



www.lagondaclub.com

NEWSLETTER



MEMBERSHIP SECRETARY

Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
Tel 01252 845451

Email: admin@lagondaclub.com

Newsletter compiled By: Tim Wadsworth

To include news items please email Tim at newsletter-editor@lagondaclub.com

This month's Guest Contributor is:

Mark Yeomans

No. 524

August 2024

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

August

3rd/4th

10th

17th

25th/28th

31st

VSCC Prescott Hillclimb

LC Anglia Area Pub meet. The Plough at Gt Chesterfield. Contact Len Cozzolino

LC Brookland Fete Meet. Contact Catherin Monnington

21st Continental Lagonda Rally contact Jean Van der Elst

VSCC Mallory Park Race.

September

9th to 13th

14th

21st to 22nd

28th

LC Champagne tour. Contact Catherine Monnington

LC Anglia Area Pub meet. The Axe & Compass, Arkesden. Contact Len Cozzolino

LC Annual Gathering – 90th birthday of the Rapier

VSCC Prescott Hill climb

We very much appreciate the response we received for the Spares survey we recently sent out. We had an excellent response rate, far better than hoped. We are reviewing and analysing the results and will report the conclusions once they are reached.

The next Lagonda gathering will be at Brooklands on August 17th. This one-off event deserves all the support we can give it and is sure to be "a day to remember". Please take part if you possibly can. All the details are on the Club Website.

An early reminder of the Annual Gathering weekend on 21st and 22nd of September. The featured model this year is the Rapier. This is to celebrate its 90th year of existence and we hope to see as many Rapier's as possible. The Members of the Rapier Register have also been invited so we expect and excellent turn out. Please book your hotel rooms direct with the hotel, Walton Hall Hotel & Spa [+44 1789 842424](tel:+441789842424) and your places at the Gala dinner via the website. A full flyer will be emailed later this week giving all the details.

It rained on the British Grand Prix at Silverstone, but just up the road at Donington we had perfect weather and great racing at the VSCC See Red Meeting. Tim Parker and Andrew Howe-Davies shared Tim's 2/4.5 in Race 4, Tamara Morley was racing the family LG45 in the Pre-war Handicap and in the Long Car Race your editor was 2nd in his 2 litre with 3 litre of Paul Yallop/Tom Hardman 5th.

Paul Ginnings in his 16/80 did well at Wiscombe coming 1st on handicap. There is more hill climbing this weekend at Prescott where the Morleys will be out again, and both Tim and Jane Metcalfe will be competing in the Eccles Rapier.

If you are planning to go to Prescott in your Lagonda on Sunday 4th August you are invited to join the John Batt Memorial Convoy. John Batt arranged this convoy over many years so that we could achieve a display of Lagonda's all parked together in The Orchard. We will be lining up the convoy in the car park of The Royal Oak, Gretton, GL54 5EP, from 08:15 for prompt departure at 08:45. Please email or call me if you wish to join the convoy so I know numbers. Mark Yeomans: yeomansma@gmail.com Tel 01386 750251. The arrangements are still strictly as laid down by Mr Batt ... "be ready to drive off at 08:45 or we go without you!"

This month our letter is from Mark Yeomans.

It was March 2016 when I last contributed to the newsletter and I had forgotten that I had offered to write again in the future, until a recent call from Tim Wadsworth!

It occurred to me that this month marks my 25 years of Lagonda Club membership and hence Lagonda ownership. I hope it may be of interest to look back over those 25 years.

I purchased my 1932 2 Litre GX1480 at the Coys Festival auction at Silverstone in July 1999. It had been exported to the USA in 1964 and had only been back in the UK a few weeks when it was entered in the auction. During its stay across the pond it had never been driven by any of its three USA owners. This was almost certainly due to problems with the gearchange and investigation revealed the clutch ejector mechanism was missing. However, in the mid 1980s it had received a very good restoration of the T2 body. Upon purchase there followed two years of mechanical work including a clutch rebuild in order to make the car driveable and achieve a MoT test certificate. We then attended the club's 50th Anniversary event at Woburn Abbey in 2001 which was most enjoyable. Since then, GX1480 has had continuous improvement including an engine rebuild. Having discovered the crankshaft was drilled for a blown car's balance weights, I commenced collecting parts for a blower conversion, and whilst the car now has the blower drive box fitted and blower model bonnet sides, it is still an ongoing project.

