



[www.lagondaclub.com](http://www.lagondaclub.com)

# NEWSLETTER

MEMBERSHIP SECRETARY:  
Colin Bugler, Wintney House  
London Road, Hartley Wintney  
Hants, RG27 8RN  
Tel 01252 845451  
email: [admin@lagondaclub.com](mailto:admin@lagondaclub.com)

NEWSLETTER WRITTEN BY:-  
Nigel Paterson

No 437

September 2016

## September

- 3/4<sup>th</sup> MRL Historic Grand Prix Zandvoort, Netherlands  
3/4<sup>th</sup> Beaulieu International Autojumble Beaulieu, Hants. Lagonda Club Stand Red 300. (Contact Colin Bugler - [admin@lagondaclub.com](mailto:admin@lagondaclub.com)) + Bonhams Auction with 3 Lagondas for auction  
10<sup>th</sup> VSCC Loton Park Hill Climb Nr. Alberbury, Salop  
24<sup>th</sup> VSCC Bob Gerard Memorial Race Meeting. Mallory Park, Leics  
24/25th LC Annual Gathering. Wokefield Park Hotel, Nr. Reading. Featured Model, LG45 (Contact Nigel Smeal, 0207 251 8972)

## October

- 1<sup>st</sup> Castle Combe Autumn Classic Race Meeting Castle Combe Circuit, Nr. Chippenham, Wilts  
15<sup>th</sup> LC W Midlands Area Lunch, The Kings Arms, Ombersley, Worcs (Contact Robin Balmain 01531 640166)  
16<sup>th</sup> LC Southern Area Pub Meet, The Cricketers Arms, Wisborough Green, W. Sussex. (Contact Michael Drakeford 01903 872197)  
22nd VSCC Autumn Sprint at Goodwood  
26th Lagonda Club Board Meeting

## November

- 6th London to Brighton Veteran Car Run

Greetings from sunny Somerset. Here we have monthly car meets at local pubs, which are well attended, with a wide range of vintage, classic cars, motorbikes and a few tractors. There is one at the Dinnington Dock (at Dinnington, near Hinton St George) on the first Wednesday. The second meet is at Eli's, a pub at Huish Episcopi (near Langport) on the third Tuesday. The atmosphere at both events is really friendly and welcoming. So, if you're on holiday in the area, do come along for a decent pint and chat. We also have a monthly pub meal at a different pub each month for Lagonda owners in Dorset (although foreigners are welcome to come along as well!).

Being asked to write something for the Newsletter has brought my old car memories to the surface...

When I was about 4, a vintage Hillman appeared in my parents drive. It belonged to the son of their neighbours, who had bought it to drive into Europe for a holiday: it got there, but not back. We moved to Ferring, in Sussex, when I was 7. I remember a vintage Lanchester, a more sporty 1930's Aston Martin, hand painted and a Wolseley Hornet festooned with car badges, all in regular use. Best of all, there was a derelict farmyard, containing pre-war vehicles, rotting under vegetation and inhabited by rats. These were my playground until I decided the rats were too big and the owner got wind of my presence in his yard. With the new MOT, it was common to see (now) collectible cars just dumped by the roads and in fields. I spent many hours investigating these. There was also the 'Swandean Special'. In the late 1950's, the owner of Swandean garage (north of Worthing) owned a Spitfire (or a Hurricane). He had a spare Merlin engine and he used this to build a special, which was driven around at 'quiet' times. I came across it again several years ago, in an article in a car magazine. It had been exported to the USA, where it had been found in a derelict state. It has now been restored with a fine racing body.

The years ticked by and in my teens, I worked in a garage at weekends. There was a vintage Morris commercial lorry in the undergrowth behind the building and in about 1964, the garage exhumed a 1924 Bean, from a local lock-up, having been laid up there, in 1939.

I passed my driving test, but as a student didn't have the means to buy an old car in usable condition, although I did look at a 1930's AC and a push rod Jaguar in a scrap yard in the Welsh Valleys for £60 each. Instead I bought a

Sunbeam Rapier convertible for £67.50. My girlfriend paid for this out of her first month's salary, and she still reminds me of this over 40 years later!

