



NEWSLETTER

www.lagondaclub.com

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This month's Guest Contributor is:

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admin@lagondaclub.com

For full details of the events please refer to the EVENT's page on the Website

<https://www.lagondaclub.com/events/>

July 8 th	Rempstone Steam and Country Show. Wymeswold LE12 6ST. contact john.s.boyes@btinternet.com
9 th	VSCC Donnington Mtg
13 th	Suffolk Dinner – combined Lagonda Club and Rapier Register gathering. Contact Colin Mallet colin@fulvens.com
14 th	Suffolk Dinner visit to the Lagonda Club Spares Hub. A worthwhile visit.
15 th	LC Anglia Area Pub meet. Venue TBA. Contact Len. Len.cozzolino@lagondaclub.com

As advised last month, next weekend 8th July, there is a Lagonda Club joint stand with AMOC at The Rempstone Steam and Country Show. Wymeswold LE12 6ST. For more information contact john.s.boyes@btinternet.com

The following day is the VSCC Donington Meeting which will feature the Longstone Light Car Race. There is a wonderfully varied entry with a full grid of 40 light cars including our member Richard Matthews driving the 1922 11.9 Model K which he raced in 2021. Good luck!

A week on and it's the Suffolk Dinner on the 13th Probably not too late to join the fun if you get in touch with Colin Mallet right away.

Arnold Davey writes with news of Janette Knight (1927-2023)

We try to keep in touch with the dwindling band of "Old Lags", ex-employees of the Lagonda companies. We hear from her daughter Irene, that Janette has died, keen on Lagonda affairs to the end. In 1989, in the short-lived Sainsbury's interest in Lagonda history, the local paper, the Staines Herald, announced a competition timed to coincide with the opening of the supermarket on the site. A prize or prizes would be given for the best account of working at "The Lagonda". The paper was well aware that hundreds of local people had worked there or had relatives who had.

The competition attracted a healthy number of entries, of varying quality but that submitted by Janette Knight was head and shoulders above all the others, illustrated with cartoons and a photocopy of her wartime security pass. During the war and after Janette had been a draughtswoman in the Production Drawing Office, located in "Ironbarks", and she had worked with W.O. and Frank Feeley.

It was agreed that one prize would be a VIP day out at Aston Martin Lagonda's works, then at Newport Pagnell. The Staines Herald copied all the entries to this club, where they live in the Heritage Trust papers. The newspaper turned to other things. Weeks turned into months without any sign of the works trip and in the end Janette got in touch and I used the good offices of the company historian, the late Roger Stowers, to wake things up and very belatedly, Janette got her day out.

Walter Czech brings us up to date with the story of his LG45 Mayfair Coupe.

Lagonda, as we all know, built some of the finest large sporting cars of the 1930s. From the two-litre model introduced in 1925 to the great 4½-litres of the late '30s, the Staines factory produced a multitude of high-speed tourers and dashing close-coupled saloons which appealed enormously to the driving enthusiast. Generally speaking, Lagondas were cars for driving with vim and vigour, not for cruising around town and posing in. Most people who desired to be seen and photographed would have plumped for a Rolls-Royce or Bentley.

However, the 4½-litre models were well-suited to carrying grandiose coachwork, and being treated as luxurious grand-tourers as much as sports-cars. Consequently, they found plenty of willing buyers for whom 'the look' was everything.

One such buyer was Frances Day, the actress, cabaret star and general talking point. Although not a household name today, at the time she was popular and well-connected enough to be in a position to order what might have been the most opulent Lagonda ever built.

Born in New Jersey in 1907, Day's showbusiness career began as a cabaret singer in New York and London in the late 1920s. In 1928, she married one of London's theatrical agents and thereafter was never short of work in the West End, where she had rôles in a string of stage musicals, or the film industry, where again musical comedies were her domain.

If one is to believe everything one reads on the internet, Day was the illegitimate daughter of car-maker Horace Dodge and pursued amorous affairs all through the 1930s, including with two future kings, Edward VIII and George VI, future Prime Minister Anthony Eden, Lord Mountbatten, Prince Bernhard of the Netherlands, Prince Bertil of Sweden, Marlene Dietrich and Tallulah Bankhead. Reputedly, Eleanor Roosevelt wrote to Day, 'I find I am quite unable to resist your extraordinary and tempestuous magnetism.' However much of that may or may not be true, we can be sure that she was a sensational figure.

