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NEWSLETTER



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This month's Guest Contributor is:

David Wall

No. 518

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

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

February

10th

17th

17th

24th

LC/Rapier Register Anglia Area pub meet -Axe and Compass

Pre-War Wheels at The Maybush

VSCC Pomeroy Trophy Races – Silverstone Race Circuit

VSCC Exmoor Trial - Exford, Minehead

March

2nd

3rd

9th

16th

16th /17th

VSCC John Harris Trial - Ashover, Derbyshire

LC Southern Area pub meet – Bat & Ball, Wisborough Green

LC/Rapier Register Anglia Area pub meet

Pre-War Wheels at The Maybush

VSCC Hereford Trial - Kynaston, Ledbury

It is not too early but it could soon be too late to ensure you get a room for the 2024 Northern Dinner on Friday 10th May. Book now, at our rate of £135 B&B, (a reduction of £10 from previously announced) directly with the hotel. phone- 01335 350981- or preferably by email to the General Manager - ryan.wheeldon@izaakwaltonhotel.com. The dinner, at £42 per head, should be booked and paid for through the Club Website - shop - events- Northern Dinner, where the menu choices are now shown. Any queries - contact the Northern Secretary, Nigel Hall, on 07831 638383 or nigelhallgb@gmail.com (the email in the register is wrong!)

Now for the bad news - Like every other organisation, we have seen our costs increase due to the recent high levels of inflation and despite our efforts to make savings, we have to increase the annual subscription to £55 for renewals after 1st February. This is an increase of less than 6% which is significantly below the general rate of inflation for the last 12 months.

However, due to the recent increases in UK postal rates the cost of sending out printed newsletters has increased substantially and must be recovered in the supplement charged.

The newsletter is available to read on line or via the website but if you would like to receive a printed copy every month the annual supplement will be as follows:-

UK - £24

International - £47

These supplements may seem very high compared with the membership subscription, but they are just enough to recover the actual cost of postage today - our apologies, but we have to cover our costs.

Our letter this month is from David Wall. David is a noted Old Car Restorer especially of Lagondas.

I have had an interest in older cars from a very early age, possibly because the 1958 Eagle Book of Cars and Motor Sport devoted several pages to the VSCC.

One picture showed the frontal aspect of a Lagonda, the lamps had been turned 90 degrees to avoid stones etc., breaking the glass. She looked low and fast and was registered **AGE 730**. When a film clip of Bentleys at Le Mans was shown on 'Blue Peter' I decided that this type of car really appealed to me.

My interest in old cars continued, and at the age of 14, I swapped my canoe for an Austin Seven.

A friend had started working for a local car dealer named Kevin Shortis, who later founded the Wilco Car Parts and the Fast Fit chain. Kevin also had an interest in older cars and would occasionally have some for sale amongst the Cortinas, Minxes etc., outside The Old Forge, I loved the Austin Chummy and thought the Derby Bentley VDP tourer, with a cracked block, for £50 quite a bargain. But my father thought otherwise.

On one visit, standing in front of The Old Forge stood a car that caught my eye. I gazed at it from a distance for a while, the long bonnet, elegantly swept wings, low roof-line, perfectly styled radiator and P100 lamps left me spellbound, every line and detail just perfect, tastefully finished in two-tone Grey. I walked up so as to see that the winged radiator badge read LAGONDA and its registration **AMT 717**. I promised myself that one day I would own a Lagonda.

Kevin was looking for about £400 at the time (1965). So, I kept myself amused with Austins and MGs for a few years and would occasionally see a Lagonda that would rekindle the longing. I once came upon a 3lt Saloon standing neglected in an open fronted building but it could not be bought.

I started a restoration business in 1977. I also that year placed a wanted advertisement in The Exchange and Mart. It was answered by Brian Stevens who sold me a 1935 3½ lt Saloon, minus engine, lamps and other parts, for £500! I could not believe my luck. I quickly dropped onto a M45 engine that I swapped for a correct 3½ lt unit, lamp, instruments and all other parts soon followed.

Restoration of the saloon body was coming on well but even at the age of 27 I could see that the doors would chatter away on every journey. So, when Bryan Hyatt (Club membership man at the time) asked me to make a new tourer body for his 3½ lt. I got our woodwork man to make a frame for me as well. Brian kindly let me copy his screen and hood frame. He got a nice new body with its original doors and fittings and I got a jolly good copy. The restoration of my car took me seven years. I put it on the road in 1985, and it's been in use ever since.

