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# NEWSLETTER

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NEWSLETTER WRITTEN BY:-  
Peter Schirg

No 438

October 2016

## 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)  
22<sup>nd</sup> VSCC Autumn Sprint at Goodwood  
26<sup>th</sup> Lagonda Club Board Meeting

## November

- 6th London to Brighton Veteran Car Run

## December

- 3<sup>rd</sup> LC W Midlands Area Christmas Lunch. The Kings Arms, Ombersley, Worcs (Contact Robin Balmain 01531 640166)  
3<sup>rd</sup> VSCC Winter Driving Tests Bicester Heritage, Oxon

Peter Schirg writes: I was born in Germany in 1962 and from the age of 15 I have been interested in motorbikes and cars. My first bike was a 125cc DKW built in 1952 found on a scrap yard, and I still have it. My father who was a doctor, saw many victims of motorbike accidents so encouraged me to take to four wheels. At the age of 17, during my last year at school, I restored my first car, a 1932 Aero 18, 2-cylinder, 2-stroke, built in CZ. A succession of other interesting cars followed, a BMW 2800, a VW beetle (which I crashed) an MGA 1500 and a Saab 9.3 many of which I still have today.

Then in 2003 I received an advertising email for a Coys auction and there was a Lagonda V12 saloon to be sold at no reserve and it looked quite good. I was aware that this is a very desirable car and of course my books gave me some of the history. I had to give it a go. I spoke to somebody at the auction house who said that the engine was running and the car was not rusty. I thought seeing the car would not help much because I would not see the real problems, so I bid by phone and bought it relatively cheaply. When it arrived in our village I managed to start it and drive it up to my house. It really looked great and I was impressed and scared by the complicated engine. I did not dare to work on it and started with some auxiliaries like the jackall system and the central lubrication system. Often these have been removed over the years but in my opinion a V12 without it is crippled. It took quite a long time to dismantle the hydraulic jacks which probably had not been used for decades. Of course I did some work on the engine later like removing the water plates and the sludge below. Sounds easy, but it is not with the engine in place and rusted bolts. In principle I have kept the car as is, and improved what I could. I think the engine has never been dismantled and the 80,000 miles on the clock is genuine.

Soon I contacted the Lagonda Club, joined and went to an AGM. This was a revelation; I think there is no car club in the world with such a high percentage of not just amiable, but really nice people.

From there on I read every Lagonda book I could find and soon decided that a 2 or 3ltr low chassis car with these stylish running boards and cycle type wings was the most attractive car I had seen. I started to look for one but instead found a DB 3ltr drophead which I bought before it went to auction. I must say these cars are, in their way, as attractive as the ones I was looking for. I knew there was some problem with the engine and hoped for just a blown head gasket but ended up with a full engine rebuild including the typical crack in the block. The rest of the car I improved but kept as is, including very used leather. Of course I repaired the jackall system. Both the V12 and the DB 3ltr had their outings in Lagonda continental rallies from 2007 on.

A few years later I again looked for a 2 or 3ltr LC, test drove one in England and finally bought one from a Club member. My friend John Batt knew the car and confirmed it was good. I knew there was something wrong with the engine, probably cylinder head. John, living nearby, went to fetch the car and restored the downdraught head for me. I am very lucky to have such an experienced Lagonda friend. He gave me my first driving lessons (throttle in the middle and Z-box). I think the downdraught head gives some nice additional power with the disadvantage of a less neat engine.

My wife and I used it for the last 3 annual continental rallies in Austria, the Czech republic, and Bavaria. Apart from the looks I love the mechanics of the 2ltr, still vintage, much nicer than even the V12. But I must admit that the gear change up from second to third is still challenging me and I am not sure if the clutch stop setting is correct (although I think I understood it and have read all the directions on how to set it).

