



Number 278 Autumn 2023



THE MAGAZINE OF THE
LAGONDA CLUB



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COVER:

**Your retiring Editor's first Lagonda, now in Belgium in the capable hands of
Werner De Laet, seen here with partner Carla at the Suffolk Dinner event this year.**

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From the Workbench

Roger Seabrook

RODNEY SAUNDERS, Rally and Annual Gathering organiser sadly died, a week after this year's AG event. A jolly person and a good organiser. An appreciation will appear in the Winter Magazine.

There have been some really good events this year some of which are covered in this edition. It has been nice to meet up with friends in the Club and to enjoy the cars.

Now that the winter is approaching are some of you considering major work on your car/s? If so, please get your orders for spares in as soon as you can. The cost of parts from manufacturers has increased significantly and this has to be reflected in the prices the Club has to charge. It is very important for the Club to make a margin that will allow it to replace parts as they are used up, without putting the Spares Operation into a loss. The Club membership fee does not subsidise the Spares.

We took the 2L saloon on a Bean Car Club trip to the Twyford Water Works near Winchester on 1st October. An interesting gathering of cars and steam engines, and the pumping engines were impressive. Well worth a visit.

I understand the recent Spitfire event at Headcorn Aerodrome in Kent was very successful, with a good turnout of Lagondas. Hopefully some pictures and an article will appear in the Winter Magazine.

On the competition front, Tim Wadsworth and Tim Parker would like to encourage members to take part. The long car and light car races, organised by Longstone Tyres, have proved popular. It may be that a non-competitive event, that would enable a car to be taken on a track without the expense of licenses and racewear, could be organised next year

I am delighted to say that we have an enthusiastic volunteer to take over as Editor. Roland Bugler continues his family's strong association with the Lagonda Club - he has two Rapiers.

I am sure he will have your support, and he looks forward to receiving your articles and correspondence.

So, it is with a degree of sadness that this will be my final offering after 10 years as Editor, but a new face is good for the Club and Roland will bring his own ideas to take the Magazine forward. My thanks to all of you who have made my time 'in office' so enjoyable.

Au Revoir *mes amis*. ■

***Last date for copy for the Winter Magazine is
Friday 29th December 2023***

***Please keep new articles & pictures coming in and support your new Editor.
To all contributors over the years a big 'Thank You' from me.***

The Fougères Trip

Catherine Monnington organised the Lagonda entry

IN JUNE A fantastic selection of Lagondas joined the 27th Rallye de Fougères for three full days of touring on French roads, eating good food and, of course, sampling the wine.

Catherine started lobbying Club members months earlier to encourage a good attendance of Lagondas, and she wasn't disappointed. In the end 19 Lagondas registered for the event, which meant we beat the 18 Alvis's and would be better represented than any other marque in the full list of 174 cars entered. Sadly, our euphoria was short-lived as only 16 of the Lagondas actually made it to the start, so Alvis were the winners – BOO! Unfortunately, a couple of members had encountered mechanical issues shortly before they even left the UK and turned up in an Audi and a Porsche respectively. Of course, they both received plenty of sympathy from owners that had managed to coax their own vintage cars onto the ferry, all of whom seemed to have their fingers crossed hoping they could get through the event and back to Blighty unscathed. More of this later of course!

V12 owner, Tim Hughes, very helpfully did a recce of the area a few months before and was able to test out a perfect hotel for the group to use en route to the event as well as some great lunch venues.

For those unfamiliar with the Fougères it is a terrific event pulled together by the amazing Patrick Rollet

and his highly motivated and effective support team. The logistics are quite simply mind-blowing, so top marks to Patrick for organizing this year after year. Over 150 cars and around 350 attendees get to enjoy pre-planned driving routes across three days to a series of chateaus and other interesting locations. How Patrick organises this along with booking the hotel accommodation and the fully catered lunches and dinners for such a huge gathering really does beggar belief.

As one of the best represented marques on the rally the Lagonda Club turned out a very impressive selection of cars including: 7 x 4.5 litre cars, 6 x 2 litre cars, 2 x V12s, a 3 litre and a 16/80. A vision of shiny polished loveliness when touring around the French countryside or indeed rolling on and off Brittany Ferries (the less said about the oil being mopped up from the ferry decks as we departed the better!).

On the first day of the rally all the attendees assembled in the grounds of a local park to receive their rally information packs and to join the first group lunch event. This included fixing the numbered rally badge to the front of each car and a fellow Lagonda owner mentioned how proud Catherine must be that a photo of her own 2 litre was featured on the official badge now on all of the cars. Slightly embarrassing for Catherine that she had spent about 10 mins grappling with cable ties to fit the badge without even noticing it featured her own car!



Participants gather for their Rally packs



Some fine cars on the ferry

Despite leaving his own 2 litre at home, claiming a noisy clutch, quite a few members were very glad that William Shorrock-Gent decided to attend in his modern Audi. Not just because he and his wife Michelle are great company, but because William is an ace mechanical engineer and had a boot full of tools. Thank heavens for that! Across the three days the Lagonda Club members had problems with various items including clutch, fuel pump, drive shaft, Magneto, vernier coupling and various oil leaks. William was kept very busy travelling from car to car and he seemed to constantly be in his overalls with tools in hand.

Breakdowns of note included one member unfortunately dropping a pair of pliers into the oil filler tunnel and watching them disappear into the sump. After some head scratching and much experimentation, the pliers were eventually retrieved using a pair of very long barbecue tongs borrowed from the owner of the Chateau we were visiting.

Another breakdown involved the fuel pump failure on the Oppenheimer's V12 whilst heading for the return ferry. This was deemed irreparable and the car was quickly recovered, with the breakdown service stating the car would be stored and repatriated to its owner in the UK "sometime later". When Jonathan saw that his pride and joy was going to be left at an unsecured scrap yard in the middle of nowhere he rightly refused to leave it there and demanded that the recovery vehicle take the car onward to the ferry port, where it was rolled off the truck in the departures parking area. Jonathan's negotiation skills must be pretty impressive

because he managed to convince the ferry's captain that the broken vintage car in the car park should be towed on to the ferry and towed off at the other end. Again William Shorrock-Gent played the key role and his Audi along with a tow rope performed admirably despite the steep slope of the ferry ramp and heavy weight of the V12.

On the last day of the rally Patrick Bayliss' 3 litre suffered a drive shaft failure and it looked like their car might need to head home on a transport vehicle. But a very friendly French garage pulled out all the stops, found the appropriate bolts and provided a workable repair which meant the 3 litre made it safely back to the ferry the next day under its own steam without a problem – much to Patrick's delight.

At the final evening's gala dinner Patrick Rollet, the organiser, and his team were presenting numerous awards. You know the sort of thing, most glamorous car/best maintained car/ladies choice car etc etc. As the evening drew to a close it was time for the final award, which was something like "courage in the face of adversity awarded to the owner of the most unfortunate breakdown". It was clear that the Lagonda club members had created something of a reputation at the event. Patrick announced with some fanfare that so many Lagondas had been seen with owners under the bonnet undertaking repairs that the committee had been unable to choose between them and had decided to award the magnum of Champagne to the Lagonda Club as a whole, and Catherine was called up to collect this embarrassing award. Still, a magnum of Champagne

is worth having, so it was carried off with a gracious smile and a massive cheer from the Lagonda contingent.

France is a fantastic location for an event of this type. The back roads are almost devoid of traffic and consist of tarmac surfaces so smooth that they are beyond belief for UK car drivers more used to the appalling pot-holed cart tracks that British councils deem acceptable.

Combining this with a very well organised event of 170 vintage and classic cars and so many like-minded individuals resulted in a most enjoyable time for all involved.

Another point worthy of mention is the enthusiasm of the French public for events and cars of this type. With so many cars involved we were often in a very long convoy meandering down country roads and through quaint French

villages. Invariably our progress was accompanied by members of the public waving or cheering enthusiastically as the procession of old cars passed by. On one occasion we were driving past a garden where a children's party of some kind was obviously taking place. All of the kids stopped what they were doing and rushed to the garden fence waving enthusiastically at the cars and whooping with laughter when we were beeping our horns.

So, in summary: a ferry full of Lagonda owners went to France, drove around some very nice roads, met some lovely people and consumed an awful lot of French wine. All of the cars made it home, most of them under their own steam and we all had plenty of fun.