During that time I meet John Neill who had a 3 lt Tourer and a 3½ lt, I found and restored a M45 Tourer to go with them.

I also met Peter Biggs who had quite a collection of Lagondas, Astons and Bentleys. I worked for him and John for 30 years, both fine honest men who became my good friends.

In about 1983 a local farmer called into see me, he had a Lagonda saloon that had stood idle for some years. "Would I get it up and running for a wedding?" it was trailered down to me **AMT 717** the very same car with which I had been smitten in 1965. We sorted it out, got it re-trimmed, and it did the wedding!

In 1987 a Mr Lang called in "Have you ever had anything to do with one of those V12 efforts by Lagonda?" he asked. The upshot of that was that I bought a V12 Short Saloon. I got it up and running, stripped and repainted it and enjoyed it (a bit heavy on fuel) for several years.

About this time the farmer for who we had got **AMT 717** up and running called in to ask if I would like to buy it. Having just bought the V12 it was out of the question. John Neill bought it. We carried out a body restoration on it about thirty years ago and she still looks very smart.

Peter Biggs owned HPL 449 one of the Le Mans V12 Racers. John Foy had almost finished its restoration and done a first rate and very correct job. Peter wanted me to complete the remaining few jobs to get to know the car as he wanted me as a V12 owner to continue to service and maintain it. Peter was particularly generous and allowed me to drive it to a number of events, several in this country but the two trips to Le Mans and Pebble Beach were a bit special.

I was asked to be one of the judges at Pebble Beach, of the Lagonda's, as they were the featured marque of that year, 1999.

Another longing was to fly and In 1993 I was offered a Tiger Moth.

I sold the V12, to fund the purchase, and turned it into a V12 Racer. The saloon body was fitted to another V12 Chassis.

One Lagonda was hardly enough and thanks to Colin Mallet I aquired a M45 chassis with matching numbers, lamps and instruments. Thanks to the T7 I found for John Neill over a period of 4 years turned it into a very accurate T8 Tourer, my favourite of the 4½ models.

Sometime during the intervening period John Neill asked if I would like to buy the Grey Saloon **AMT 717** I could fund it by selling my unrestored Series one E Type and Mk1 Cooper S. I blew hot and cold over it for a week or so but amazingly declined the offer. This allowed Michael Nassim to become its next owner. It visits our workshop every now and then and is in fact with us at present. Many are still taken by it as I was in 1964.

I have given the 3½ to my son who grew up alongside it, and it gives him great pleasure. I was down to one Lagonda again. This was solved once again by Colin who dragged me down south one Halloween to buy a partly restored blown 2lt. Two years later it was on the road but minus blower; a situation that's more or less in hand, and I am back to two Lagondas with which I am very happy. And getting back to **AMT 717** after all that time I cannot work out how a car painted Grey can look so good. All clever stuff on someone's part 90 years ago.

Many Lagondas have visited our workshop over the last 44 years, one of note being an LG45 Rapide we restored for Bill Roberts, she achieved second in class at Pebble Beach in 2006. Painted bright Red and known as the Scarlet Woman she looks low and fast especially from frontal aspect as does **AGE 730** now the lamps are facing forward. It's interesting how some cars thread their way into and out of our lives isn't it?

David Wall

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

FOR SALE:

Items for sale from Jon Leo - jon.leo@btinternet.com or 07905 452850 (See classified ads on website for photos)

- New unused Scintilla Vertex 6 cylinder distributor cap (part no 3-205-523-072) £100
- Lagonda Club place mats (8) and drinks coasters (5) (sold by the Club 20 yrs ago)..... £20
- Lagonda V12 Manual £20
- Coalport display plate showing Lagonda Rapide..... £20
- Umbrella – original club design..... £10

M35R tourer 1935 for sale

This M35R started life as a saloon . A 2 seater touring body in aluminium was fitted around 2001. Extensive work has since been carried out including a complete overhaul of the engine, rewiring, fitting Alvis gearbox, overhaul of the axles, new hood and leatherwork, re-spray, new radiator. **£60,000 or nearest offer.** For more details contact Mogens Bessermann mogens@bessermann.com Tlf. +45 40 24 56 84



