



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

# NEWSLETTER

## MEMBERSHIP SECRETARY:

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Written By: David Edwards

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## July

- 8<sup>th</sup> AMOC Snetterton 300 Race Meeting Snetterton, Norfolk (Pre-War Team Challenge Round 2)
- 23<sup>rd</sup> VSCC Formula Vintage Race Meeting, Cadwell Park, Lincolnshire Round 3
- 26<sup>th</sup> 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)

## August

- 5<sup>th</sup> Bentley Drivers Club Race Day Silverstone, Northants (no pre-war Lagonda Race)
- 5/6<sup>th</sup> VSCC Prescott Hill Climb, Gotherington, Gloucs
- 12<sup>th</sup> AMOC Brands Hatch Race Meeting (Pre-War Team Challenge Round 3) Brands Hatch, Kent
- 12<sup>th</sup> VSCC Formula Vintage Race Meeting - Round 4 Mallory Park, Leics.
- 13<sup>th</sup> Brooklands Reunion, Brooklands, Weybridge, Surrey (Contact Michael Drakeford 01903 872197)
- 19th LC W Midland Area Lunch The Kings Arms Ombersley

October 1<sup>st</sup> will be the first Annual Gathering where the Post 1945 Lagondas are featured. Not only are we looking forward to an excellent turnout, probably the largest collect of Post 1945 cars ever, but at the dinner the previous evening there will be a table/tables specially set aside for their owners. If you are attending with one of these cars do make sure the organisers ([michaelwdrakeford@hotmail.com](mailto:michaelwdrakeford@hotmail.com)) know in advance.

This month's letter is written by David Edwards who divides his affections between his faithful 2 litre and a, rather more weather proof, Rolls Royce Doctors Coupe.

"It all began in response to an advert placed in V.S.C.C bulletin by a great friend of mine from the Prescott start line, John Boulton. A retired army Captain living in Corfe Devon answered. He had a collection of 2 litre components supplied by the well-known Lagonda guru Capt Ivan Forshaw. Unfortunately his retirement plans for rebuilding the 2 litre came to nought so he wished to sell.

After an exciting tow back to Cheltenham behind John's Mark 6 Bentley special, I started work but needed to source some long wings. One day the telephone rang and the caller enquired "Have you recently purchased a 2 litre Lagonda?" Well yes I replied, may I help? He told me the story that he had viewed the same car and had researched the availability of the wing replacements. On his return the car had been sold ! My apologies were profuse and quite genuine. He then told me that Wakefield and Son Ltd., off Oyster Lane Byfleet, were manufacturing a complete set of wings in aluminium, copied from a genuine 2 litre car, and was I interested ? I like to think that in a similar situation I would have been just as magnanimous .....but I am not sure!

Finally, my re-wiring and brush painting allowed Pearl (named by the army Captain's daughters) to blossom, but starting was a problem. After much tinkering and head scratching I found that the magneto was giving a poor spark which explained the non starting problems. Since then we have had many adventures including the Brooklands Centenary celebrations, where we had multiple tyre problems, but Pearl has always carried Gill and myself home.

Years ago, for a fee, one could lap the Silverstone track on practice day of the vintage meeting. I did several laps but after being buzzed by Bentleys, Bugattis etc. both to right and left it persuaded me that the paddock was a tad safer, especially as I was flagged for not taping the head lamps! As for hill climbs, one entry at a very wet Prescott meeting in 1985 solicited the comment from my start line colleague that he would only require an egg timer for my second run!

We have enjoyed hundreds of miles doing John Fitton's spring tours all over the country and in Wales - Have we had problems ? - a collapsed block side plate due to corrosion on Dartmoor was overcome by stuffing with much rag held in place by the dynamo (John Batt's Lagonda expertise to the fore !) I relined the slipping clutch but never again - gosh it is so heavy. I've also relined the brakes with the Ferodo linings obtained from the main distributors, conveniently within walking distance of the Dental Hospital in central Birmingham - a wonderful city.

In May 2011 John Fitton took a well-earned rest and rather rashly Walter Thompson and I arranged The Cotswold Tour at Dormy House in Broadway. Only then were we able to appreciate John and Joan's sterling efforts, over many years, in organizing their wonderful rallies." David Edwards.