Despite a close friendship with Dorothy Hartman, wife of Lendrum & Hartman co-founder Frank, Frances Day looked to Kevill-Davies & March, the London agents for various upmarket marques, when, as a 28-year-old star with the world at her feet, she decided she fancied a new car, something which would look suitably dramatic outside her home at Waynelete Tower, the magnificent 15th-century Gothic gatehouse where she lived in Esher, Surrey.

She placed an order for a Lagonda from Kevill-Davies & March on 14th April, 1936. She could easily have specified a drophead-coupé or sports saloon, had she had more modest tastes, but she chose instead to send the chassis to the Mayfair Carriage Co. The order form for chassis 12145 read: 'To be mounted with Mayfair body for exhibition on their stand at Olympia (2-door Coupé de Ville)'. A special feature of the coachwork was an extending boot.

The finished car, painted black and grey, was delivered on 28th August, but Day never actually took delivery and nobody quite knows why. Perhaps her extravagance exceeded her personal wealth, and she had to flash a disarming smile at Kevill-Davies & March and say sorry. Some reports say that the car was also exhibited at the 1936 Paris Auto-Expo, but it seems to have remained unique. We are not aware of Mayfair building any more bodies in the same flamboyant style.

Ultimately, 12145 was bought by Frederick Neville Shinwell Melland, son of one Britain's leading surgeons and a brilliant ice hockey player who represented Britain at the 1928 Winter Olympics. It remained in use throughout the war, obviously travelling no further than fuel rationing would permit. In 1950, Melland sold it to decorated RAF Wing Commander Theodore D. Misslebrook, and he in turn sold it Derwood Hollar of southern California in 1977. The following year a for-sale advertisement appeared in *Hemmings Motor News*, and then nothing was heard of it again. At least, not until very recently...

Walter Czech was looking for a historic racing car in February 2017 when he saw an Alvis Speed 20 special advertised by Tom Hardman which looked to be just right for his purposes. From Germany, he flew to the drizzly north of England to inspect the car. The test-drive wasn't decisive and Walter continued to mull it over. It was only when he was about to leave that he noticed an unusual Lagonda in the corner with a dull, grey finish which caused it to be overshadowed by the various brighter and shinier cars. Seeing Walter's eyes settle on it, Hardman proceeded to tell him all about it. At first, he wasn't interested - he'd gone to buy a racer, had just been for a test-drive in an open car in the steady, freezing rain, and wanted nothing more than to warm up in the airport. However, the more he thought about owning a unique car with special provenance and the potential, after some spit and polish, to be truly elegant, the more it appealed to him.

To cut a long story short, he bought it. It arrived at his home in March, and then he began to assess exactly what to do

with it. This is where the old restoration-versus-preservation debate rears its head. The Lagonda was by no means a wreck, but there was no chance of it gleaming again as it had done when new. With the assistance of Herr Rist, Walter's trusted mechanic and a British-car specialist, he started to dismantle the Lagonda and gradually came to the realisation that, under the skin, it really needed a careful restoration.

"Though plagued by doubts," says Walter, "I made the decision to completely restore the car from the ground up with a view to preserving the highest possible degree of originality. Special importance was given to the reuse of original materials. Rotten sheet metal and parts of the wooden frame were only to be replaced in badly affected areas.

"A particular challenge was the intended preservation of the interior trim. The material was so brittle that refurbishment with the usual care products could not prevent its deterioration. The carpet, the leather and the material of the headliner were damaged to such an extent that even the lightest contact would irreparably destroy them. As a leather expert, I had to admit to myself that any attempt to refurbish the leather would not be crowned with success, as the decomposition was too advanced and the pressure of a thumb was enough to cause cracks and holes."

There is not so much value in preservation if it prevents a car from being used, and Walter fully intended that the Lagonda should be a joy to drive, not a worry. As he took the car apart, he made an inventory of all the components which could be reused and sought the advice of specialists from engine reconditioners to saddlers. Before going too far, he invited Eckhard Fabricius, German Representative of the Lagonda Club, to inspect it to hear his views and recommendation.

