



[www.lagondaclub.com](http://www.lagondaclub.com)

# NEWSLETTER



## MEMBERSHIP SECRETARY

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This month's Guest Contributor is:

**Colin Gurnsey**

**No. 519**

**March 2024**

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

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

## March

3<sup>rd</sup>  
9<sup>th</sup>  
16<sup>th</sup>  
16<sup>th</sup> / 17<sup>th</sup>

LC Southern Area pub meet The Bat & Ball, Wisborough Green  
LC/Rapier Register Anglia Area pub meet The Queen's Head, Hawkedon  
Pre-War Wheels at The Maybush  
VSCC Hereford Trial – Kynaston, Ledbury

## April

5<sup>th</sup> / 7<sup>th</sup>  
13<sup>th</sup>  
13<sup>th</sup>  
20<sup>th</sup>  
20<sup>th</sup>  
21<sup>st</sup> – 25<sup>th</sup>  
21<sup>st</sup>  
21<sup>st</sup>  
23<sup>rd</sup>  
28<sup>th</sup>

VSCC Welsh Weekend  
LC East Midlands Area pub meet – The Coper's Arms, Weston Hall, Derbs  
VSCC Scottish Trial  
LC Coffee & Classics meet at Easterleigh, Crieff, Scotland  
Pre-War Wheels at The Maybush  
Norfolk Tour  
LC Southern Area Drive It Day Tour. Details TBA. See events page  
LC Southeast Drive It Day Tour Great Danes Hotel, Hollingbourne, Kent  
LC Anglia Evening Meal with Norfolk Tour, The Pheasant Hotel, Holt  
VSCC Wiltshire Tour

A final reminder not to miss The Northern Dinner and Tour on the weekend of May 10<sup>th</sup> All details in last month's letter.

Another event not to miss, if you are in the East Midlands, is the Area Pub Meet at the Coopers Arms, Weston-On-Trent on April 13<sup>th</sup>.

A week later the VSCC opens the race season at Silverstone on the Saturday with "Drive it Day" on Sunday 21<sup>st</sup> Time to pull back those dust sheets.

Some of you may have seen an announcement from Aston Martin that the Lagonda marque is "dead"

Apparently the company had planned to launch a range of luxury cars under previous CEO Andy Palmer, who was working on plans to revive the Lagonda marque as an all-electric rival to Bentley. However following Palmer's departure in 2020, the Lagonda project went quiet, and it was understood to have been shelved in favour of investment into Aston Martin's existing sports cars. Now chairman Lawrence Stroll has said the Lagonda project concocted by "the previous management" is completely dead and has absolutely nothing to do with our electric vehicle plan. So now you know.

**This month our letter is from Colin Gurnsey in Canada.**

I learned to drive in a neighbour girl's 1949 Morris Minor the summer after my 16<sup>th</sup> birthday. When I approached my mother about getting my driver's licence she told me that 'we will get you a car and when you get it running you can

have your driver's license'. The car my mother had in mind turned out to be a 1959 Dodge which needed a new clutch and a few other things fixed before it could safely run. My mechanical acumen developed faster than my mother had hoped, and in a few months, I had both my driver's licence and a vehicle to drive. After about two years the Dodge made way for a 1958 Morris 1000. In those days gas was 35 cents Canadian a gallon, a dollar's worth of gas would do me about a week's driving. On reflection I seemed to go through a lot of cars of one kind or another with little distinction between American and British-made cars. My Morris was followed by a Chevrolet Impala which was followed by a MG-TD. The TD was a reliable car that carried me to university. I have distinct memories of driving the 1000 miles home at the end of the year in one day over about 17 hours. Today when visiting family, I prefer flying. The TD was followed by a Ford Cortina then by a Jaguar XKE, anyway by now you get the picture.

Years later I was still playing with cars and would often buy, fix them up in my spare time and sell them on. One such example was the acquisition of a used MGB roadster that looked pretty good when checked over. I did all the usual checks for body rust etc but missed the patched over sill plates. I had checked the bottom seams for filler but finding none assumed that they were good. One day while driving over a railway crossing the passenger door opened on its own. Back home, with the car up on blocks, I was able to determine that I had been had (not to be the last time) as the sills were rusty throughout. I vowed that I would try and find a car with a chassis and was thinking of a T series MG or maybe a Triumph TR3 or even a TR6. In those days, on Saturday mornings I would take my time reading the Saturday newspaper while drinking my morning coffee and planning my Saturday chores. An ad for a 1936 Lagonda caught my attention. I wasn't familiar with the marque but thought it might have a solid chassis. The car was about ten minutes away from my house so I arranged to see it.