In all the political turmoil of the past few months a significant piece of legislation (at least for motorsports enthusiasts) has received little attention. After a long campaign by the MSA the power to suspend the Road Traffic Act has been devolved from Westminster to local authorities, meaning that event organizers no longer need an Act of Parliament to host a closed road motor sport event. I don't suppose we will see a "24 Heures du Le Manchester" but the revival of some historic hill climb venues (South Harting ?) is a real possibility. As we ascend some of these glorious hills the idea that we might one day be doing this in anger, has come a step closer.

The other bit of legislation that could affect us is the "Vnuk" case mentioned previously. This would require vehicles such as racing cars, (and even garden tractors) that are never used on the public road, to have third party insurance. The MSA and others are doing all they can to ensure that this does not come into effect.

Michael Drakeford, a great supporter of The Brooklands Museum, reports on the Double 12, a particularly special event this year in celebration of the re-opening of the finishing straight after nearly 80 years. There were 140 cars selected, dating from 1897 to 1939 all of which had a Brooklands history, to give a demonstration run. After the official re-opening by the Earl of March the cars, 20 cars at a time, ran up the finishing straight and on to the banking. The effect was dynamic, exhilarating, and a cacophony of sound. To see these pre-war cars taking to a significant part of the track was a sight and sound to behold and to be remembered for a very long time.

As for the 'Team Lagonda' those watching the sprint on the Mercedes circuit witnessed Nigel Walder in his M45, Andrew Cheyne in his 3 ½ / 4 ½ special, Christopher Rhys-Jones in his Lagonda Rapier special, Annette van Wortel in a Lagonda Rapier, and Ralph Wienrich in a Lagonda Rapier Special. In the driving tests Martin Tinsley with his 2 litre managed to finish ahead of Michael Drakeford in the M45 who suffered badly from the restricted space between bales. The only Lagonda to take part in the Concours was that of Michael and thus also the only club car having entered two events and thus applicable for the overall Double Twelve. However, coming overall 31<sup>st</sup> out of the 41 eligible cars was not the most pleasing of results. One bright point when considering the results was for Southern member David Bracey in his Aston Martin MK II, with which he won the Pre-war 'Grand Tour' award, and was 6<sup>th</sup> overall. Well done, David.

There will be another chance to visit Brooklands on the 13<sup>th</sup> August for the Brooklands Reunion. Please see the attached flyer.

Earlier in June our Northern contingent were out in force at their "local" event VSCC Oulton Park, supported by a few from the South. Mark Butterworth (V12) did well to come 4<sup>th</sup> having started out 8<sup>th</sup> on the grid. He was followed by Trevor Swete (Invicta) 6<sup>th</sup> and Nigel Hall (LG45) just ahead of Richard Reay-Smith, who had performed the "spin of the day", in 10<sup>th</sup> and 11<sup>th</sup> places. Tim Wadsworth (2 Ltr) was 19<sup>th</sup> and Nick Morley (LG45 Sp) 14<sup>th</sup> in his race. Later that same day John Able (LG45) with navigator Andy Pullan came 2<sup>nd</sup> in the experts class in the day/night Targa Oltonian Rally while Tim Wadsworth (2 Ltr) with Brian Green as navigator managed 4<sup>th</sup> in the novice class.

Looking ahead Nigel Paterson 01460 258844, [nigelandkathypaterson@btinternet.com](mailto:nigelandkathypaterson@btinternet.com) reminds us that an informal gathering of Lagonda members from the South West has been arranged at Montacute House, near Yeovil, Somerset on Sunday 10<sup>th</sup> September. Montacute House is a fine Elizabethan manor house, surrounded by lovely gardens belonging to the National Trust. Arrive around 11am, bring a picnic or sample the local hostilities.

On the same day (10<sup>th</sup> September) for those of you who live in the Kent/Sussex area, we are invited to the Tenterden Lions Club Classic Car Extravaganza in aid of their charities. More information from [www.TenterdenLionsClub.co.uk/Car-Event](http://www.TenterdenLionsClub.co.uk/Car-Event)

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

## WANTED

**Wanted for 1930 2 litre s/c.** Smiths "3 wire" petrol gauge. Bronze bottom fed float bowl for HV5 S.U. carburettor (guide size approx.  $2\frac{5}{8}$ " diameter x  $3\frac{1}{8}$ " height) Barry Smith. Tel: 01732 851451. Email [hogswellbarn@talktalk.net](mailto:hogswellbarn@talktalk.net)

**Wanted Smiths cable driven wiper motor** also twin drive that fits onto the gearbox if possible David Wall W48 01603. 782353 office.

