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Written By: Ken Painter

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June

- 3rd VSCC Harewood Hill Climb Harewood House, Yorks
4-8th LC Northern Tour of the Peak District, Izaak Walton Hotel Dovedale, Nr Ashbourne
10th VSCC Formula Vintage Race Meeting Round 2 Oulton Park, Cheshire
17/18th VSCC Brooklands Sprint & Double Twelve Brooklands, Weybridge, Surrey (Contact Michael Drakeford 01903 872197)

July

- 1/2nd VSCC Shelsley Walsh Hill Climb, Shelsley Walsh, Worcs
8th AMOC Snetterton 300 Race Meeting Snetterton, Norfolk (Pre-War Team Challenge Round 2)
23rd VSCC Formula Vintage Race Meeting, Cadwell Park, Lincolnshire Round 3
26th Lagonda Club/Rapier Register Pub Meet at The Red Lion, on the A275 at Chelwood Gate, Haywards Heath, (Contact Michael Drakeford 01903 872197)
28/30th MRL Silverstone Classic Race Meeting, Silverstone Grand Prix Circuit, Northants (Kidston Trophy Round 2)

No apologies for another reminder about our Annual Gathering (incorporating the A.G.M.) over the weekend September 30th /October 1st. A number of regulars have not yet booked - if you are intending to come please make the task of our hard working organisers a little easier by sending your forms in NOW or preferably booking via the website. Details last month and on the website.

This month our guest contributor, Ken Painter, who as Magazine Editor oversaw 100 editions, puts pen to paper once more.

I really enjoyed reading Nick Bell's account of his 12/24 all-weather tourer in the Spring magazine. Most light car owners keep very quiet about their activities, which I like to attribute to their modesty, rather than them feeling that they are a part of the lunatic fringe. Anyone who has travelled a long distance in any light car knows only too well that it can become an endurance exercise, but the sense of achievement is worth it.

I must sadly record the death on May 1st of Robin Aikman, who owned "Wilbur", the MC Coupe formerly owned by the Jeddere Fisher family. Robin was a very modest man, but his wife Maureen and I are preparing a suitable obituary, which will appear in a future magazine. I attended his funeral, which was a very moving occasion. Robin had spent much of his life in the aviation world and his coffin was beautifully decorated with the scene of a wartime airfield, with his beloved Spitfires ready for take-off. An unusual part of the funeral ceremony was the sound of the roar of a Spitfire engine at full chat.

Before he died, Robin had asked me to help sort his collection of spares into two parts, one to be sold with the car and the other to be sold to the Club. This might take several weeks, so please be patient. I understand that part of the thinking behind this decision was because there are some earlier and some later parts in the spares collection.

There appear to have been quite a few light cars changing ownership over the past few months and I have been asked to help the family sell Wilbur; so enthusiastic would-be purchasers should contact me for details. It really is a lovely looking car that has been re-painted, re-trimmed, re-nickel plated, given its very first new hood and fitted with a new dash panel to replace the rather timeworn original. When Robin first bought the car, the engine wasn't working at its best, but this was very competently and quickly sorted by John Batt.

If you are at all interested, please do not contact the family directly, but contact me. I am prepared to show the car to any potential purchaser at the Aikman's home, but you will appreciate that this must first be arranged with Maureen, his widow.

We also have to record the death of another member, David Mould, who passed away at the end of April after a long fight against cancer. We will all remember him for his brilliant restoration of his LG6 Saloon, DAK 111. So many wives looked with envy at the beautiful leather interior and the fact that it was truly watertight and wind-free! The chaps admired him for his knowledge about cars, of which he had many, and his willingness to give advice on the mechanical side of things. We send our sincere condolences to Margaret and their two children, Martin and Polly for their sad, but not unexpected loss.

Peter Walby is newcomer to the "proper" light car world, but, as the proud owner of one of the three surviving tricars, he is no stranger to the wonders of Wilbur Gunn's earlier attempts at creating vehicles for the "ordinary man in the street". I have driven examples of the three light car models, but have yet to experience the joys of any three wheeled vehicle except a pre-war Morgan, when I had to show an American serviceman how to drive his newly acquired toy. At least that was easier than trying to sell a Phantom Two to another American serviceman whose commanding officer drove a Rolls Royce Twenty. He wanted a MUCH bigger Rolls than his boss, or so he thought, but he didn't understand just how much bigger the next size up would be. Fortunately I had negotiated a sale or return deal and was able to recover my costs. That Phantom remains the only Rolls Royce I have ever driven, but a fuel consumption of around six miles to the gallon failed to impress.

Mark Yeomans delighted more than just fellow Club members when he drove his 11-9 to Vintage Prescott last August. It was the first long drive the car had done in some 40 years! He was particularly pleased to complete the drive from his home in just a few minutes longer than it takes in his 2 Litre.