With employment, the finances improved and I bought my first classic car, a 1950 Riley RM. But, after several years, it had to be sold, as finances were needed for house restoration. After several more years, I bought an Alvis Firebird (1934). It needed restoration having lain in a farm barn in Devon for years. I had seen it already, when there was a TV programme about the farm. The car had been used as the farm transport, but was now derelict and covered in straw and grime. It was subsequently sold to a dealer and then me. Much time was spent putting the Alvis back on the road. It was used until I saw a 1931 2l Lagonda advertised in Classic Car Mart. I couldn't resist going for a look and needless to say, I bought it on the spot. The car had only covered about 5k miles in the last 50 years and had spent most of this time resting, but not rusting, on a farm in Newark. The body and interior were original, mice had received a few meals from it, but generally it was pretty good. To restore or not to restore is a question Shakespeare may have asked. I decided on the later. I went through all the mechanical and electrical systems and replaced, repaired and improved as necessary. The body and upholstery were stabilised, but not restored. Driving the car took a bit of getting used to. The car is a supercharged car (but lacks the supercharger), so it has the Z type box, which can be unforgiving, if the revs are not gauged correctly. I have now owned the car for 14 years and it has been used regularly for journeys to the supermarket, builder's merchants, pubs, and recycling centre. I prefer not to do long journeys in it, as you can't beat a modern car for speed, safety and reliability. Also, traffic volumes nowadays can make driving an old car a bit tedious. I guess all of us have sat in queues of traffic watching the water temperature increasing.

I have had a couple of mechanical issues. I replaced the clutch in 2008, using club parts, only for it to start slipping again in 2015, after about 2k miles. On dismantling the car and comparing with drawings, I noted that the oil flingers were missing and that replacements are not available. So, we bought baking trays of the correct diameter from a hardware shop and had them cut to the correct size and riveted in place. I also, noted that the current club driven plate was thicker than the previous one. This time, I also used the stronger 3l springs. It all went together well and has covered about 500 mile since it was re- fitted, no slipping yet! I've also had the magneto rewound as the spark had become weak.

Catching up with the past month's competition scene it was good to see Nick Morley out with the LG45 TT rep at Cadwell where he just edged ahead of Tim Parker in his 2 litre special. Tim was 4<sup>th</sup> in the handicap race improving that to 3<sup>rd</sup>, at a very wet Pembray, a month later.

In contrast, Prescott enjoyed wonderful weather with large numbers of members attending but only 2 on the track. Andrew Cheney and Nigel Walder had good runs but neither managed to bag a pot. The same weekend the BDC staged their annual Silverstone meeting. What was supposed to be the pre-war race was dominated by post war Mk VI specials. Congratulations to Trevor Sweet who came 1<sup>st</sup> on handicap with Tim Wadsworth 5<sup>th</sup> and Richard Reay-Smith 7<sup>th</sup>

The Lagonda presence at the Help for Heroes event, hosted by Tanya and Robert Lewis, was somewhat subdued. Out of over 1000 cars, mostly modern thoroughbreds, there were only two Lagondas. These were the 16/80 T7 tourer of our new members Denise and Richard Branch and Michael Drakeford in his M45.

The following day The Brooklands Reunion was held to celebrate the 90th anniversary of the first ever British Grand Prix. It was better supported with Roger Cooke (M45), Michael Drakeford (M45), John Chapman (Rapier) and Richard and Sally Walker in John Walker's 2litre S/C. Hugh and Priscilla Burnard were due in their 16/80 all the way from Wiltshire but broke down just a mile from home! The Robby Hewitt Trophy was won by Michael for the first time. Well done.

Our post-war members had a successful gathering at the end of July with 13 cars attending plus 1 AM DB2 and a number of pre-war. There will be a fuller write up in the magazine.

