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NEWSLETTER

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Written By: Phil Erhardt

No 443

April 2017

April

- 7-9th 40th and Last Lagonda Suffolk Dinner and Weekend of Activities organised by Mike and Ann Pilgrim. Thorpeness Country Club Aldeburgh, Suffolk (Contact Mike Pilgrim 01394 382773)
- 9th AMOC Concours Lagonda Club Display RAF St Athan, S Wales (Stephen Matthews 01189 700300)
- 15th LC W Midland Area Lunch, The Kings Arms Ombersley
- 22nd LC Anglia Area Lunch, The Woodman at Nuthampstead (J Stoneman 01353 649494)
- 23rd LC Southern Area Pub Meet The Cricketers Arms, Wisborough Green W Sussex. (Contact Michael Drakeford 01903 872197),

May

- 7th VSCC Wiscombe Park Hill Climb Honiton, Devon
- 7th-11th LC Northern Gathering Gibbon Bridge Hotel Chipping, Lancs (Contact Roger Firth 0161 3039127)
- 12th LC Northern & Awards Dinner, Monk Fryston Hotel, Leeds (Contact Tim Gresty 01260 291830)
- 13th AMOC Oulton Park International Race Meeting Oulton Park, Nr Tarporley Cheshire (Pre-War Team Challenge Round 1)
- 17th LC Tour of AML Factory and Lunch Gaydon, Warwick (Contact Stephen Matthews 01189 700300)
- 19/22nd Fougères Rally Saumur Loire Valley (Lagonda is "Marque of Honour") (Contact Patrick Rollet: prkconseil@freefr.fr)
- 27/28t VSCC Loton Park Hill Climb Nr. Shrewsbury, Salop

For some of you this could be the last Lagonda Club Newsletter you receive unless you renew your Membership promptly. Easy to do it on line and, at the same time, why not book your tickets for Dinner at the Annual Gathering on September 30th (go to Shop and click on Annual Gathering)

Before we get into Phil Erhardt's letter there is one important event which needs highlighting. Spelthorne Council are running the annual Staines-upon-Thames Day on the 25th June. The council are conscious of how important to the town was the Lagonda factory are keen to make us the centre piece at the 2017 event. At the time of writing not a single Lagonda has been entered. So, please, if you can possibly be in Staines on the 25th June let Ingrid at Spelthorne Council know info@stainesuponthamesday.co.uk. You can find more details in the January Newsletter and at www.stainesuponthamesday.co.uk Now over to Phil.

I am one of the fortunate few who didn't have to buy their first Lagonda. After all she was a family motor and I just sort of took her over when I was eighteen years old.

Father ordered AXX790 from Lagonda after he saw the M45 with a Freestone and Webb body at the Olympia Motor Show in 1933. He always maintained that he drove the finished chassis himself from Staines to the Freestone and Webb works at Willesden, North London sitting on a soap box. But, unlike Bentleys, the bonnet was not standard issue and God knows how they jerry-rigged the wiring. He was able to select slight body variations and differences in the wing line and the end result was very acceptable. She was finished in garnet (a very dark maroon) with gold coach-lines and a tan canvas hood and tonneau cover, all piped with brown. She was trimmed in.....mid-brown pigskin! This was quite a clever move because pigskin breathes more than cow hide so you don't get a sweaty back in summer!

AXX790 first registered in May 1934 and made it into the main motoring magazines (Autocar). She had a very busy life before the war travelling to Europe including many times to Stuttgart (my Father's sister lived there), Italy and as far as Czechoslovakia. She also made several trips to the Alps in winter including a trip to the 1936 Winter Olympic Games at Garmisch Partenkirchen, where C.A. Erhardt captained the British Ice Hockey team winning the gold medal.

During the War she was laid-up on blocks in the big double garage at Esher and Father commuted to London in the Wolseley Hornet (a proper little buzz-box).