## FOR SALE

Dashboard instrument panel switch knobs, to suit 2 litre High Chassis cars. Moulded in resin, complete with nylock nut. I have a limited quantity remaining from a batch made for my 2 litre. £30 each. Contact: [Malcolm.whitehouse@gmail.com](mailto:Malcolm.whitehouse@gmail.com)



Pair of 1920s SU Model HV (dia.  $1\frac{3}{8}$ " ) bronze carburettors for 2 litre speed model. Original and complete condition. Includes bronze inlet manifolds and throttle linkage. New float needles, main jets and main jet needles. Were on my car until this year. £1,200 ONO. Also, 2 litre cylinder head. This has been a spare and in-storage for several decades. £200 ONO. Contact Paul Seller 07972 527193

**1931 Lagonda 2 low chassis tourer.** Lovely unmolested car with continuous history going back 70 years. Original body and fabric, including on the bonnet sides which is rarely seen today. Nice mellow interior with a good hood and a complete set of original sidescreens. Mechanically very sound, having been well maintained and used regularly. Strong engine and running gear, good tyres and brakes, although they will need re-lining soon. Very reliable and comfortable PVT car, regrettable sale, but I have too many cars. First £95,000 secures. Nick Bell B85. Oxford. 01865 736160, [nickbell3098@gmail.com](mailto:nickbell3098@gmail.com)



## 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\*/

Stephen Babinsky	1050 US HYW 22, Building B, Lebanon, New Jersey 08833 USA	
	N/O	
Ulrich Birkefeld	Dannenkamp 4, Schenefeld, Schleswig Holtein, 22869 Germany.	
	N/O	
Philippe Boitet	27 Rue Des Belles Feuilles, Paris, 75116 France.	
	N/O	
Franco Garbani	Via Pratocarasso 27, Bellinzona/TI, 6500 Switzerland	
	1932 16/80 Tr S10186	333.762.006
John Robertson	9 Holbein Place, London, SW1 8NR	
	N/O	
Gordon Wyles	West Winds Cottage, Bovingdon Green, Bovingdon, Herts, HP3 OLB	
	N/O	

# THE POST 1945 GAZETTE

Lagondas the proper touring cars



**Auction watch** to my attention for sale over the past month.

A nice looking LG6: <http://www.ebay.co.uk/itm/232357809592>  
a DB3L DHC noted by Antony Bowie: <http://www.charterhouse-auction.com/preview/classic-cars-and-motorcycles/cars-july-classic-car-preview/85000-95000/>

a 2 Litre Tourer ; <http://www.bonhams.com/auctions/24120/lot/216/>  
an LG6; [https://www.barons-auctions.com/auction\\_details.php?aid=28&cid=1638](https://www.barons-auctions.com/auction_details.php?aid=28&cid=1638)  
a Towns car ; <http://www.bonhams.com/auctions/24120/lot/285/>  
and Peter Ustinov's 2.6//3ltr DHC is up for sale at H&H auctions - see <https://www.handh.co.uk/about/news/2017/06/15/peter-ustinovs-1953-lagonda-drophead-coupe>

## **Article on one of the early DB2.6L prototypes**

Peter Woodward sent me a link to a web site he found which contains some (mostly Aston Martin) "barn finds" info. There is a page on the site with some DB Lagondas.

One item of particular interest is an article from Thoroughbred and Classic Cars on the "find" of one of the early prototype DB2.6L cars. The article claims the car is one of three of the original prototypes and is fitted with a Cotal gearbox. It also says the chassis number believed to be 24 and the engine number 12. From the photos it is clearly an early car, the grill slightly different to later cars and it is fitted with a sunroof and has the Cotal pre-selector switch on the dashboard which is set out differently to later cars. My DB2.6 saloon shared a shed in Sydney with a similar saloon back in the 1970's which we have lost touch with.

Now, on checking the records I have, chassis number 24 was never released as it was an experimental one, In addition, I do have a record of engine number 12, the records show engine number 10, then a jump to 13 (with engine number 12 noted as having been fitted with car number 4, a prototype). Also there were 6 prototypes built, along with a couple regular production cars fitted with Cotal gearboxes.

