got my father as far as switching from cigarette brand "Old Mac" to "Full Speed". You did not see pre-war cars in our village. The few cars before the war were almost all confiscated by our eastern neighbours. In the fifties we had intense discussions about cars and their qualities. I had clear preference just like my school friends. German cars all had very bad roadholding, we called them "swabs", French cars were always rusting in the brochures, Italian cars were unreliable, and so on.

Whether my preference for English cars began at this time, I don't know. It is possible. It is also possible that it started when my father bought his first car after the war, a green Austin A 40 Devon. I still remember the chrome letters on the side of the bonnet, "Austin of England". This car was followed by a beige Ford Consul, which as a 14-year-old boy I secretly borrowed for a drive through the village. Of course by then, I had studied how accelerator, clutch and brake pedals operated.

In 1961 there came a beautiful dark grey Vauxhall Velox. I still remember the first Sunday trip we made in the summer to the beautiful area called Zuid Limburg in the south of Holland. Here are found the only serious hills in The Netherlands. During a walk in the woods, I heard a savage roar from the road coming up the hill. Directly afterwards there were the sounds of shrubs shattering, followed by silence. I stood face to face with an impressive dark green race car. The car had flown off the road during practise for a hill-climb event, the shocked driver said. It turned out that he was able to continue without serious damage. Later on I identified the car in a book as a Jaguar C type.

It is also likely that my preference for English cars was fed through the friendship of my father with a B.M.C. dealer in our village, who initially sold Nuffield tractors and later Morris and M.G. cars. He drove a beautiful MG A himself. I was just eighteen years old and sometimes I was allowed to drive this red sportscar, proud as a peacock and hoping my friends would see me driving this M.G.

Of course my own first car was an English one, a second-hand white Morris 1100. This car needed a sportier look, so two green stripes were added front to rear. It looked really racy. After the Morris, a mini Cooper was the ultimate dream car. In those days they won almost all the rallies and races. There was only one big problem in buying one. That was the money! I asked my father for a loan. After a few days he decided to help and he had a special reason. He said "It's a loan which will probably never be paid back, but I know, you are passionate about cars. It is important that you have a serious hobby. Someone who has a real hobby lives a second life". This was a lesson to me at that time which helped me, of course. How right he was, I learned in later life.

The Morris Cooper, green with a white roof was a fantastic car, which was used not only as an everyday car, but also for sportier driving. Several times I took part in track days at Zandvoort the Dutch race circuit. I also registered in 1967 for the hill climb on the Camerigerberg in the south of Holland. (A real hill, 260 mtr. above sea level !) It was here that years before I saw the Jaguar C type in shrubs. After this Cooper, there was a Cooper S.

In 1969 I participated in the Rally-cross, then newly introduced in The Netherlands. It came from the U.K. and has been very popular here for years. My Cooper S was adapted for this tough challenge on the moors : rollbar, 4 pointed safety harness and special terrain tyres were mounted. The now valuable Cooper S, Renault Alpines, Lotus 47 and even a Tomaso Pantera took part in the competition then. The popular matches were broadcasted on Dutch television.

One of the cars of the sixties which was too impractical and too expensive but very odd was the Mini Moke, a small open car based on the Mini. It would have been nice to have one but it was obviously not a daily means of transport only suitable as second or third car. In the early seventies I bought a damaged Mini Moke. This car was in a very poor conditioning and became my first restoration project, easy and quite educational. It practised my welding skills. The result gave me a taste for more, so I bought, in 1977, a Jaguar F.H.C. in England to restore. In those days interest in "E" Types was minimal and prices were low. This restoration took 3 years with a satisfying result. I worked in the furniture business and only did the restorations in the evenings.

After the "E" type experience, we found, during a holiday in California, an unrestored XK 120 roadster in the desert and shipped this car to The Netherlands and I also restored this Jaguar. All the cars are still in my ownership. Selling a car is by far the worst part of my hobby. That's why I don't. Restoring a car is an important part of my hobby. It is a rewarding pastime and an enrichment of knowledge and skills. Right now I'm restoring a small Austin Seven Swallow, which I bought in parts.