The car was owned by Dr. Tony Chan who had found it in the UK while on holiday. Tony had wanted a project to occupy his spare time after losing his wife and daughter to a terrible accident. Unfortunately, Tony found the restoration project much more of a challenge and by the time I saw it parts were disassembled and scattered over two floors and many rooms of his residence. I quickly saw possibilities and negotiated a purchase price with Tony which brought it home.

When I arrived home after purchasing the LG45 I told my wife I had bought a car she had probably never heard of called a Lagonda. She told me that of course she knew what a Lagonda was and could prove it. She went and pulled out a photo album of pictures she took on holiday in London and showed me a photo of a low chassis 2 litre (GK 8901) that she had seen in a back street or Mews.

A major restoration was required. I remember coming home from work and going out into my workshop, sitting on my stool, looking at all the parts and wondering if I could ever get it all together again. One day a friend told me to stop looking at the whole and to restore one section, then another, then put them together. As the restoration began to take shape, I was able to determine the number of parts that were missing, search out and obtain them. So, 15 years after I acquired the car it was ready to drive. I was invited to show it at the 1999 Pebble Beach Concours d'Elegance celebrating the 100<sup>th</sup> anniversary of the Lagonda Marque. To my unexpected surprise the car received a Best in Class. I had set out to restore the car in a proper manner and I think achieved that objective. I had also intended to use the car in the manner intended and basically achieved that objective by participating in numerous tours over the 25 years since Pebble Beach. There have been incidents along the way such as seizing the vertex magneto in Whitefish Montana, disassembling it and fixing it in my hotel room and driving the 700 miles home afterwards. But the car has always been a good talking point, garnering admiration in its Frank Feeley design and commendable performance. Its comfortable to drive in inclement weather, dry inside in heavy rain and basically a great touring car. I've recently acquired the remnants of a 1933 16/80 that had been destroyed by the forest fires in California. Not much is left, but it's a challenge and it's a Lagonda.

Colin Gurnsey

It is our sad news to report the passing of John Ryder in the last few days. His funeral will be at Telford Crematorium, at 12.30 on the 19<sup>th</sup> of March. Robin Balmain is kindly collecting the names of those who would like to attend. There will be a full obituary in the April newsletter.

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

## FOR SALE:

**RAPIDE SPECIAL.** Created in the 1950's by Henry Coates as his third iteration of what a Rapide should look like using the best 4.5 litre bits. M45R short chassis, LG45 sanction 4 engine, Girling brakes, G10 close ratio gearbox, 3.3:1 cwp. Engine rebuild, body refurbished and resprayed, all else attended to as required during my 13 years of ownership. Good previous competition history and successfully completed the arduous Flying Scotsman rally in 2018, without issue. Unique and admired car providing fast, comfortable and reliable transport for two with luggage space and full weather equipment. Offers in excess of £175,000 **Robin Saddler on 07785 294400 (Member)**



**1925 12/24 S saloon. 1479cc.** this unique car is the only saloon of this model known by the Club to have survived. Lovely original patina and mechanically excellent. Over the last few years, rebuilt engine, new radiator core and fabric roof. Light Car eligible and did the 2015 Light Car French Rally. £15,000. View in Derbyshire. David Hill 01246 768 538 [davidandmary@gmail.com](mailto:davidandmary@gmail.com)

**Rapier 4 seat Abbot tourer**, owned by the late Rodney Saunders. A lovely Rapier in excellent condition, a multi concours winner. Much improved during Rodney's ownership with the engineering done with his friend Nigel Walder, a hugely respected engineer. The Rapier has benefited from rewiring, engine rebuild with new cams, water pump, coil conversion, wheels rebuilt, new dashboard, tonneau and carpeting, wings restored and repainted. As far as I am aware, the car is in excellent working order. In addition clearing out his garage there is a Rapier petrol tank (internal baffles rusted off); Cam Cover (repaired); front timing cover (welded), SU carb service kits (2x new) few other items. Further information may be obtained, and the price discussed, by contacting **Len Cozzolino 07789001716 or [len@cozzolino.co.uk](mailto:len@cozzolino.co.uk)**



**Earless Spinners** A set of 4 used chrome plated 'earless' spinners for standard M45 hubs with brass tightening/'knock-off' ring. All in very good condition although with an occasional blemish or scratch. Ideal if you didn't want someone to pinch your wheels while driving from London to Singapore perhaps... £300 + postage [mhseymour@gmail.com](mailto:mhseymour@gmail.com)