Finally, to report on our meeting at the Royal Oak in North Gorley on the 21<sup>st</sup> Aug. Seven Lagondas, one Clyno, an MG J type and a Triumph Stag came along. The sun was shining and the weather warm and it was nice to meet up with fellow enthusiasts. The pub looked good, although for some reason they would not want to take food orders from those who hadn't reserved a table. If we hold a meeting next year, will have to look for an alternative venue.

Anyway, enough said, hope you all enjoy the next month - including the Lagonda Gathering over the weekend 24/25<sup>th</sup> September - and that your cars go well!

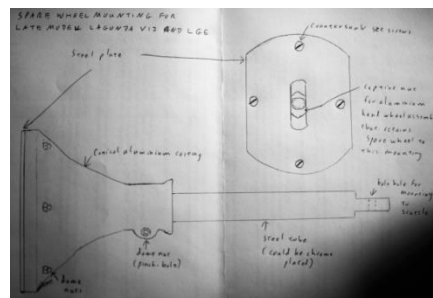
**ADVERTISEMENTS:** All advertisements should be sent to Len Cozzolino ([len@cozzolino.co.uk](mailto:len@cozzolino.co.uk)). No fee for Club Members except Traders

## WANTED

**2 Litre rear cycle wings wanted**, any condition but would prefer good or repairable condition. Alan Brown tel 0788 401 8301, or 01457 820267

**For S/C LC 2Ltr:** Blow-off valve for inlet manifold - or a willingness to fabricate one for me and Supercharger pressure gauge or advice on where to obtain an equivalent. David Lingard (L8) [dmhl@msn.com](mailto:dmhl@msn.com)

**Late type V12 / LG6 spare wheel mounting.** To replace my original, which seems to have got lost in the course of the engine rebuild. The late type has a conical shaped aluminium casting with a steel plate retaining a captive nut (early ones have a steel disc; I have an early one to swap if preferred). See drawing! Also need one Berkshire wiper knob (brown bakelite). Can collect at the Lagonda Annual Gathering in September. Contact Laurence Hannam (H14) email [best; lhannam@live.co.uk](mailto:best;lhannam@live.co.uk) Tel: 0033 (0)549504126 (France; happy to call you back).



## FOR SALE

Unique brand new set of **8 top quality Lagonda Table Mats with 8 Coasters**. Each mat has a fine colour illustration showing the development of the Lagonda Marque from the Tri-Car to the V12. This is the last set of a short run, never to be repeated. Can be viewed at "The Gathering" if not sold previously. £50 Contact Tim Wadsworth W38

## SERVICES TO MEMBERS

Vintage and Classic mechanical car clocks rebuilt, restored, overhauled and repaired. Please contact Simon Drachman (member D10) for further details. Vintage Watch Store, our shop is located in Hampstead, London NW3. We also sell Vintage and Classic clocks and watches and offer a full restoration and repair service. Contact 0759 830 1277 or [info@vintagewatchstore.com](mailto:info@vintagewatchstore.com). **(Trader)**

## NEW MEMBERS

We welcome the following new members:- \* Rejoin\*/

B 45	Michael Begg	104 Rectory Rd, Worthing, West Sussex BN14 7PN 1948 DB2.6 DHC LAG 50/206 BVV 829
C 56	James Campbell	6 Capron House, North St, Midhurst. GU29 9DH N/O
*D22	Anthony de Young	Suite 30/247-249 North Road, Eastwood Sydney Australia 2122 1952 DB2.6 Show Chassis LAG/50/110 1951 DB 2.6 Sln LAG/49/71 POLO 99
J 23	John James	Hunters Copse, Pot Kiln Lane, Goring Heath, Oxon. RG8 7SR N/O
P 26	Roger Poulton	7 Chalkwell Park Avenue, Enfield, Middlesex EN1 2AJ 1953 DB 2.6/3L Saloon LAG/50/474 NXU 302
R 27	Beat Roos	Denkmalstrasse 9, CH-3176 Neuenegg, Switzerland 1951 DB2.6 Sln XMX 121
S 31	Adolf Schacherleitner	Winkl 78, Neukirchen, Austria 4814 N/O
W 8	Colin Wise	26 Belmont Rd, Twickenham, Middlesex. TW25DA N/O
W31	David Wright	73 Harley Street, Marylebone London W1G 8QJ N/O