In the end, it was a very happy outcome and not a single part went to waste, as Walter explains: "It was possible to preserve almost 90 per cent of the original substances and materials and to implant their properties into the vehicle in a functional and serviceable manner. Since I had decided on the unconditional preservation of originality, the materials in the interior, from the headlining to the carpets and the leather, should also be authentic and in their compositions correspond to the originals. The Connolly leathers used at the time were pure vegetable-tanned and dyed with aniline dyes. Since no solvent-based opaque dyes were used, the leathers had a slightly two-tone, cloudy effect. The disadvantage of this tanning process, however, is insufficient lightfastness, so with prolonged exposure to UV light the leathers fade, which can be seen in many interiors with their original leather.

"I was able to find a tannery that was able to produce the finish I wanted and dye it the blue of the original. Using the information from an original sales brochure, the paint scheme could be determined: 'Body, exterior and wings Grey 53750 combined with black and the coach line in white.' With the collaboration of very capable enthusiasts, it was possible to restore the LG45 coupé de ville authentically as it appeared at Olympia and Paris."

While that may be the end of the Lagonda's restoration, it is by no means the end of the story. When the car reached the bare-metal stage, Walter loaded it onto a trailer and displayed it at the British Lagonda Club's Annual Gathering. Apart from being awarded a titanic trophy for the furthest distance travelled, Walter also received the Voke Cup for exceptional services to Lagonda preservation.

"Besides Herr Rist," Walter adds, "LMB in Belgium, the experts for Lagondas on the Continent, was also deeply involved. Their experience and knowledge is outstanding and their garage is a 'must-visit' once in every Lagonda enthusiast's life."

Walter's labours have now been well rewarded. He has been invited to display the Lagonda at the Concours of Elegance at Hampton Court Palace on 1-3rd September 2023, alongside 60 other exceptional automobiles. If you can get there, it'll be well worth taking a close look at the car. If you can't make it, never mind. Walter wants the car to be seen, so maybe it'll appear at a concours near you soon. (*The Club AGM Sept 24th perhaps? Ed*)

Sadly we have to report that longtime club member and Lagonda stalwart Dr William (Bill) Holt of Canada, died recently. Our condolences to his wife Liz Haan. Bill owned 3 near perfect V12s. Each one having some unique provenance. A full obituary will appear in the Magazine.

Condolences also to Sue and the family of Tony Saunders of Haslemere. A well liked member for 20 years who owned a very attractive LG45 tourer.

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

FOR SALE:

1932 Lagonda 2 litre for sale. Started its life as a Continental and underwent a total body and engine restoration in the late 1980's with new T2 bodywork and leather upholstery. A new single plate clutch was fitted 10 years ago. It has the original 21ins wheels and comes with full weather equipment. The car remains in lovely condition and any inspection would be welcome. The car is in Shipston on Stour Warwickshire. £65,000. Please contact Geoff Rudd on 07989730286 or email geoffrudd99@gmail.com



"ACE" Translucent Digit "N" Original on original backing plate. Excellent sound condition, as used on rear number plate of LG45, illuminated from behind. Contact Mike Farrow 01544 267371 (**Member**)

Items for sale by Robin Saddler - 07785 294400, robinsaddler2@gmail.com (Member)

- Offers invited for:
 - Early three litre engine with some ancillaries, condition unknown
 - Pair of original Rapide wings with brackets, need refurbishing
- Alvis synchromesh gearbox, reconditioned £3,000.00

Items for Sale by Tim Gresty. M 07989 583124 or E tim.gresty@btinternet.com (Member)

- **Pair of bumpers off LG6 Rapide.** Fits some LG45s & V12s. Excellent condition, with original Lagonda Club badge attached. £500 ono
- **LG Water Pump.** Still in the packing case after a rebuild by Maurice Leo, probably 50 years ago ! Includes original typed Instructions. Still turns beautifully. £ 500 ono

Set of 16/80 side screens. Looking for a good home. Old but useable, screens yellowed a little. Situated in the USA. Contact Roman Ortega-Cowan romanoc2000@hotmail.com (**Non Member**)

Wanted:

V12 switch and dials At some point the original was replaced by a non-original switch operating the brake lights. I'd like to revert to the original, so if you have one going spare, do let me know. I'm in France but returning to UK shortly. Contact Laurence Hannam 0033 (0)5 49 50 41 26 lhannam@live.co.uk (**Member**)

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

C 23	Jane Corner	Draft Farm, Flaxton, York, North Yorkshire, YO60 7QP Invicta Sports Tr A 49 BF 9905
D 19	Steve Dillon	Marien Str, 73262 Baden-Württemberg – Reichenbach an der Fils, Germany M45 Sln Z10989 ?
H 54	Steve Henly	LGL Properties Ltd, Crowmeole Lane, Crowmeole Lane, Shrewsbury, Shropshire SY3 8AY N/O
H 3	Richard Hickman	Porthill, Road, Shrewsbury. Y3 8RN N/O
L 4	Mark Lethbridge	Granta House, High Street Littlebury, Saffron Walden, Essex, CB11 4TD N/O
M 11	James Masters	Frensham Road, Farnham, Surrey, GU10 3QE N/O
R 42	Giulio Marquess Romanazzi-Carducci	Piazza Stefano Jacini, 00191, Roma, Italy M45 Tr Z11141 669 XUR



THE DB GAZETTE

In my previous two DB Gazettes I have sort of alluded to problems that can arise with communications when conducting business - chasing parts for Lagondas in the days of Flying Boats and so on. Now I want to allude to how one can 'shop with confidence' using modern communications technology and transport systems.

I'd like to suggest that since we are not using 'Flying Boat' air mail or 'snail mail' so much in modern times, rather, communicating individually across vast distances and closing deals using the 'internet', placing orders and paying bills faster than a speeding bullet - so to speak, that we have made progress in terms of availability, accessibility and reliability of business transactions.

Or have we? Well I personally have ordered, been quoted, paid for and in reasonable time, taken delivery of all manner of parts and services over sometimes vast distances, by persons I have never met and am unlikely to ever meet!

The systems work because parties involved recognise the importance of a sales/service reputation to do business in a world that relies on technology. Trust develops.

Today, things like our older cars can provide an active market place for suppliers of newly made spares, used spares and modified parts that perform better than some original parts!

So how does a seller harvest business across the world of old cars? Obviously by using some form of advertising, often in trade journals or by using the internet's vast ability to reach out to car buffs. And it works! Assuming that both parties, say buyer in Australia, seller in Europe are connected electronically - then the only other linkage required is reliable transportation.

Flying Boats are finished but air transport for smaller items is very reliable and convenient. Shipping is very reliable also but takes time. Neither form of transport is outrageously expensive. Both are very convenient and, importantly, trackable. Just as easy today is the process of checking the veracity of claims for service and reliability, the performance and reputation standards of suppliers.

Payment for goods or services is likewise almost problem free and can be achieved without leaving home for most, in fact it's so easy that when the time comes to clinch the deal, payment is simply just another click away!

So what I have attempted to describe is a modern way to shop, safely, online, that can be applied to all sorts of goods and services, not just car parts. You as a customer can consult catalogues, match items precisely and even receive a warranty on most purchases. Sounds good and it is, mostly. A friend in Australia sells vintage Siebe-Gorman of London diving helmets all over the world! Try typing Siebe Gorman diving helmets (images) into your browser. You will be stunned.

What I will describe to you next however, is an example of how things can go wrong.

A prospective buyer in Australia, for example, consults Google for parts for a 1950's Motor Car and locates parts online, but not in Australia.

Aussie contacts the apparently reputable seller - must be reputable according to website layout, plenty of reliable background info and testimonials from previous customers, also, the seller has technical knowledge and offers certain advice.

Aussie places order after viewing quotes for goods, services and freight. Aussie then pays 'on invoice', using a Bank Transfer to the sellers account, and waits, and waits; Aussie sends friendly emails and waits, lots more, in fact the Aussie is still waiting over twelve months later!

One could question the level of trust some customers acquire when dealing with remote supply sources. Hope springs eternal!

Don't use Bank Transfer. Use something like Pay-Pal who will examine any irregularities. Or use a third party purchase arrangement, they do exist. Fortunately, there is a mechanism available to enable this customer to seek redress, but it is complicated. Internet Consumer Protection is a developing science.