Here's to the next Lagonda European jaunt. Did I hear somebody say "let's do a champagne tour"? ■

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Nidderdale & Beyond 2023 - Based at the Yorke Arms in Ramsgill, N. Yorks

Organised by Alan Harrison who also took the pictures

The June Event by Rachel Bagenal

MONDAY DAWNED HOT, as we set off (after a suitably sustaining breakfast) up the Côte de Lofthouse, named in honour of the Tour de France in Yorkshire. Fabulous panoramic views were our reward for making it to the top. We then tootled down to Jervaux Abbey, where the girls took photos of the boys propping up the ruins, and we soberly contemplated the sticky ends the poor monks came to.

A single road lined with deep banks of cerise foxgloves brought us to The Forbidden Corner. It is billed as “The strangest place in the world” – ooor! Alan noted it wasn’t even the strangest place in Nidderdale!

Our afternoon was rather more perilous. I learnt that in the Dales, packhorse bridges seem to suddenly appear, after sharp corners, at the bottom of hills you have plummeted down on the handbrake. We also had to avoid a road barrier dropped right in front of us by an astonished young navvy, as we processed through the lights at a set of road works.

Following a peaceful interlude at Aysgarth Falls, we were cheerfully following Peter Bradley’s 2 Lt, when we had to reverse and squeeze ourselves right into a hedge, to let a minibus pass. It was so tight, I looked over at our front off-side wheel and had to straighten it so the bus could get through. The old chap who was driving it looked disdainfully down

at us, and told me: “You’re not fit to be on t’road.” Charming! But perhaps he was right. Just fifteen minutes later we’d had a puncture and were changing the wheel with the gallant help of Peter and Natalie Blenk. We later restored our spirits dining in the splendid heather-thatched cruck barn of The Craven Arms in Appletreewick.

Tuesday saw us setting off along the lane from the hotel following Peter and Tim. We were very soon surrounded by a herd of bewildered cows. It was rather disconcerting to be sitting there, eyeball to eyeball with them. Fauna safely negotiated, we enjoyed a carefree drive along the pretty B6265 to Bowcliffe Hall, home to the eponymous Drivers’ Club. The entrepreneur Jonathan Turner had created there the kind of car memorabilia and picture-filled interior we’d all secretly like to get away with at home! We lunched in a remarkable building shaped like an aircraft wing supported on stilts amongst the trees.

Dad and I were then on a mission to get our puncture mended. Our unannounced arrival at the tyre centre in Ripon caused quite a stir; the chap at the front desk just couldn’t get over the fact he’d found our car on his computer system!

That evening, during the excellent barbeque, I discovered Jenifer Hall bred Newfoundlands – Biffo being her favourite. A great example of the wonderful things you find out about

folk on these tours.

The talk at breakfast on our last day was all about The Hill. Greenhow Hill to be precise, and would we actually manage to reach the top 2.5 miles later? Especially as there was no run-up to the first of the three steep gradients. Luckily for us, the conveniently situated temporary traffic lights half way up were green (with no traffic we would have ignored the red anyway) and we made it to the remarkable quarry of Cold Stones Cut. The highlight of the day was stumbling across '*All Creatures Great and Small*' being filmed in Grassington. It was tempting to offer to drive through "Darrowby" for a small consideration...! We had

a smashing final dinner talking all things Orkney with the Spences. We were then delighted by Alan and Sybil's unforgettable rendition of 'There's a Hole in my Bucket'. The evening closed with my initiation into the Talisker club, aided and abetted by Bill and Alan.

Next morning, Dad and I managed to drive all of one metre before realising we had yet another puncture and, after overheating on the way home we were grateful to arrive back in one piece.

We couldn't have asked for better hosts than Alan and Sue. Their patience, humour and meticulous planning made for a fabulous holiday for which countless thanks are due.



The venue for both events - made even better by the Lagondas!



A great place to dine - Paul seen here, busy making life good for the guests. He and the other staff were so kind and helpful.



The magnificent countryside of North Yorkshire

The August Event by Margaret Hatfield

THE SUCCESS OF the first Nidderdale and Beyond Lagonda Tour in June this year by Alan and Sue Harrison brought requests for a return match from those of us who hadn't been able to join them for the initial one. Without much cajoling Alan was convinced and so we all arrived on a glorious sunny August day at The Yorke Arms in Ramsgill. The hotel is an events venue not a conventional hotel so we were extremely fortunate to have the whole place to ourselves. It was our second trip away this year with GPA 41, the first being at The Northern Dinner at the Izaak Walton and on both occasions we were blessed with good weather.

It was pleasing to see such a good turnout of Lagondas. Alan and Sue Harrison in their delightful LG45 DHC were the first to arrive, could be because they live about fifteen minutes away.

Over coffee and banana cake we all debated who had come the furthest and after some light hearted banter it was decided that Dennis Schils and Els Kumpen were worthy winners, having travelled here from Belgium on the Rotterdam ferry with their beautiful drophead 3 litre.

The evening started with the usual exchange of who's brought what car and the obligatory perusal of engines, tech talk, and who's got the biggest half shaft, followed by an excellent dinner.

The next morning was a relatively early start by Lagonda Club standards, and we all set off to tackle the 'Cote de Lofthouse.' The name was given to the hill for the Tour de Yorkshire cycle races when all riders went up this hill firmly sat in their saddles. The north

face of the Eiger would have been more appropriate as it demands second or even first gear to ascend. It proved a challenge but our old LG45 Rapide seemed to enjoy it. The bonus here was the delightful village of Lofthouse which looked hardly changed in 200 years.

Alan was keeping us on our toes all day with most of the route on what can only be described as drovers' roads with passing places. The benefit of this was hardly any traffic and the most glorious views over the Yorkshire countryside.

Aysgarth Falls was next on the itinerary (this is where Kevin Costner, as Robin Hood, wrestled Little John in '*Robin Hood Prince of Thieves*'). The falls are a triple flight of waterfalls carved out by the River Ure and because of the weather we have had they were in full flow! Dinner this night was at The Craven Arms at Appletreewick in a stunning 'old' cruck barn built in 2007. Transport was kindly laid on so we let the Lagondas have an early night.

Only two minor casualties today. Walter and Rosie Thomson had fuel pump problems and had to heroically reverse back down Lofthouse! As is the case with these old cars there is always someone nearby who knows someone who is handy with a vintage spanner. A chap came walking past and, seeing their dilemma, casually asked if Walter would like to follow him on foot to see Brian, who 'knows a thing or two about these old cars'. Brian turned out to be Walter's fairy godfather, within the hour he had removed the fuel pump and replaced it with one he just happened to have



*Who cannot fail to be impressed by these handsome cars?
David Humphries' 2L HC (left) and Dennis Shils' 3 L (right)*



Beanie Sturgess checks the leak from the 16/80's radiator

on a shelf. Job done!

Tim Hughes and Beanie Sturgess' car developed a radiator leak and were sent to a chap in the next village who just happens to rebuild steam engines. Ten minutes with a soldering iron solved the problem. Unfortunately, they blew a head gasket the following day.

Tuesday morning, with nearly a full complement of Lagondas, we set off to visit Bowcliffe Hall. This historic house is owned and has been lovingly and sympathetically restored by Jonathan Turner an avid vintage car collector, rally driver, racer and businessman. The Hall houses the largest collection of vintage motoring art outside London. A previous owner was Robert Blackburn, a pioneering aviator and owner of The Blackburn Aeroplane & Motor Co. who played a major part in the development of aircraft design and performance in the early days of aviation. Jonathan created an homage to Robert Blackburn with a 'treehouse' built in the grounds of the hall. This resembles the wing of an aircraft and is suspended high above the ground on steel struts. One can have a gin and tonic at the bar made from the cowlings of a DC10, or enjoy the lighting provided by the landing lights off the Ark Royal. Even the toilet door handles and taps are miniature propellers!

After a delicious lunch we sadly had to leave and make our way back to the Yorke Arms. Tonight, was a barbecue in the garden and yes, the sun was still shining. The citronella candles were flickering but the midges were still biting. The alcohol flowed freely, a little too freely for some of us who shall be nameless.

The food was again delicious and we all had a great evening then some of us retired to bed. Wednesday dawned, our final day and a few fragile people at breakfast. Today would take us out of Nidderdale and into the Yorkshire Dales. The first section, Greenhow Hill, was a steep hill climb. In 1923 a record of 1min 25 sec for 1 mile was set by ER Hall (Brescia Bugatti) when the road had a gravel surface. I have to record that none of our competitors today managed to break this record. Grassington was the next call, famous for being the location of the fictional Darrowby in the series *All Creatures Great & Small*. A truly picturesque village. Again, Alan kept us on the old single-track lanes; great fun dicing with the tractors and sheep trailers! On entering Littondale we had a stop for lunch at The Queens Arms, good beer brewed on the premises and even better food. The route continued, passing Pen y Ghent, the lowest of the 3 Peaks at 694m and then the magnificent Malham Cove and, because we enjoyed it so much the other night, we had to make another stop off at The Craven Arms. Well we were on holiday, weren't we?