# THE POST 1945 GAZETTE

Lagondas the proper touring cars



## Auction watch

A few more Lagondas coming up for sale, again probably sold by the time you read this:

This 16/80 Tourer

<http://www.runnymedemotorcompany.com/MoreDetails.php?id=v4i5c46pbm>

And an AML sedan

<http://www.bonhams.com/auctions/23425/lot/6/?category=list&length=10&page=1>

also a copy of Bernd Holthusen: Lagonda; published by Palawan Press

<http://www.bonhams.com/auctions/23594/lot/11>

and a 16/80 saloon <http://www.bonhams.com/auctions/23594/lot/414>

also a 2 Litre speed model <http://www.bonhams.com/auctions/23594/lot/446>

and LG45 Saloon <http://www.bonhams.com/auctions/23594/lot/468>

## Restoration work

For those using Facebook, the Lagonda Owners FB page has a great series of photos amongst its posts of a 2.6L DHC being restored in northern Spain. Worth the effort to scroll down to find them as there are several progressive sets of photos.

<https://www.facebook.com/groups/1732053427018573/>

## SU Needles and Jets

This interesting link appeared on the Lagonda Facebook page courtesy of Chris Hallett who is struggling with fuel mixtures in his 1933 16/80. It's a simple page where you can plug in your current SU carb model, pick the current needle fitted, then compare its performance with a range of alternative needles for that jet size. It's well worth noting in case you find yourself in difficulty with mixtures, or moving to a vastly different altitude.

<http://www.mintylamb.co.uk/suneedle/>

So, what's happening with your post war cars? Feel free to send me any info you care to share with others, either problems you are experiencing or, better still, any you have managed to solve.

## On the Lagonda Show Chassis

We are finding inconsistencies between various factory records on these two chassis, as to which went where. While that is being sorted out, I've contacted the Aston Martin Feltham

group to ask them to ask their members to see if we can locate the original engine and gearbox from the show chassis here in Oz which I was told had been removed and fitted to an Aston some years back, probably '60's.

**DB Spares news** from Martin Peters, [mjpeters@supanet.com](mailto:mjpeters@supanet.com), tel: 01480-212657

Front suspension upper and lower bump stops are now in stock, Lagonda Club part numbers DBRBR10 and DBRBR09 respectively. The project to have a few front, outer engine mounts remanufactured is in hand. The part under consideration is just the middle metal - rubber sandwich sub-assembly. We do not believe there is any call for the metal adaptor between the mount and chassis and probably not for the more complex metal bracket between the mount and engine timing chain cover. ( Simon Constable may have one or two of the latter if you are desperate or please let me know if I'm wrong. If there is a sizeable requirement I will add that part to our projects list.) The front centre engine mount is the same as that used on the Aston DB2 family of cars and is available from Aston Service Dorset.

The Lagonda Club does not provide technical advice and this extends to guidance on the fitting of Club parts. There are, however, members with good engineering skills who are willing to tell you how they have tackled certain jobs. The hub cap retaining wheel spring clips is a case in point. Alan Wheatley and Simon Constable have, between them, developed a procedure for refitting replacement clips to the wheels involving a simple support tool. Until a procedure sheet detailing this information is written, if you get in touch with Alan, [afwheatley@mac.com](mailto:afwheatley@mac.com), he will be pleased to explain his approach to the task.

If you are having difficulty sourcing or repairing DB chassis or body parts that you think we could reasonably have made please tell me - we will at least look into it.

**If possible please order parts via the website. If any of our website descriptions need improvement / clarification please let me know - we will be happy to update them.**

**DB Archives** Please send any information on your car(s) that you have not already submitted, to Arnold Davey, Registrar of The Lagonda Club. Arnold's address is in the Website or Member's Register. In addition I recommend sending the same information to Alan Heard for his Post 1945 Archives. He is also collecting body numbers. Alan's email address is: [alandheard@yahoo.co.uk](mailto:alandheard@yahoo.co.uk) and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

**Club and other websites** The Club website, [www.lagondaclub.com](http://www.lagondaclub.com), is fully operational and continually being developed with information on spare parts for most models of Lagonda. The Newsletters, including the Post 1945 Gazettes, are archived here.

