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NEWSLETTER



MEMBERSHIP SECRETARY

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This month's Guest Contributor is:

Paul Anderson

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

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

This is the last call for the 45th Suffolk Dinner which 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 please visit <https://www.lagondaclub.com/event-products/suffolk-dinner/suffolk-dinner/> where you can make your menu choices and pay with a card. This includes non-members. For general enquiries contact Colin Mallett on 07920 053517 colin@fulvens.com.

In a few days time, on June 16th the Club will be attending Brooklands Relived. We have secured reserved parking in front of the Clubhouse with pre-booked Test Hill ascents and discounted tickets. Please see last month's Newsletter for full details.

The competition season is in full swing with Cadwell Park Race meeting on 15th June, Shelsley Walsh Hill Climb on 30th June and the VSCC See Red meeting at Donington on 7th July. Here, in addition to an exotic mix of historic racing cars, there will also be the "Long Car Race" a 40 minute 2 driver race ideally suited to 2 and 3 litre Lagondas. If you have ever thought of racing your car – this is the one.

David Hine reports that the Norfolk Tour organised by Martin Sumner was fully subscribed and 20 Lags and crew turned out for a chilly but excellent few days in Norfolk. We had two suggested day routes together with visits to a glass blowing factory and our King's residence at Sandringham. The hotel was splendid and it proves that our mid week formula is agreeable to these hostleries . Bird watching also featured with the Marsh Harrier being the star turn. We also visited a RAF early warning station which is now a museum. It's interesting how paranoid we were about hostile attack some years ago and slightly worrying that we have so little defence capability currently .

This splendid event was followed a couple of weeks later by our traditional Northern Dinner, Rally and Prize Giving. Due to the demise of Monk Fryston Hall we are now established at The Izaak Walton Hotel in the White Peak District. The team led by our Northern Secretary Nigel Hall were rewarded by a splendid turn out of 14 Lagonda and 50 sitting down for an excellent dinner, prize giving and entertainment . Nigel's efforts were also rewarded by the Almighty gracing us with the spectacular Northern Lights to round off the evening.

Spares Survey. In the coming weeks you will all receive a short on-line survey which should take only 5 minutes to complete regarding the Spares service offered by the Club. The Lagonda Club Spare Committee are constantly looking for ways to provide you with quality spares, as cost effectively as possible. We are keen to better understand how the service can be improved and what issues you have experienced. Given the costs & quality advantages of using the

Clubs Web based on-line Spares service (rather than phoning or sending an email) we are particularly keen to understand what can be done to improve the proportion of purchases made this way.

Our letter this month is from Paul Anderson.

It was Saturday evening on the 3rd of June 2017 and my wife, Susi and I had just pulled up into the carpark at the Foxhills Country Club in Ottershaw after an 80-mile drive from our home. We were to stay for a single night to position ourselves early on the Sunday morning for the London to Brighton Classic Car Run starting at the Brooklands circuit. Our car was a 1965 Triumph TR4A in white with a Matador Red interior. The Triumph has been in our ownership for 30 years and was the car we used at our wedding, I restored it and created a website for others to follow the restoration. The website has become a major resource for Triumph owners and has been used by TV restoration programmes and magazines. After the restoration of our Triumph it featured on the cover of several magazines and continues to be seen in magazines on a regular basis. Yes, we are very proud of our Triumph and follow the Triumph mantra "Whatever you do in life, make it a Triumph".

Getting out of the car, which is a bent knees and bent back operation I felt the presence of a car trying to get into the parking bay next to me. The bays were annoyingly small, no room to open a door without hitting the car next to you. I stood upright to let the car in with my stomach planted against the TR and turned my head to look at the car that had pulled in. It was enormous. It dwarfed the Triumph I am so proud of to make it look diminutive. What was it? I have never seen one? The passenger was out and I asked him what the car was? "It's a Lagonda – she drives it. There's no weather gear but there is place to store beer." The couple had been touring the UK and buying beer on their travels that they stored in the rear luggage area that had a tonneau cover keeping it out of sight. They were smiling but had that weathered look you get with open top motoring. The car was DPK 506 a 1936 Lagonda LG45. The couple grabbed their things to head into the hotel and Susi was looking at me as she was also desperate to get inside but I kept circling the Lagonda. I looked at Susi and said "I think I am in love".

The next morning we left early but the Lagonda had already left. I was a little sad I did not get to see it again but no matter, Brooklands beckoned and I did get to place my TR high on the banks at Brooklands for a great photo followed by the run to Brighton.

The Lagonda had made a big impression on me so on my return from Brighton I joined the Lagonda Club and started to look at all of the classic car listings, auctions and online advertising. I knew nothing of Lagondas. I spoke with David Bracey the Southeast area representative of the club and he asked if I had ever been in a Lagonda. He kindly offered me a ride out to see what they were like. It was an offer I never took up because I knew I wanted a Lagonda and I sensed I would just love them.

