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NEWSLETTER



MEMBERSHIP SECRETARY

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Newsletter compiled By: Tim Wadsworth

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This month's Guest Contributor is:

John Sword

No. 521

May 2024

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

May

10th

11th

12th

19th

21st

30th – 7th June

Norther Dinner. Nigel Hall, on 07831 638383 or nigelhallgb@gmail.com

LC Anglia- pub meet at the Angel at Larlin, contact Len Cozzolino

LC SW Region Drive & Meet at the Beach contact roland.bugler@gmail.com

Bluebells and Cowslips Scenic Drive. Contact Kenneth Jeddere-Fisher.
kenjedfish@gmail.com

Pre-War Wheels at The Maybush Contact Kenneth Jeddere-Fisher.
kenjedfish@gmail.com

Lagonda Tour of Ultima Thule

June

8th

16th

22nd

LC Anglia Pub meet TBC , contact Len Cozzolino

Brooklands Relived contact Catherine Monnington events@lagondaclub.com

Spitfire Run & Break at Headcorn airfield contact Paul Anderson
paul.anderson@littletiffenden.com

Northern Dinner – This is the very last call for the renowned Northern Dinner on **May 10th** that this year returns to the Peak District to the Izaak Walton Hotel. The hotel is situated in stunning scenery and for those that wish there is the opportunity to tour the Dales on the Friday.

The Annual Prize giving will take place at the Friday evening dinner which can be ordered through the Shop Events on the Club website.

BROOKLANDS RELIVED JUNE 16TH

Brooklands holds a special place in the hearts of all motoring enthusiasts. It's the place where all motor racing started on June 17th 1907, at the first purpose built motor racing track. Nowadays the famous banked corners, the wonderful club house, museum and the various huts and workshops simply exude history.

In this 125th year of Lagonda, the Club will be attending Brooklands Relived to show off our magnificent pre-war cars, adding to the atmosphere of the occasion. We have secured reserved parking in front of the Clubhouse with pre-booked Test Hill ascents and discounted tickets.

Please book your discounted tickets online at the Lagonda Club website NB – You must be logged in to your Lagonda Club account to see the option to add these items to your basket. Brooklands Members please notify Catherine at events@lagondaclub.com if you plan to attend in your Lagonda.

Relive the Brooklands' golden era and join the crowds in dressing in period attire. Enjoy the live music, 1930's café and bar areas and heritage re-enactors helping to bring history alive. The Robbie Hewitt Trophy will be awarded to the 'Best Car' present.

The 45th Suffolk Dinner will take place at Ufford Park Hotel Woodbridge Suffolk on Wednesday **10th July**. This is a joint Rapier Register and Lagonda Club meeting. Holding the event in the middle of the week proved a great success last year when some enjoyed a mini break touring the countryside. It's also an easy drive from Harwich and we expecting a very good number of overseas visitors.

The following day there is a coffee morning at the Club spares hub then we are invited to *Friston Classics On The Green* with all the Lagondas together in one place. To find out more or book the dinner, contact Leah Knee 01728 604040 spares@lagondaclub.com or Colin Mallett 07920 053517 colin@fulvens.com.

AGM and Annual Gathering over the weekend **September 21st/22nd** – the Menu has now been released on the Shop Events on the website.

We are expecting a reasonably large turnout this year with the Rapier Register members being invited to celebrate their 90th Anniversary.

Instagram – with some trepidation, due to not all members being, shall we say, familiar with certain Apps, we have set up a Lagonda Club Events Instagram account. We will be populating it with events that take place as well as advertising future events. Please take a look and if you are not sure then there will undoubtedly be someone that you know who can assist. @lagonda_club_events

Newsletter In order to mitigate some of the large postal rate price increases, particularly on the months where there is a magazine plus a newsletter, we have limited capacity for adverts and are now restricting these to 80-100 words plus a picture. There are no limits to the Classifieds on the website.

This month our letter is from John Sword, who has recently retired as Club Chairman.

During my teenage years I developed an increasing interest in automotive matters, and, soon after leaving school in 1961, with an 18-month gap to fill before university, I acquired my first mechanical conveyance, a secondhand Velocette Venom motorbike. This was a fairly lethal device (although it quickly taught one about road surfaces !), and, after only a few months, my grandmother had grown so concerned for my safety that she offered to lend me a pea-green Minivan, which was our farm's runabout vehicle, provided that I got rid of the Venom. Although only 850 cc, the Minivan was quite a sporty device, and it brought me into contact with one or two people who owned more serious cars, including a 3 litre Bentley, which I rather fancied, even though it was completely out of reach financially !