The event concluded with a farewell dinner at the hotel. Everyone scrubbed up quite nicely and the dinner again was superb. Speeches were brief and, in the absence of David Hine, we were entertained by Alan with his tale of 3 Halfpence a Foot, (Noah and The Flood).

Organising and implementing these trips is not easy, so a grateful thanks from all of us to Alan and Sue for bravely taking it on, without such people our club would not exist.

So, when's the next one Alan? ■

Autoklean Oil Strainer Conversion to Modern Filter

Alastair Gunn explains how to do it

I HAD OFTEN wondered how well the Auto-Klean strainer filtered the engine oil on my low chassis 2 Litre. After a while I came to the conclusion that the strainer would take out any sludge from the circulating engine oil but would not filter the oil like a modern car.

1. Remove all the contents of the Auto-Klean Filter.
2. Cut the centre shaft down at the point where it enters the old gland fitting so as to keep the correct shaft protrusion.
3. Weld on a washer - this is now the pivot for the old shaft.
4. Tap a thread into the centre of the brass housing at the point where the old Auto-Klean shaft entered the chamber.
5. Blank this off with a large grub screw leaving 3 to 4mm sticking through into the chamber to act as a locating guide for the spring.
6. Solder the grub screw into position to prevent any leaks.
7. Turn a groove into the edge of the brass end-plate (in the corner between the extrusion that goes into the housing and the outer mounting flange) to take a 1/8" O-ring.
8. Turn a slight taper onto the housing mating face to allow the O-ring to sit on a taper.

The spring for inside the oil filter housing should be 15mm in diameter and approximately 25mm long – when assembling the filter, it should hold the end plate about in line with the end of the studs, so light tension is needed to start the nuts and washers.

Oil Filter Paper Element: -

Fram CH2841 or

Fleetguard LF567

The paper element and the O-ring should be renewed at every engine oil and filter change.

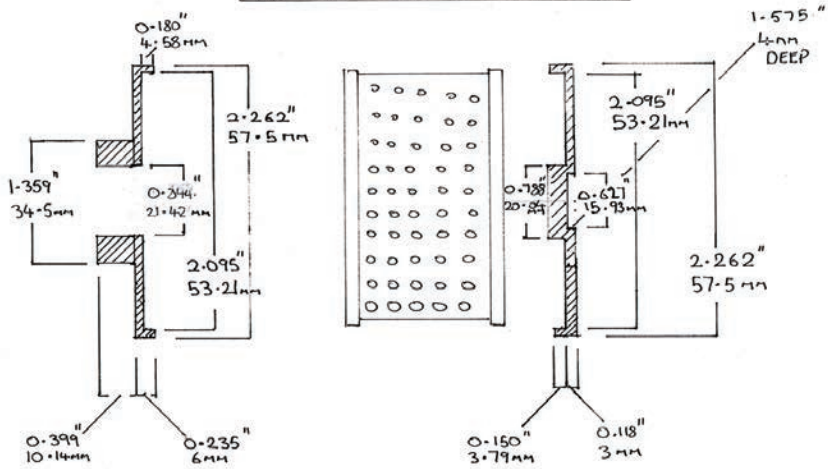
The pawl, ratchet and handle at the outer end of the strainer, and also the linkage to the throttle pedal should be retained as it keeps everything looking original from the outside.

When my strainer was taken apart both the hollow discs and the thin spacing washers inside were found to be very worn.

My thanks go to Ron Taylor, who suggested the modification, and to Milford Vintage Engineering Limited for carrying out the conversion and supplying the details, drawing and photographs. ■

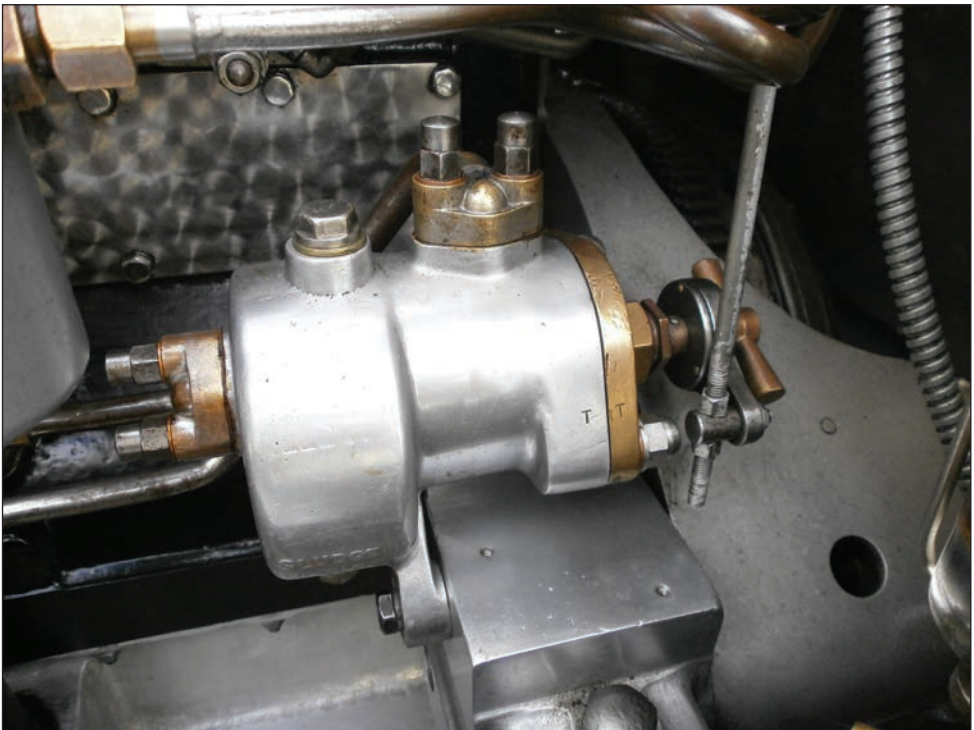
LAGONDA 2 LTR Auto Clean Conversion to oil filter

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NOT TO SCALE





Lagonda Annual Gathering 23-24 September 2023

James Baxendale reports

THE LAGONDA CLUB met once again at Walton Hall for the 2023 Annual Gathering. The weekend started in the sunshine with a tour to the British Motor Museum at Gaydon, organised by Peter Gilkes. The event was deemed a great success by all those who attended. The Club Gala Dinner was held in the evening, David Hine giving his traditional after dinner speech as President. If the food was deemed to be better than previous years, the organisation by the hotel was considered to be in the 'needs improvement' category, a long queue at the bar at the start resulting in several thirsty members.

Sunday morning started damp, but as the day wore on, the weather increasingly brightened up. It was certainly no deterrent to the 82 loyal members and partners who attended the AGM. Numbers were slightly up on previous years, showing that the effects of Covid-19 were finally wearing off. For those unable to attend in person, Alan Harrison streamed the event live.

David Hine welcomed everyone to the Annual Gathering and AGM. He thanked John Sword, Brian Green and Roger Seabrook for ten years' service as Chair, Treasurer and Magazine Editor respectively. David noted that the Club was still largely run by volunteers, in contrast to many other car clubs. He then handed over to John Sword, as Chair.

John started by thanking Peter Gilkes for organising the Annual Gathering.

Peter had stepped in at short notice to replace Rodney Saunders, due to the latter's illness. He then thanked Len Cozzolino for organising the Sunday display, with the assistance of Rachel Bagenal, who would be taking over next year. Apologies were noted from Arnold Davey, Tim Parker, Rodney Saunders, Bill Spence and Christopher Hobbs. There was a brief discussion on holding next year's Annual Gathering at Walton Hall. The proposal receiving broad support, it being noted that whilst mixed views had been received on the current venue, alternatives were booked a long time in advance for weddings.

Brian Green presented the accounts, reporting a surplus of £17,000 for the year to 31 March 2023. Cash in bank as of the previous day was £64,000, in large measure thanks to members buying more spares. The accounts were approved unanimously, as was the reappointment of the auditor, Mani Chacko and Co.