Over the years interest and insight do change. My interest moved from post-war to pre-war cars. After a few visits to hill climbs at Prescott Hill and Shelsley Walsh, my choice was made. It had to be an open car with cycle wings and, very important, enough interior space. Many pre-war sportscars are too small for long trips. Once I was sitting in a Riley Brooklands and was happy to get out of the car unassisted !

The purchase of a car usually starts with buying a book about the marque. After studying the book "Lagonda Heritage" my preference was clear. A Lagonda 2 Ltr. L.C. was on top of my list. Before I started my search, I first became a member of The Lagonda Club. In the summer of 1998 I visited Peter Whenman after a trip to Prescott Hill Climb. He gave me a picture of a 2 Ltr. Low Chassis of a customer and this car was for sale. The Lagonda looked very good.

When we were home I called the owner who had sold the Lagonda just one week before. The search continued. Finding the right car, without doing concessions, was very difficult and required a lot of patience.

Once I saw an advertisement with exactly a Lagonda I was looking for. The problem was, that this car was in Pennsylvania U.S.A. ! I contacted the seller and he sent pictures and this seemed a good buy. It's risky to buy a car unseen, so my wife and I decided to take a look and visit the seller. The photo's, taken in the rain, and the description were completely different from reality. The body was very flexible because the wooden frame was almost completely rotten. The engine rattled, smoked as a steamer and ran on 3 cylinders. According to the seller, his mechanic had not properly adjusted the car ! ??.....

In June 2000 there was an advertisement in the Lagonda Newsletter. The offered 2 Ltr. L.C. was the car I missed 2 years before! After making an appointment, I travelled the same weekend to Suffolk and bought the Lagonda. The car (reg. WH4025) was complete with loads of history and information. One thick map with letters from Ivan Forshaw. Also letters and pictures from the sixties with a young proud owner, the current club treasurer Brian Green who owned this Lagonda when he was eighteen. The oldest picture from 1954, which was sent by a club member years later, was taken in Castle Boulevard in Nottingham. I got also an advertisement of this car for sale from the same time "A really sound B.R.G. 2 Ltr. Lagonda with a new battery and new tyres for £165" (Inflation calculator says today £ 3600) Those were the days !

During the years we used the Lagonda for many holiday trips and rallies. A few times we visited the AGM. Every year we also participated in the Continental Lagonda Meetings in Germany, Switzerland, Austria, Czech Republic, England and Holland. Since the late Roland Danner organized the first meeting in Germany in 2003. This 3-day meeting is organized every year in a different place on the continent. In addition to owning, restoring and driving an old car, social contacts and friendships are a very valuable part of the hobby.

During the years of ownership, there are always problems you have to solve when you live with an old car and some are serious. Ten years ago we had our first serious problem with our Lagonda. On the motorway driving home, after a meeting in Germany, we lost speed and the oil pressure was gone ! A later inspection revealed that a broken main bearing was the cause. This meant that a complete engine overhaul was required. The engine of the Lagonda underwent this complete rebuilt at L.M.B. in Belgium. The rebuild included an engine conversion upgrading into 2.4 Ltr. and 110 b.h.p. This rebuild has resulted in a powerful car and is a joy to drive.

This year we want to participate the Continental Lagonda Meeting in the south of Germany organised by Peter Schirg. As a Lagonda representative for Belgium, The Netherlands and Luxembourg every year I try to organise a one day meeting in the south of Holland. Somewhere in the middle of Belgium and The Netherlands. (usually 10-12 Lagondas participate) After the meet and greet we drive a beautiful route on quiet roads with a proper lunch at a special place halfway. This year the date is Sunday 25th June. On the Saturday night before, we organise a dinner in the hotel where we start our meeting on Sunday. So, our life with a Lagonda continues !

