



www.lagondaclub.com

NEWSLETTER



MEMBERSHIP SECRETARY

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This month's Guest Contributor is:

David Humphries & Arnold Davey

No. 523

July 2024

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

July

7th

10th

13th

14th

17th

27th/28th

SW Region Dartmore Drive. Contact Ronald Bugler

Suffolk Lagonda Club & Rapier Register Dinner. Contact Colin Mallett

LC Anglia Area Pub meet. The Golden Ball Boxworth. Contact Len Cozzolino

Stansted Park Summer Festival SE Region. Contact Catherine Monnington

VSCC Donnington Park

VSCC Gold Cup Meeting Oulton Park

August

3rd/4th

10th

17th

25th/28th

31st

VSCC Prescott Hillclimb

LC Anglia Area Pub meet. TBA Contact Len Cozzolino

LC Brookland Fete Meet. Contact Catherin Monnington

21st Continental Lagonda Rally contact Jean Van der Elst

VSCC Mallory Park Race.

How many of you have used the Lagonda Club Forum recently? I thought so. We have a great Club resource but it is very much under used, whereas never a day goes by when there isn't a comment of some sort on the Lagonda Owners Facebook page. I suspect the reason is that too few members are signed up to receive automatic e-mail alerts when there is a new post. That is certainly so in my case. David Humphries has prepared a simple guide to enable you to do just this.

"To sign up for an email summary of any questions or answers posted on the forum the instructions below should be followed"

After logging into the forum, click on the email notifications tag as shown below.

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Email Notifications

LAGONDA FORUMS

RECENT REPLIES

- 2ltr oil pump and pressure 16 hours, 54 minutes ago
- OIL FILTER FOR LG 45 3 days, 23 hours ago
- OIL FILTER FOR LG 45 1 week ago
- LG 45 Sanction 4 oil system 1 week ago
- LG 45 Sanction 4 oil system 1 week, 1 day ago

Forum Digest Preferences

☒ Enable Forum Digests

Digest Frequency:

daily



Select the frequency of email updates from the choices of daily, weekly or monthly. Ideally selecting daily will give the best opportunity to keep the forum up to date. You would only get an email on days when any new questions or answers or posted and it is very easy at any point in the future to reduce the frequency

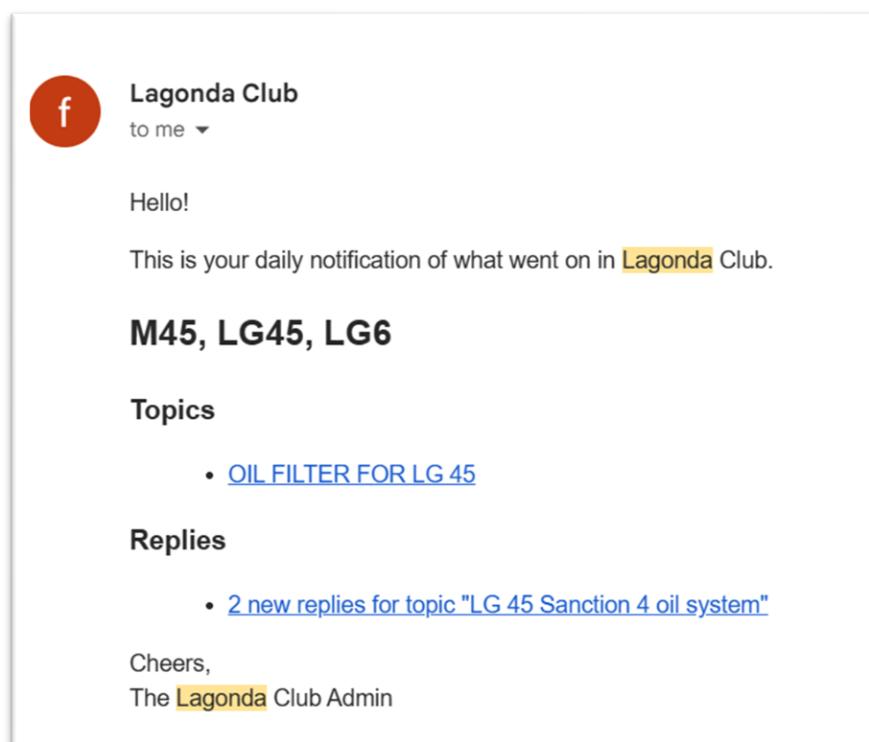
Probably easiest to select “condensed digests” in the box below.