In October 2013 I received an email from Valerie Bugler enclosing scanned images of GX1480 when it first arrived in Connecticut USA in 1964. An album of photographs of Lagonda's in the USA had been received from Bob Crane the club's USA representative in the 1950s and 60s. The images showed the car was in a somewhat run down condition in 1964, but I noted an interesting feature in one of the images. The car was still sporting its original 2 Litre Register badge. This was issued to Mrs M A Russell of the 'Two Brewers' in Ongar in 1950 and was stamped number 294 as recorded in the 2 Litre Register listing. Unfortunately, upon its arrival back in the UK the badge was missing. It is one of the perks of writing for the newsletter that you can take some liberties and so I take this opportunity to make an appeal for anyone who owns a Lagonda 2 Litre Register badge with the number 294 stamped on it to get in touch yeomansma@gmail.com or 01386 750251. I know it is a longshot but you never know!

Back in 1999 the late Phil Ridout had counselled me saying "Happiness is one Lagonda". Sadly, I didn't heed his advice because in 2004 I purchased a 1937 LG45 de Ville saloon, JM3373, one of only two cars with its body type. This rare survivor with the G10 synchromesh gearbox needed a whole range of mechanical attention which I carried out over a two year period. In researching the car's history, I made contact with Peter Robertson, son of the original owner, who still lived at Noddsdale House in North Ayrshire where the car was delivered new and he provided photos of the car when delivered and the original sales brochure from the car. This led to a Scottish tour to return the car to its original home and take in the Isle of Arran. It was a most enjoyable tour which we repeated in 2013. This time we surprised Peter and drove him to his 90th birthday luncheon after which we toured Skye before heading back to Worcestershire. Both tours were written up for the club magazine (see Lagonda magazines 215 and 239). The LG45 was designed for continental touring and is a pleasure to drive over long distances in comfort. Several 'Fitton Tours' to Devon, Kent and North Wales were completed in JM3373 which always performed impeccably. So here is another perk of writing the newsletter....free advertising! After 20 years of ownership I have now decided to part with this rare LG45 de Ville. All offers for JM3373 will be politely considered. yeomansma@gmail.com or 01386 750251

Vintage Prescott has always had a good turnout of Lagonda's in the vintage only Orchard car park, and I still try to do my bit following the passing of John Batt. For several years I had an arrangement with Ken Painter that we would meet for breakfast in the clubhouse. It was always fascinating hearing of Ken's exploits with his different cars over many years. Ken gave me the Lagonda Light Car bug and put me in touch with an owner who had indicated he wished to sell his 11.9 after 32 years of ownership. So, in August 2014 I became the owner of a 1923 11.9 two seater all weather tourer with dicky seat. TA6980 had been off the road for nearly 27 years and required an engine rebuild plus many other small jobs. It has a detailed ownership history from new and always attracts attention at VSCC meetings. The original owner received the car as a 21st birthday present and kept it until he was 70 years old in 1972. It seems likely to have covered less than 50,000 miles in just over 100 years. If you have never tried a Lagonda light car I recommend you seek one out and try it. They are great fun, with an easy gearchange and you actually get time to enjoy the scenery as you drive through the countryside!

Which brings us to September 2018 when after three years discussions I acquired my M45 T8 tourer BPE292 from Roger Cooke. I have recently completed an engine rebuild, but that is a story for another day.