Herman Arentsen

Sadly, we have to report the death of Michael Jones from Dereham in Norfolk. Michael owned a 2 litre for many years which is now the property of Roger Seabrook. Despite not having a Lagonda, Michael retained his membership until his death. Our condolences to his family.

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

FOR SALE:

1932 Lagonda 16/80 Semi Sports Possibly last surviving Semi Sports factory body, helmet wings, original condition all-weather tourer, folding rear windscreen, same owner last 27 years. Recent restoration work include: 2022-23 rebuilt engine, 2013 bare metal respray, new hood frame. FIVA papers. Car visible in Brittany, France. Former registration KY3243. Can also be seen on <https://www.youtube.com/watch?v=GN0VrxVqacE> Patrick Rollet, +33(0)608 959 953. prkconseil@free.fr (member)



Various manuals for sale Email Roger Wheldon on roger@the-wheldons.co.uk (non member)

- 2 Ltr High Chassis Type Fourteen-sixty Instruction Book
- Lagonda 2.6 and 3 litre Workshop Manual
- Lagonda 3 litre Instruction Book (Original, not a copy)

Parts for sale by Jeff Leeks jeffleeks007@gmail.com (member)

- **3 LITRE DB PARTS/SPARES.** Please ask for my updated DB List of spares/parts now available which includes; Bonnet in great condition, 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, 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:

I am back in the market for a late 30's Lagonda. Hopefully, a Meadows engine variant. My preference is for a complete car, condition is much less important. It must be original and not a special. I like to restore original cars, to as high a standard as I am able. This is my hobby, I am not a trader. Location in U.K. / Europe is preferred. - Price should reflect the condition of the car. Please contact: keith@glenbourne.co.uk with as many details as possible, plus photos and price. Thank you. Contact Keith Currington keith@glenbourne.co.uk or 07887 780100 **(Member)**

M45 engine to use as a spare engine for touring and hill climbing for my Invicta S90. Contact Renaat Declerck renaat@rendec-consult.be **(Member)**

DB2.6 Saloon. Wanted, by a female new member, a DB2.6 Saloon. Good drivable condition wanted. Contact Len Cozzolino in the first instance. Len.cozzolino@lagondaclub.com or 07789001716 **(Member)**

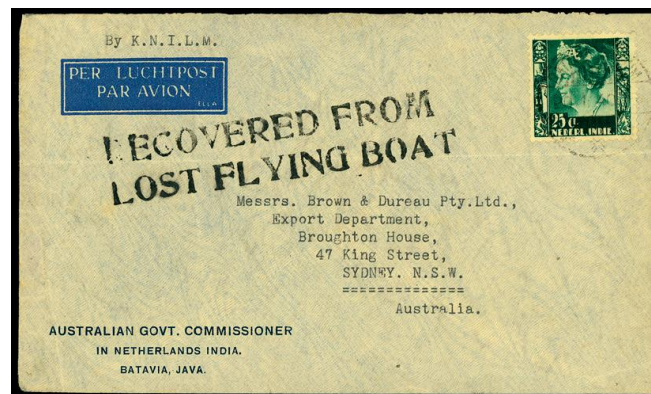
NEW MEMBERS We welcome the following new members:- * *Rejoin**

D 16	Renaat Declerck	Sprietestraat 286, 8792 Desselgem, Belgium Invicta S90
F 1	Martin Fenn	Horsington House, Horsington, Templecombe, Somerset, BA8 0EG N/O
J 9	Jeroen de Jong	C/O Louwman Museum, steurweg 8, 4941 VR Raamsdonksveer, Netherlands M45.CH Tourer Z11078 BPK202



THE DB GAZETTE

Continuing on with the vague theme I established in the last issue of this Gazette in which I asserted that operating an import /export business during the 1950's and 1960's was fraught with novel problems regarding communication, below is more evidence to support my assertion.



