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NEWSLETTER



MEMBERSHIP SECRETARY

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This month's Guest Contributor is:

John Hugh

No. 520

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

April

5th / 7th

13th

13th

20th

20th

21st – 25th

21st

21st

23rd

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

Hard to believe but it would seem some Members have not yet paid their annual sub (due 1st April) No one has a direct debit, there are only two ways to pay – by bank transfer (preferred) or by credit card. All the details you need are on the Club Website.

The racing season starts with the traditional April Silverstone meeting on the 20th/21st For those who would like to "have a go" but are wondering if it is for them, there is an opportunity to take part in a 40-minute pre-war track day at Silverstone on the Sunday morning. It costs £250 to enter with no Motorsport UK race licence required to take part. (good value)

This month our letter is from John Hugh long time owner of a 14/60

As must usually be the case, my interest in old cars began immediately my licence had been acquired and nothing modern was, financially, even remotely conceivable. The answer was, of course, the Austin 7, ubiquitous, simple to work on, reliable and, above all, very cheap. A run-down Ruby was located on a local farm, its broken back axle was fixed, and pots of Valspar transformed it into a symphony of green, yellow and black. It didn't last, all too soon I rolled it en route to college but, put back on its feet by other motorists (so few and so helpful in the late fifties), it started without complaint and on I went to my destination.

This mini-disaster seemed an opportunity to follow the fashion of the times, so off came the battered body, on went a lowered front axle, an alloy head and a crossflow radiator and finally, after much hoarding of my meagre income, a commercial fibreglass body and lo I had a racy looking 750 special. Sadly, I was no Chapman, the power/weight ratio of my creation was little if at all better than Herbert's original, the braking even worse and thoughts of 750 formula racing evaporated very quickly.

But graduation was followed by employment and the welcome novelty of a pay packet, which in turn led to two TR2s, then a rather terrifying Lotus Elite and then a TVR before the cycle of life brought marriage and offspring and Morris Marinas - to my mind, a sadly under-appreciated design being comfortable, safe for the family and simple enough to tolerate amateur maintenance on the pavement outside my flat on a Saturday morning.

Time passed and one happy Sunday, my wife and I found ourselves in the historic Grand Place of the Belgian city of Mons where I was then working. It was packed with interesting old vehicles as the annual Mons Rally of the Royal Veteran Car Club of Belgium reached its conclusion. Now this looked very interesting and had to be tried. First

thoughts of a suitable car were naturally A7-shaped and what was claimed to be a Nippy was acquired in the UK. Inevitably, it proved to be a bitza but our RVCCB rallying began and proved to be as enjoyable as we had hoped. Our hosts were as warm, friendly and helpful as could be wished, our humble vehicle was made thoroughly at home among the Bentleys etc. and a whole new and fun way of spending our weekends was at hand. But in time, inevitably, my thoughts turned to something more comfortable, quicker and above all less like a Noddy car. A bull-nose Morris was tried on the recommendation of my parents who had fond memories of their first car, but it didn't impress. Then, while still in search mode, I saw an advert for a 14/60 Lagonda in a motoring journal. A quick trial and I was sold. The gear change wasn't easy but the brakes were superb.

The car's history file was impressive, and mostly comprised the record of much work done by that very respected restorer, Arthur Archer. This clinched the sale. But there was also correspondence with Mr Burnett, the son of the first owner of the car. I immediately revived the connection and learnt that the original two-year warranty, still available, began in May 1928. There was much more, all of it fascinating. In particular her name had been Old Kirsty and this of course I promptly revived. Mr Burnett outlined Kirsty's post-war years on the farm "At harvest time, I carted 3 tons of potatoes on a 4-wheel, 16cwt trailer to the local railway station at least 30 times a year. I also harrowed and rolled using a horse-drawn harrow and roller which would normally have been used singly but were tied together and pulled behind the car". Kirsty reportedly did some 200,000 miles before the first rebore and still had the original clutch and exhaust when sold in 1958 for £25 to another Angus farmer. Given my own experiences with the Lagonda clutch, this information leaves me open-mouthed in admiration.