Now looking to the future. My sons 19 and 16 are not interested in cars. Their world is computers. I might have been the same if the internet had been around when I grew up. It is much less common now to buy a cheap old car and work on it when you are young. It seems to me that this is reflected in the classic car market. The most prestigious cars are still fetching increasing high prices at auctions. Buyers must be rich, so normally not young and probably not working on these cars themselves. The other trend is to younger cars, for example Aston DB4s and 6s, or even bubble cars. Probably there will be a lack of people in the generation of my sons who want to work on all these cars. Only the extraordinary cars will survive. Lagonda is somewhere in the middle but I hope on the safe side.

I don't mean to say that internet is bad. I always envied you English Lagonda people with all your pub meetings and thought that for those Lagonda enthusiasts far away it would be enormously helpful to exchange information via an internet forum. My older son Anton (now studying informatics of course) set up lagondaforum.com for me when he was just 11. It has taken some years to generate more traffic but I now think it is doing well. *(Members can log on from the Club Website)*

For the future I have plenty to keep me busy with my 3 Lagondas (there is also a 1950 Gutbrod Superior, 2-stroke with world first direct fuel injection by Bosch waiting for a rebuild) Anyone in the Club who is travelling through our region (southern Black Forest) is invited to meet us for a cup of tea, a glass of wine or a stay overnight.

Back in the U.K. the season is coming to a close. Our stand at Beaulieu was well visited with 3 new members signed up. The Annual Gathering at Wokefield Park was well attended with an excellent turn out despite the weather forecast. Andrew Brackenbury is writing a full report for the Magazine but to record the highlights we had 22 LG45s - the featured model. We need to make a special thanks to Macko Laqueur for sending his original Team Car to complete the LG45 display, to Aston Martin for the loan of their magnificent Lagonda Taraf and to Roger Duddings for loaning a pair of Post War cars rarely seen in recent years, a Rapide and a Towns V8. These completed the display of the DB Lagondas through history leading to the modern Lagonda Taraf. During the AGM itself, Ken Painter confirmed that he was resigning from the Lagonda Board although he fully intends to keep active as the Model Champion for the Early Cars and that David Bracey will be joining the Board at the next Board Meeting.

On the hill at Loton, Roger Corry and Nigel Walder carried the Lagonda colours but without an award. Similarly on the track at Mallory and at Castle Combe, Nick Morley and Richard Reay-Smith respectively represented our marque, but again no awards. The last speed event will be the Goodwood Sprint on the 22<sup>nd</sup> of October.

Many of you will know that our member, Patrick Rollet, organises the Fougères Rally every year, and this is usually attended by several Lagondas. For the 2017 rally, Patrick and his team have nominated Lagonda as 'marque of honour', a status that is purely honorific but which promises priority on applications, best parking spots at the various venues etc.

It is 20 years since Lagonda was last honoured in this way and David Hine (a frequent participant) and John Sword heartily recommend the event to the Club's members, with the hope that we might get up to 20 cars to participate.

The event will take place over the period 19 - 22 May, and will be based near Saumur in the Loire valley. The Fougères is a relaxed touring event, visiting places of historic, architectural, or cultural interest, including some that are not normally open to the public - in the Loire valley you can expect this to include chateaux and vineyards, with good food and wine all along the way. Final details will be published in November, and you can contact Patrick at [prkconseil@free.fr](mailto:prkconseil@free.fr) - in the meantime, clear the dates in your diaries !

Sadly we have to record that Lagonda Club member Martin Whitworth (W89) of Woodbridge died on 7<sup>th</sup> September, aged 90, following a short spell, in hospital. He had been declining for some time, housebound and confined to a wheelchair for the last 5 years. The 1932 Lagonda 16/80 Vanden Plas Tourer, GG8999, which he had owned for longer than anyone can remember, will be used to carry the flowers from the “family only” cremation to the service of Celebration of Martin’s life at Woodbridge Quay Street Church.