I was born in 1948 and can remember well our trips in the Lag, some long, some short such as the four mile journey to prep school with Mother driving (I checked the water each morning by standing on the bumper). I first drove the car when I was seventeen and a half and most of the learning was on my own during a two hundred and forty mile round trip to Malvern. Father had to tow me the last forty miles from Henley to home as the clutch was slipping badly. When I was twenty-two I decided to inspect the ash frame and was devastated to find a lot of it was completely rotten (see footnote 2). So for the next four and a half years the car underwent a re-build. I even dismantled the chassis so that by the time my Father walked into the garage he saw two chassis- rails, one foot apart on trestles. His comment was not very kind...something like: "that's the end of my car". I scraped off years of grease and dirt and after cleaning with paraffin and then petrol, sanded everything with a wire mop attached to a powerful electric drill. I then rust-proofed all the steel with Jenolite and Jenolite Chemical Sealer and applied two coats of Zinc Chromate Primer and two coats of Chassis Black. I made many notes on where spacers went as well as certain nuts and bolts (no easy photography in those days). The Restoration of Vintage Cars by Richard Wheatley and Brian Morgan is a good general reference and confidence-booster.

I travelled to Dorset many times to see dear Ivan Forshaw. He was always amazingly helpful and gave lots of advice along with many stories. I still have his wonderfully descriptive invoices in long-hand and real ink. Eventually I had a very smart rolling chassis with engine gearbox and differential all ready to go. I don't do machining but all engine rebuilding, gearbox assembly, bearing replacement and refitting were done by me (except differential meshing - I let others do that even now).

Luckily I came across the most fantastic carpenter - boat-builder called Reg. He told me exactly what ash to buy from James Latham Ltd and with his eye and his adze in his hand (apologies to David Hine) he did a first class job. For strength we laminated the rear wheel arches which were a weak point. Also, because the rear wheel carrier is eight inches behind the rear chassis member, we increased the wood dimensions slightly. Although there is some supporting steel, I shudder then I think that before I embarked on the re-build, I used to tow a ton of boat and trailer with the fixing ball mounted on the rear bumper. Incidentally Lagonda ash frames seem to last extremely well when compared to Freestone and Webb. I wonder if and how the wood was treated.

Robert Peel Sheet Metal Works of Kingston upon Thames covered the frame. We used as much old aluminium as we could, probably replacing 30%, mainly around the complicated coach lines. After the spray-shop, the newly French-polished dashboard was re-fitted and I spent many happy hours rewiring the car. The wiring with the many different colours and tracers was kindly donated by the managing director of Ripaults. Next was the Lag's first real outing, the seventy-five miles to Aston Martin trim shop at Newport Pagnell. They gave me a "special quote" and trimmed the car, not in pigskin, but tan cow hide. Just before completion, Astons went bust (again) but Roger Stowers assured me my car was safe and would not be claimed by the creditors. Nevertheless I collected her as soon as I could and here we are 43 years later, a little tired in places with every little dent telling a story – surely it cannot be time for another rebuild?

What else did I learn?.....If it moves, grease it and if it doesn't paint it!! Phil Erhardt

David Hine has been getting his hands dirty (again) and sends us this helpful note " As the Club is now making gears for the G9 gear box (Sanction 1 & 2 LG45 cars) I have rewritten this part of the revised handbook, issued in 2015, that relates to this gearbox. This is a big improvement on what I wrote before because I have just taken a G9 box apart for the first time. I have fitted new gears and put it back together again. It was not as easy to do as the T8 gearbox and the G9 box is actually quite a different design with a few more pitfalls !!. If anybody wants these five replacement pages then please send me a stamped addressed envelope and I will print them off and post it back."

Arnold Davey, ever vigilant, has picked up on the “Vnuk affair” This refers to an accident in rural Slovenia, where a Mr Vnuk was working in a farmyard, up a ladder, when a farm worker driving a tractor and trailer managed to hit the ladder, knocking Mr V. to the ground and injuring him. He wanted compensation but the tractor, as a farm machine, was not road legal and carried no insurance. A string of law suits followed with varying results and eventually the case was referred by the Slovenian government to the European Court of Justice (ECJ). What they found was that the EU Motor Insurance Directive, which all EU countries follow, did not distinguish between road-legal vehicles and other vehicles. In fact it applied to “Any mechanically propelled vehicle intended for travel on land” Note that this is not a new law, just the ECJ’s statement of the existing Directive.

What it means is that the UK version of it has been wrong all along, as have most other EU nations. Our law distinguishes between public highway use, for which insurance is mandatory and other sites where it is discretionary. The new take on the Directive brings in vehicles like mobility scooters, off-road quad bikes, electric bikes, golf buggies, the list is endless. All are required to have third party insurance. Even your sit-on lawn mower, and Grand Prix cars!