My personal pride and joy, Connie the 12/24, has been treated to a totally rebuilt engine, which took rather longer than planned, as I decided to break with tradition and convert the somewhat hit or miss splash lubrication for the big end bearings to a more reliable pressure-fed crankshaft. This won't make the car any quicker, but it should end the ever-present risk of running numbers 1 or 3 big end bearing when driving slowly up a hill, or 2 and 4 big ends when 'racing' downhill.

Whilst the engine was out of the car it seemed sensible to attend to a couple of long standing issues. The prop-shaft connects to the pinion with a short internally splined shaft and these splines had certainly seen better days. Removing the prop-shaft to reach the splined end was relatively easy, but things got a little more complicated when, having created a new splined shaft, the team at Belcher Engineering needed to check its fit on the splines on the end of the pinion.

It is reasonably easy to remove the rear axle as a separate assembly and this was done fairly quickly. The pinion was removed and delivered to Belcher Engineering so that the new and old splined sections could be matched. As the original part we were replacing was very badly worn, the new part was carefully machined so that the fit was as good as new.

Now the task began to get more interesting. The blacksmith owners who sold the remains of the 12/24 to Colin Mallett had broken a half shaft, probably during the war, when, they converted what had been a saloon into a pickup truck, which was almost certainly seriously overloaded on many of their journeys. With no replacement half shaft available, they welded the two broken halves together and put it back in the axle. All very clever, but the repaired half shaft was very slightly too short and the left rear hub never really fitted very well. I managed to locate what might well have been the only surviving "good as new" half shaft and thought that my problems would soon be over, but they had only just begun.

In theory, dismantling the 12/24 rear axle is simple. With the axle removed from the car you remove the rear hubs, undo the rings of nuts and studs at the inner end of each axle casing and pull the half shafts off the internal bearings, leaving the crown wheel with a half shaft sticking out on either side. The differential can then be dismantled and the faulty half shaft replaced with the serviceable one. Connie's axle had never been apart since the blacksmiths efforts to get the vehicle back on the road. The nuts came off their studs, or both stud and nut came out, but teasing the parts apart proved to be impossible. The ungainly assembly was carefully placed in my camper van and delivered (with the replacement half shaft) to Belcher Engineering to see if they could dismantle it. I now await news on their progress...

In between long sessions in the garage, it has been a good time to travel around the country. I drove my camper van to Monk Fryston for the annual dinner and parked it there for the weekend. John and Ruth Stoneman offered me a seat in their car, as we enjoyed exploring the Yorkshire countryside on the Friday, before the traditional Annual Dinner. I haven't been able to attend every dinner at this venue, my time in the Royal Air Force saw to that. It would have been difficult to attend when I served in the Maldives Islands, or Singapore, or on one occasion when I was in hospital.

The dinner was on the Friday this year. We suffered the now common problem of being unable to stay for the Saturday and Sunday because a wedding party seemed to have reserved every room in the hotel and there was no way that the Club could compete with that.

The dinner this year also coincided with the Beaulieu Spring Autojumble weekend, which I particularly wanted to visit and there was only one way to achieve this. I got up very early on the Saturday and drove all the way to the New Forest. There is a route that takes only 3 hours 50 minutes and which, early on a Saturday morning, was remarkably free from traffic.

All went remarkably well until in the last few miles. There was a road traffic accident on the opposing carriageway and this probably delayed the flow of traffic by nearly an hour. To make matters worse, this meant that, once I arrived at Beaulieu, I had to park in the fields beyond the normal car parking areas. Although they advertise a bus service from these far-flung overspill parking areas, I walked to the event entrance before any bus arrived. At least I had time for a very tasty breakfast before I wandered into the showground.

I like to attend on both the Saturday and the Sunday, hence my use of my camper van. I stay at a delightful campsite that is always a haven of peace and quiet, since there are no facilities for motorcyclists. I have shared sites with motorcyclists in the past and enjoyed their cheerful company, but the late -comers do tend to make more noise than a car or a camper van...

After the very long drive, I enjoyed a long night's sleep, but was up fairly early and was one of the first to arrive at Beaulieu on the Sunday and, being a person of habit, parked in the same bay that I have used for the last ten years or so!

I felt that there were fewer stalls this year and I made few purchases as a result. On the Sunday there is a section for what are described as "Trunk Traders", although most of them now have stands very similar to the regular traders. I must confess that they were offering nothing to attract owners of what one could describe as the nickel plate era. I'm tempted to give the Spring event a miss next year and concentrate on the Autumn event, which is around twice the size and much more rewarding for those seeking parts for early cars.

On the subject of events there is a flyer attached for a Southern Area mid-week meet on Wednesday 26th July, but those who normally attend the BDC meeting, this year on August 5th, should be aware that there will not be an all comers pre-war race, originally the Lagonda Bentley Race. Hopefully this will be reinstated in 2018.

