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NEWSLETTER

MEMBERSHIP SECRETARY:
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Written By: Nigel Paterson

No 449

October 2017

October 7 th 21 st 22 nd	VSCC 3 grid Combe's Autumn Classic in Wiltshire VSCC Autumn Sprint, Rockingham, Leicestershire LC Southern Area Pub Meet, The Cricketers Arms, Wisborough Green, W Sussex (Contact Michael Drakeford 01903 872197)
November 5 th 21 st	London to Brighton Veteran Car Run LC Anglia Area Pub meet. The Mole Trap, Tawney Common, Essex CM16 7PU. Contact John Stoneman

The weather forecast was dismal, but the 53 Lagonda owners who brought their cars to Wokefield Park for the Annual Gathering on Sunday were not put off, and were rewarded with a dry day, if a little wet under foot, a stunning display of cars, and a most convivial occasion. The stars of the day were the 23 DB cars, assembled by Alan Heard, the largest number ever to be in one place at one time, and what beautiful cars they are. A fuller report can be found in the THE POST 1945 GAZETTE section of this Newsletter. Much thanks must also go to Michael Drakeford, Len Cozzolino and their helpers for their hard work in organising another highly successful Gathering.

At the AGM the Chairman, John Sword, said that the Board has realised that there are times when it would be helpful to know if one or some of our Members could give them specialist advice on matters that come up occasionally in their discussions. They realised they were not often aware of the wealth of talents that could be available from the Membership.

Consequently he asked if Members [and Partners] could let them know of their 'Expertise, experience or Professional skills' that could be called upon, if needed, to assist the smooth working of the Club. Please would you let the Membership Secretary (Colin Bugler admin@lagondaclub.com) know of your areas of specialism that could, if requested, potentially help the Board in future. This list will not be published and will be held by the Membership Secretary and the Board in confidence.'

Nigel Paterson our South West Representative recounts his Lagonda experience as follows :-

I'm writing this in early September, but by the time this is read, we'll be into October. By this time my car will be beginning its annual hibernation, having been serviced, cleaned and any repairs done. The lanes in Somerset become so muddy in winter, it's not worth considering taking out a cherished car, as you'll spend the next day cleaning it. My car is a 1931 low chassis 2 litre, in very original condition. It was originally supercharged, but this was removed in the 1930's, leaving all the other parts for such a car in place. When I bought the car, about 15 years ago, I replaced a single SU carburettor with a pair of Solex carbs. However, it was difficult to start the car with these fitted and warm starting was a bit problematical. I put this down to the low suck on the carburettor venturi, which prevented the enrichment devices on the carbs from working effectively. This could be due to the low compression in the engine, because it retains the flat top pistons from the supercharged car. The mark one solution was to fit a Kigas system. This facilitated cold starting, but warm starting was still unpredictable. This year, an improved Mark two

system has been built, which I'm calling a sliding strangler. This throttles both venturi to improve the suck on the enrichment devices on the carbs. All made with parts supplied by that well known Lagonda parts supplier, B&Q DIY superstore in Chard. It works perfectly, so now cold and warm starting are reliable. Only trouble is I need 3 arms, one for the enrichment device, one for the strangler and one to push the starter button! I'm working on that one.

My insurance renewal letter came in the post today. I've always used a well-known broker who specialises in classic cars. This year they're saying my premium will go up from £260 to £340. I thought at the lower price it was getting expensive, the new premium sounds as if they're taking advantage. So, I've googled 'historic car insurance' and immediately come up with another specialist broker. They've quoted £145 with the car valued at double the amount I had specified with the previous broker. Guess which one I've accepted. With car insurance, it certainly saves money to look at alternatives, however do make sure your existing or new insurer gives you the right to salvage in the event of total loss. At the AGM Colin Bugler related the case of a 2 litre owner (not a Club member) who's car was badly damaged in a garage fire caused by a faulty dryer. The insurance company deemed it beyond economical repair, collected the car which was then promptly crushed like any bit of modern tin ware. What a loss.

There's been much unwelcome news for car enthusiasts in the media lately: driverless cars, electric powered Noddy cars and stopping the production of diesel and petrol cars after 2040. I guess many of the grandiose plans won't happen that quickly, but if they did, I can see it making life awkward for historic vehicle owners. Most of our cars are now over 70 years old, and could be kept on the road indefinitely. However, I can see that fuel supply may become more problematic beyond the next 20 or so years. I organised a get together for Lagonda owners in the SW for 10th September, at Montecute House, near Yeovil. An event like this is very weather dependent and the weather forecast was not particularly good. On the day 8 very nice Lagondas arrived (4 pre-war and 4 post war). It was a good venue for a small meeting, as we parked in the courtyard of the stable block. The owners had time to chat, before going for lunch or to visit the house or village. Visitors to the property commented on how nice it was to see the cars parked together.