There then follows the question of enforcement. Grannie’s mobility scooter carries no number plate, so how does the Old Bill know that an insurance policy is in effect? So the government has to decide how or whether to issue new mini-number plates and a whole new system for collecting taxes on off-road vehicles . (There are bound to be new taxes). One thing is certain; insurance will go up. Another thought is the status of cars subject to SORN notices. These will have to be insured even when static in the owner’s garage.

Once we leave the EU the government can just dump this Directive but until then it must be seen to be doing something. Suggestions include derogating certain classes of vehicle from the sillier end of the categories. Or it could set about amending the Directive back to what most governments thought it said in the first place. On this point the EU Commission are unexpectedly helpful. They clearly were taken by surprise too.

There was a consultation, ending in March, that you didn’t hear about because the media are obsessed with Brexit and Trump to the exclusion of anything else. However for the time being the law has not changed and there is no need to do anythingyet. A fuller report from the MSA was printed in the VSCC March Newsletter. In the mean time “Keep Calm and Carry On Motoring !”

We have an invitation to a jolly being organised by Showcase Classic & Sports Car on Sunday 7th May, in the grounds of Cowdray House, Midhurst, West Sussex. Full details of the event can be found at www.showcase-classic-cars.events

Our Midlands section will have their usual lunch time gathering at the Kings Arms, Ombersley on the 15th April and again on the 17th June. There is also a generous invitation from our members Steve and Carol Huckvale to have lunch at their lovely house on Saturday 3rd June at Hartpury near Gloucester. If you don’t receive the Midlands Newsletter and wish to attend please contact Robin Balmain on 01531 640 166 or e-mail jenniferbalmain@btinternet.com

Finally an informal gathering has been arranged at Montacute House, near Yeovil, Somerset on Sunday 10th September by our South West representative Nigel Paterson (01460 258844) Make a note of the date now - full details later.

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

WANTED

David Brown gear box or parts of: Club member requires a David Brown gear box or parts of. Also a rough DB Lagonda car to restore into a convertible. Please call Jon 0753 333 3606

Side screens for a 1934 16/80 T7 tourer. The frames are most important - the rest will be renewed. Please contact me by email and leave your phone number and I will call you. Graham Linttall, Ottawa Ontario Canada K1S5K8 email: linttall@bell.net Phone: 613-565-6150

Suspension oiler box for LG6, as fitted to this model, LG45 & V12 - in reasonable condition, i.e. not leaking when taken off car (mine is leaking badly). Benjamin Hargreaves tel: 020 7385 7757 or hargreavesbc@waitrose.com

FOR SALE

2ltr High Chassis front axle. £450 Contact Ivan Spurrier-Smith on 07970 720 130 or 01629 822502

Garage Clear-out. Call Dave Berry 01492 546778 email berryskippy@aol.com

- 4 LG45 saloon doors c/w most fittings £350 – fittings must be worth that alone; 4½ set of pistons c/w rings- excellent used condition std size £175; 2/3/4½ spare scuttle wheel bracket £180; 3/4½ tele-control units overhaul required £80
- V12 items. Various V12 spares please call, in addition specific spares include:
 - wiper motor, bracket, rack and wheel boxes £250; "Coachwork by Lagonda" V12/LG6 tread-plates £28 each; front wheel cylinders (2 off) £150; Diff (4.8 ration) £450; Alfin brake-drum (1) £250; 2 front wings 10' 4" chassis – v good condition £800; centre track rod ends new old stock £50 each

M45 engine (M45 166) complete with all accessories. Crank reground and new bearings. Can be viewed, running, on a test bed at Knarr Mill most Tuesdays. Price £ 35,000 o.n.o. Contact David Hine 01625 820309 or Alan Brown 01457 820267



Manual and Book: LG 45 Lagonda instruction book 75 pages. LG Motors publication about 1936. Blue card cover slightly faded, otherwise excellent £65. "A History of the Marque" Arnold Davey and Anthony May's definitive history of Lagonda. Surplus copy in good condition including dust wrapper £50. Kelvin Price Tel. 01446 781688

16/80 engine and 110 ENV pre-selector gearbox. Engine complete except carbs, gearbox complete with engine to box couplings. Happy to sell as a unit or to split. Sensible offers please to David Wall 01692 536479 or email david@davidwall-wroxham.co.uk