Appointments to the Board was the next item on the agenda. Rodney Saunders had asked to stand down, due to ill health. Rodney had been the organiser of several Annual Gatherings and overseas tours and was a popular member of the Club. There was a loud round of applause for Rodney. (Members will be aware that Rodney sadly died just a week after the AGM). John Sword was re-elected to the Board under the three-year rule, but took the opportunity to announce that he would

be stepping down as Chair after 10 years, with effect from the end of the year. He said he would remain on the Board and continue to manage the Spares Section.

John said that the Board had proposed that he should be succeeded by Martin Bugler. Martin was well-known to the Club, having been an active member for 38 years, and heavily involved in its activities, both as a competitor in his LG45 and having looked after the Club's shop for many years. Martin's appointment was approved unanimously by the AGM, followed by a round of applause.

Robin Cooke gave a brief update on the spares section. In Arnold Davey's absence, there was a discussion on the digitalisation of the Club's magazines and newsletters, which received widespread support from those present. It was proposed that this project should be taken forward by the Club.

Tim Wadsworth provided the competition report in place of Tim Parker. He noted a serious lack of Lagonda competitors over the past year and heartily encouraged more members to come forward.

Colin Bugler gave the AGM an update of the Club membership. He said that this currently stood at 720 members, which was disappointingly down from the previous year. Members were increasingly getting used to the (now not so new) payment system, with only 42 cheques having been received in the past year.

Catherine Monnington provided an upbeat account of events over the past year. It had been an excellent year, with a number of pub meets; the Northern and Suffolk Dinners; two Nidderdale tours, superbly organised by Alan Harrison;

14 Lagondas at the VSCC Prescott meet; and a good number of Club members attending the Fougères Rally in France. Catherine highlighted the inaugural Lagonda and Spitfire day at Headcorn Airfield in Kent in October and a Norfolk tour next April, being organised by Martin Summer. Views were sought on likely attendance for a Shetlands and Orkney tour being organised by Bill Spence in the first week of June 2024 (12 members put up their hands). In addition, Catherine announced a champagne tour to Epernay next September; and encouraged as many members as possible to participate in the tour to Le Mans in 2025 to celebrate the 90th centenary of the Lagonda win. 30 rooms had been reserved.

Roger Seabrook, as Editor, presented the Gosling Trophy for best magazine article over the past year to David Hine for his excellent three part article on the V12 racer he and Herb Schofield had built. Roger announced that he would be stepping down as Editor at the end of the year, to be replaced by Roland Bugler – a true Bugler family affair.

Martin, as Chair-designate, provided the AGM with a brief resumé of his involvement with the Club. He said that whilst he had only joined the Board last year, his brainwashing for all things Lagonda had really begun at eight months (his father, Colin, having earlier noted that he had owned his Rapier for 70 years and his 2 Litre for the last 64). Martin said, as Chair, he hoped to continue to ensure the sound finances of the Club, and noted the healthy number of social events (raising the possibility of more combined events with the Rapier Register). He thanked John for his chairmanship of the Club.

Prior to closing the AGM, David Hine presented John Sword with a specially designed weathervane, featuring a silhouette of John's favourite 3 Litre tourer, as a token of appreciation of his excellent stewardship of the Club over the past decade. And so to the Annual

Gathering itself, the 41 Lagondas present (one more than last year) providing the usual breath-taking display of beauty. Good discussion and swapping of notes before the final presentation of trophies to the well-deserved winners. ■



David and Martin present John Sword with his award for his service to the Club



CC saloon (Michael Tuck), 1929 LC Team Car (Peter Brown), ST24F saloon (Roger Seabrook), LG45 DeVille (Mark Yeomans). Picture from Alison Tuck

The 2023 Annual Gathering Weekend – Award Winners

Class	Car Model	Registration	Winner	Picture No.
Early Cars	1927 14/60 SS	VB 889	Chris Hancock.	1
2 Litre:	1931 2L LC Tourer	GO 4553	M Nash/A Collings	See below
16/80	1933 Special Six Tourer	WD 6391	Beanie Sturgess	2
3Ltr,16/65, M35	1932 3Ltr Selector Special	USU 920	Nigel Hall	3
M45 & LG45	1937 LG45 Saloon de Ville.	JM 3374	Mark Yeomans	4
LG6 & V12	1939 LG6 Saloon	DAK 311	Norman Marrett	5
Rapier	None present			
Post 1945	1950 DB2.6 saloon	ASY 777	Ian Hissey	6
Car Club Cup	1938 V12 DHC	DAK 311	Norman Marrett	5
Vokes Cup	1953 DB2.6Saloon	NXU 295	Stephen Leckie	7
Seaton Trophy	No longer awarded			
Ladies Choice		PK 9292	Peter Brown	8
Concours Cup	Not awarded			
Merit Trophy	1930 2L LC SC	GN 421	Jack Morley	9
Gostling Trophy	N/A		David Hine	all!



The lovely tourer of M Nash & A Collings (who missed their presentation) next to Robin Balmain's 3L. Picture from Alison Tuck.



Pictures from Alan Harrison

Lagondas participating in the Annual Gathering 2023

Reg no	Car model	Member	Reg no	Car model	Member
VB 889	1927 14/60 SS Tourer	H61	KY 1565	1932 3L Carlton DHC.	S46
YV 262	1928 2L HC Tourer	H42	JJ 9440	1933 16/80 Spl Six Tr.	B73
UU 7571	1929 2L HC CCS	T12	AXD 698	1934 16/80 Spl Six Tr.	C39
PK 9202	1929 2L LC Team car	B50	SB 4444	1934 16/80 Spl Six Tr	L51
GF 8843	1930 2L LC Tourer.	B74	APH 850	1934 16/80 Spl Six VdP 2str.	S46
GK 4650	1930 2L LC Tourer	M50	WD 6391	1933 Special Six Tourer	S5
PL 189	1930 2L LC Tourer.	A12	8293 WY	1934 M45 Tourer	W17
GN 421	1930 2L SC Tourer	M58	BPJ 168	1934 M45 Tourer	G34
PL 4051	1930 3L Tourer	S26	BUW 76	1935 M45 Tourer	B52
GP 793	1931 2L LC Tourer	W38	AMV 751	1934 M45 Saloon	H72
EM 2565	1931 2L LC Tourer	G15	JM 3373	1937 LG45 Saloon de Ville	Y2
VU 7775	1931 2L LC Saloon	S14	FPL 89	1937 LG45 Tourer	B42
TG 1547	1931 2L LC Tourer	T21	255 PA	LG45 DHC	H64
PL 5877	1931 2L LC Tourer	L30	DAK 311	LG6 Saloon	M30
GO 4553	1931 2L LC SC Tourer	C43	EYY 2	1938 V12 DHC	H29
PL 1239	1930 3L Tourer	P22	NXU 295	1953 DB2.6 Saloon	L17
GH 1251	1930 3L Tourer	B47	ASY 777	1950 DB2.6 saloon	C4
KW 7254	1929 3L Tourer.	R30	MGC 503	DB 2.6 DHC	B7
USU 920	1932 3Ltr Selector Special	H 39	PWW 354	1955 DB 3L DHC	C44
AXF 49	1934 3L Tourer	M20	UPE 222	1954 DB 3L Saloon	G26
PJ 6459	1932 3L Tourer	W54			

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The Continental Rally

David Hine & Alan Brown took part

THIS YEAR THE Continental was held in the Schwarzwald in Southern Germany. The organiser was Peter Schirg.

He produced a superb route book with wonderful descriptions of where we were going and the detailed directions thankfully in English!

Fourteen Lagonda all arrived to proceed virtually trouble free for the weekend.

The Waldhotel Bad Sulzburg was set in the heart of the forest and we had amazing weather varying from 35 degrees centigrade, then howling wind, thunder and rain, and crystal clear mornings.

The first day involved very steep hills which Peter assured us he had tested in his trusty two litre. The swooping Black Forest valleys and views were truly breathtaking.

Lunch on both days was included and sumptuous!

The second day we were treated to a visit to Vitra. A huge Campus where all the spectacular types of buildings were everywhere. The wealth had been created from the blend of inspired art nouveau furniture design and modern petrochemical polymers (plastic). Few folk realise the major contribution to modern living from that based on, what now is cynically referred to as, fossil fuel.

The hotel provided very pleasant meals, some with personal choice and others with luxury buffet style. All with special attention from the hotel staff and owner.