In whom can we trust I ask myself? My advice is to seek information prior to entering into long distance business arrangements, establish some form of safeguard to guarantee supply and delivery.

This hasn't stopped me in the past from participating in long distance commerce nor should it stop you, but take care, it's so easy to shop online and if the order is not delivered then there is help available across 35 countries with Ecommerce groups formed essentially to thwart online rogue traders, but it can take time. Retain all documentation and keep a summary of all communications including telephone calls for future reference.

Anyone care to share experiences of successful transactions, or disasters with us? No names, no pack drill, just share information, thank you.

Email me, Peter Henson. octane1@bigpond.com

Now a good news trading story. I have just received parts for the Gorgeous One's Vintage Elna sewing machine from a person in Las Vegas USA. She is overjoyed!

Lastly, here is a 'Little Red Car' from Antony Bowie - TKS once again Antony!

[1953 Lagonda 3-Litre Coupe - FOR AUCTION 17TH JUNE 2023 For Sale by Auction \(carandclassic.com\)](https://www.carandclassic.com/1953-Lagonda-3-Litre-Coupe-FOR-AUCTION-17TH-JUNE-2023-For-Sale-by-Auction)

One new item on the way this month - the special spring clip for the heater box (2 per box.) These are used on the 2.6 and on some 3 Litre models. Lead time quoted is 15 days so they should be on the website before August.

Credit to our member Jeff Leeks for the following good news for 3 Litre owners: windscreens can still be purchased from Pilkington Classics the manufacturer and with a 23% discount to Lagonda Club members. Two different curved screens were used on the 3 Litre. Earlier cars have upper and lower rounded corners and later cars have almost squared lower corners. Thanks to much diligent investigation by Jeff and with the help of Harriet Perkins at Pilkington Classics it is now known that for the earlier screen, clear and two types of tinting are available

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2102ACL - Clear screen with 4 rounded corners

2102ACLBL - Clear with a blue top shade band - 4 rounded corners

2102AGN - Green tint no shade band - 4 rounded corners

2101ACL - Clear screen with 2 rounded corners

The Pilkington Classic database suggests that 2101 is for the drop-head coupé and 2102 for the saloon. Don't be put off by this, both types were employed on both body styles and by looking at your car head on you will know which you need!

If you do want further technical details about height / cord / depth / etc. parameters email either Jeff or myself. Harriet, who I must say has been extremely helpful, has provided all this information. If you want to order a windscreen send your enquiry to: Classics@nsg.com or you may use their contact form on their website page: <https://www.pilkington.com/en-gb/uk/contact> (For membership verification you may add either myself or Len Cozzolino on to your contact email to save time.)

FYI: discounted prices quoted on June 12th as follows: 2101ACL £556.18, 2102ACL £411.36, 2102ACLBL £434.01, 2101AGN £421.76 UK delivery (assuming 1 piece) £90. All prices ex.VAT. Overseas members can request shipping cost.

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 – JULY 2023

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

NEW PARTS NOW AVAILABLE

ENG525K - Crankcase for Meadows engine

PRICE

£12,000

(All prices excluding VAT)

BACK IN STOCK

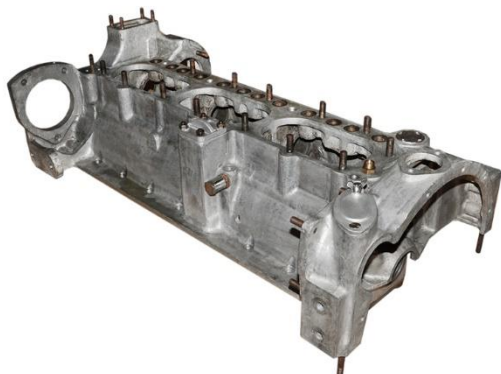
- ENG200 - Main bearing stud and nut (single), 2L.
- ENG403 - Ki-gass Bronze Balls x 5.
- BRKX06 – Brake rod spring, front
- GSK405NM – Tappet cover gasket, 4.5L
- BRK407L - Brake cylinder rubbers (1 1/4") front LG6, V12.
- BRK407S - Brake cylinder rubber (1 1/8") rear LG6, V12.

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 3L stock, with M45, 2L & 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.
- DB Heater Clamp