Items for sale from Jeff Leeks- jeffleeks007@gmail.com (Member)**DB Parts**

- Distributor DVXH 6A
- Smiths Speedo & Rev Counter
- Lucas electrical parts incl Voltage Regulator RB106/2 / Dip+Main Beam Switch/ Fuse Box type CF3/ Starter Switch/ Fuse Box 37107A/ Brake Light Switch/ Flasher Unit Relay DB10/ Fuse Box 385032/ In/Off Isolator Switch
- DB 3 litre bonnet in great condition + bonnet & door hinges
- SU double fuel pump-new old stock
- Almost full set of chrome parts than need re-chroming incl set of 4 window surrounds
- Chromed handles & escutcheons set for interior doors ,windows-great condition
- Brake drums/backplates, set of 4 painted 2 pack black & brake servo + brake shoes+ brake slave sets
- Steering wheel-needs restoration; Dash Air vents-bakelite; Front pair of suspension springs-many chassis parts painted 2 pack black; Cam cover-nearside; Torsion shafts-pair; Exhaust systems--new stainless steel; Wiring looms-new to original braided /coloured design
- 2.6/3.0 Litre DB Factory Workshop Manual written for Lagonda Dealers-165 pages, available as original issue or a reprint

2 Litre Parts

- Magneto ML type RF4 with Bendix drive which was restored by the expert Tony Stairs many years ago and stored inside - unused since
- Smiths Cricklewood Dash Clock 3.5" dia, plated bezel with 4.2" dia flange-Silverdial in mint working order -suits 2 or 3 litre Lagonda's; Z-box needle roller bearings -set of 3 new; Bare cylinder head in undamaged condition with no cracking evidence;

V 12 Parts; Set of original conrods and Specialloid standard size pistons & rings-crank surface excellent

12 Vintage & Classic Badges including 3 Lagonda Badges

WANTED

Pre-selector gear-lever with or without quadrant. Wanted for a 16/80 but a 3ltr would work just as well. Contact Len Cozzolino on len@cozzolino.co.uk or 01707275133

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

| | | |
|------|-----------------|---|
| B 15 | Nicholas Bugler | Redcroft Road, Sale, Manchester N/O |
| K 25 | David Kenyon | The Batch, Wincanton, Somerset DB 3L Sln LB/290/1/255 LPM 949 |
| L 14 | Elliot Learmond | Rudge Road, Standerwick, Frome, Somerset 1939 V12 Saloon 14070 DAK 880 |
| L 12 | Jonathan Lyon | East Bradenton, Florida United States (US) N/O |
| P 12 | Anthony Potter | Tonbridge Road, Ightham, Kent. N/O |



THE DB GAZETTE

'Absolutely unseasonal weather, what Australians term 'pretty crook weather', has prevailed here for almost the entire Holiday Season.

The concept of a 'Mirrored Champagne based celebration' in Australia, as mentioned in the last Gazette, to celebrate the beginnings of Lagonda, has stalled. We have the cars and the Bubbly here in Oz, but it seems we lack the will to gather over vast distances! This could change as the weather improves. If any Owner/Enthusiast wishes to pursue the matter and sign up for the role of Organiser, then please contact me for assistance.

Moving right along to matters mechanical. I was sent some Auction notices recently by the ever vigilant Antony Bowie which form part of this document, thanks Antony.

One of the cars, a DB Sports Saloon offered for sale has had a long period of maintenance and refurbishment which also incorporated mechanical improvement as if in preparation for some sustained touring. Items like larger capacity radiator, twin fuel pumps, new tankage and so on. Also the clutch and gearbox were replaced to make the car easier to operate.

I wonder just where this very well maintained example of a DB3litre Saloon will end up. Hopefully it was purchased by a DB Lagonda enthusiast who will actually drive it and let it be seen, rather than stored in another collection, out of sight!

Also included in the very comprehensive Auction advice is information regarding what to me is a new tax system whereby the purchaser must pay what I will describe as an import levy. Anyone interested in import/export of cars in the UK should be across the nuances of these complicated rules.

My plea for technical assistance regarding DB crankshaft wobbling has drawn no interest to date. Are we bereft of knowledgeable persons or is interest simply not yet motivated?

And now from Antony Bowie, some interesting Auction news. Lots of images here!

[1956 Lagonda Tickford 4-door Saloon For Sale by Auction \(bonhams.com\)](https://www.bonhams.com/lot/1956-lagonda-tickford-4-door-saloon-for-sale-by-auction/1956-lagonda-tickford-4-door-saloon-for-sale-by-auction)

[1955 Lagonda 3-Litre Sports Saloon For Sale by Auction \(bonhams.com\)](https://www.bonhams.com/lot/1955-lagonda-3-litre-sports-saloon-for-sale-by-auction/1955-lagonda-3-litre-sports-saloon-for-sale-by-auction)

Cheers to all, Peter Henson H62 mail to octane1@bigpond.com.