**Numerous items for sale by Peter Blenk ([peterblenk@gmail.com](mailto:peterblenk@gmail.com)), See classified ads on website for more info or 07711022347:** Bonnet catch; Mysterious Lucas headlights; 16/80 radiator cap; Various horns for LG6 and Runbaken coils for V12

Items for sale by Jeff Leeks. Contact Jeff @ [jeffleeks007@gmail.com](mailto:jeffleeks007@gmail.com)

## 2 LITRE Parts

- Magneto ML type RF4 with Bendix Drive restored by the renown Tony Stairs many years ago, then stored inside-unused since
- Smiths of Cricklewood Speedo Original Matt Black Dial 0 -100 mph numerals (only the dial) + Trip & Total Mileage openings in great condition-2 off
- Z Box Needle Roller Bearings Set of 3-New Old Stock
- Bare Cylinder Head in undamaged condition with no cracking evidence.

- Cylinder head water jacket brass 13/16" dia plugs-new
- Various Brass fuel fittings incl Kigass/taps/fuel line
- Halfords Hydraulic Jack (fits bulkhead) 2 tons capacity, fully extended 13.375"/ un-extended 7.125" with lever
- Bendix Starter Assembly, 2 Ltr & 3 Ltr + Individual Bendix Springs-New Old Stock
- Dash Clock-Smiths Of Cricklewood, Silver 3.5" dia dial/ Black Numerals & Pointers with engineered notches surrounding the dial diameter, Nickel plated bezel, c 4.125" dia in superb working condition ,suit 2 Ltr or 3 Ltr
- P100 reflector + rear annular ring-undamaged

#### **2.6 / 3.0 Ltr DB Parts**

- Smiths of Cricklewood Speedo & Rev Counter-new chrome bezels-super original condition
- 3 Ltr Bonnet in great condition + Bonnet & Door Hinges
- Chrome Trim-various need re-chroming
- Chrome handles & escutcheons set for 4 interior doors/windows-great condition
- Brake drums/Backplates,set of 4 painted 2 pack black gloss + Servo + brake shoes + brake slave cylinders
- Steering wheel-need restoration, Dash Air Vents-bakelite, Front pair of suspension coils, many Chassis parts painted, Cam Cover-NS, Torsion Shafts- pair
- Lucas Distributor DVXH 6A 40125F
- SU Fuel Pumps - Double + Single - New Old Stock
- Lucas Electrical items incl Voltage Regulator RB106/2 / Dip & Main Bean Switch/ Fuse Box type CF3/ Starter Switch/ Fuse Box 37107A/ Brake Light Switch/ Flasher Unit Relay DB10/ Fuse Box 385032/ On-Off Battery Isolator Switch-various 3 off
- New 16" inner tubes
- 2.6 / 3.0 Ltr DB Factory Workshop Manuals written for Dealers-165 pages-available as Original or Reprint issues
- New to Order -Stainless Steel Exhaust and Manifolds + Full Wiring Looms to original braided /coloured design with option to add extra electrical components

#### **V 12 Parts**

- Set of original conrods + Specialoid standard size pistons & Rings- inner crank surface excellent
- Blue Streak Contact Breakers DR2437XP-pair

#### **Odds & Sods**

- Vintage & Classic Badges -12 off incl 3 Lagonda
- White folding Bakelite Picnic Trays, 13" x 8.5"-fit over seat back or onto window sill
- Cibie Spotlamp Pair H4 7" dia x 5" deep-bottom fitting

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

D 37	James Dale	Melton Ross, Barnetby, Lincs. DB2.6 saloon LAG/50/127 OPG 741
F 9	Jason Fisher	Beech Road, Reigate, Surrey 16/80 Tr S10421 APH 427
H 8	Ian Harfield	Clifton Dykes, Penrith, Cumbria N/O
M 3	James Miller	Farnham, Surrey, GU9 8AH 2 ltr Tr OH 9933 GT 4549
O 1	Peter Olsen	PO Performance, Oure, Denmark, N/O



## THE DB GAZETTE

Greetings All,

'Cometh the hour . . .' someone said once - and it happens to all Lagonda owners.

What **are** you talking about, engine overhauls, brake overhauls, panel work? No, I'm considering the moment that we, as owners must face the prospect of being 'other than owners' or 'once was an owner', perhaps still an enthusiast!

The moment can arrive suddenly due to financial crisis, change in domestic arrangements, physical condition, (read health) or other circumstances too horrible to contemplate.

Some owners see the fun with old cars as simply never ending or being able to pass the 'resto project of a lifetime' on to willing, or unwilling family members.

Does all of this seem sort of familiar to some owners, or does it read as a message of doom? It is simply facing reality in the real world.