Also of great interest is the [www.lagondaforum.com](http://www.lagondaforum.com) run by Peter Schirg.

Ron Press' Post-1945 website [www.lagonda1949-1958.co.uk](http://www.lagonda1949-1958.co.uk) for DB Lagondas has a huge number of photos, with more being continually added and other information, including members who have parts for sale. A section for technical items was added some time ago.

For the 2.6 & 3 Litre visit [www.DB-Lagonda.com](http://www.DB-Lagonda.com)

For DB Rapide information visit <http://lagonda-rapide.com/>

For the William Towns V8 visit <http://lagondanet.com/>

Compiled by Nick Proferes. email: [nproferes@internode.on.net](mailto:nproferes@internode.on.net)

## The Wyboston Event for DB Lagondas on 31<sup>st</sup> July

Our post-war event was a great success with 16 post-war Lagondas present and 4 pre-war cars that came to support us!

Carol and I travelled up on Saturday 30<sup>th</sup> in our 2.6 DHC in order to help Martin, Terry, Emma and Mike Peters prepare their beautiful garden for our Lagondas to be displayed. That evening Carol and I had a lovely dinner with Hughie and Pam Hill and David Lloyd and his wife in a local pub, it was a great start to the weekend events.

On the Sunday, Mike Fishwick was the first to arrive in his 2.6 Saloon that he and his father restored many years ago – it is in first class condition. He was closely followed by Alan Wheatley in his 2.6 DHC, David Davidson in his grey 2.6 DHC and David Lloyd, from Yorkshire, in his dark maroon 2.6. Martin's 2.6 Lagonda was present but it was undergoing a restoration and is moving forward at a rapid pace. The 2.6 Lagondas were greatly represented!

It was exciting to have cars from every section of the post-war section represented, Hughie Hill came in his 2.6/3Lt from Weymouth, Dorset and Harry Taylor in his 2.6/3Lt DHC. These were the only cross over cars so were of great interest to everyone. Warren King also joined us in his 3Lt Saloon, as did Peter Gilkes and George Williamson in his 3Lt Saloon.

It was really pleasing to have new members of the Lagonda club come to join us, Keith Currington came with his 3Lt DHC, which he had recently brought back from France and Brian Clarke, from Stoke-on-trent, came in his fantastic 3Lt DHC. They were two post-war cars that I had yet to see and it was great to meet both of their new owners. I look forward to seeing both cars at future events!

Our post-war event was a huge success and especially because of the support of the cars and their owners. It was great to also be supported by Roger Wellesley-Smith, London and Hamish Davidson, Scotland, both are Lagonda Club members – thanks for coming.

We'd love to see more of you next time – get in touch and join in!

Alan Heard  
alandheard@yahoo.co.uk



Mike Fishwick in front of his 2.6 Saloon

## SPARES NEWS – AUGUST 2016

E-mail; [spares@lagonda-club.com](mailto:spares@lagonda-club.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

CLT429K – M45, LG45, Invicta clutch pedal yoke  
CSTX04K - 2L, 16/80, 3L, M45 spare wheel cone, drilled and milled.

### PRICE

£45.00  
£90.00

### NEW PARTS IN PROGRESS.

CST104 - 16/80 side water elbow.  
CST105 - 16/80 front head offtake, high water pump.  
CSTX03 - Ball end spare wheel spinner.  
CLT412 - 4.5L Clutch kit to convert to Borg and Beck type.  
BEN201 - Starter bendix and pinion assembly for 2, 3 and 3.5 litre.  
BRKV06 - V12/LG6 front hubs.  
BDY214 - Push & turn bonnet catches.  
M45 shock absorber mountings & pins.  
LG45 rear spring U bolts.  
Various half-shafts.  
4.5L Scintilla springs, brushes and contact screws.  
Various DB parts, please see Nick Proferes' Gazette for details.