The image tells it all and whilst I harbour no fear of flying in modern aircraft, I wonder just what the future of aviation is, especially over long stretches of water!

I'll leave that topic hanging in the air, but just before I move on, I personally am fortunate to have experienced three successful flights in so called 'Flying Boats'. I must say the experience was thrilling but not all went smoothly.

I was a passenger on a Hythe - Sunderland aircraft taking off from Rose Bay in Sydney Harbour in 1955 heading for Lord Howe Island, about 480 miles east of Australia. The flight proceeded well enough until we reached about half way, Australia was well out of sight, when the Skipper decided to head north due to our landing at LHI being aborted due to weather conditions in the region. We landed instead in Brisbane, safely, and were put up at a hostel. Taking off again next morning and landing safely at LHI about lunch time.

It wasn't until learning of Francis Chichester's flight to the Island in 1931, some years prior to my flight that I realised how lucky I had been!

Chichester, after successfully crossing the Tasman Sea from New Zealand, landed safely on the island's lagoon and secured the small 'Gypsy Moth' float plane for the night but was unable to continue the flight to Australia due to total immersion of the aircraft in a storm during the night. The moth sank at its mooring. Unknown to Chichester, the plane's floats had filled with water.

With the help of some of the locals he rebuilt the aircraft over the next 12 months, including a total re-bagging (fabric) and completed his flight to Australia and Japan. The flight is still discussed amongst aviation enthusiasts and navigators. Chichester went on to circumnavigate solo during 1966-7 in a yacht named 'Gypsy Moth IV'.

I was transported back to Australia in the Hythe after a fabulous three week holiday on Lord Howe. The Island now has a landing strip, perhaps the only air strip in Australia requiring pilots of passenger aircraft to hold a current operational endorsement to use the facility.

This experience led me later to totally comprehend the aviators axiom, 'There are old pilots and there are bold pilots, but there are no old, bold pilots!'

Sir Francis Chichester had an amazing, inspiring life well worth researching. To the best of my knowledge he never owned a Lagonda! For any who wish, Chichester left a record of his interesting life titled 'The Lonely Sea and the Sky'. I highly recommend that you find this book. My copy is from 1964.

I want to share with you the need to adopt some form of rebuilding standards when considering restoration of cars, particularly 'coach style' construction. It is normal procedure to remove the body shell when commencing this form of restoration, particularly when the body is panelled in aluminium. The reason for this is that this metal suffers from corrosion and fatigue cracking over time.

What prompts me to raise this issue is that I was informed recently about an owner/restorer who engaged a 'self-confessed expert' to restore his DB 2.6. The body was not removed nor checked for alignment or corrosion, worse still, the wooden frame was 'repaired' by simply cutting pieces of timber to approximate shape and gluing these into the appropriate spaces, then using an epoxy adhesive to bond the timber to the aluminium body shell! Can you envisage the mess this technique will leave in a few years?

The message is to thoroughly research the restoration techniques being proposed prior to committing to the project. The same goes for mechanical restoration and there is plenty of helpful advice available from members and owners. By coincidence, an article from a well experienced restorer appears in the Club's Mag No 274. Well worth reading and applicable to any make or model.

Whilst you have the Mag open, don't miss the report by Richard Branch concerning a visit to Whitewebbs Museum recently.

To Conclude, another contribution from Antony Bowie-Thanks Antony.

[1953 Lagonda DHC 2.6L - Online Auction For Sale by Auction \(carandclassic.com\)](https://www.carandclassic.com/1953-lagonda-dhc-2.6l-online-auction-for-sale-by-auction)

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

Several years ago a very helpful Club member sent me a reference for a suitable modern replacement for the steering column coupling used on the later 3 Litre. (This is not the fabric type coupling used on the 2.6 and early 3 Litre models which The Club has had remade, Club part no. DBSTG07.) I seem to recall that it was a Volkswagen item? I have mislaid the note I made at the time and would be grateful if anyone who is aware of a workable replacement could send me details.