Have missed most of the car shows this year, due to holidays, family visits and medical things. But I did manage to go to the Thornfalcon Classic Car Meeting. This is organised by a car company of the same name on a Sunday in early September. About 750 cars ranging in dates from the early 1900's to the present time, with a wide range of vintage cars came along. It's totally informal, just turn-up and go when you wish. A very enjoyable way to spend a Sunday! My head was turned by a very nice Bentley Continental that was for sale. Probably best not to go there though, as Lagonda's are easier to repair! Hope your Lagondas go well during the coming year! Nigel.

Not all of us will be putting our cars away for the winter just yet. The VSCC have two more speed events to go. Next Saturday 7th October there is a set 3 grid at Castle Combe's Autumn Classic in Wiltshire and on the 21st, what was to have been the Goodwood Sprint, has been moved to Rockingham in Northamptonshire.

During September we have had some success on track and hill. At Snetterton Nick Morley LG45 triumphed on handicap in his race and at Prescott on the long course Paul Tebbett in the LG45/M45 also took away the handicap prize but Andrew Cheyne was not so fortunate. In rather more gentle competition at the VSCC Madresfield Driving Tests, Mark Yeoman's 1923 11.9 2 Seater Tourer gained a 1st Class Award, 2nd in Class B and came 5th overall out of 66 entrants. It is a long time since a Lagonda Light Car has appeared in any result sheet for a VSCC event and it was the only Lagonda entrant.....so the light cars kept Lagonda's end up at what was the 70th anniversary event. Mark went on to win Best in Class and the Ladies Choice at the Annual Gathering.

The government have recently published their decision on the Roadworthiness testing for Vehicles of Historical Interest. Regarding MOTs, the situation remains "as is", despite this being out of line with the majority opinion of consultees (including this club). However vehicles that have been 'substantially

changed', will be subjected to MOT inspection if the power/weight ratio has been enhanced by more than 15% - who and how this will be determined has not been specified. For those who would like to delve into the detail all will be found at <https://www.gov.uk/government/consultations/roadworthiness-testing-for-vehicles-of-historic-interest>

Peter Walby sends us the sad news that Frank Storrs died on the 16th September 2017 (age 85) in hospital after a short illness. He was a stalwart of the Lagonda Club owning his LG45 tourer (ABL 97) since the 1960s which he passed on to his son David (a Club member) some years ago. Frank joined the Club in 1973 and he and his wife Erica used and travelled widely in the car on many Club tours including the Continental rallies. Anne and Peter attended his funeral service in Donegal in their M45 on a glorious sunlit September day where Frank's deep interest in people was widely acclaimed. It was largely his use of the car as his everyday transport and then racing at the local Kirkiston and Bishops court circuits and driving the Craigantlet Hill Climb that encouraged Peter's abiding interest in Lagondas.

We also have to record that one of our Australian members has died – Wes Southgate who joined the Club in August 1966 with his LG6. The car is now being looked after by his son Mike who has joined the Club. Sincere condolences to family and friends of both members.

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

WANTED

1953-1957 Lagonda 3 Litre Mark II DHC in good or excellent condition. The car should have a good body, chassis and interior, but can have technical / electrical problems. I will be at the AGM on October 1st. If you are considering to allow your car to find a new garage and caretaker, please contact me at hermannschaller@msn.com or call 00-1-941-564-5638 (Florida).

FOR SALE

The Autocar Volume 1: the first year's weekly issues - Saturday November 2nd 1895 to Saturday December 26th 1896. Half bound in leather and buckram (I think!) on board with gold blocking. In remarkably good condition; few signs of use, no dog-earring, some scuffing to the edges and corners of the cover, binding still generally tight. A rare and authoritative insight into Victorian motoring. £1,950; method and cost of posting or delivery to be discussed. Arthur Brend (B1), Dorset. 01929 462229 or agbrend@gmail.com

Aluminium bulkhead one of several cast years ago, so no cracks. As new never fitted. I guess £3,000 must be reasonable when compared to the cost of other new parts. David Wall W48. Office. 01603 782353. Or. 07765836271. I think this fits all cars late vintage to 1935.