### PARTS UNDER CONSIDERATION.

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

16/80 flywheel for cars with a manual gearbox.  
2L - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.  
ZM 3L - LG45 - Steering wheel bosses.  
2L, 3L - Fuel tank senders (3-terminal type).  
2L, 3L, 14/60 - Baffle plate for flywheel (oil thrower).  
2L, 3L, 16/80 - Pinion bearing for CWP.  
GSKV06 - V12 inlet manifold gasket.  
M45 - Petrol filler cap.  
M45 kingpins.  
PMP103 - 16/80 high water pump housing, fully machined  
ZM chassis - braking system (13 parts).  
All cars - range of gaskets in 'Chieftain' material.  
Various DB parts, please see Nick Proferes' Gazette for details.

**Spares Catalogue.** Remember that the Spares catalogue is available to download on-line, please visit our website at [www.lagondaclub.com/shop/spares/](http://www.lagondaclub.com/shop/spares/).

**Second-hand Spares** We have recently put on the website a large quantity of 'new' second-hand spares covering a wide range of models.

### NEW PARTS AVAILABLE



**CLT429K**



**CSTX04K**

**M45, LG45, Invicta clutch pedal yoke.**

**2L, 16/80 6L, M45 spare wheel cone.**



## 2016 Annual Gathering *The Year of the LG45*



24/25<sup>th</sup> September 2016

Wokefield Park Hotel just outside Reading.



We are now making the final preparations for this week-end. There are now 2 rooms available at the Premier Inn at vastly reduced rate, £17 for a single and £34 for a double. We have over 20 LG45's due to come on Sunday together with the modern Lagonda Taraf for the whole week-end

As usual there will be a table in the Marquee for members to buy and sell their spares. Please make sure they are well marked with name and price wanted (it might also be a good idea to include your mobile number).

Can we ask ALL members staying for the Friday/Saturday night to first arrive at Wokefield Park Hotel to get your welcome pack before moving on to the Premier Inn. Those staying for the Friday evening are reminded that the rooms will not be available until after 18:00.

### **Order of Events:**

#### **Saturday**

- 12:00 Arrival at Wokefield to book in and have a Bar Lunch if required. All cars and/or trailers to be parked opposite the Reception Area for the Saturday
- 2:00 A tour around the local country lanes to finish at Stephen and Rebecca Matthews for afternoon Tea. Optional stop off at Sandham Memorial Chapel where the recently refurbished paintings of Sir Stanley Spencer that depict his experiences as a medic of WW1 can be viewed
- 7:30 Assemble for drinks at the Oak Lounge next to the Lincoln Room
- 8:00 Dinner in the Lincoln Room.

#### **Sunday**

- From 09:00 park cars on Concours area where directed
- 10:30 – Coffee or tea provided by the Club near the Lincoln Room
- 11:00 – 12:00 AGM
- 12:00 until 2:30 Concours Judging
- 12:45 Lunch
- 3:00 Prize giving

For General Enquires please contact Nigel Smeal **07711 666504** or Email: [cowcomm98@aol.com](mailto:cowcomm98@aol.com)