2 years later and still with no Lagonda in the garage, fast forward to the 7th September 2019 and I was at Beaulieu attending the Bonhams' auction to bid on a 1904 Rambler 7HP model H Tonneau. The bidding reached a fever pitch and the little Rambler became a very expensive jaunt so I stood by and watched the price rise and rise. On leaving the Bonhams' tent almost in front of me was a Lagonda. I could tell it was a Lagonda as what other car could be that big. It was owned by Werner who had brought it over from Germany to sell it a Beaulieu. I looked over the car and it seemed OK and I was fortunate to have Len Cozzolino in my contacts on my phone. I called him and he was at Beaulieu that day manning the Lagonda Club stand. He said he had been over the car in the morning as he too had also seen it and he said it was a car he had tried to buy himself 10 years earlier. Len said if I could get it for the price I was offering then it was a great deal. Werner accepted my offer and the next day he delivered it to my home in Kent. Werner was really happy to get rid of the Lagonda he called his 'Green Elephant'.

So, here it was, a first Lagonda and the very car that featured in the Alan Elliot book 'Lagonda Journey' and the article from the book that appeared in the Lagonda Club magazine, number 144 of Spring 1990 with the title 'A First Lagonda'. The similarities between the story Alan tells in his book and my own are many. Alan had many exploits in his Triumph TR2 and then ended up rescuing UF9616 a 16/80 that had been converted from a saloon and given a sports body in 1959. I rescued UF9616 from Beaulieu as it need work and just like Alan, I was also enjoying my Triumph TR.

I parked up UF9616 next to my Triumph in the workshop at home and the scene took me back to the carpark at the Foxhills Country Club. The Lagonda was not UK registered and the helpful folk at the DVLA managed to reunite the car with its original number plate. I was very keen to get it running and once started I took it for a drive up and down the airfield next to my home. The Lagonda smoked like a Red Arrow and left a vapour trail the full length of the runway. "Oh' dear, it looks like an engine rebuild."

I had the head rebuilt but it did not fix the issues. I called Len Cozzolino and we decided a full rebuild was the way forward. This made me also decide I would restore the car where I felt it needed it. Gearbox and running gear were all good but a lot of cosmetic things needed attention. The radiator was rebuilt and the lights were replaced. Carburettors were restored and Len made a great job of the engine. The windscreen was replaced with a hand built twin aero screen type and new running boards and trim from the club were fitted. New weather gear was fabricated and the seats were retrimmed in Scottish leather.

During the search for parts I found an Auto-Klean spanner at an online auction. I won the auction and the seller contacted me to say he would be happy to drop it in at my house. I remembered UF9616 had spent some time in Kent so I asked the seller if he had owned a Lagonda and if so what was the registration? He said it was a 16/80 UF9616. I said "You had better drop by to see your old car then." Steve turned up with the spanner the following week and went back to his car during his visit and said you should have this. It was the original starting handle for UF9616. Over the following few months Steve would turn up with paperwork and bits and bobs relating to the Lagonda during his ownership. Steve and I are now firm friends and he often drives over in his 1930s AC Ace to hang out the workshop on a summers morning.

The engine was rebuilt and the rest of the car was restored and it went on to get the Supreme Champion award at a local car show. I took it to the Shelsley Walsh Hill Climb and it was the slowest car of the day by some way but it did make it up the hill.

At the end of Allan Elliot's article, 'A First Lagonda' he states he probably abused and ill-treated UF9616 but he believed he had saved it for posterity. Allan closes by asking "I wonder where UF9616 is now?". Well, now you know.

Paul Anderson

The Club is sad to report that a past member Tony Dady died last month. Tony joined the Club in 1986 when he was a Captain in Cathay Pacific and had owned an LG45 team car replica and an M45R while he was a member of the Lagonda Club. We send our sincere condolences to his family and friends.

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:

A rare item - a correct M45R engine. This engine, 45R/116, is currently installed in my LG6, in order to be able to demonstrate it. It is in fine condition, and its recent history is as follows. Under previous ownership, the S4 engine in the LG6 threw a conrod and wrecked everything below the cylinder head. The engine was restored using this 'short' M45R engine, which was an LMB rebuild, incorporating a fast-road camshaft and higher-compression pistons. The S4 cylinder head was retained, and the engine has done about 2,000 miles since this rebuild. Since acquiring the LG6, I have been able to source a complete S4 engine, which will be fitted to the car in due course. In the meantime, I have fitted a correct cylinder head, fully rebuilt by Bishopgray, and other auxiliary components, to create this correct M45R engine. My preference would be to sell this engine to the owner of an M45R that is currently fitted with a 'wrong' engine, thereby improving the Lagonda population, but I will consider other offers as well. John Sword j.sword@hotmail.com (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)





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)**

Spares, all assumed from an M45 Saloon that my father broke many years ago. Radiator shell & radiator cap: Two Headlights; Number of rusty half shafts; Running Board fittings – In bent condition. Offers and photos Paul Dickson' paul.r.dickson@outlook.com **(Non Member)**