Eventually Kirsty came south for sale, received the aforementioned comprehensive restoration work, then soon came to me and was immediately exported to Belgium. My Lagonda education began, as did my essential membership of the Lagonda Club which was to contribute hugely to our enjoyment in the years that followed. Initially, starting was a concern but was solved with a coil conversion after multiple expensive but ineffective renovations of the Bosch FF4 magneto. The very basic regulator and summer/winter switch were replaced with a semi-conductor regulator, well-hidden under the dashboard. Thus equipped we launched into the RVCCB rallying world. These outings were available most weekends in summer and, for that matter sometimes in winter as the Fagnes Hivernales rally is scheduled in January in the high, snowy and very beautiful Fagnes National Park. The format of these rallies was straightforward. Typically, one would assemble for coffee and pain chocolat in a cafe, receive the always excellent road book and proceed on a scenic tour in Belgium or Northern France in which one was guaranteed jovial stops for "restoration" and an exceedingly good lunch. The rally plaques decorating my garage suggest we did about fifty of these excursions. Happy days and very good friends. We went further afield, to the Auvergne and to Portugal and several times to the magnificent old city of Carcassonne for the Tour de l'Aude which fed my enthusiasm for both history and cassoulet. In all this, Kirsty never let us down though that threatened once in a small German town when, navigating a crowded Saturday market, I slipped the clutch and came to an embarrassing halt as the driven plate warped and drive was lost. It seemed to take forever for things to cool and drive to be restored so I could slink away, shamefaced. A different but very memorable event was the 2005 Lagonda Club visit to Le Mans for a never-to-be forgotten few laps of that hallowed circuit, before the race proper. And of course, she served as a wedding car, first for friends and then for my own children. Much later, she was to become "Grandpa's yellow tractor" according to disrespectful grandsons.

In all this time I did very little to her, a tendency to overheat was checked by a recored radiator and a Kenlowe fan and the feeble dynamo was assisted by fitting LEDs throughout. A lingering distaste for the clutch was cured by fitting the Lagonda Club Borg and Beck-style conversion and a little later I had the by-now rather noisy gearbox overhauled with revised ratio Club gears and all new bearings. What would we do without the brilliant Spares Section?

Time passed and retirement loomed so in 2010 it was back to the UK and the opportunity to attend some Club events and to at last meet and thank the several members who had been so helpful via email but were unknown to me in person. Kirsty stayed behind for attention to her suddenly oddly noisy engine. It turned out that the white metal on most big ends had separated and broken up and so a professional engine rebuild was put in hand. After eventual repatriation and recovery of her original registration, Patrick Rollet's splendid Fougères rallies in and around Brittany were thoroughly enjoyed. Later still, looming health issues prompted unhappy thoughts of sale. But I had, for long, been in touch with the great grandson of the first owner. He had been reared on fond tales of Old Kirsty and, as a very accomplished enthusiast, was keen to acquire the car which had played a well-remembered part in the life of his family. We quickly reached agreement, and one day Phil arrived, pulling a trailer behind a large SUV, and Kirsty went back to Scotland. I'll freely admit that parting was a big wrench, but I could not have been happier that, in some very real sense, the old girl was returning home.

It got even better. Most kindly, Phil has kept me updated on subsequent developments. Arrival in Scotland was greeted with family enthusiasm and the production of more early photos. It was quickly spotted that the radiator had once proudly worn a mascot and equally quickly this emerged from safe storage in a wardrobe. It is a very beautiful kingfisher and it had been installed by the first owner, Phil's great grandfather and retained on first sale. In no time it was back riding proudly where it belongs. There was more. The second owner was located, hale and hearty at the grand age of 93 and remembered Kirsty very well. He presented Phil with a memento of those times, an OXO box full of rockers, legacy of an engine rebuild.

It has to be reported that Kirsty has misbehaved somewhat in recent times, a half shaft failed but once again the Spares Section came to the rescue. Since then however, Phil has participated in the 200 mile International Rallye de Charente, a delightful part of the fantastic festival of old motoring which accompanies the famous Circuit des Remparts at Angoulême. There could have been no better way to re-introduce Kirsty to old habits and she behaved very well.

I'm afraid these few words will pale into insignificance compared with the usual stirring content of this magazine. But perhaps there is virtue in recording how our vehicles can and do so readily offer the endless fun, camaraderie and mild adventure that make their ownership so rewarding and worthwhile a hobby.

John Hugh

This past month has seen the loss of three long time Club members each of whom has made an important contribution to the club.