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

I have reluctantly decided to resign from the Spares Committee. As much as I enjoy working to get spare parts for our DB models reproduced or sourced I find myself with a growing backlog of other work to attend to and can no longer devote the time that the role requires.

I will probably write another DB Spares News or two to wrap up outstanding spares project issues and I won't be disappearing completely.

If there is an absence of this adjunct to Peter's Gazette please note that new parts lines are generally also announced in the section of the Newsletter provided by the Lagonda Spares team.

If you are interested in the vacancy and have the necessary qualifications - not many, some technical know-how, some free time to manage spares projects and an enthusiasm for the DB models - then please contact either me or John Sword.

Please order parts via the website if possible.

SPARES NEWS – February 2024

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

NEW PARTS NOW AVAILABLE

BEN204 – Bendix Starter Assembly, 2L & 3L

PRICE

£641.42

(All prices excluding VAT and carriage)

BACK IN STOCK

- VLV416G - Oilite bush for 4.5L rocker shaft, with groove
- CLT204D – Clutch friction lining drilled (pair), 2L, 3L, 3.5L
- GSK410 – Oil filter, LG45 & LG6 (original style)
- DBRBR05 – Fan belt for mid/late 1952 DB2.6L & 3L
- VLVV03 – Inlet valve, V12 (Sanction 2)

BACK IN STOCK – CLT207 – 2L CLUTCH CONVERSION.



CLT207

The club is pleased to announce that CLT207 (2L, 3L & 3.5 Clutch Conversion Kit) is now back in stock. The kit is priced at £2400 (exc. VAT and carriage) and is now ready to ship.

As owners know, the 2-litre clutch is a poor design, which easily overheats. This problem is worse, of course, on the 3 and 3.5 litre cars which use the same clutch. This conversion, which uses a diaphragm design, completely eliminates the problem, giving worry-free operation of the clutch. It is reversible, should one wish to do this.

USED SPARES NEWS

3 & 3.5L UPDATE - We recently updated the used spares page to include a selection of 3 & 3.5L parts.

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 M45 stock, with 2L & 11.9 categories to follow. This project is very much a "work in progress" – "found" and newly discovered parts will be added to all existing sub-categories on an "as and when" basis!

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

NEW PARTS IN PROGRESS

- Winged radiator badge (curved)
- U-bolts for all road springs not covered.
- Bishop Cam steering scroll
- Winged radiator badge (flat)
- Gasket range now launched, please advise Robin of any additional requirements.
- Bendix Starter Assembly, 4.5L (Rotax Starters)

BENDIX STARTER ASSEMBLY, 4.5L (ROTAX STARTER ONLY) – POTENTIAL NEW PART

Lagondas that have the 4.5 litre Meadows engine were mainly fitted with Lucas starters, and the Club supplies reconditioned units for these, complete with Bendix, on an exchange basis. For the minority of 4.5s that are fitted with Rotax starters, we can only occasionally supply reconditioned units, and these are rare and expensive. For the Bendix units on these Rotax starters we currently can only supply the springs, as these do break and there is a steady need for replacements. But, if any other part of the Bendix breaks or wears out, you have to rely upon the second-hand market, which has now almost completely dried up. This means that you would probably become reliant upon your starting handle (rather you than me!).

The club has recently addressed this problem for the earlier Lagondas (2 litres etc), which have slightly different Bendix drives, by having a batch of new units made. We would now like to do the same for the Rotax-started Meadows-engine cars. However, the club cannot afford to finance the production of a batch of Bendix units for

SPARES NEWS – February 2024

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

these cars, and therefore, as we did for the earlier cars, we need members to pay in advance for at least 10 units in order for us to proceed.

The new units, which will be complete with springs (see the photo of the 2-litre unit below), will be priced at about £700 (exc. Vat), and we are offering a discount of £100 if you order (and pay) in advance of production. If we do not get enough orders, we cannot proceed, and it may be some time before we resurrect the proposal (when prices will be higher, of course).

Please do make this modest investment to ensure that your Lagonda can continue to be an easy starter!

Please contact the Spares team at spares@lagondaclub.com, or on 01728 604040, who will take your order and confirm the exact cost. If we get the 10 orders, we expect to have delivery in late Spring 2024

PLEASE NOTE – This design is only for the original Rotax starter and will not be compatible with the Lucas starter. Please check before you commit to pre-ordering.

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.
- Rockers, 4.5L.
- Various DB parts, please see the Post-1945 Gazette for details.

NEW PARTS AVAILABLE

BEN204A



Bendix Starter Assembly, 2L & 3L