The article further states the car turned up in Natal owned by a Sir George Usher, later was returned to the UK where finally, at the time of the article, April, 1990, was purchased by a Lagonda Club member.

So, I have no records relating to a vehicle as written up in the article, but if my records are correct, the article is wrong. I do believe this is an early car and probably was car/chassis number 4 which was fitted with engine number 12 and was in Natal and owned by a Sir George Usher and was returned to the UK in 1973 and spent time in Kent as claimed in the T&CC article. If anyone has any knowledge of such a vehicle and can help clear up any errors, please let me know.

The full article can be found, along with some other photos of mystery vehicles, at:

<http://astonuts.free.fr/ZEBARN/Lagonda.html>

And if you recognize any of the vehicles on that web page and can provide some info please send me an email. I suspect I may be able to identify one or two by comparing photos with those on Ron Press's site.

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

Confirmation of one new item since my last report: accelerator pedal springs which are up on the Club's website.

I am trying to discover if, for the steering rack, having the rubber end cap ( not the main rubber gaiters ) reproduced, is feasible. If I can obtain a sensible quote would there be much interest?

The somewhat protracted production of various lock washers and shims - steering rack, suspension, etc. should complete by the end of this month.

The item last month, put in by Nick on my behalf, might have alarmed anyone who has purchased 3 Litre window operating drive cable. A word of clarification is probably in order. Due to a very small difference between the original Lagonda cable and that supplied to us it has been discovered that on 2-door cars with the heaviest of windows, use of this cable can result in intermittent jumping of the rack on the gear wheel teeth. For the 2-door cars and as a precaution against any other problems I am having some new cable, exactly to the original, manufactured and it is expected very soon.

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](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)



## SPARES NEWS – JULY 2017

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

### NEW PARTS NOW AVAILABLE

	PRICE
PMP206K – 2L low chassis water pump includes modern bearings and ceramic seals.	£725.00
PMP207K – 2L high chassis water pump includes modern bearings and ceramic seals.	£725.00
PMP303K – 3L water pump includes modern bearings and ceramic 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.  
ENGVO2 - 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.

### NEW PARTS AVAILABLE

**PMP206K**



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

**PMP207K**



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

**PMP303K**



**PMP303K – 3L water pump includes modern bearings and ceramic seals.**

# LAGONDA CLUB, SOUTHERN AREA

## Brooklands Reunion on Sunday, 13<sup>th</sup> August 2017

We are pleased to confirm that all Lagonda Club members have been invited back to Brooklands Museum for the annual Reunion. This year the event celebrates the 110<sup>th</sup> Opening of the Circuit and allows cars to experience the re-opened finishing straight.

Lagonda owners will have the opportunity to compete for the 'Robby Hewitt Brooklands Memorial Trophy', which will be awarded to the best Lagonda present.

The event at this historic circuit, will again be limited to vehicles from 1907 - 1939. This will engender the pre-war atmosphere of club meetings in the 1930s with some of the actual cars and motorcycles that were using the circuit at the time.

For cars owners that register to take part there will be an opportunity to participate in various activities such as ascending the Test Hill, and a cavalcade on the Mercedes-Benz circuit. This year the Finishing Straight has been re-opened following the removal of the 1940 Bellman Hanger and 'Racing starts' will be held. We expect that Cars are to be lined up and set off from the bottom of the hill and proceed up towards the Members' Bridge. This is a fine opportunity for those that do not participate in the VSCC races to find out what it is like to start on a grid with other cars.

There is free admission for the driver and a passenger of participating cars. Drivers of other pre-war cars will receive a discount on tickets if they pre-book the event. Only pre-war vehicles can enter via the Campbell gate. The organisers will be pleased if drivers and their guests are dressed in period costume to add to the atmosphere of the event. Food and liquid refreshments will be available for purchase during the day.

The closing date for applications to take part in the track and site activities is 2<sup>nd</sup> August. Details of the application process are available from either [michaelwdrakeford@hotmail.com](mailto:michaelwdrakeford@hotmail.com), or Steve Castle at the Brooklands events department at [events@brooklandsmuseum.com](mailto:events@brooklandsmuseum.com). Owners taking part are asked to arrive by 10.00am and stay at Brooklands until 5.00pm.