As usual these annual rallies rotate from Country to Country with a different Club member organising each year. ■



Peter & Gudrun Schirg with their 2L, LC tourer

Flying the Flag at Vintage Prescott

Mark Yeomans Reports on a highly successful Lagonda convoy

ON SUNDAY 6th August we set off for our normal muster point at The Royal Oak in the village of Gretton. It is just a short drive from the pub to Prescott Speed Hill Climb, the home of the Bugatti Owners Club and Museum. It is also the venue of the Vintage Sports Car Club's flagship weekend, known widely as Vintage Prescott. Following a very wet Saturday, on arrival we were pleased to see that the favourable Sunday forecast had attracted a handful of early Lagonda arrivals at the pub.

The late John Batt always attempted to arrange a display of Lagondas on the Sunday in The Orchard which lies next to the track. This evolved over the years into a convoy which would form up at The Hollow Bottom pub in Guiting Power where the Batts, Heins and Daltons always stayed. Their convoy would then slow down at The Royal Oak to allow the assembled Lagonda's to feed into the line. Since John's untimely death we have continued the convoy in his memory and this year we also remembered Clive Dalton and Mike Heins.

At the specified time ("be ready to depart at 08:45 or we go without you")

(J A Batt) we started our engines and were able to feed onto the road with only one car infiltrating the line of ten Lagonda's.

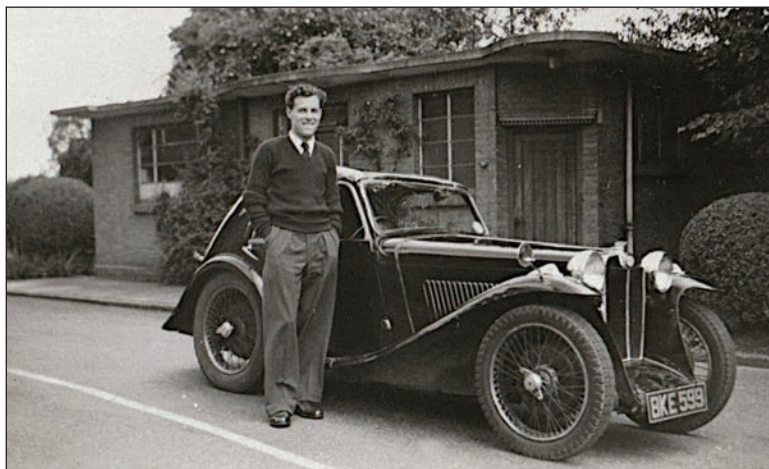
That was a 1910 Bedford Buick which, with its newly rebuilt engine, kept up well on the short drive to Prescott. On arrival we were able to complete a marvellous display and were joined by several cars that had arrived direct. The display numbered sixteen cars and attracted a lot of attention during the day. For the record the convoy comprised the five M45s (Yeomans, Nassim, Hallowes, Carver and Mackereth). Four 2 Litres (Seabrook, Hancock, Mee, Kaye) and a 3 Litre (Miller). We were joined in The Orchard by another M45, a unique Rapide (Sword), a 16/80 (Breen)), and a further two 2 Litre HCs, (Humphries and Jones). With apologies to anyone whose presence I haven't recorded.

I must make special mention of Henry and Wendy Kaye who experienced some challenging weather the previous day on the journey from their home near Scarborough, North Yorkshire, in their 2 Litre HC. A great effort! ■



What a superb line-up of Lagondas. Well done Mark!

Tony May - Lagonda Magazine Editor from 1962 to 1982



TONY WAS BORN in Hackney, London, and he enjoyed a happy family life growing up in Tottenham. With the outbreak of the Second World War Tony, then eight years old, was evacuated to what he could only describe as 'Cold Comfort Farm' near Dunstable. After six weeks of life as an evacuee and suffering from severe hay-fever, he had had enough and returned to his family in North London. Seemingly, living through the Blitz was preferable to the farm. There were however a few close shaves....

On one particular day, he witnessed his neighbour being pursued down the road by a low-flying German bomber with machine gun bullets ricocheting off the road and pavements. Fortunately, his neighbour flung himself over a nearby garden hedge and thereby survived, only to be told off later by the irate householder for damaging her hedge!

Tony did well at Grammar school

and particularly liked English, German and sport but most of all art. So much so that at the age of 15, he was offered a free scholarship at 'Hornsey School of Art'. However, he was persuaded to finish his school education first and then re-apply. Much to Tony's great disappointment, it didn't quite work out that way, as there were no free scholarships at the age of 16. As his parents were unable to afford the fees, he followed in his father's footsteps and qualified as a proof-reader; one didn't need a dictionary with Tony around.

National Service called when he was 18 and he enjoyed serving in the RAF, stationed mostly at West Malling in Air Traffic Control. There were many stories of his squadron's hijinks, including an early morning escapade which involved Tony and his mates wheeling out an unsuspecting and sleeping airman still in his bed. Both bed and airman were then

ceremoniously hoisted up into a nearby tree and left gently dangling from the branches.

When Tony returned to civilian life, he embarked on his long career in marketing and advertising and worked at the 'Milk Marketing Board' for some years. During this time, he met his wife Valerie at a badminton club and they were married in 1957, setting up home in Winchmore Hill. They had an active social life with their many friends particularly those from their local tennis club.

Son Iain was born in 1962 and a change of job prompted a move to Eastbourne to work for the cosmetics firm 'Dorothy Gray'. Daughter Hilary was born in 1966.

Tony then joined the advertising firm; J. Walter Thompson and he loved his many years as part of the design and print team. Amongst many famous brands he worked on was the Cockerel on Kellogg's Cornflakes and the Guinness Toucan adverts. Working back in London, the family moved to Lindfield as Tony decided that Haywards Heath Station was quite far enough for a commute.

Tony finished his working life as a freelance copywriter, finally retiring at the age of 78 - well he always did look young. (A true Londoner by heart and having a deep interest in London's history, he was delighted to be commissioned to write a series of London walks for the British Tourist board). Tony had many hobbies and interests. He and Valerie loved France and there were many happy family holidays travelling to numerous different regions and meeting up with various French friends. He had

a passion for cars and loved watching motor-racing. Over the years he owned a number of MGs and Alfa Romeos. He was Vice President of the Lagonda Car Club, having been their magazine editor for 20 years, as well as co-writing a book on the history of the Lagondas with Arnold Davey in the 1980s

Being a talented artist, he produced a large number of paintings and drawings. He was able to attend some formal drawing classes at 'St Martin's School of Art' in his early twenties. He also could turn his hand too many other arts and crafts including photography, pottery and model-making. He would also draw some hilarious cartoons that would capture the various happenings in family life, which still cause laughter to this day.

He was keen on cricket and played football both for his school and then for the Printer's League. In addition, he was a good club badminton and tennis player. He also had a life-long passion for books and poetry and would read at an astonishing pace. Music also played an important part of Tony's life and he had a wide range of taste; everything from jazz, blues, folk to classical.

Above everything else, he was a dedicated family man, a wonderful and loving husband, father and grandfather. Quiet and sensitive, creative and intuitive by nature with a good sense of humour. He was a kind and caring man and was always willing to help others. A true 'gentle' gentleman and we shall miss him deeply. ■

From Hilary May's Eulogy for Tony

V12 & LG6 Rear Road Springs - Part 2- (continued from Issue 276 - Spring 2023)

By Laurence Hannam

TO BE FAIR, Lagonda's decision to use the engine's oil as a supply was unwise, especially given the poor quality of contemporary oils. The system includes "restrictors" the intention of which was to meter the flow. These are extremely fine, and, of course, blocked easily; not good news for components needing lubricant. I ran the V12 on detergent oil, furthermore, I drove it quite a lot ... and believe it or not, areas that had been dry for years began showing signs of oil! The system DOES work, and better with modern oils; even so using oil from a separate clean supply would be an improvement.