ADVERTISEMENTS: All advertisements should be sent to Len Cozzolino (len@cozzolino.co.uk).

WANTED

2.0 or 3.0 litre pre-war Lagonda. Member (D10) looking to buy either a 2.0 or 3.0 litre pre-war Lagonda, condition not important. Will be happy to consider meccano type kit of parts, restoration projects through to a decent but average running car. Please contact Simon on either 02078 248 1406 or email sjdrachman@ntlworld.com

2L or 3L Seats I am looking for a pair of vintage 2L / 3L front seats for 1929 3L tourer. Condition or state of completeness not important. Frames, covers or single seat only will be of interest. seats approx. 520mm wide with characteristic step in wraparound seat back. Please contact Kinlay Laidlaw at kinlaylaidlaw@btinternet.com / 01655 740054.

FOR SALE

Alvis gearbox, needs third gear but was otherwise OK when in situ. £1,250. David Wall W48 tel: 01603 782353 office
Trade Member

Lagonda 3 Ltr. Weymann Saloon, 1932, PJ 4998: Extremely rare and beautiful semi-panelled Weymann in excellent original order. Owned by enthusiastic member for more than 10 years. Stunning colour scheme and total mechanical overhaul regardless of cost. Well known car in continental Lagonda-circles. Regularly driven in rallies and long-distance tours and meticulously maintained by specialist Ernst Chalupa. A rare opportunity to acquire one of the most elegant and ultra-rare models of Lagonda in best order in all respects. Located in Austria. The sale is handled by Ingrid Chalupa office@chalupa.co.at

2litre low chassis supercharged model for sale at Richard Edmonds Auctions, 15th-17th June 2017 see www.richardedmondsauctions.com **Trade Member**

1929 Lagonda 2 Litre Speed Model Tourer. Beautiful vintage car in black with excellent green leather interior. Last of the Nickel plated variety. VSCC 'See Red' concours winner 2007. Lots of paper work, original handbook etc. Used sparingly. A much admired car. Genuine reason for selling. Can email photos. Offers around £80,000. Please telephone Steve Hayes (H50). 01530 271863 or 07963 820815.



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*/

B 2	Nigel Benjafield	43 Tanyrallt Ave, Bidgend CF31 1PQ N/O	
G 20	Kerstin Gronkowski	Spiesheimer Weg 39, Wörrstadt, 55286 Germany N/O	
H 43	Mark Hayward	Yeo Mead, High St, Congresbury, N Somerset BS49 5JA LG45 Spl 12273.	FPK 696
H 11	Dieter Hegele	Im Rosengärtle 20, D-76227 Karlsruhe, Germany 16/80 Spl S10201	
M 31	James McClean	The Stables, Hockley Rd, Shrewley, Warwick CV35 7AT N/O	

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THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction watch 2 more Lagondas has come to my attention for sale over the past month.

- A Towns car: <http://www.bonhams.com/auctions/24143/lot/122/>
- A rare (very) 2-Litre Continental DHC <http://www.historic-competitionservices.eu/nl/1933-lagonda-2-litre-continental-3-position-dhc-vanden-plas>

More on fuels

A few years back when leaded fuels were being phased out I received a technical paper from Shell Australia "Protecting engines with unleaded fuels". This paper was presented at a motor engineering conference in 1993. Introduced in the 1920's, lead alkyls were added to petrol to improve the octane "rating" of the fuel, thus reducing the tendency of engines to "pink" or "knock". In addition it acted as a lubricant between exhaust valves and their seats. This latter property of particular benefit to older engines with "soft" valve seats of cast iron. Changes in fuel mix to reduce and eliminate the addition of lead in petrol began in the 1970's out of environmental concerns over the lead in the atmosphere as well as other emissions which required the use of catalytic converters which became easily fouled by the lead laden byproducts. The reduction and elimination of lead in fuels caused vehicle manufacturers to have to fit hardened valve seats to mitigate the valve seat recession caused by lack of the lubricating effects of lead, though this change was slowly taken up by some car makers.

So we are talking here about cars which could have been manufactured well into the 1990's.

The paper goes on to describe the causes and effects of valve seat recession (VSR). The cause is local "welding" of the valve to its seat and eventual tearing out of small bits of metal from the seat which, in turn, causes flaking, abrasion, and grinding away of the seat thus allowing the valve to recede into the seat. The results of that process being poor idling and performance and possibly valve and engine failure due to poor cooling of the valves. All this was prevented by a thin layer of lead compounds which previously coated the valve and its seat, acting as a lubricant.

Shell went on to test engines under different driving conditions to determine how these affected valve seat "wear" rates. As one would expect, valve recession rates increased with engine speeds and engine loads. Thus at their worst at sustained high speed or high load driving at high engine revs.