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)

Lagonda Instrument Restoration

Professional restoration service and supply of pre-war Lagonda instruments. Also vintage racing type instruments supplied to order such 6" Rev.Counters etc. Contact Patrick Henry. Phone 07342 306690 Email:- vintageinstruments@hotmail.co.uk (Trader)

NEW MEMBERS

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

B 78	Peter Bennett	MDV Specialist Engineering Ltd, Runway 2, Bradwell Airfield, Bradwell on Sea, Essex CM0 7QF N/O	
B 81	Werner Brunner	Talstr. 20 D-73337 Bad Überkingen, Germany 16/80 Tr S10322	GP N 1933
D 7	Steve Darnell	Qualitanks Services Ltd, Harrison St, Widnes Cheshire WA8 8TN 14/60 tr OH 8607	YV 6223
G 38	Lloyd Godding	7 Clos Elphan, St Melloons, Cardiff. CF3 2AE N/O	
H 53	Heiko Harms	Borsteler Chaussee 130, Hamburg 22453 Germany M35 Tr Z11302	HH 0709
K19	John Keatley	11 Desertmartin Rd, Magherafelt, N Ireland, BT45 5HD N/O	
S 80	Jay Sherwin	Merlins, Uckfield Rd, Clayhill E Sussex BN8 5RU LG45 Sln 12254	DOL 606
S 83	Rob Smith	1 Houlton Court, Bagshot, Surrey GU19 5QQ N/O	
S 82	Mike Southgate	4 Datson Place, Junortoun 3551, Victoria, Australia LG6 DHC 12310	UGX 827
T 20	John Topp	PO Box 207, Hampton, Victoria, Australia 3188 DB2.6 Sln LAG/50/204	n/a
W14	Reinhard Weinstabl	Dornbacherstrasse 82, Vienna 1170 Austria, V12 Cabriolet 16065	066660

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

John Topp of Hampton, Victoria Australia 2.6L Saloon LAG/50/204

This car of particular interest to us here in Australia as we have no information on it. It was one of our "unknown" vehicles so we hope to get in contact with John to find out what history he may have on the vehicle. It was the next vehicle built to one which recently changed hands here.

Our 100th Edition of the Gazette

Still finding things to write about after 8 years as interest continues to grow in these David Brown built Lagondas and we continue to seek stories on your car, or related topics which may be of interest to other owners.

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Stop Press

The 2017 Lagonda Gathering report on the DB Lagondas.

The Met Office predicted rain for Saturday, fortunately there were only a few spots, otherwise it was a very pleasant day. On Sunday they predicted very heavy rain and fairly high winds with this forecast it looked like it was going to be a wash-out for our Lagonda Gathering. At about 8 am on Sunday morning there was a little drizzle but the rest of the day was dry but cloudy, lucky for us the Met office were way off the mark, but I am sure this bad forecast affected this year's Lagonda Gathering and the total amounts of cars coming and it is for that reason that I am mentioning the weather forecast.

Lagonda Gathering /AGM Weekend, Saturday 30th September and Sunday 1st October 2017.
Specially invited Guests:

Adam Brown (Grandson of Sir David Brown) and his Wife Diana.
John Biggs, 92 years old, last known Feltham employee

Saturday 30th September

I arrived by lunch time started the preparation of the Display area with Len Cozzolino and Peter Gilkes assistance and finished by roughly 4.30.

The evening started with pre-dinner drinks at 7pm, I was joined by my daughter Alison, because my wife Carol had gone down with Shingles earlier that week. I introduced Adam and his wife Diana to our President, David Hine and Chairman, John Sword which was a good start to the evening.

Just after 8 pm we all went into dinner. John Sword started the evening with a few words about the club, then after the first course Adam Brown stood up and gave us an interesting short talk about his Grandfather and his company, He then went on to say that as a young boy he was driven by his Grandfather in a DB Aston Martin at 140 mph and thought this an extremely exhilarating and great fun.

Sunday 1st October

During the day most of the Lagondas were photographed. If all goes well we may be able to put a CD together of all the cars, watch this space, in the meantime if anyone is interested just let me know. Though we had the largest display of 23 DB Lagondas ever seen and certainly a club record, there could have been quite a few more. For I had forecast and was hoping to crack 30 DB Lagondas for the weekend but sadly this did not happen, but I understand the weather threat and unforeseen circumstances can get in the way, so maybe next time.

[illegible]

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

As I do not have more news about current projects I will break with tradition and include here information about sizeable collections of used DB parts available from two of our members. Charles Atkinson charles.atkinson1@btinternet.com has an assortment of used parts for sale and so too has Jeff Leeks email@jeffleeks.com . Jeff's parts are from 2 1957 3 Litre cars. Contact either / both for details / lists.