## 2016 Annual Gathering The Year of the LG45

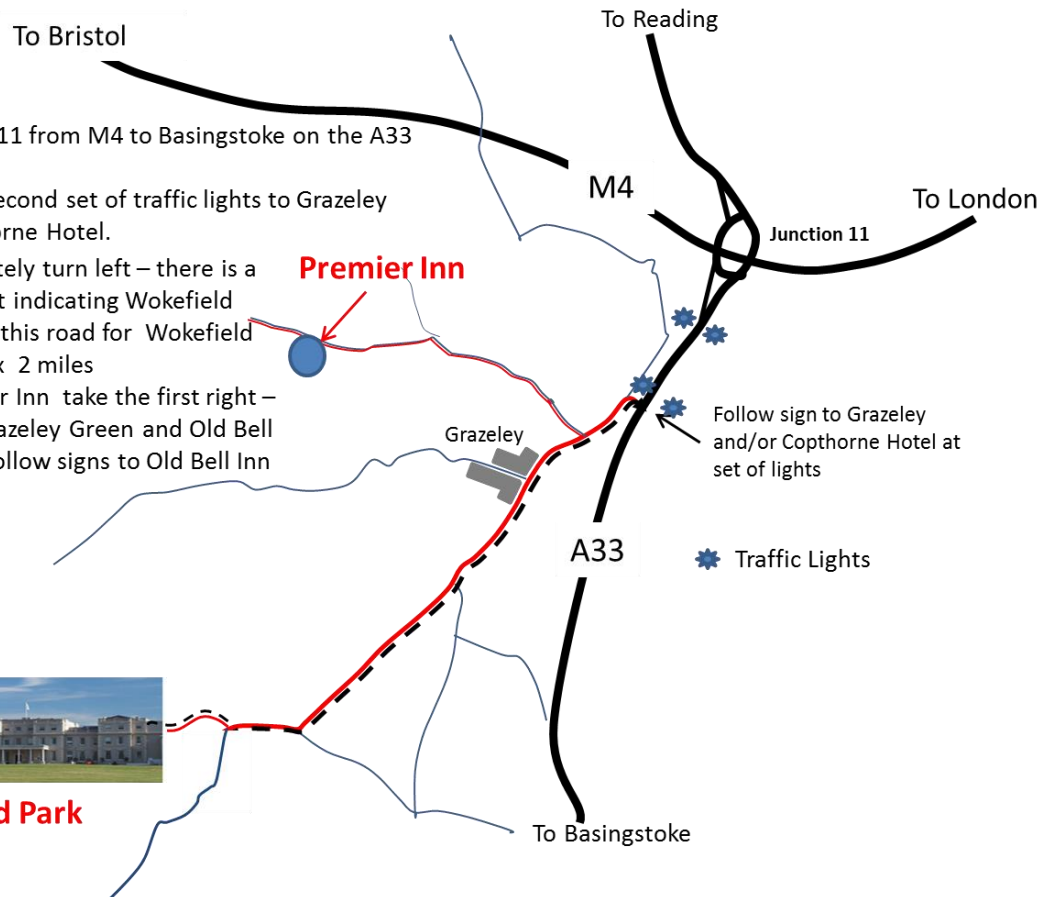


### Directions

- Take Junction 11 from M4 to Basingstoke on the A33 south
- Turn right at second set of traffic lights to Grazeley and/or Copthorne Hotel.
- Then immediately turn left – there is a brown signpost indicating Wokefield Park. Keep on this road for Wokefield Park for approx 2 miles
- For the Premier Inn take the first right – sign posted Grazeley Green and Old Bell Inn and then follow signs to Old Bell Inn



**Wokefield Park**



The postcode for Wokefield Park is **RG7 3AH** which will be helpful when using your Satnav.

# *Lagonda Club* - Southern Area

**Autumn Meet at The Cricketers Arms, Wisborough Green (On the A272), on Sunday 16th October 2016. Time: 12.00 onwards**

The last Southern Area event of the season will soon be upon us and it will be a good opportunity to enjoy the warm autumn sunshine, so why not join us at Wisborough Green? On the way there you can listen to the purr of the engine as your Lagonda whisks you along the highways and byways of the Sussex countryside, enjoying the moment when you smile touches both ears.

We are always delighted to see a large gathering of our cars, so be sure to be there early for a space in the car park. For those that have not joined us before, The Cricketers Arms offers excellent food and beer and have welcomed our cars for many years.

We hope to see you there, with your family and friends. All members, both established and new are most welcome.

**Directions** The Cricketers Arms is to be found on the green at Wisborough Green, which is on the A272, about 6 miles east of Petworth and 3 miles west of Billingshurst.

Please contact **Michael Drakeford** on **01903 872197** or Email **michaelwdrakeford@hotmail.com** with any queries.