Since leaded petrol is banned now in most places and has been for some years, hopefully enthusiasts have come up with alternative additives, fitted hardened valve seats, or don't drive their vehicles at sustained high engine revs. The testers in this paper found the addition of potassium to petrol acted as a suitable alternative to lead in protecting valve seats though they point out that NO alternative additives then available, at their supplier's recommended concentrations, were as effective as lead at preventing valve seat recession.

Personally, I use an "upper cylinder lubricant" in my early cars, even the MkII Jag which has an alloy head and hardened valve seats. The complete paper is some 12 pages long but I can scan it and email a copy if anyone wants to read it. It contains quite a few charts and graphs of their test results.

Footnote, there is now pressure on the government to phase out 91-octane "standard" unleaded fuel in the interest of further reducing exhaust emissions. Never mind that some 80% of cars on our roads use this fuel, nor the much higher cost of 95 and 98-octane fuels. Hopefully, considering the minimal effect such a change would have on emissions in total, this proposal won't get far.

A DB2.6L DHC restoration

Some months back I became aware of a DB2.6DHC undergoing restoration in northern Spain. I contacted the guy and he sent quite a few great photos of the restoration process and finished car. I've forwarded them on to Ron Press who now has them on his web site. These would be of particular interest to anyone attempting or even thinking about such a project and I know there are at least two. So please have a look. This link should take you straight to the page and all the photos:

http://www.lagonda1949-1958.co.uk/car-overview.php?sel_record=134

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

Martin writes that he has seen no progress on the ongoing projects reported in previous months. He has had his hands full with the window winder cable project for the 3-liter cars where a problem arose using the new cable with the heavier windows for the 2-door vehicles. He is expecting at least one completed new part to be available for July.

In the meantime -

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 – June 2017

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

NEW PARTS NOW AVAILABLE	PRICE
VLV107 – 16/80 camshaft includes pair of drive gears.	£1,104.60
PMP206K – 2L low chassis water pump includes bearings and seals.	£725.00
PMP207K – 2L high chassis water pump includes bearings and seals.	£725.00
PMP303K – 3L water pump includes bearings and seals.	£725.00
GRS105 – ENV input coupling (picture to follow next month).	£262.50
DBBDY05 - DB return spring, accelerator pedal 2.6 & 3L (picture to follow next month).	£4.56

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.
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
BRKV06 - Front hubs, V12/LG6.
ENGV02 - Sump, V12.
BDY231 - Interior door pocket securing latch
SSPX13 - U-Bolts Heavy Rear Axle
All cars - range of gaskets in 'Chieftain' material.
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.

BDY211 - Throttle Body lever bush & link.
CLT211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.
CST208 - Radiator cap T-bar.
CST302 - Radiator to head casting, 3L ZM.
GRS233 - Timing gear sprocket set supercharger, 2L.
GSK409 - Rear axle corks pair 4.5L.
SSPX10 - Andre Hartford fitting kit.
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.
Shock absorber mountings & pins, M45.
Rear spring U bolts, LG45.
Fuel filler cap, M45.
Rockers, 4.5L.
PMP103 - High water pump housing, fully machined, 16/80.
PMP104 - Low water pump housing, fully machined, 16/80.
ZM chassis - braking system (13 parts).
4.5 axles - differential units, small gears, cross to which they are fitted & large gears.
Various half-shafts.
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 – June 2017

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

NEW PARTS AVAILABLE

VLV107



VLV107 – 16/80 camshaft
includes pair of drive gears.

PMP206K



PMP206K – 2L low chassis
water pump includes bearings
and seals.

PMP207K



PMP207K – 2L high chassis
water pump includes
bearings and seals.

PMP303K



PMP303K – 3L water pump
includes bearings and seals.

LAGONDA CLUB, Southern Area

LAGONDA CLUB AND RAPIER REGISTER

JOINT PUB MEET, FROM 12.00 MIDDAY

ONWARDS, ON WEDNESDAY 26TH JULY 2017

Jane Anderson is very kindly organising a mid-week pub meet at The Red Lion, on the A275 at Chelwood Gate, Haywards Heath, RH17 7DE. Tel. No. 01825 740836.

This is a fine opportunity for members of both clubs to meet and chat in glorious summer sunshine in the centre of Sussex.

Jane has asked if the landlord might be able to reserve parking outside the front of the pub, and they may do so if a reasonable number of Rapiers and Lagondas (or other fine cars come to that) turn up. In order that Jane can call them beforehand please could you let her know you are attending with your pride and joy so she can supply numbers. Jane can be contacted on 01798 865108 or janegog@hotmail.co.uk

With numbers known, tables and likely food requirements can be organised.

This is a very popular pub, and those not bringing an older car and looking for a meal must book directly with the pub on the number given above.

For any other information, please contact Michael Drakeford on 01903 872197 or by email at michaelwdrakeford@hotmail.com