☒ Still get notified of new topics/replies as soon as they are created.

Digest Type:
Condensed Digests

Once set up you should receive a single automated summary email when any posts are made.... similar to that below. If you don't start to receive these, check that they are not being diverted into your junk email and if so, make them accessible to your “non junk” address.



Arnold Davey digs up some more Lagonda history this time on “Crocodiles”.

I like to follow up any reference to Lagondas, however remote, so it was rewarding to find that the Haynes servicing manuals now extend to cover the Churchill tank. All Lagonda Club members are expected to know that the company during the 1939-1945 war, designed and built a fearful weapon, code name “Crocodile”. The crocodile consisted of a Mark 7 Churchill tank towing a pressurised two-wheeled trailer full of jellied petrol (napalm). This trailer was armoured and weighed around 6.5 tons. As well as 400 gallons of fuel, it also carried five compressed nitrogen tanks. The hull-

mounted Besa machine gun was replaced by the control nozzle which was fed from the trailer by twin pipes led under the hull of the tank. The front gunner had control of the jet and the means of ignition. In later days a mere unlit spray was often sufficient to bring on a surrender. There was enough fuel for 80 one-second bursts at a range of 80 to 150 yards.

The crocodile was one of the weapons developed for one specific purpose, knocking out machine gun nests built overlooking any invading army. After the first few weeks they could join the other, non-flame thrower, tanks as the standard 75mm gun was still in place.

The Haynes manual tells us of several, hitherto unknown to the club, facts. There were alarm lights set to go off if the trailer got too close to the tank in a tight turn. Although the trailer was low slung it was heavy enough to tip the tank over if they collided.

When the British forces liberated the Belsen concentration camp, the local army commander was worried that the evil place might become a pilgrimage site in the future for ex Nazis so, once the inhabitants had been either hospitalised or made prisoners of war, he called in a crocodile troop, who turned it to a pile of ashes.

After the war, gongs were handed out. Among them, MBE s for Reginald Fraser and Stan Ivermee, Head of the Experimental. For their work on flame throwers.

I assumed that VJ Day in August 1945 saw the last of the crocodile, but in fact they were retained and saw real life action in the Korean war, where the same situation arose, near- impregnable machine gun nests. But the world was weary of warlike devices and I believe flame throwing is now banned by the Geneva Convention.

Arnold Davey June 2024

A long term Lagonda Club Member, Gary Stone, passed away recently. Gary was a very skilled upholster and many of our Lagondas have received his magic. He will be sadly missed. The Club sends sincere condolences to Garry's 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:

2 LITRE PARTS. Cylinder block and head both sound, 4 rods and pistons, prop shaft for Alvis box, pair of rear wings new and pair used, pair front wings used, 2 front drums, 4 wheels 18", petrol tank with fittings, inlet manifold with SU, various OH gears and selector, oil can holder for bulkhead. Please contact Geoff Lockyer 01548 521281 or geoffmlockyer@gmail.com for further details. **(Non-Member)**



1932 2Ltr Continental the first one built, chassis no oh 10101, the only one with a vertical radiator totally restored painted in original colour blue with grey trim too many new and reconditioned parts too mention. Restored with considerable attention to detail to be entered in Bonhams Auction at Beaulieu on Friday 13th September further enquiries tel Ron Taylor 07767411454

Lagonda V12 DHC In very original condition but improved for modern safety and road handling This Lagonda has been permanently driven and maintained by a vintage car specialist. This car is for sale at £350,000 negotiable! Please contact: carolcorliss@hotmail.com +44 1778 423629 on behalf of current owner Wolfgang Kunkel. **(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. Christopher Hobbs christopher.hobbs@chco.co.uk - 07775

847811 **(Member)**

WANTED

Looking for a 1930's 3 litre low chassis saloon If anyone in the club has one (or is aware of one) for sale, please let me know. I am ok with a scruffy version or maybe even a project, but no basket cases. Must be original/matching numbers. I am aware of the one being offered for sale at HCS in Belgium. Thanks. -Tim
bloodythump@gmail.com **(Member)**

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

	Paul Archer	Durham Restoration, Durham. UK N/O
	Timothy Mullins	Tryon St, Charlotte, NC, United States (USA) N/O



THE DB GAZETTE

Time simply flies, it seems! I guess one's age and level of activity has some bearing on just how we individually measure time passing.