You are now ready to get on with the "heavy engineering". Note that the springs are very heavy and, are capable of releasing energy violently and unexpectedly if not handled carefully and in the correct order. You will need three more axle stands: two to support the rear axle, an inch or so inboard of the springs; and a third one under the nose of the axle. Without them, once the axle is loose from the springs, the weight of that will drop down; unhealthy for the prop shaft and universal joints. It is impossible to fit the springs the wrong way around, as the bush diameters differ. That said, take note as to the orientation of the heads of bolts clamping the clips across the tops of the springs. It may be that they are that way round to avoid contact with some component/part of the body structure. Next loosen the U-bolt nuts. On the V12, I encountered

locking tabs that needed to be bent to allow movement; on the LG6, nuts and thinner locking nuts. Remove any locking nuts, unscrew the main nuts so they are just proud of the U-bolt threads, then tap them downwards, one side then the other, to avoid the U-bolt cocking and jamming. Once the nuts are touching the spring saddle, remove them and pull or tap the U-bolts out. Whilst doing this take care to note the components released, and their order. The "U" of the U bolts sits in a shaped aluminium casting; above that you will find a number of rectangular aluminium plates, with holes in the centre. Between those and the spring, a rubberised canvas pad. This may be glued to the spring; use a thin knife blade to separate it., Above the spring you will find another rubberised canvas pad, followed either by the spring saddle (which is permanently attached to the axle), or more of those aluminium shims. The purpose of these shims is to achieve fine adjustment of the ride height, and the gap between the tops of the tyres and rear wings. It is vital to note that the only adjustment provided is to LOWER the rear end; to bring the tyres CLOSER to the underside of the wings. The rear end will be at its highest with no shims between the saddle and the spring, and lower according to the number of shims added between the saddle and the top surface of the spring. The sole purpose of the shims BELOW the spring is to supply spares for those above, and to

provide the necessary height for the U-bolt nuts to fully screw onto the U-bolts and allow some thread to protrude. THAT IS ALL. If you are having your rear springs reset or new ones made, it is crucial to understand this aspect. It follows that your new/rebuilt springs would best be made with more camber than less. If the car sits too high, you can adjust it lower; if it sits too low, you have no option but to get the springs reset. Note we are talking fine adjustment; ¼" maybe ½" at most.

But we are getting ahead of ourselves, the exciting bit is yet to come! You now have the U-bolts removed, with the axle sitting on the springs. At this stage, be aware that the springs have a centre bolt, the head of which is cylindrical. This engages with an orifice in the spring saddle and provides precise location of the axle. Before proceeding further; a safety check. Look at both rear spring shackles. With the car sitting on the ground, the lower end, attached to the spring, would be further back than the upper end. With the spring hanging low, that lower end should now be forward of the upper end/spring hanger centre. The shackle should be appearing to mimic the curvature of the spring. Both hangers should be at similar angles. If not, it is likely that one or more shackle pins has seized/rusted. **DO NOT ATTEMPT REMOVAL OF THE SPRING IN THIS CASE!** Firstly, you must free the seized pin, which will almost certainly be the lower one, in the spring. Apply freeing oil between the shackle and spring, leave to penetrate and reapply as necessary. Remove the shackle pin pinch bolt, then use a tight-fitting spanner on the

head of the shackle pin. It will help to tap the head of the shackle pin which should unscrew (normal right-hand thread) just like an ordinary bolt, but all you are doing at this point is freeing it, so turn it side to side. Don't unscrew it completely.

Once you are satisfied that the pins are free, next is to release the axle from the spring. It should be checked to ensure that it is lightly sitting on the axle stands, or almost touching them; the spring must not be applying pressure. The axle should now simply lift off, with its saddle, away from the spring. It is likely; however, it will be stuck, courtesy of the upper rubberised pad, corrosion of the aluminium saddle, and rust on the spring. Take care not to damage the spring centre bolt head in the axle saddle. The springs should now hang slightly away, and free from the rear axle.

At last! You can now remove the springs! Firstly, clean the head of each shackle pin, and use a marker pen to mark the radius adjacent to the pinch bolt. Start with the front shackle pin, remove the locking pinch bolt first, then unscrew. This will be easier if you use a screw jack or similar halfway between the centre and the hanger, to take the weight of the spring. Keep a spanner on the shackle pin; as you wind the jack upwards, you should find a sweet spot where the weight of the spring is fully taken, and no weight of the car. If this proves difficult, apply freeing oil, and check again that the rear shackle pins are free. Once the pin is out, remove the rear shackle pin pinch bolts. There is now nothing else keeping the spring upright, so get someone to hold it steady as you undo the pins. It's only

essential to remove the lower pins, but you might as well remove the uppers to clean, check and lubricate. Before you unscrew the pins, moving the spring should give you an idea of how much wear there is. The rear shackle pins are identical; if not too badly worn, swapping upper/lower will present fresh wearing surfaces.

You will now discover just how heavy the springs are. If you wish, they are fairly easy to dismantle. Essential to mount the spring in a large vice first, held reasonably close to the centre bolt. Use a spanner to undo the nut, tap out the centre bolt, then SLOWLY release the vice until the spring leaves cease exerting pressure. The factory specification was for these to have zinc interleaving. My 1945 springs had Bakelite interleaving (!), It sounds unlikely, but most of the Bakelite strip was still in very good condition. Owen Springs supply nylon interleaving, which I see as an upgrade! When considering work on your springs, note that the forward ends have forged, not rolled, eyes. Forming forged ends is a time consuming and expensive process, so hopefully at least your main leaf will be re-useable. The threaded bushes press out readily, using a large vice and suitably sized collar to press out the bush.

Right! Ready to refit the springs? Tighten the centre bolt first, as leaves/interleaving may have settled. If the leaves are entirely parallel, loosen the centre bolt nut slightly, use a vice to align the leaves, then retighten. Reassembly is a reversal of the dismantling process. The good news is that the springs will be clean and pleasant to handle. The bad is that, if they are new or reset, fitting will be

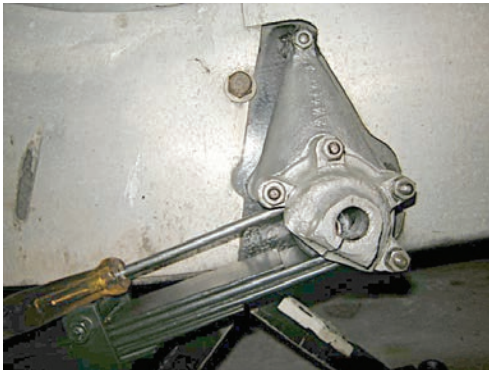
more difficult, because the deeper camber will mean that although the spring is the same length, the eyes will be closer together.

Start by reassembling the rear shackle, having cleaned and lubricated the pin and bush threads, and all surfaces of the pins other than the ends. I had new pins and bushes made, which, with specialist hardening, were very expensive. The LG6 rear springs had been converted at their rears to plain steel pins and nylon bushes. I fitted my new bushes and pins to the springs, but time constraints meant the nylon bushes remained in the rear hangers. When I dismantled these assemblies recently, I was surprised that the plain pin/nylon bushes exhibited almost no wear, yet there was more free play than I expected in my new threaded pins/bushes. Food for thought! Do not at this stage fit the shackle pinch bolts.

You now have the spring attached via the rear hanger, running under the rear axle, and with the front eye worryingly nowhere close to the front hanger, even with the spring lifted. How to proceed? Find your trusty screw jack, and place it under the spring ... only this time, under the rear half, i.e. between the rear spring hanger and the spring centre. Why? Well, this time, the flexibility of the spring is going to come to your aid! This also places most of the weight of the spring forward of the jack, resulting in some flattening of the camber. Use a wooden block as illustrated; this helps spread the load on the spring, and provides some grip; a jack in direct contact would be liable to slip. Note the wood is held by one of the spring clips.



Next, grease the top of the eye at the front of the spring. Find a suitable tyre lever or VERY substantial screwdriver and grease that. In the event, I found a screwdriver supplied sufficient leverage, and was more manoeuvrable, but if you opt for this, do take care to position it exactly as in the photo:



The downside of the screwdriver is that the circular profile concentrates the leverage in a small area. Positioning it centrally in the hanger orifice would place it against a thin portion of the aluminium casting. So, place it as shown, the aluminium is thicker there, furthermore the mounting bolts are a tight fit in the aluminium,

so leverage is passing to the bolt. Jack the spring so that the eye is on a similar plane to the eye of the hanger. Now start winding the jack, holding the screwdriver parallel to the ground. The spring eye will travel along the screwdriver; just keep jacking until the eye enters the spring hanger, as above. Back to the photo. You can just see the leading edge of the spring bush beginning to appear in the eye of the hanger. At this stage, you need to be ready with the nicely greased (molybdenum disulphide of preference) threaded pin. Continue jacking; the spring eye will naturally wish to rise. So, pull the screwdriver upwards whilst jacking and, combining the two operations, continue until you see that the bush eye is concentric with the hanger eye. Now, insert the pin, and screw it home; ideally balancing operations until the pin screws in relatively freely. One usually hits a hard spot when the end of the pin hits the edge of the steel bush receiving it, in the rear half of the hanger housing. All you can do is waggle the screwdriver and keep turning, the pin will eventually give up and enter the bush. Again, do not fit the hanger pinch bolt. Note also from this photo what may happen if you haven't noted the orientation of the spring clip bolts ... see the gouges in the aluminium skirt! Not me - blame the previous owner's "professional" engineers.