Compiled by Nick Proferes. email: nproferes@internode.on.net

SPARES NEWS – October 2017

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

NEW PARTS NOW AVAILABLE

	PRICE
DBSTG05 - Steering rack lock washer for outer sleeve bolts, DB 2.6L/3L.	£0.88
DBSTG04 - Steering rack lock washer opinion shaft, DB 2.6L/3L.	£0.63
DBSTG06 - Steering rack lock washer for rack guide sleeve bolts, DB 2.6L/3L	£0.88
DBSSP09 - Front suspension, lower ball joint lock wash, DB 2.6L/3L.	£0.74
DBBRK09 - Lock washer, special, brake pedal, intermediate lever pivot boss, DB 2.6L/3L.	£0.62
DBSSP08 - Front hub attaching bolt lock washer, DB 2.6L /3L.	£0.62
DBENG01 - Thermostat positioning brass bolt/pin, DB 2.6L.	£2.02
DBCLT02 - Lock washer, special, clutch pedal, intermediate lever pivot boss, DB 2.6L/ 3L.	£0.76
DBSSP05 - 0.5mm caster shim, front suspension, DB 2.6L /3L.	£1.38
DBSSP06 - 0.9mm caster shim, front suspension, DB 2.6L /3L.	£1.56
DBSSP05 - 2.0mm caster shim, front suspension, DB 2.6L /3L.	£2.34

All prices quoted are excluding VAT and carriage

NEW PARTS IN PROGRESS

CST211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.
CLT209 - Clutch drive spider & shaft.
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.
CST208 - Radiator cap T-bar.
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
BRKV06 - Front hubs, V12/LG6.
ENGV02 – Lower sump for V12.
GRSG902 - G9 2nd speed gear.
GRSG903 - G9 3rd speed gear.
GRSG905 - G9 constant mesh gear.
ENG114-6 - 16/80 high water pump impellor.
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's 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.

CST302 - Radiator to head casting, 3L ZM.
GRS233 - Timing gear sprocket set supercharger, 2L.
SSPX10 - Andre Hartford fitting kit.
Fuel tank senders (3-terminal type), 2L, 3L.
Baffle plate for flywheel (oil thrower), 2L, 3L, 14/60.
2L gearbox input shaft.
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's Gazette for details.

NEW 2018 REGISTER OF MEMBERS AND THEIR CARS

*Closing date for return of this form is **30th NOVEMBER 2017***

We are happy for you to fill in this form and return to (admin@lagondaclub.com) We do not have a fax machine.

We intend to send to all members a new Register of Members in January 2018 and in order to keep accurate and up-to-date records on the Lagonda Club database, which is invaluable when trying to trace the history of a car and its owners, we should be most grateful if you would give below as much information as possible. If you have more than one car please would you use a separate sheet for each vehicle - preferably a photocopy of this form. Photographs (JPEG if email) welcome if you have not sent one previously or if modifications to the body have been carried out. Three photos are best - front nearside, rear offside and one of the dashboard. This makes for easier identification. Please none of the headlamps and radiator alone!!

Very importantly we are concentrating on the exact "Type" details of your Lagonda which appear on the Identity Plate as seen below. Although this means lifting the bonnet, that is the only way we can identify the model as **originally** produced. Any later modifications are irrelevant for this exercise – it is only the **original** details we want. It is also important to let us know if you have sold or bought a Lagonda – keeping track of these cars is of great historical importance.

MEMBERSHIP DETAILS IN **BLOCK CAPITALS** PLEASE

Membership Number _____ (see old Register)	Plus forename as to appear in new Register
Name & Initials Plus partner's forename (if a member)
Address	E-mail – <u>block capitals please</u>
_____	_____
_____	Tel.No. _____
_____	Fax No. _____
County/Country	Mobile _____

CAR DETAILS

Model & Model type	Type of Body
_____	_____
Date first registered	Maker of Body
_____	_____
U.K. Reg.No.	Overseas Reg.No
_____	_____
Please fill in opposite the information on the car's Engine number as found on <u>identity plate</u> and <u>not</u> from the paperwork which is frequently wrong.	Type..... Engine Number..... Car(chassis)Number.....
Number actually found on the <u>engine</u> (often on timing case):-.....	

Previous owner's name and address if known _____

Special or Non-standard features and any known history _____

Please indicate if you want this information to appear in the next Club Register when it is next printed.

Telephone number - YES / NO

Car details - YES / NO

cmail YES / NO

PLEASE POST or EMAIL THIS FORM TO:- Colin Bugler, Hon Secretary, Wintney House,
London Road, Hartley Wintney, Hants RG27 8RN Tel: 44 (0)1252 845451
email: admin@lagondaclub.com