On the subject of steering parts I have been asked several times about the rack gaiters. Thanks to Simon Constable who found that First Line gaiter FSG3190 when suitably trimmed will fit we have a solution to the non-availability of originals but are these now becoming hard to find. This and the torsion bar link gaiter FSG3009 substitute were original fittings on MGBs and 1990s Vauxhall Astras and should we be seeking other replacements from more modern vehicles?

Please get in touch with any other suggestions for DB chassis and body components you are in need of.

Please order parts via the website if possible

SPARES NEWS – June 2023

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

NEW PARTS NOW AVAILABLE

PRICE

ENG525K - Crankcase for Meadows engine

£12,000

(All prices excluding VAT)

BACK IN STOCK

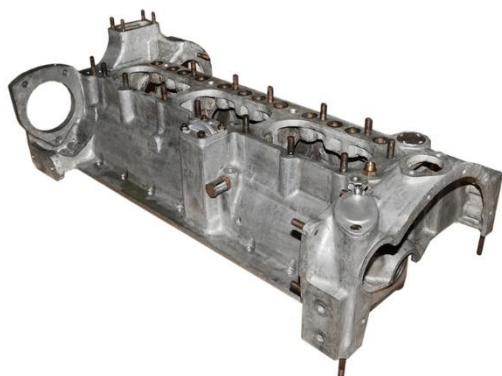
- ENG200 - Main bearing stud and nut (single), 2L.
- ENG403 - Ki-gass Bronze Balls x 5.
- BRK407L - Brake cylinder rubbers (1 1/4") front LG6, V12.
- BRK407S - Brake cylinder rubber (1 1/8") rear LG6, V12.

USED SPARES NEWS

You'll now find a good selection of used parts and "new old stock" available in the "Used Spares" section of the website, including V12/LG6, 16/80 & DB sub-categories. We're now beginning work on processing the club's 2L stock, with M45, 3L & 11.9 categories to follow.

Please visit <https://www.lagondaclub.com/used-spares/> for more information.

USED SPARES SPOTLIGHT – Original Invicta Crankcase



Original Invicta crankcase, fully crack tested and pressure tested, with certificates. Suitable for M45s, but it does not have the improvements in the casting alloy, main bearing arrangements, and bolting arrangements to the block that were introduced by Lagonda for the M45R and LG models.

£5500 excluding carriage.

Delivery fee to be confirmed subject to the buyer's location.

Please contact the spares office for more photos and further information.

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.

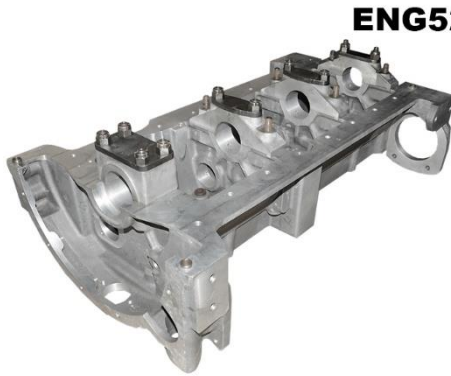
Please e-mail Robin Cooke if you are interested in any of the following parts. Your support will influence the Committee's decision to proceed or not:

- 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 – June 2023

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

***NEW SPARES SPOTLIGHT* - ENG225K – Crankcase for Meadows Engine – NOW AVAILABLE TO ORDER**



ENG525K

This crankcase is an almost exact copy of an LG45 crankcase (Sanction 4 spec.), but it is superior in being made from a high-grade modern alloy and fully heat treated. It is superior to anything that has been on the market before. It is also almost identical to an LG6 crankcase. It can be used satisfactorily for M45s (inc. Rapides) but modifications may need to be made to the cylinder block studs. To be safe, you should take expert advice on fitting to your engine, as many engines have been modified and upgraded over the years and are not as originally supplied by Lagonda in the 1930s. The crankcase will not require any modifications in order to be fitted to an M45, though a new set of special

stepped studs will be needed. We are confident that these crankcases can be fitted satisfactorily to any Meadows-engined Lagonda (and to Invictas).