How many readers of this Gazette have considered the naming and classification of the objects we admire or own? Does pre-war ring bells for some? Post war? Which War? How do we remember and classify objects, in particular, cars we may own, have owned or desire to own?

Lagonda? 16/80? 18/60? Rapier? L series? M series? DB series? What's next?

Are they all simply Lagondas?

What about Fords? How many variations can one have on a theme? Ford seems to me to take the top place for variations on a name!

I was recently re-introduced to the Rapier range of Lagondas. At some point owners of these classic motor cars decided to resort to forgetting the name Lagonda and simply using the name Rapier. Fine, if you are amongst the inner circles of ownership but totally confusing if you happen to own a Rootes Group Rapier. There is simply no connection!

Then there is the logo-istic emblem of Icarus, the ancient glider pilot who flew too close to the Sun. His emblematic wings can be represented in aerodynamically disastrous forms, producing zero lift.

I also notice that rapiers, swords or cutlasses can have vastly different shapes and still be classed a rapiers. Names like Bertelli are used to describe body shape. Is this becoming confusing?

I like the way Michael Frostick attempts to identify cars in his publication 'Aston Martin and Lagonda', on the last four pages of his most informative book. He lists cars by year of production, model, followed by varying technical details that become totally confusing as the list extends across the page, but the knowledgeable amongst the owners will immediately recognise their cars!

Michael ignores the Rapiers not made by Lagonda. I wonder why? I'll leave you to ponder! My Rapier education is just beginning.

Later this month we are taking my DB 2.6 dohc Lagonda built in 1948 up onto the Great Dividing Range yet again. The Government of Queensland 'incentivised' the development of tourism in the region a few years ago. As a result, a 'strange bird' wine trail was established. I'll let you work out what the attraction of 'strange birds' could be, but if you are a connoisseur of red wines you will probably work it out.

There is forty wineries listed. Should take us at least a week to get to the end of the trail! Temperatures have dropped to -2deg C in the region so we are going to taste some cold climate varieties!

The Lagonda should love this outing! I will spare an occasional thought for W O Bentley, the designer of this car. People will say 'Geez, that's a nice Jaguar, my Dad had one the same as that!' I'll just grin and nod my head in agreement.

Of course if an English car enthusiast queries me I will talk about the car's history.

Recently the car was spied by a young lady when we were parked. I watched her Mum lead her child around the car, peering at the name badge and Icarus with wings raised and when we got closer I asked the Mum would her daughter like to sit in the car? 'Oh yes please' said Mum, so my wife held the door open and the young lady slid in behind the wheel. I watched her face change as the effects of freshly dressed Connolly invaded her senses. The child was delighted!

Mum took a picture and thanked us for our tolerance and time. The girl was about 14 years old and suffered from autism. One of those chance meetings with persons simply enjoying rather than judging the quality of a fine British automobile!

If others care to contribute to The DB Gazette from time to time or raise issues with the topics I present, please contact me, Peter Henson H62. octane1@bigpond.com

A recent Auction listing from Antony Bowie, Thanks Antony. Quite some entries at this Auction, not all Lagondas of course!

[Bonhams Cars : The Bonmont Sale](#) Lot 158 - 1990 Aston Martin Lagonda Series 4 with a guide price of £97-120k.

Lot 164 - 1951 2.6 saloon which has been in Switzerland since 1957. It is for sale at No Reserve with a guide price of £18-26k and does look in very good condition from the pictures. It has a sun-roof, I am not sure if this would have been a factory option, or aftermarket addition, it has no heater but then maybe does not need one in Switzerland, and what appears to be an age related servo. It also sports what appears to be an original tool roll and associated tools.

SPARES NEWS – July 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
- GRS418 - Meadow engine sprocket & chains
- 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 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.
- 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