Mark Yeomans

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:

3 Ltr Lagonda engine. Brand new unused block and head fitted with all new components of the best quality. Rebuilt by John Ryder. £25,000 Contact David Wraight, member W 5. 01233 820608 david828@btinternet.com

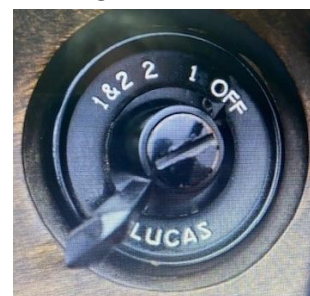


1932 Lagonda 2L LC SML - PJ 2843 2 Litre Low Chassis Tourer Speed Model - Owned by Peter Densham in the 1940s as he started the 2 Litre Register. A delightful car to drive with strong engine, excellent brakes, precise light steering with rebuilt 21" wheels and Blockley Tyres. Well maintained, with new 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

High chassis 2ltr steering boss. If anyone can help I'm looking for a Steering Wheel Boss for a High Chassis 2 litre. Thanks. Mike Fountain michaelfountain1949@btinternet.com

I need a mag switch as per photo. My car had been converted to coil/distributor many years ago and I am reinstating the newly rebuilt mags but have no switch. Any suggestions? Contact Peter Golding 07900 914592



3ltr Exhaust manifold. Hello I'm looking for a 3 litre exhaust manifold. Dennis Schils . dennis.schils@telenet.be

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

B 2	Laura & Adam Brown	Willingham, Cambridge, Cambridgeshire M45 Sln Z10904 AOJ 424
F 15	Clifford Fearnley	James Street, Louth, Lincolnshire 14/60 Sln 8720 PH 1508
H 4	Cameron Hathorn	Melrose, FL 32666, USA. Rapier 2st Spl D11419 TH 5734
J 1	Peter Johnson	Home Farm Lane, Bury St Edmunds, Suffolk 16/80 tr S10231 YY 1546
M 5	Richard Magides	Wyuna Rise, Glenorchy 9372, New Zealand N/O
O 3	Vicky Oliver	Temeside, Ludlow, Shropshire N/O
S 13	Paul Seller	Barrow Rd, London, England N/O
S 23	Arnold Stalker	4104 BA Culemborg, Netherlands 16/80 Tr S10617 AM-69-31



THE DB GAZETTE

Recent communications with DB series Lagonda owners leads me to revisit just how we describe or value these cars that we, some of us, owners/admirers obviously treasure. I'll use my journey as a marker, some may decide after perusing this Gazette article to simply sell their project or to re-evaluate the path forward. Others may be encouraged to write their journey of ownership, with images, for inclusion in the Lagonda Club Magazine for future reference, I hope.

My journey commenced one day in 1960 when a fellow British car enthusiast in Oz informed me that a 'Lagonda' was for sale! A what?

A shabby looking English car with no rego, lying in a Car Showroom in Sydney, Australia, desperately seeking an owner. One look was enough to cause me to shake my head and wonder why this example was not scrapped. It was displayed amongst Renault current models, Dauphine, R4 and so on, of the Nineteen Sixties.

It was not driveable.

I was not even tempted! MG TC, Mk5 Jag saloon, Riley Sports had been my mounts for some years. I was a qualified RAAF mechanical fitter who won a Rolls Royce Award on the way through the RAAF engineering apprenticeship program and I had acquired certain standards that influenced my motoring tastes! I thought I knew it all! I called an old mentor, an Aston and Riley enthusiast and attempted to seek advice. Jim Boyd simply said, 'Buy the bloody thing!' So I did. The more I delved into the workings, the more I became hooked by the unusual construction of this series of Lagonda motor cars.

To me this car is a legend and I treasure every effort it took me to understand its unique design and to make it finally roadworthy. My life meanwhile ticked on. The restoration never actually took over my life, it was a spare time, spare capital project.

I joined the Lagonda Club in about 1962. Subsequently, due to waning interest, I let my membership lapse. Life started to change. Music became important. Flying training in Gliders took all of my spare time. Competed in Aust. National Gliding Championships. I met my future wife Beverley and we started a family.