The Minivan covered me until I went up to Cambridge (to read Engineering) in 1962. Undergraduates were not allowed to keep cars until their last year, and then only with specific permission. Despite this ban, there was a very active car club (CUAC), which I swiftly joined. Cars were kept in numerous hideaways around the city and in nearby villages and farms. There were some quite prosperous young men amongst us, and I can remember going on exciting rides in, inter alia, the ex-Jim Clark Lister-Jaguar, various 4 and 6 cylinder Austin-Healeys, a Morgan plus 4, an Austin 7, an Austin 12, and a device that was then called an 1172 Special.

There was also a slightly mad Irishman who had acquired an ex-Ecurie Ecosse D-type (it cost him the then-unimaginable sum of £5,000, as I recall). This car was used to set what will surely be the all-time London to Cambridge speed record (Marble Arch to Great St Mary's). It was set at first light, one morning in June. Traffic was much less back then, and close to zero at such an early hour, but, just to be sure, there was one of us manning every traffic light going out of London, to stop anyone who had ventured out - the D-Type did not do any stopping ! There were then no real dual-carriageways going north, so the time of 42 minutes for, I think, 63 miles, was pretty respectable, given the amount of urban landscape - nowadays you would probably end up in jail if you tried a repeat !

And then there was a Lagonda ! It was a blown 2 litre, GP 8567, and I thought it looked rather like a 3 litre Bentley (but much less costly). I really fancied it. It was owned by a fellow engineer, and when, early in 1963, he acquired an M45R, I was able to buy it for the princely sum of £210. This was the first car that I ever owned and it started me on the Lagonda road.

I then, of course, quickly joined both the Lagonda Club and the VSCC.

Soon after I joined the Club, there was an advert in the Newsletter for an M45R, CPD 939. The price was £65 - yes, really ! There were good reasons for the low price. The car had lived a hard life and was not in good shape. It had a standard saloon body, the upper part of which had been sawn off through its full length, horizontally, at the level of the base of the windscreen and the tops of the doors. It was fitted with two perspex aero-screens and no other

weather equipment ! Although no looker, the Rapide went quite quickly, much faster than the 2 litre, and it led to some enjoyable journeys. It turned out that CPD 939 was an unusual car, as, despite being an M45R in every other way, it had a 10ft 9in wheelbase and is thought perhaps to have been a prototype for the LG45. Sadly, it ran a big-end after a few months - I could not afford to have this fixed, so, after being parked in a barn near Cambridge for some time, the car ended up being left in a barn at home.

Later in 1963 I acquired an XK120 roadster (£110) - it had a C-type head and went quite fast, making a wonderful noise. It also had a hood, which the 2 litre, at that stage, did not !

A prominent feature of life for Lagonda-owning undergrads was visiting Andre Kenny, who lived a few miles south of Cambridge. Andre was a serious Lagonda-iste and will be remembered by many of our older members - he owned, I think, seven Lags, covering the spectrum of 2 litres, 3 litres and M45s, including the well-known saloon BPJ 317, which was later owned by Arnold Davey, and now by David Westall. Andre was very hospitable and enormously helpful in dealing with technical problems. Perhaps appropriately, nearly 50 years later, I went with Clive Dalton to collect all Andre's Lagonda spares (for the Club) after his widow died - Clive having been through the same Lagonda/Cambridge/Kenny routine a few years before me.

Another major feature of life was visits to, and correspondence with, Ivan Forshaw down in Dorset - it was a long drive there to find spares ! Ivan was very kind to us impecunious lads, taking great pains to find parts for us, and writing us lengthy epistles in his unique handwriting, even though we were never going to be serious clients for him. I still have a drawerful of his letters, and I suspect that I am not alone in this.

Motorsport featured quite often in our lives - participating mainly via sprints organised by CUAC at Snetterton and by the VSCC at Silverstone. There was also at least one visit to Oulton Park, my favourite circuit. However, I quickly realised that I did not have the skills needed to go racing, and that my by now unblown 2 litre (I could not get the blower to work properly) was not going to go round very quickly, whoever was the driver. So motorsport turned into a spectator sport for me thereafter.