NB: Though pictured in our stock photos, main bearing caps and studs are not included with the crankcase.

These crankcases are made to order, and on a 3-month lead-time. Delivery fee to be confirmed subject to the buyer's location.



Suffolk Lagonda Dinner

Ufford Park Hotel Woodbridge Suffolk



The 44th Suffolk Dinner will take place at 7.30 pm on Thursday 13th July 2023

Holding the event in the middle of the week proved a great success last year. Many local attractions can also be booked so visitors can enjoy a mini break touring the countryside. It's also an easy drive from Harwich and we were very pleased to welcome a number of Continental visitors. We hope more will come this year.

Visitors are invited to bring their cars to *Friston Classics On The Green* which takes place from around 1 pm on the 13th July. We will try and keep all the Lagondas together in one place. There will be a coffee morning at the Club spares operation at Johnson's Farm at Carlton near Saxmundham followed by a pub lunch in the Friston Chequers on Friday 14th July.

To find out more or book the dinner, contact Leah Knee 01728 604040 spares@lagondaclub.com or Colin Mallett 07920 053517 colin@fulvens.com.

Menu choices are attached. £45.00 per head. Payment: bank transfer or debit card preferred. Closing date 29th June.

To book the hotel, please contact Ufford Park direct on 01394 383555 or reservations@uffordpark.co.uk. quoting "Lagonda." The hotel offers special spa and golf packages. Secure parking is available.

The Lagonda Club website <https://www.lagondaclub.com/events/> will be kept up to date and can be viewed by non-members.

Starter

- Cream of vegetable soup, herb roasted croutons V, VG
- Duck liver pate, orange and cranberry chutney, rocket and lambs leaf salad
- Prawn and smoked salmon platter with a lemon infusion

Main course

- 12-hour slow cooked shin of English beef, creamed potato, honey roast root vegetables, French beans, bourguignon sauce GF
- Grilled organic salmon fillet, lemon and dill crushed potato cake, creamed savoy cabbage, asparagus, hollandaise sauce GF
- Chargrilled Vegetable tian with glazed Vegan mozzarella, sautéed new potatoes, black olive tapenade, sun blushed tomatoes V, VG, GF

Dessert

- Baked vanilla cheesecake, chocolate ice cream, salted caramel syrup
- Eton "Tidy" Mess, meringue pearls, champagne jelly, seasonal berries, vanilla cream, raspberry coulis
- Sticky Toffee Pudding, Butterscotch Sauce, vanilla ice cream or clotted cream

OBEROI CONCOURS D'ELEGANCE, UDAIPUR, INDIA, FEBRUARY 2024



Members of the Lagonda Club have been invited to the Oberoi (formerly Cartier) Concours d'Elegance in Udaipur, India in February 2024.

The event is India's premier Concours d'Elegance and will be judged by Sandra Button, the Chair of Pebble Beach Concours d'Elegance. It was last held in 2019.

<https://www.oberoihotels.com/media-press-releases/oberoi-hotels-and-resorts-announces-the-oberoi-concours-delegance/>

India has some of the most significant and important pre-1939 cars, notably those featuring Art Deco coachwork. To the Club's knowledge, 10 Lagondas remain in India, four of which belonged to maharajas.

The Oberoi Hotels is offering a special package for international entrants to travel and see India, and also to stay in the other Oberoi properties.

Club member, Chris Hallett (H81), who has taken his 16/80 twice to India, has kindly offered extensive advice on travelling there. Quotes are currently being obtained from shippers.

In addition to the Concours, it may provide an opportunity to meet the Club's four members and to see some of the Lagondas in India, the majority belonging to three collections.

Two Lagondas from the UK and USA are currently scheduled to attend. If any Club members are interested, please contact James Baxendale (B74) on james.l.baxendale@gmail.com.