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

B 8	Christopher Baker	Barton Drive, Paignton, Devon. 3ltr Spl	Z10591	KY6225
H 23	Paul Harper	Greenhill, Evesham, England N/O		
H 41	Hikino Shigeru	Saitama Koshigaya 487-4 Sannomiya, Shigeru Hikino, Japan Rapier	D11004	BLX 480
M 15	Nick Mansfield	Sages Lane, Privett, Hampshire N/O		
L 16	Andrew Lawler	Sandpit Lane, Bledlow, Bucks 2Ltr HC tr	9349	KP 4253
T 12	Peter Trought	Victoria Ave, Brockville ON, Canada N/O		
Z 2	Christopher Zeal	Haines Hill, Twyford, Berkshire		



THE DB GAZETTE

'The Nutcracker' - (apologies to P I Tchaikovsky).

This introduction may lead some to think the editor has slipped a cog or two, but read on - this is after all a Gazette, named so to allow 'off target' topics to be introduced and even discussed, if readers are motivated to do so. Relax - even though the editor has had involvement with practical music making, he will not impose his musical likes or dislikes, which are contracting after the recent Eurovision presentations, upon you - lovers of fine machinery!

Back to Tchaikovsky. I have a need to research adjustment and maintenance of a piece of older critical machinery, gifted to me by a well-meaning acquaintance. The item concerned is in fact a 'nut de-husker', used as the first step to processing nuts after harvest. Hence the vague linkage to Tchaikovsky. A thing of rare beauty, built by someone who had owned a Number Ten 'Meccano' set as a child! Belts whizzing around, screw cams churning away and static chains, promoting 'chewing off' the husks from freshly harvested Macadamia Nuts.

Any DB 2.6 owner will spot the similarities to dohc engine design features!

When it is all working correctly, one sees 'nut in husk' going in one end and de-husked nut emerging from the other. Attempting this task by hand is a soul and hand destroying activity, no matter how tasty the nuts are!

So I had to do a 'tune up' on the twin cam de-husker. Just like an engine missing, the machine developed a nasty miss, some nuts were emerging damaged, some not de-husked. I was able to go online and seek advice from more knowledgeable folk who set my thinking straight, much as one would if one was to interfere with a Lagonda engine in the complex, chain driven, twin camshaft region of these engines.

This is when I became aware of the design likeness to certain automotive power plants. Descriptors such as overhead cams, 90 degree inclination, phasing and firing orders seemed to fit the cracker I have and then I discovered that in line and vee configurations were also manufactured over time.

Thankfully I have not encountered a dreaded 'threaded crank' so far!

After seeking appropriate technical information on line I was able to proceed with my de-husker tune up and commence to produce a steady stream of unbroken, de-husked Macadamia Nuts, ready to dehydrate and later to consume!

I reflected on how good it would be to be able to research on line and locate appropriate guidance to enable one to carry out modification to DB 2.6 Bentley designed Lagonda engines from time to time. Yes, I could simply open the sometimes vague W S M and fumble around for a while as I have done many times, or pore through reams of DB Lagonda personally opinionated scribing's published in various journals.

Wishful thinking on my part, but I have suggested that knowledgeable persons might make it easier for some of us to access things like rear engine seal and 'cheese' modifications essential to keeping the lubricating oil inside these engines as well as keeping the crankshaft under control. Or am I drifting too far from reality, after all most British cars from the 1940's were known to share their sump oil quite willingly!

I must comment on the additions to the Club's website where one can reference recommended suppliers of goods and services. An excellent method of locating reliable suppliers and information, if you live in the UK.

E mail me if you have something to add to my observations.
octane1@bigpond.com.

Peter Henson.

Now a bouquet to the new editor of the Lagonda Magazine, Roland Bugler. Extra pages, good cartoon, great images of future events. I'd like to reprint the promo posters at some time. A general 'well done' to all contributors!

Please keep information flowing to the Editor and take time to study the image on the front cover. Someone got the perspective just right to present this lovely car to its best advantage!

SPARES NEWS – June 2024

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

NEW PARTS NOW AVAILABLE

V12 Folding spotlight bracket
V12 & LG6 Starting handle plug

PRICE

£395
£145

(All prices excluding VAT and carriage)

BACK IN STOCK

- GRSZ616 – Z box main shaft
- GSK412 - Crankcase to block gasket, 4.5L
- GRS402 - M45 distributor gear, small, 16 teeth
- GRS221 – Half shaft woodruff key, 2L

USED SPARES NEWS

You'll now find a good selection of used parts and "new old stock" available in the "Used Spares" section of website, including V12/LG6, 16/80, DB & 3/3.5L sub-categories. We're now beginning work on processing the cl M45 stock, with 2L & 11.9 categories to follow. This project is very much a "work in progress" – "found" and ne 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 additional requirements.

Please e-mail Robin Cooke if you are interested in any of the following parts. Your support will influence th 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



BDYV03

V12 Folding spotlight bracket



BDYV04

V12 & LG6 Starting handle plug