Le Mans was an important annual outing. By some means or other CUAC had been invited by BMC, as they then were, who were entering MGBs in the race, to provide a team to man their signalling pit at the end of the Mulsanne straight. This was immense fun, and four of us went out in 1963 and 1964 (also in 1965, but I was absent), camping in the pit area. In 1964 one of 'our' MGBs won the Motor prize for being the highest placed British car - we were very proud to have taken part, and were given solid silver paper knives as mementos.

I did not take the 2 litre on the 1963 trip, but it went in 1964. We were somewhat ill-behaved in those days, and security around Le Mans was relaxed or non-existent. Knowing this, we thought it would be fun to do a lap of the circuit before the race. So, about an hour before the start, we just drove out of the signalling pits onto the circuit and did a lap, past all the racers lined up in the start area, and waving to the crowds as we went by. No gendarme intervened ! In Autocar's report on the race (26 June 1964, 1s 6d) they said.....An old 2 litre Lagonda motored past quickly by its own standards, although very slowly by ours, under the Dunlop bridge and away on a lap.....

I smashed myself up skiing at the end of 1964, and was in plaster for several months, so there was no more Lagonda-ing (or driving of any kind) until the summer of 1965. That was when we went down from Cambridge, but, before launching into the world of work, a group of us went off for a final long holiday in Spain, where we took a couple of houses not far from what was then a small fishing village, but is now a mega resort called Benidorm ! Spain has come a long way since then.

I went out there in my 2 litre, accompanied by Ros, to whom I was by then engaged (what her parents thought is not recorded !) - it was a good test to see how she would take to Lagonda-ing. She imposed one condition before setting off - that I should get a hood for the car, as she was not impressed by the argument that so long as one kept moving, any rain would fly over our heads ! So, a hood was duly acquired. The car went well and was greeted enthusiastically by all whom we met. That is until late one afternoon, in the middle of rural France on the way back to England, when a rocker broke. We were able to freewheel down into the nearest village where, miraculously, there was a blacksmith - in reality an agri-machine fixer - who said 'aucun probleme', or words to that effect. After our night in the local hostelry, the car was retrieved, with the rocker beautifully welded and all payment refused. It went smoothly all the way home. Thus I learned that one should always carry a spare rocker in a 2 litre.

My Lagonda life went downhill after that - my working life became dominant, plus a new home (without garage space) and a family on the way. The 2 litre and M45R slumbered in my grandmother's barns until she announced that they had to go. The XK120 was traded for an MGA fhc, and then was substituted by a 'practical' 1071 Cooper S.

The M45R went first and was bought by Peter Densham, who later sold it on to Alastair Innes Dick. Alastair rebuilt CPD939 as a Special, and he described his work in an article in Magazine No.70. In this, he is scathing about a previous owner who ran the car with a knackered big-end (who can that have been ?), and he also covers his researches into the car's status as a possible prototype for the LG45 - worth a read. I cannot recall who bought the 2 litre, but it left me in great sadness, with no Lagondas. The car is now in Italy.

In looking back on those days, one must remember that for most of us, our Lagondas were cheap, fun motoring. We were not concerned about the cars' correctness or originality, only about making them go as fast as possible whilst spending as little on them as we could. With career and family dominant in the next phase of my life, I did not own another Lagonda for over 30 years, but I continued enthusiastic interest, attended one or two AGMs, and diligently collected my Lag Mags.

When I returned to Lagonda ownership, in 1999, it was to a different world, with the cars being worth a lot of money, and with their condition and detailing becoming of paramount interest. But that is a story for another day.

ADVERTISEMENTS: All advertisements should be sent to Len Cozzolino (len.cozzolino@lagondaclub.com). **They are free to members for up to 100 words and 1 picture in the newsletter. Repeat adverts are £25. Longer adverts and additional pictures are always available free in the Website under Classifieds and carried for 6 months or until car/parts are sold.**

FOR SALE:

1932 16/80 tourer. In excellent condition and benefits from a recently rebuilt engine with new pistons, steel conrods, valves, valve guides, full flow oil filter, new Club seals for water pump, re-cored radiator, relined clutch and overhauled magneto. Little used since all this work carried out. Bodywork in good usable condition but interior could do with upgrading. Offers over £40,000. **Contact Dick Lamb 01603 713301 (Norfolk Member)**