**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

**Wanted a complete BTH 6 cyl. magneto** in good or repairable condition for a M45 Meadows engine. Contact: Uli Gauffres (Germany) email: [ug@brabus.com](mailto:ug@brabus.com) Tel. or WhatsApp 0049 172 234 8775

## FOR SALE

**DB 3Ltr 4 door Saloon.** This is the car sold by H&H in their April sale and all details are still on their website and is now back with H&H for their auction in Duxford on 12 Oct 2016. It’s a very good project. The car is in Norfolk at present. Contact David Wall 01603 782353 Office hours

## 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 74	Richard Biddulph	9 Globe Industrial Estate, Towers Road, Greys Essex, RM17 6ST 1928 2Ltr SM OH 9231 XV 3926
B 75	Roger Buxton	3 Astrop Mews, Hammersmith, London, W6 7HR Invicta VdP Spts Tr S40 WD 2024
*F23*	Robert Fountain	Aston Workshop Ltd, Red Row Beamish Durham, DH9 0RW. M45 DHC Z10746 AUF 77
G10	Jos van Genugten	Hamsestraat 7, 5298 NA, Liempde, The Netherlands 1931 2L Tr OH 9824 OG 8059
H 82	Michael Horley	Southings Manor, Westfield, East Sussex TN35 4SL 1927 2L HC Tr 8787 RU 5980
H 79	Charles Howe	“Foretop” Church Lane, Sutton Waldron, Dorset DT11 8PB 1933 16/80 Tr S10170 APG 489
N 1	Colin Newton	76 Bryn Arden Road, Yardley, Birmingham. B26 1JY DB 2.6 Coupe lag/50/235 VMF 179
S 32	Colin Sanderson	17 Thames Street, Abingdon Oxon, OX14 3HZ N/O
S 42	Andrew Sharp	Lower Farm, Admington, Shipston on Stour, CV36 4 JW N/O
Y 3	Mohan Yadav Madan,	P-71 Shri Arihant Apartments, Plot.No.93, Sector-54, Gurgaon, Haryana 1933 3L

# THE POST 1945 GAZETTE

## Lagondas the proper touring cars



### Welcome:

<b>Roger Poulton</b> , Middlessex, UK	1953 DB 2.6/3L Saloon	LAG/50/474	NXU 302
<b>Beat Roos</b> , Neuenegg, Switzerland	1951 DB2.6 Saloon	LAG/50/290	XXM 121
<b>Michael Begg</b> , West Sussex, UK	1948 DB2.6 DHC	LAG 50/206	BVV 829
<b>Colin Newton</b> , Birmingham, UK	1951 DB2.6L Tourer	LAG/50/235	VMF179
And a re-join after a few years break:			
<b>Anthony de Young</b> , Sydney, Australia	1950 DB2.6 Show Chassis	LAG/50/110	
	1951 DB 2.6 Sln	LAG/49/71	POLO 99

### Auction watch A few more Lagondas coming up for sale

This lovely DB2.6L MkII DHC with Tickford bodywork (thanks to Antony Bowie for bringing it to my attention the following 3 DBs) <http://www.bonhams.com/auctions/23595/lot/125/> and a late DB3L Tickford body <http://www.carandclassic.co.uk/car/C785666>, and a 1955 Lagonda 3.0 litre MK2 Drop Head Coupe <http://www.mikeabbasclassiccars.co.uk/carsforsale.htm> An M45 "Le Mans Replica" <http://www.bonhams.com/auctions/24005/lot/5/?category=list&length=10&page=1>

### Electric Vehicles and Self-Driving Cars

As someone who has had an almost lifelong interest in cars and worked and taught in the motorcar manufacturing industry for nearly 30 years, these two subjects have been of interest. In addition my brother spent his career with the US Federal Highways Administration and later the National Transportation Safety Board as policy director, so I have someone I can bounce ideas off who knows how federal regulatory systems work. Electric vehicles are a no-brainer in my opinion, they have to comply with country by country design rules, the main issues I see are the (present) limited range and limited places to recharge but those are being addressed. Maybe their silence will be of concern to some, especially pedestrians.