Your springs are now fitted to the chassis. Next is to attach the rear axle. ■

To be concluded

Every Journey is an Adventure!

Roland Bugler drove his Rapier DHC to Prescott

THIS IS WHAT my dad has said to me more than once when describing taking a Lagonda for a drive, or any vintage car for that matter. It has proven true for many of my trips in Josephine, my DHC Rapier (OW 6954) that I've been having so much fun driving and learning about since Dad passed her on to me and I subsequently brought home nearly two years ago, after moving house to one with a garage.

Last year's Lagonda Club AGM was a good example of this – a round trip of around 350 miles via my parents to join David, my brother, in his 2L for the journey up. I learned that no matter what the normal intervals might be for checking fluids, etc, I should be more cautious, especially for longer journeys, having lost all gearbox oil with only 700 miles of driving, resulting in a total loss of 1st and 2nd gear by the time I arrived at the AGM. It was only Mike Pilgrim's expertise, and willingness to spend most of the day, guiding and helping me to fix this that enabled me to drive home again, avoiding the ignominious return on a flatbed. It also resulted in a hefty bill to rebuild the gearbox to ensure no lasting damage or consequences.

However, I topped that this year on the way home from Prescott Hill Climb which, as it turns out, was my first ever visit (I'm not always sure where I went as a child with Mum and Dad to various competition venues around the country). The weekend started with an absolutely fabulous drive up on the Sunday, starting early from West Dorset with Tim Sage in his 2L team car

replica, and two of his friends in their Sunbeams. We avoided the big A roads and, as a result, had the most brilliant journey. The trip of around 130 miles took over five hours but felt less taxing than a 2-hour solo drive. Driving in a group like this is a game-changer, as I'm sure many already know. Prescott was excellent and we camped overnight to come home on the Monday for which we decided to take the bigger A roads for a quicker return to work, etc.

Near Malmesbury, approaching a roundabout, a puff of smoke enveloped the front of Josephine. I quickly realised that it was not from the exhaust of the Sunbeam in front and was from under Josephine's bonnet! An incredible stroke of luck meant that I was nearly stationary already, and could immediately pull over into the slip road for a petrol station. I switched off and quickly opened the bonnet to be met by flames licking up the front of the bulkhead, directly behind the rear carb. After grabbing my fire extinguisher (I always carry one, but never really expected to need it), I first tried blowing on the flames which, surprisingly, blew half of the flames out, and a second blow put it out completely. Danger over, although I remained poised with the extinguisher, just in case.

It could have been a terrible outcome for the car but, in fact, there was no damage at all other than soot to clean off. What happened? Well, we initially assumed it was a leaking fuel hose, or the pipe to carbs, which was being rubbed by the throttle mechanism. Later, it was clear that the connector

on top of the fuel pump had vibrated loose, which was probably the problem, or perhaps one of the problems.

Of course, it was one thing to get a fuel leak, quite another to get a spark at the same time, turning a drama into a crisis, as the advert went. It turned out that two of the HT lead connections on the magneto had also vibrated loose. Number 4 initially seemed to be the culprit, as the lead pulled out with very little effort. However, once I was home, I found that the thumbnut for number 2 lead was missing entirely. I don't know whether this was missing at the point of the fire, or fell out during the journey home, but at no point was the car running on less than four cylinders. A mystery.

I had already decided that I was not prepared to try and fix this on the roadside in the hope that I had found the problem(s) only to have a repeat in a place that meant real damage (or worse) could take place. I therefore opted for an RAC journey home. Little did I realise that logging the call at 10:16am could result in the truck turning up at 8:40pm! That is another story, but was, oddly, the only thing that marred the weekend. I had such a great time driving up to Prescott, and being there, and I was incredibly lucky to have caused no damage.

My thanks go to Tim and Nick (owner of a lovely and unusual Sunbeam which received much attention at Prescott) for hanging around and helping with diagnosing and considering options. Tim had his own problems around 20 miles down the road when his car came to a grinding halt with a problem somewhere in the drive chain. Coincidentally, both Lagondas made it home on the back of recovery trucks

this trip. We'll never hear the last of it from the Sunbeam owners!

So, another lesson learned the hard way, and a bunch of extra things that I need to check more often. Every day is a school day, as they say. By the way, I'm acutely aware that all of this really counts as inadequate maintenance. It is the first car or motorbike older than the 1970s that I have ever owned, and I am fast appreciating that a very different approach to checking and maintaining is required. Losing a couple of gears is one thing, but so nearly losing the car is in quite a different league. My list of things to check, adjust, fill, etc, etc continues to grow...

P.S. Josephine was on the road again three days later, so all was well very quickly. Securing the fuel pipes and checking under pump pressure, and fitting the magneto connectors plus a little elbow grease to remove the soot was all that was required. You would never know that there had been an 'incident' only a few days earlier.

I had a similar experience with my Rapier a few years ago. I had the bonnet off to change the SU fuel pump, and the car was halfway out of the garage. Job finished; pressed the starter, and flames shot out from the engine compartment. I was paralysed with fear for a few seconds, then grabbed the fire extinguisher, leapt out and put out the fire. Went indoors still trembling and Ann said I looked like a ghost - covered in white powder! It was a loose union on the fuel pipe and the magneto is just below. Taught me a lesson to double-check the unions. Ed ■



Oh dear! but luckily there was no lasting damage



Tim Sage's 2L, team car replica, looking nicely patinated. Very desirable!

Out & About - Lagonda Club - South Area

Catherine Monnington Reports

WE HAD TWO most enjoyable meets earlier this year. In February, at The Noah's Ark, the quintessentially English pub overlooking the cricket green in Lurgashall, We enjoyed the company of nearly 30 members from our region, attending mainly in modern cars, but despite the wet and gloomy time of year there were three 4.5L's belonging to James Masterton, Nick and Sally Jubert and Peter and Carol Hewitt, plus my 2L.

The pub was warm and cosy and served great food and drink. It proved to be the perfect place for some of our newest members to meet up with other members, new and old, to exchange tips and stories. From hot tips for avoiding crunching gear changes to the choosing and purchase of a first Lagonda!

The Masterton family were there in force, (three generations), along with their 1936 LG45 which has a rather lovely tale as told by James.

"Dad bought the car when he was 21, I believe he is about to be 94. He had it for years and sold it through Sotheby's in the 70's; I remember being in the back of it going to Bisley for the rifle competitions Dad entered. It went abroad for a few decades, stored in an American's museum in Tupelo Mississippi. When the owner died his widow sold the cars through a New York dealer. I saw the car online in late 2019 and asked my Father if it was his as the Reg is so memorable COE88. Turns out it was, so I made an offer. I didn't hear anything - then Covid hit and NY was locked down. Then, in early January 2020, I got an email out of the blue saying agreed. So startled was I it took me a moment to think about it. I went back and said 'delivered?' It turned up later that year and David Ayre helped me get it back on the road for Mum & Dad to see in 2020. That was a truly emotional reunion for sure."



At the Lurgashall meeting

In April we met at another new venue for us, The Bat and Ball at Billingshurst. There was ample parking in the gravel carpark and a separate dining area for, yet again, another excellent turnout, in excess of 20 people. Sadly, the forecast for the day was not ideal for vintage motoring, but happily six Lagondas made an appearance together with an Austin Ulster and a Jaguar XK140, plus Simon Elliott's shiny new Alpine A110.

Jennifer Harm drove her M45 down from Fulham and was ably assisted by Phil Erhardt when her car stuttered to a halt not far from the pub. A little 'wiggle of something' and the car sprang back to life and completed the journey.

The venue attracted quite a few locals in their cars including Hugo Miller in not only his 2L but he also made a spectacular entrance in his extraordinary orange 3-wheel Carver!!

Rather extraordinarily two of the 2L cars at the meet featured downdraft head conversions, one belonging to Hugo Miller and the other a recent acquisition by Kit Battersby.

Do look out for more meets in the Southern region and try to come if you can as there is always an interesting character or two and usually a spectacular array of beautiful cars, each with a unique and interesting past.... ■



At the Billingshurst meeting



Left: The Carver is a 100% electric vehicle that can carve through traffic!