M45 Rev Counter and Speedometer In working order but needs some TLC £700.00 each ono Contact Chris on 01769561259 or anitagoodman@btinternet.com

3 litre Tourer. I am reluctantly selling my 1930 3Ltr tourer, KF5369. It is in immaculate condition, having been restored over many years by the previous owner (Roy Jones), who owned the car since 1963. Since I bought the car in 2014, it has done just a handful of miles and has been kept in a heated garage. I have a large collection of old paperwork, as well as buff log book etc, and a photographic record of the work undertaken by Roy. Sadly, lack of space now demands that I let it go to a deserving new home. It is being offered for sale by Vintage and Prestige www.vandp.net



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. **(Trader)**

NEW MEMBERS

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

B26	Paul Beecroft	13 Hampstead Hill Gardens, London. NW3 2PH	
		V12 Rapide	14077 FLO 727
C3	Walter Rudolf Czech	Säntisweg 29. Waldburg, Waldburg, Germany 88289	
		LG45 Coupe de Ville	12145 EGH 947
F10	Tim Foulsham	62 The Alders, Billingshurst W Sussex RH14 9GU	
		2L Tr	OH 9887 GP 4355
J 26	Mark Jones	5950 34 th Ave SW, Seattle, Washington USA	
		DB 3ltr sln	LB/290/1/138 346564A
L13	Kinlay Laidlaw	23 King St, Crosshill, Maybole.S. Ayrshire KA19 7RE	
		3ltr spl	Z1286 SV 4090
V2	Dirk Verstoep	Rijneveld 67, Boskoop, 2771XW The Netherlands	
		14/60 Saloon	OH 8465 FT-13-HX

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome:

Mark Jones, Seattle, Washington, USA, DB 3L four door saloon LB/290/1/138 346564A

Auction watch several more Lagondas have come to my attention for sale over the past month.

A Towns car: <http://bringatrailer.com/listing/1981-aston-martin-lagonda/>

A two litre VDP: <http://www.carandclassic.co.uk/car/C842136>

and a wonderful, original, been with the same owner 50 years 2L low chassis saloon
<http://www.carandclassic.co.uk/car/C845675>

On the various post war DBL 2.6 and 3 Litre engines

Alan Heard sent out a query via this Gazette a few months back asking about cars with black enamel carbs. That and some discussion with other members caused me to search out as much info as I could find on the various engine variations built at the Feltham factory. Here's the result of my own search in the factory workshop manual and other sources I have as well as some great info provided by Tim Ludbrook. First from the factory manual for the 2.6 and 3L Lagonda cars (and note that I've not covered all the differences between models).

Those engines with a simple LB6/xx/xxx engine number are the original 2.6L engine, painted gray, but with the fan driven by the timing chain. A few of these were fitted to very early cars. Those engines with LB6A/xx/xxx engine numbers were the standard 2.6L engines with the fan driven by belt and mounted lower on the motor. These engines were also painted grey and fitted to Aston Martin DB2s as the standard fitment.

Engines with LB6D/xx/xxx were similar but fitted with larger 2-1/2in carbs and a manual choke. Engines with numbers LB6F/xx/xxx as well as VB6B and VB6E were built to Vantage tune with the larger carbs, manual choke, higher compression ratio, modified valves, and modified timing chain layout. These engines were painted red.

Engines numbered LB6G/xx/xxx were LB6F engines but fitted with a tachometer drive. This was taken off the rear of the exhaust camshaft with the drive mounted atop the cam cover on the only one I've seen photos of. These were also painted red and some were fitted to Lagonda cars as well as most Aston Martins. For the 3L engines, VB6H/xx/xxx was the standard engine with part numbers VB6J/xx/xxx for the Vantage tune. The VB6H engines initially had identical camshafts to the LB6 engines but later had both camshafts similar to the earlier engines exhaust cam, the VB6J had, in some cases, two of the LB6 exhaust cams. These engines had tachometer drives. DB2/4 MkIII engines were designated DB/A.

There are other variations, mostly for racing. Alan Puckett restored one of the two works lightweight DB2 Aston Martins back in the late '60's. The engine number for that car is LB6V/50/344 and I expect the other car (both still around) would have had a similar number. Keith Dixon describes the rebuild of the engine for his 2.6L DB2 engine VB6E/50/544, which started life as LB6B/50/544.