1928 2 Litre High Chassis Speed Model 2 owners in the last 70 years. A solid and reliable car in very good order. In 2009 the car was stripped back to a bare frame and much work was done to the chassis, engine, electrics and running gear. Dark green wings and bonnet, with mid green leather interior, all excellent condition. Only done approx. 2000 miles since then. Interesting early overhead carb conversion (Club magazine No 251); Heavy duty 4.1:1 rear axle; Long range fuel tank; Barker headlamp dipping mechanism; Finned steel brake drums. Asking price £55,000. **Chris Hubble 07738 071703 (Member)**

Lagonda 3 Litre Tourer 1932 (Ex Robbie Hewitt) KY1700. Recently been serviced by David Wall (Wroxham). Offers over £75,000. Spare 3 Litre engine included. Tel: James Longe. 07956 274948 (Member) email: fjlonge@aol.com **(Member)**





1932 Lagonda 2L LC SML - PJ 2843 2 Litre Low Chassis Tourer Speed Model - Owned by Peter Densham in the 1940s as he started the 2 Litre Register. A delightful car to drive with strong engine, excellent brakes, precise light steering with rebuilt 21" wheels and Blockley Tyres. Well maintained, with new Club gears, recent brake reline. Complete with tools, full hood, tonneau and side screens. Owned over 20 years, Offered with spares, photos back to the 1950s and ready for more fun Lagonda motoring. Priced at £67,500 Christopher Hobbs

christopher.hobbs@chco.co.uk - 07775 847811 (Member)



Lagonda 2 Ltr. Low Chassis Tourer 1932. 24 years ownership. Uprated engine 2400 cc. 4 cyl. OHV 110 hp. B.R.G. Two times winner of the 2 Ltr. Class concours at the A.G.M. Chassis nr. OH 9975, Engine nr. 1724 . Dutch registration. Price on request. H. Arentsen tel. 0031 651427163. The Netherlands

Mail : eh-arentsen@hetnet.nl

Wanted:

2ltr or 3ltr low chassis tourer preferably pre 1930 wanted by new member. Must be in good driving condition and original with history. Stefan Lochbuehler, Germany s.lochbuehler@icloud.com (answer may take a Little time- some days out of Office).

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

D 40	James Doyle	Myers Park Drive, Charlotte, NC 28207, United States (USA) 3/4½ Ltr tr Z11226 BGT 269
G 1	George Gyore	6240 S US-1, Grant, FL 32949, United States (USA)
K 12	Tom Van Kemenade	2360, Oud, Turnhout, Belgium N/O
L 3	Stefan Lochbuehler	68239, Mannheim, Germany
M 6	Guilherme Augusto Marx	1094, São Paulo, 01403-002, Brazil
R 12	Jiri Rambousek	Gen.Závady, 56601, Vysoké, Mýto, Czech Republic
S 8	David Sharp	Green Hill Rd, Camberley, Surrey DB 3ltr sln LB/290/1/123 PYR 360
Y 1	Thomas Yallop	Lowestoft, Suffolk, NR33 9PS



THE DB GAZETTE

Currently in Australia we are dodging rain, bullets and knives simply to avoid being drawn into what the rest of the world seems to accept as normal behaviour by the few! I won't describe precisely what has happened here recently but I want to assure all readers and potential visitors to this wonderful country that we are not altering our traditional way of life, simply accommodating the radical behaviour of some!

In April I looked at the work of Tony Tockock and his 'Mechanics Dream'. So far no comment has been received regarding a few points I raised. I know you are all busy people out there, but I live in hope of receiving comment from some.

This month I will raise another issue related to the DB series Lagondas, through their design period with W O Bentley. I have been reading in Michael Bobbit's book, 'W.O. Bentley, The Man Behind The Marque' about the Rolls Royce connection, in particular with regard to the development of the 4 litre Bentley engine during the late 1920's and early 1930's. This was a period of stress for WO as funds were running low as a result of loss of sales due in part to approaching world depression. Bentley Motors decided to downsize and introduce a smaller 4 litre engine into their range in a bid to stay in production and lower the price of Bentley cars.

Any Bentley-phile that views this article will writhe with shock and horror, but in general terms it is true - the link for me to later production of Lagonda was Bentley losing all, after Woolf Barnato withdrew funding to Bentley Motors, leading to the subsequent purchase of that company by Rolls Royce, including the name and future of W O Bentley Esq.

There is another name I must introduce, Thomas Barrington, an experienced Mechanical Engineer employed by Bentley Motors, who was charged with introducing the 4 Litre engine into the 8 Litre chassis to enable production to move into an affordable offering to the market. The smaller less expensive engine was to make the car more saleable in a fading market.