Jeff Ody passed away peacefully on the 12th March, with his family around him. Jeff was husband to Gill, father to Nancy and Katy, a former Chairman of the Lagonda Club, long-time member of the VSCC, and a member of the Amilcar Club. He held a number of civic offices in his home town of Devizes and had a successful business career. The family will be holding a Memorial service in Devizes at St John's Church on Friday 26th April at 2.30pm. Gill may be contacted c/o Katy McIntyre Brown, The Old Post Office, Lockerley Green, Lockerley, Hampshire, SO51 0JN.

John Ryder has died at the age of 94. John was a very talented engineer and did considerable work for the Club and the VSCC. *(As eligibility scrutineer he was most helpful to me personally - ed)* A full obituary will be in the next magazine.

Andrew Gregg died early in March. Andrew joined the Club in 1982 with his splendid M45 tourer. His expertise as a Solicitor was of help to the Club on several occasions when legal advice was needed. Andrew joined the Board as Company Secretary in 2009 and carried out these duties with energy and enthusiasm for six years. He suffered several health problems in recent times and latterly found driving the M45 a challenge. His son, Edward, joined the Club early last year after Andrew passed the Lagonda to him.

The Club extends condolences to the family and friends of all the above.

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

FOR SALE:

Lagonda desktop day and date calendar. It is in the form of a chrome flat plate to rest on a desk/table and on the plate, is a very slightly raised miniature replica of the normal Lagonda car badge (i.e. in gold with the word "Lagonda" in gold on a deep blue background.). The overall size is approx. 15.5 x 6.5 cms for the plate, the cylinder above it is centre mounted and c. 10cms long. Contact nicholasasandrew@yahoo.com (non – 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 (member)

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)**



Old M45 bits. Old Club member cleared his garage to find 2 rear M45 half shafts attached to rear broken back plates and a front M45 axle. See website Classified for photos. Best offer secures any or all parts for restoration. Funds raised to go to Lagonda Heritage Trust Contact Len Cozzolino Len@cozzolino.co.uk

Lagonda rare T8 tourer, 1934, six cylinder 16/80 Long term ownership. Bodywork restored by David Wall: superb. T8 body from new, one of two known. Sanction 2 engine with, Phoenix rods, new pistons, reground crank, improved and totally rebuilt about 6,000 miles ago. Scintilla mag and ancillaries rebuilt. Excellent oil pressure from rebuilt pump. Never overheats, cruises easily around 60mph all day. Hood, tonneau and sidescreens as new; green leather excellent. Dashboard original walnut, correct instruments rebuilt. Brand new tyres. Excellent Alvis Speed 25 gearbox. Starts, behaves and drives impeccably. House



restoration forces sale, unfortunately. To a good home, £65k ono. Laurence Drake (Cambridge) Phone: 07889976968 Email: laurence.drake@doctors.org.uk

2 Litre Lagonda Register Badge no 319 is in a great patined condition but with a very small, almost unnoticeable very small chip in the blue enamel, by the L in Lagonda. Offers, Contact jeffleeks007@gmail.com (member)



Wanted:

Wanted a radiator for a 14/60 High Chassis. Graham Swindley, 07895007384 gjswindley@gmail.com

Have you for sale or do you know where I can find this Lagonda Badge, which was produced specifically for a local Centenary Rally held in 1999 for Club Members attending the Orkney & Shetland Rally ? Please contact John Kerr on 07961800613 or email flossykerr@me.com



Wanted 16/80 bonnet. Contact Charles Gray 07792201305

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

G 5	Charles Gray	Bishopgray, Unit 14 Court Farm, Raghill, Reading
S 4	John Scott	Chapel Farm, Wood End, Ardeley 2Ltr HC tr OH 8405 PF 7276



THE DB GAZETTE

'Ware the ides' of last month and beware the dreaded April fool's Day Pranks and the rabbits released recently!

I guess we are all a bit too savvy for that, but a German Chap told me years ago that 'Ve get too soon Oldt - undt too late Schmart'. That's what's happening to me!

Meanwhile, I have read about Tony Tocock, again, recently, in his excellent sort of 'biography' and his visit to Australia in the late Fifties, ostensibly to meet and greet Aussie Lag owners, but in reality to ensure that the royal carriage, a DB 3litre coupe, did not crash and burn in 1956.

David Brown had stitched up the Royals with a deal on a DB 3litre Lagonda dhc and part of the deal was to keep it roadworthy whilst it carried the Duke around Oz and elsewhere. David Brown Became Sir David Brown in 1968, for service to industry.