Having spent most of my life around semi restored machinery, boats, cars, tractors and gliders, I can tell you that there exists a group of people that believe there is no tomorrow!

So, I am prompted to examine a typical case, representative of many that I have been requested to cast an opinion upon. Don't attempt to try to work out which car or project I am describing - it may not be a Lagonda.

Usually starts with a phone call, 'Arr, look, Dad's not well and hasn't kept his Club Membership up to date but the car's nearly ready to be painted and the engine's nearly ready to start but Mum wants to see it gone to a good home.' True story is that there is a lot of restoration to carry out and no simple means of accomplishing what needs to be done to achieve the fulfilment of one man's hope filled dreams!

What to do. If the vehicle can be driven, i.e. has some form of roadworthiness, it may be possible to arrange for an auction sale with a suitable reserve placed on the vehicle so that comparison with other typical sales could be achieved.

Coming to terms for the estate or family with valuations can precipitate internecine strife, so perhaps obtaining an independent valuation of the car (or project) might be the best place to commence.

I have always advised owners or family to initiate their own research regarding valuations. This gleaning of knowledge from many and various sources can be time consuming and frustrating, especially when comparing values of equipment from other countries with local values. Cars or parts sold in the UK may be difficult to compare with similar sales in the USA or Australia.

Whichever path one follows towards a valuation, private or professional, it is imperative that interested family are made aware of the expectation and methodology employed to achieve that valuation.

So what I am suggesting is that a current figure for the value of Dad's life's work on his hobby is accepted by all individuals as the value they will be satisfied with.

It would be wise for all owners whilst still capable, to ascertain the value of their assets as time goes by and to leave certain common sense instructions as to how to proceed at a certain time.

There are professional valuers who may be engaged to assist but it's imperative that family are in accord with the adopted methodology and the result.

Old cars, in particular, evoke very emotive interest when they are to be disposed of.

Another problem that arises is the sorting of practical values versus perceived values. Some professional valuers work on commission basis. This can lead to inflated sales values to achieve higher rates of return at time of sale and delay any settlement, or delay a sale until the vendor becomes frustrated and will accept any offer, simply to close a deal.

Once again I urge vendors/owners to research sales on their own behalf and come to a decision that will allow the car or parts offered to proceed to sale.

Readers may note that each month this Gazette has featured the results of auction sales in the UK and I thank Antony Bowie for his astute observations. I urge all potential vendors to become market savvy, carry out their own research and be satisfied with the considered reserve they place on any potential items offered for sale. Machinery, cars, tractors, boats or gliders! You can't take them with you!

Now from the ever Vigilant One, Antony, two interesting reports, thank you.

[1955 Lagonda DB 3 Litre Saloon For Sale by Auction \(carandclassic.com\)](https://carandclassic.com/1955-Lagonda-DB-3-Litre-Saloon-For-Sale-by-Auction)

[1953 Lagonda 2.6 Litre \(carandclassic.com\)](https://carandclassic.com/1953-Lagonda-2.6-Litre)

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

Before I stop my contributions to the Gazette I would like to take the opportunity to thank Peter Henson for writing its main section and ask all DB owners to keep him in mind and send him any stories or news about your cars, technical or otherwise. I know Peter will appreciate it.

I haven't heard if anyone has volunteered to take over as DB representative on the Spares Committee? The following may be of interest to whoever does. As the money to fund parts reproduction is provided by Club members it has been essential to calculate whether any parts made would sell and return a profit - or at least break even. Over the years many projects have been considered but not proceeded with for cost or lack of interest reasons against the aforementioned principle. My view is that a few of these would be worth looking at again. Parameters change! Our sketchy notes on all of these abandoned ideas can, of course, be passed on to the next Spares Committee representative.

If you are interested in the vacancy please contact either me or John Sword.

**Please order parts via the website if possible.**



## SPARES NEWS – March 2024

E-mail: [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

Scintilla magneto electrodes distributor cap terminals & screws (4)  
Scintilla magneto electrodes distributor cap terminals & screws (6)

### PRICE

£17

£25.50

(All prices excluding VAT and carriage)

### BACK IN STOCK

- BDY221 – Stainless Steel Floor Bolt
- GSK102T – Triangular Manifold Gasket, 16/80

### 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)
- Bishop Cam steering scroll
- Bendix Starter Assembly, 4.5L (Rotax Starters)
- Winged radiator badge (flat)
- Gasket range now launched, please advise Robin of any additional requirements.

### 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 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](mailto: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.

## SPARES NEWS – March 2024

E-mail: [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS AVAILABLE