Barrington was seen by W O as acting in direct opposition to himself. W O was opposed to fitting a lower powered pushrod engine, not designed by himself into the 8 Litre chassis, which was his design, and which had made good sales and was a popular competitor to Rolls Royce. Both men were overtaken by the times. Bentley Motors was sold, ironically to Rolls Royce. W O was also practically sold with the deal.

Tom Barrington re-joined Rolls Royce and became head of engine design during the 1930's, prior to WW2.

One can understand W O Bentley being somewhat disgruntled at these unfolding circumstances. There is yet more to link the two men - engineering has hidden subtleties!

Tom Barrington went on to develop and refine the famous R.R. Merlin engine for production, becoming head of research. Later he was sent to America to assist in the production of the Merlin engine by Packard. This engine is recorded as almost doubling its original design horsepower over time and subsequent development!

Sadly, the little recognised talent of Tom Barrington was extinguished by a heart attack in 1943 whilst still engaged in the production of the well - known (now), Packard Merlin engine which powered the American Mustang aircraft and many other types in action over Europe and elsewhere.

W O went on to offer his services to the British Government to develop aircraft engines, as he had during a previous war in Europe. He also offered the Lagonda V12 engine in Marine format. Neither offer was taken up.

Then, no doubt designing away in his spare time, he and Alan Good produced the prototype 2.6 litre engine in 1946, ultimately used to power the Lagonda DB series cars manufactured by David Browns as well as the early Astons.

I own one of these Lagondas and am quite happy to say that it is a unique example of engineering and satisfies my desire to own a British car of some quality!

This Gazette may look like a lecture to some, I simply recommend that you research the matters raised. The topic is fascinating. Acquire books and articles to further your knowledge of Tom Barrington, W O Bentley and any other of the Engineers of this period.

To conclude, my father worked on the production of the Packhard 31/33 Merlin engines at the Commonwealth Aircraft Corporation, in Australia in 1944 - 45, at Lidcombe, Sydney, NSW. Yes, they were also made in Australia to power the De-Havilland 'Mosquito'. Some were still flying in 1953 on survey duties.

David Browns built the original supercharger drive gear train for the R.R. Merlin.

I would welcome comment from any American Lagonda enthusiast that has knowledge of the Packhard Company's involvement with the Merlin production.

If anyone wishes to open communication with me regarding the Merlin engine or the Bentley 2.6 Lagonda engine, please mail me. **Peter Henson. octane1@bigpond.com**

Once again from **Antony Bowie**, a comprehensive auction report! **Thanks Antony.**

[1953 LAGONDA 3-LITRE COUPE Registration Number: K KU 62 Chassis Number: LAG/50/539 Engine Number: \(the-saleroom.com\)](#)

SPARES NEWS – May 2024

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

NEW PARTS NOW AVAILABLE

V12 Folding spotlight bracket

V12 & LG6 Starting handle plug

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

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

PRICE

£395

£145

£8.50

£12.70

(All prices excluding VAT and carriage)

BACK IN STOCK

- GRS418 – Meadows engine sprockets & chains
- RBRV06 - V12/LG6 pedal rubber
- SSPX07 – Pivot pin rear spring
- DBSTG02 - DB outer track rod gaiter 2.6 & 3L

USED SPARES NEWS

You'll now find a good selection of used parts and "new old stock" available in the "Used Spares" section of the website, including V12/LG6, 16/80, DB & 3/3.5L 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 badges (curved and flat)
- Bishop Cam steering scroll

Gasket range now launched, please advise Robin of any additional requirements.

Please e-mail Robin Cooke if you are interested in any of the following parts. Your support will influence the Committee's decision to proceed or not:

- ZM chassis - braking system (13 parts).
- Fuel tank senders (3-terminal type) 2L, 3L.
- Bendix starter assembly, 4.5L (Rotax Starters)
- Rockers, 4.5L.
- Various DB parts, please see the Post-1945 Gazette for details.

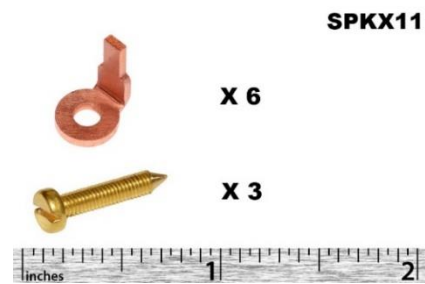
NEW PARTS AVAILABLE



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



V12 Folding spotlight bracket



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



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