Letters & Emails ... Letters & Emails

Dear Roger,

Looking through some old Club papers I came across a yellowed sheet of foolscap dated 19th February 1953. This was Club publication "Cars for Sale". There were 16 Lagondas listed of which eleven were saloons! One wonders how many of these ended up with Ivan Forshaw. The difficulty of obtaining tyres at that time (after WW2) is very evident with one 2 litre Continental having "four heavy duty Avons". A 3 litre saloon had two new tyres and two re-treads. Several of the vendors were Officers in the Armed Forces and Captain Murdoch said that his 2 Litre tourer

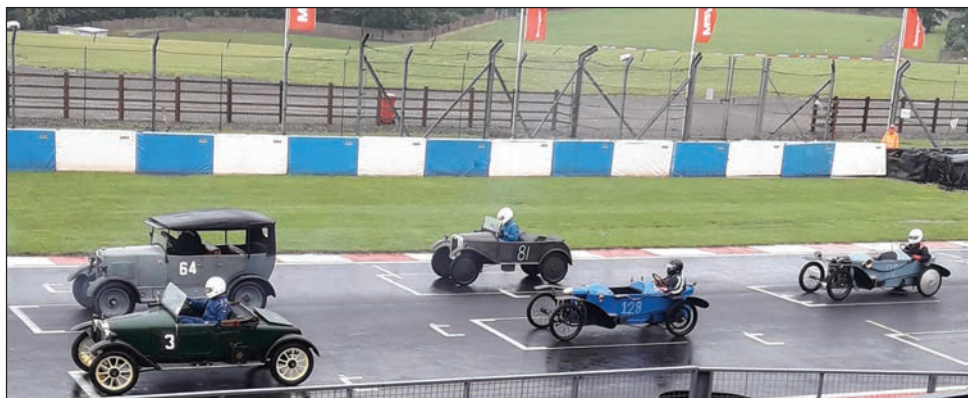
'had toured to North Africa and back last year'. You are probably wondering about prices. £350 was the top figure for a 3 litre saloon with the Maybach gearbox, and the same price for a 2 litre Continental tourer. The lowest prices were £90 for an M45 saloon and £85 for a High Chassis 2 litre tourer. There was only one vendor whose name rang a bell for me, and that was James Gilbey who died just a few years ago. Unfortunately, no registration or chassis numbers were quoted so we can't do our usual detective work. Kind regards,
Colin Bugler ■

Dear Roger,

Here is a photo I took at the start of the VSCC Longstone Light Car Race at Donington Park on 9th July 2023. The other cars visible on the grid are a Trojan, New Carden, and two Bedelias. The race was to be 40 minutes with a driver change midway, but it was shortened to 30 because of a preceding thunderstorm.

This 11.9hp Lagonda (BC 6389), owned by member John Matthews and driven by Richard Matthews and Thomas Adams, completed the race without fault but I am unaware of the placing as there were 44 entrants with lapping etc.
Regards,

Peter Walby ■



Letters & Emails ... Letters & Emails

Dear Roger,

Recently you commiserated when our M45 speedometer ceased to indicate. The failure was unwelcome, as I don't want to get caught for speeding, also I meticulously record mileages and petrol consumed, even if only to discover that consumption is as poor as 14mpg. Disconnecting the cable revealed that its inner would not turn freely, presumably not broken, so I anticipated a costly instrument repair. But things often end better than expected by a pessimist.

I substituted a Rapier speedometer, which fits the same hole in the instrument panel and has the same drive ratio, the "H" on the dial indicating 3360 turns/mile. Still no indication, so I suspected a problem at the gearbox driving end. Out with the seats and floor, retained by just three fixings. I have always lifted out that assembly as a single unit but this time, with the passage of years, I enlisted Ann's assistance.

Removal of the cable from the gearbox confirmed that it was intact, no broken inner. No available handbook describes the speedometer drive from the gearbox. It consists of a steel pinion mounted eccentrically in a big round bronze bush. The bush is a push fit in the gearbox rear cover, held in position by a bolt clamping together a split in the housing. Plenty of oil in the vicinity had allowed the bush to turn in the housing, and the eccentrically mounted pinion had come out of mesh with its mate on the gearbox output shaft. I cleaned the oil from the bush outer surface and the

housing, replaced the bush and rotated it to bring the pinion back into mesh with a small clearance, and re-clamped the split housing. I refitted the original instrument, connected up the cable, and all was tickety-boo; speedometer working again. And, unusually, the fix cost not a penny!

There is a corollary to the story. Some time ago I replaced the M45's 12 x 44 = 3.67 ratio crown-wheel & pinion with a brand new 13 x 43 = 3.31 ratio pair from that nice man Alan Brown. As many others have found, this makes the car more pleasant to drive on today's dual carriageways and motorways. The downside of this is that the speedometer reads slow, and you will be driving about 11 percent faster than it indicates. The eccentric mounting of the drive pinion must surely have been designed to allow for pinions having different numbers of teeth, to accommodate different back axle ratios and tyre sizes. The pinion on our M45 has 17 teeth. It should be straightforward to make new pinions with 15 teeth instead of 17, correcting the speedometer indication to about 2.2 percent fast, much closer to the mark. I took measurements of my pinion, so if sufficient members with axles upgraded from 3.67 to 3.31 are interested, maybe a batch of 15-tooth pinions could be made.

Kigass tip

The Kigass on my M45 failed to function when the car had stood unused for a while. Tightening the gland nut did not

Letters & Emails ... Letters & Emails

help, so it seemed the valves were stuck. Peter Walby reported his Kigass failing to draw fuel after a period of disuse, ascribing it to our new fuels leaving a deposit sticking the balls. Not relishing fiddling behind the dash to disconnect the pipes and remove the pump for attention, I tried a different approach. I disconnected the thin feed pipe from the union atop the petrol filter and blew through the whole Kigass circuit with my air-line, at not too high a pressure, first having unscrewed the knob. Success, the pump was restored to life! Kind regards,

Mike Pilgrim ■

Dear Roger,

It's surprising what you come across on the internet. I was idly 'Googling' Lagonda photos when up popped a wonderful image of a 2 Litre gracing the front cover of an e-Book. If that weren't surprising enough, it was my 2 Litre, GX 188. What was it doing there?

With a bit of research, I was able to track down (in Panama!) James Spencer, the author of Jack Swan – the First Set of Disasters, who explained that he had met the Lagonda's then owner, the late Don Courtney. Don was ferrying a couple to Salisbury Registry Office, and James thought, 'Ah, this is the car for Jack Swan', the central character of the e-Book, which is based on a real swan that hung around Salisbury's Rose and Crown pub, stealing sandwiches from unwary patrons. James sought Don's permission

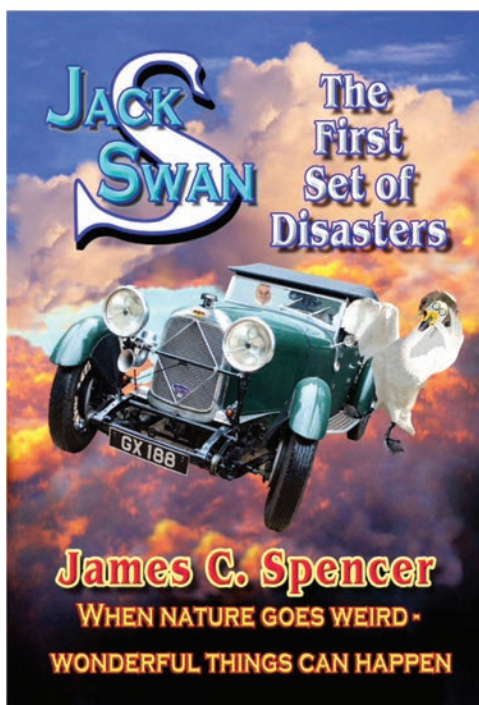
to use GX 188's photograph, resulting in the image we see today.

James is currently working on Jack Swan – the Third Set of Disasters in which the car breaks down and goes back in time to the factory where a "new transmission" is fitted at a cost of £75.00

I wonder if any other members have tales of their cars appearing in works of fiction (other than restorers' invoices).

Regards,

Barry Stiff



With thanks to the author, James Spencer, for permission to use the above picture. ■

Letters & Emails ... Letters & Emails

Dear Roger,
I do hope you're thriving?
My 16/80's steering problems are totally cured and the answer was a surprise, so I'm intending to write a one-page article about it when I get the chance!
I have used the car for two friends' weddings recently and I enclose some pictures in case they are of interest or use for the magazine cover or elsewhere.

The car is a Dec 1934 16/80 with the very rare T8 bodywork (original); Arnold knows of only two 16/80s with this body, the other being on the other side of the pond.

Best wishes,

Laurence Drake (D25) ■

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