Prince Phillip, who was in Melbourne to open the Olympics, had a ball with the 3l dhc, flogging it around some of the worst roads in the world with few ill effects!

Tocock also had a ball and learned a bit about Aussie culture and the habit of drinking beer until the kegs are dry and chasing brown snakes! Disgraceful behaviour but jolly good fun to some Australians.

Something else a bit weird about this part of the book is the captions used to describe just where Tocock was delivering his free advice. It commences on **page 48**. Pictures are captioned with the locale identified as Melbourne, Australia. In fact they are all located in Lidcombe, Sydney, Australia. Of course this is a big country and it's not until a 3litre DB owner informed me recently that Tony Tocock had inspected his Dad's car on behalf of the company, related to a warranty matter, in Sydney, that I really took any notice of the captions, or the number plates on cars.

Tocock was in Sydney to sort out problems with the early DB 3litre cars and the earlier DB 2.6 models. **Page 49** clearly displays his credentials and the location, Lidcombe NSW. The 2.6 dhc that I own, built in 1948 was sent out with incorrect camshafts fitted. These were replaced here in Aust. In 1949. I have the works record.

At this time, 1956, Brown and Dureau were no longer the Australian agents for Lagonda. The David Brown Corporation had opened an Australian branch, no doubt to parallel the event staged in Canberra with the visit of the Duke! Browns were building a farm tractor and implement distribution business in Australia.

Nice bit of PR and acres of free publicity. It all came to nothing mainly because General Motors had captured the Australian market with local production of the Holden Car! Quite a few DB series cars had been sold by Brown and Dureau, sadly few survived, basically because they could not be serviced adequately here in Aust.

I would like any person that sees the images used in Tocock's book to contact me if they can identify any of the persons in the series of pictures, captioned as being taken in 'Melbourne', in reality Sydney, commencing at **page 48**.

I'm sure that amongst those attending is the late Jim Whitehead, a former rusted on Lagonda supporter and a person that enthused me to become a Lagonda owner in about 1960. Jim was the Australian representative for the Lagonda Club for many years. If you think you can assist contact me, **Peter Henson, octane1@bigpond.com**.

To conclude, the title of Tony Tocock's book is 'A Mechanic's Dream'. There is no ISBN. It is hard to locate copies for sale. My only regret is that Tony Tocock did not drill deeply enough into the foibles of design of the DB 2.6 dohc engine and sadly, no person has taken up where Tony left off!



Canberra 1956 - The Duke with the DB 3litre Coupe

Tony Tocock might have heard the following irreverent Australian radio ditty during his short stay here. It was sung at football matches, holding a Schooner of Beer . . .

"We Love; Football, Meat pies, Kangaroos and Holden ca-ars!" - simply repeated, over and over. It caught on and helped sell cars, as simple ditties have over the years! (If you try singing it, accent is on the first syllable of each word!)

And now Antony Bowie's contribution - a chance to return to reality and consider the value of cars placed for Auction. Thanks heaps Antony!

- [Imperial War Museum | Duxford, Cambridgeshire \(handh.co.uk\)](http://handh.co.uk)

SPARES NEWS – April 2024

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

NEW PARTS NOW AVAILABLE

	PRICE
V12 Folding spotlight bracket	£475
V12 & LG6 Starting handle plug	£145
Scintilla magneto electrodes distributor cap terminals & screws (4 cylinder)	£17
Scintilla magneto electrodes distributor cap terminals & screws (6 cylinder)	£25.50

(All prices excluding VAT and carriage)

BACK IN STOCK

- BDY221 – Stainless steel floor bolt
- DBSTG02 - DB outer track rod gaiter 2.6 & 3L
- RBRV06 - V12/LG6 pedal rubber
- GSK102T – Triangular manifold gasket, 16/80
- SSPX07 – Pivot pin rear spring
-

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, 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 Summer 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 – April 2024

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

NEW PARTS AVAILABLE

SPKX10



X 8



X 4



Scintilla magneto electrodes for distributor cap terminals & screws (4 cylinder)

SPKX11



X 12



X 6



Scintilla magneto electrodes for distributor cap terminals & screws (6 cylinder)

BDYV03



V12 Folding spotlight bracket

BDYV04



V12 & LG6 Starting handle plug