Self-drive vehicles are another whole can of worms though. The state I live in (South Australia) have proudly declared us the first state in the country to legislate for legal road trials of self-drive vehicles; announcing last March "Legislative framework in place for autonomous vehicle testing." This seems to have occurred without a lot of thought about the issues involved. A lot of those issues relate to how the technology (which goes back to the '60's through the '80's) will actually work in practice. Sensors on the vehicle linked to speed, braking and direction control are not enough as we have seen with the much publicized accidents in the USA. Interactive systems which communicate between vehicles as well as the roadways and roadside and roadway fixtures like roundabouts and barricades are necessary in my opinion. But of much more interest to us classic car owners are issues such as if older vehicles be required to (very expensively) retrofit systems? If the roadway systems I reckon will be necessary are implemented will they be fitted to dirt roads and byways? What happens when there is a power failure of the system or vehicle, say an electrical malfunction or blown fuse? Are there to be backup systems? It seems to me that whatever we end up with it must also cater for cars with no automatic systems. Logic says that in emergencies such as those I've described (and I could add a dozen more) that human intervention and ability to drive the vehicle must be accounted for. It will be interesting to see how this all plays out. If our national telephone

and internet company Telstra is to be believed in a recent announcement "All vehicles on Australian roads will be driverless by 2030 and road builders must begin work to create smart roads that interact with them, says Telstra chief scientist Hugh Bradlow" they haven't long to sort through all this to make that happen and will face stiff opposition from older car owners. Personally I suspect we will end up with a hybrid system with some roads only for self-drive vehicles but those vehicles will also be able to run on the rest of the roads which will all become secondary ones.

**A question from Alan Heard** on early DB Lagonda engine carburetors. Photos exist of engines fitted with the carbs painted black. Do any owners have such engines in their vehicles? We are trying to establish if this was common practice on early engines and if so, how long did the practice last? Please let me know by email if you have such an engine.

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

A small batch of front, outer engine mounts has been commissioned. It will be some time till we receive a sample for test and the production batch takes a further two or three months.

Do you need for any of the following: rubber seat for the bottom end of the front suspension coil springs, castor angle shims, front suspension lock washers or bushes (and perhaps drop arm links) for the 3 Litre anti-roll bar? Please advise and say how urgently they are needed.

During the last six months, at least, I have neither discovered nor received information from DB members about possible substitute parts for our substitutes spreadsheet, more frequent distribution of which was my intention. I will send one out shortly, with what small changes it has from the last, but if you are aware of any readily sourced parts we can use to replace original bits on our DBs then please let me know quickly. I do not propose to continue with the 'Parts available from members' file since it is now possible to place free advertisements in The Newsletter. I do understand that the purpose of the 'Parts available .....' file was for members to publicise parts that they had no need to sell but wanted others to know were available. It was an excellent idea but its lack of use means I am unwilling to continue with it. Would somebody else like to?

I have heard via Nick in Australia that non-member Barrie Robinson (Aston Martin Feltham Club) in Canada has developed a kit to provide adjustment of the fan belt tension by means of a nut and has also had made some of the water pipe hardware. Get in touch with Barrie at [barrie@look.ca](mailto:barrie@look.ca) if you are interested.

**If possible please order parts via the website.**

**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 plus other information.

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.

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## SPARES NEWS – OCTOBER 2016

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

### NEW PARTS NOW AVAILABLE

DBRBR09 - DB front suspension lower bump stop for all 2.6L & 3L models.  
DBRBR10 - DB front suspension upper bump stop for all 2.6L & 3L models.

### PRICE

£19.44  
£17.00

All prices quoted are excluding VAT.

### 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.  
CSTV01 - V12 head front water pipes (pair).  
CSTV02 - V12 water plates.  
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.  
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

**DBRBR09**



**DB front suspension lower bump stop for all 2.6L & 3L models.**

**DBRBR10**



**DB front suspension upper bump stop for all 2.6L & 3L models.**