Fifteen years as an RAAF Fitter came to an end. I became a civilian. I opened a business with help from family and then slowly commenced rebuilding the DB 2.6 dhc. I met very competent tradesmen who understood coach style construction and could work with aluminium. I trod carefully through the mechanicals. I had some help from other Australian owners that had been bitten by the same traditional bugs that had bitten me! Finally I registered the 2.6 dhc and commenced using it as a Classic car on Club registration and realised just what touring potential it had. Still has!

Then I discovered the design flaws that can only be detected by actual use, often termed 'developmental testing'. Unfortunately, that critical period of design was not carried forward by the original team due to changing times which brought about a change of ownership of the manufacturer. Breaking this link allowed otherwise perhaps correctable flaws to remain in the production process. Should I list them for you to consider? How did I come to observe these anomalies as design flaws?

How is it that the engines are still being modified to correct the flaws and render the mechanicals reliable in extended service? Over 500 of this model was produced to the original specification. Some were/are simply left to rot in chook sheds and barns or worse still, under trees in abandoned orchards because an affordable path to reliability could not be found.

Others are dismantled and as interest wanes, scrapped for metal content. Yet others have been stripped of serious mechanical components, engines, gearboxes and flogged off to the highest bidder. The engines are untraceable due to lack of a secure numbering system from the production team. The engine block on all vehicles sold in Oz must carry an identifier boldly stamped into the cast iron section. DB Lagonda placed theirs on the aluminium engine outrigger or the timing cover!

The Bentley designed 2.6 series was an unfortunate event of the times in retrospect. WW 2 and the period of recovery was probably not the best place to be during the history of motoring. Some traditional makers simply quit. Lagonda pressed on for a few more years under the helm of David Brown but ultimately production ceased.

It seems to me that if you own an unrestored example of one of this series, the future may be bleak. It may be that sometime in the near future, owning a restored example will mean less and less usage due to fuel constraints.

One might be tempted to come to the conclusion that an unrestored car from this era will become unsaleable. Sad, but possibly the fate of a lot of old cars.

I hope that by publishing my thoughts on the matter of longevity of restored or unrestored motor vehicles, I can jog the enthusiasm of owners of cars that are used regularly to join with me and publish their experiences with regard to use and to perhaps write something of the path of restoration or even simple maintenance of these unique motor cars.

Anyone care to comment? Mail to Peter Henson H62 octane1@bigpond.com

I look forward to hearing from any owner for comment!

And now from Antony Bowie whose enthusiasm for this series has not waned. Another car for sale! Thanks Antony.

[1952 Lagonda 2.6 Litre Beige Manual, 4 speed Right Hand Drive in Esher, United Kingdom - For Sale | Car & Classic \(carandclassic.com\)](#)

SPARES NEWS – August 2024

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

BACK IN STOCK

- GRSZ616 - Z box main shaft
- GSK412 - Crankcase to block gasket, 4.5L
- GRS418 - Meadows 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. Work is progressing on 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.

USED 4.5L SPARES SPOTLIGHT – there are many more items on the website.



4.5L Water Pump Greaser (NOS)



LG45 G10 Gearbox Mount (Pair)



LG45 Rapide, Exhaust Manifold (bronze)



LG45/LG6 fan tower



M45 easy winder driver's door



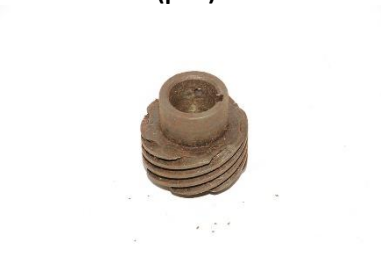
M45 Inlet Manifold & Tank Carbs (pair)



M45R & M35R Head lamp brackets



4.5L Oil Pump, new straight cut gears



M45 Distributor drive dynamo

NEW PARTS IN PROGRESS

- Winged radiator badges (curved and flat)
 - Bishop Cam steering scroll
- Please contact the spares team with any requests for new gaskets not already available.

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.