Ten works Aston Martin DB3S cars were built for racing. These used modified VB6J engines with dual spark plugs in each cylinder and numerous other modifications. These engines were designated DP/xxx/xx. In addition twenty DB3S works cars were built for customers using upgraded 3L engines. These engines were designated VB6K/xx/xxx. Variations included higher compression, larger valves, different cam profiles, single spark plugs, and triple dual throat Webber carbs. The key issue to my mind in all this is that engine numbers were not stamped into blocks but merely stamped into the timing case cover. In the never-ending search for spare parts it is quite conceivable that these covers get mixed up. I have seen a couple over stamped, whether to indicate factory or owner modifications, well, who knows?

And finally to Alan's query on carb. colours, Tim Ludbrook supplied some great info. "Almost all 2.6 Lagondas and Aston Martins had the same H4 SU carbs with a 2 bolt manifold (the only difference being that most, though not all, of the Lags had the electric rather than manual choke set up). These carbs came with plain unpainted alloy. The Vantage engined cars - Lag and AM (when so equipped with H6 SUs) - all came with the carbs stoved black. Almost all 3 litre cars (Lags and AMs) came with 4 bolt manifolds and their H6 carbs stoved black too, save for 20 of the Mark III AMs (in standard twin carb form) that came with plain alloy for some long-forgotten reason."

DB Spares news from Martin Peters, mjpeters@supanet.com, tel: 01480-212657

There is nothing to report for this month. That doesn't mean that we haven't been busy, it is just that no parts projects have reached their conclusion. I should have lots to report for the start of May. This is the time of year when cars are taken out of their winter storage and a time when we are more likely, perhaps, to make discoveries about parts that are needed.

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

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 and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

Club and other websites The Club website, 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 run by Peter Schirg. Ron Press' Post-1945 website 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 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

SPARES NEWS – April 2017

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

NEW PARTS NOW AVAILABLE

	PRICE
GSKV06 - V12 inlet manifold gasket. Improved design manufactured from Lamons high temperature mica material.	£23.80
ENGX04 - Ki-gass pump non-return ball valve spring.	£3.60
SPK405 - Scintilla PN/MN/GN magneto 'get you home' kit (contains 2 contact breaker main springs & 1 big contact breaker reinforcing spring.	£8.40
SPK406 - BTH CE6 magneto "get you home" kit, M45 (contains 3 main contact breaker springs).	£8.00
GRS214 - Half shaft felt seal, heavy axle	£6.00
BRK417 - M45 perrot shaft end plate.	£28.80

All prices quoted are excluding VAT and carriage.

NEW PARTS IN PROGRESS.

CST104 - Low water pump, side elbow, 16/80
CST105 - High water pump, front head offtake, 16/80
CST106 - Low water pump, bottom elbow to radiator, 16/80
CST111 - High water pump, bottom elbow, 16/80
CSTX03 - Ball end spare wheel spinner.
CST210 - Water plate (machined) offside, LC, 2L
CLT211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
BRKV06 - Front hubs, V12/LG6.
GRS105 – ENV input coupling
Low chassis water pump, 2L
High chassis water pump, 2L
Water pump, 3L
Shock absorber mountings & pins, M45.
Rear spring U bolts, LG45.
VLV107 - Camshaft, 16/80.
4.5 axles – differential units, small gears, cross to which they are fitted & large gears.
Various half-shafts.
Rear axle pinion spacers for 2L S/C heavy axle, 3L, 3LZM, M45, LG45, and LG6.
Heavy rear axle filler plug for 2LS/C, 3L, 3L ZM, M45, LG45 and LG6.
Axle drain plug seal 14/60 2 L H/C, 2L L/C, 3L, M45, 16/80, LG45 and LG6.
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.

Steering wheel bosses. ZM 3L - LG45.
Fuel tank senders (3-terminal type), 2L, 3L.
Baffle plate for flywheel (oil thrower), 2L, 3L, 14/60.
Pinion bearing for CWP, 2L, 3L, 16/80.
Fuel filler cap, M45
Kingpins, M45
Rockers, 4.5L
PMP103 - High water pump housing, fully machined, 16/80
ZM chassis - braking system (13 parts).
All cars - range of gaskets in 'Chieftain' material.
Various DB parts, please see Nick Proferes' Gazette for details.

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

SPARES NEWS – April 2017

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

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