

2018/2019 SUBSCRIPTION RENEWAL FORM

Please renew quickly in order not to be suspended –see below for suspension date

WHEN DUE

1st APRIL 2018

Standard electronic Membership (Newsletters online – magazines by post) **£45**

Full postal Membership (Newsletters and magazines by post) **£60**

SUSPENSION DATE **30th APRIL 2018**

PREFERABLY PAY EASILY ONLINE THROUGH THE LAGONDA CLUB WEBSITE

or

VIA CHEQUE/CREDIT CARD AS BELOW

IMPORTANT: If paying by credit card direct to the Membership Secretary please do **NOT** send details by e-mail as it is unsafe. We prefer members to use the Club website which is simple to use.

**To:- Hon Secretary, Lagonda Club Ltd., Wintney House, London Road,
Hartley Wintney, Hants RG27 8RN TEL: +44 (0)1252 845451**

Either:-

I enclose my cheque for **£45 or £60 (*please state which choice*)** made payable to **Lagonda Club Ltd** for the Club subscription year 2018/2019

- OR -

I wish to pay my Lagonda Club subscription by Visa or Mastercard (delete as required) **not American Express** - please charge either £45 or £60 to my account (**please state which choice**)

****My card number is:-**

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****My Name as on Card**_____

Name_____Mem.No._____

Address _____

County _____ Postcode _____

email address_____

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NEWSLETTER

MEMBERSHIP SECRETARY:
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London Road, Hartley Wintney
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Tel 01252 845451
email: admin@lagondaclub.com

Newsletter compiled By: Tim Wadsworth
To include news items please email Tim at
tim@lagondahire.co.uk
This month's Guest Contributor is:
Jonathan Oppenheimer

No 452

February 2018

February

17 th	LC Anglia Area- Monthly pub lunch meet - King William IV, Heydon nr Cambridge (Contact John Stoneman 01353 649494)
18 th	LC Midland Area -18th February at the Wheelbarrow Castle, Radford. WR7 4LR (contact Robin Balmain 01531 640166)
24 th	VSCC Pomeroy Trophy, Silverstone Northampton.

When Arnold Davey stood down from writing this newsletter, my heart sank. No one could blame him, of course, or criticise his decision. He had put in so many decades of commitment to this task and remains on the club's board, by far its longest-serving member. However, I was sceptical about the way forward, unconvinced that a different writer every month would prove sustainable.

So far I've been proved wrong, and while I still miss Arnold's unique style and dry wit, and his consistent coverage of what was going on in the wider old car world, it has been interesting to read, month by month, so many varied approaches to the task. Last month Chairman Sword got the year off to a good start with a clear account of where the club is at. As a mere ex-chairman I cannot pretend to have my finger anywhere near as firmly on the club's pulse!

Shortly before Christmas John 'phoned to tell me the board had decided that the "featured models" for the 2018 AGM weekend would be V12 and LG6, and to ask me to contact owners of the 100-odd examples of these cars in the club and persuade as many of them as possible to bring their machines to Wokefield Place in September. He remarked that this might be a harder job than usual because of the large proportion of V12s in particular now residing outside the UK. I thank Len Cozzolino for sending out my letter, most efficiently, to all the relevant members.

The initial response was encouraging, a number confirming their intention to bring their cars and some explaining that they are really just too far away, but even one or two of these hope to attend, although regretfully they must leave the Lag at home. Encouraging, certainly, but then the responses slowed and stopped, and I have yet to hear from the majority. So here is a *gentle* reminder: the Annual Gathering will be at Wokefield Place on 29th & 30th September and we want to see THE BIGGEST ASSEMBLY OF V12 & LG6 CARS SINCE THEY LEFT THE FACTORY! If you own a V12 or LG6 please let me know at jwsopp@gmail.com whether or not you will bring it to the gathering.

These beautiful cars display remarkable variety, from Frank Feeley's supremely elegant short chassis saloons and dropheads to imposing Hooper limousines and bodies on all three available chassis lengths by the gamut of pre-war coachbuilders. I hope we shall attract a wide representation of cars from across this range and in a variety of conditions, from beautifully restored examples to works in progress and un-restored originals. All will be welcome, whether their owners are currently members or not, although I hope that the camaraderie of our annual weekend and the mouth-watering sight of dozens of assembled Lagondas will persuade any non-members that the modest subscription is money extremely well spent. The restoration of my own V12, the prototype dhc ARD 246, would have been impossible without the generous advice of other club members, in particular our President, David Hine, Alan Brown and the late Michael Valentine, together with the long-suffering Spares Department! Since its restoration was

completed in 2005, when it won the club concours, ARD has covered well over 30,000 mostly trouble-free miles on trips to France, Belgium, the Netherlands, Germany and Scotland (including the Orkneys and Shetland) as well as many shorter journeys in England, where it has served as wedding car for my daughter and two of my nieces. Such troubles as we have had have almost all been caused by modern electrical components such as condensers and coils, or by the use of 4-Life coolant, which seemed to work well for five years before causing a piston to pick up. The importers had persuaded the VSCC to publish a specific clean bill of health for this product, but they later admitted to me that it uses OAT (Organic Acid Technology) like other red coolants and not IAT (Inorganic...) as we have all been advised to use in old cars. The only time the V12 has itself been responsible for things going wrong was on a trip to Scotland last autumn, when repeated but intermittent failure of the starter motor to operate after motorway driving turned out to be the result of fouling by oil mist from the engine breather.

One car that I would be delighted to see but which probably no longer exists is the prototype short chassis saloon that shared the same two-tone swaging on the body as my drophead. Both types were illustrated in drawings by Connolly for the initial V12 and LG6 brochure, of which I have a copy and I once saw a photograph of this car on the Lagonda stand at the October 1937 Motor Show. This appeared on the front cover of a trade magazine for exhibition stand makers that I saw in the office of a business that used to be next door to my own. The owner promised me the magazine when he had read it, but did a midnight flit to evade his creditors!

Finally on the subject of V12s, owners have another opportunity to meet up & show off their cars to mark the 80th anniversary of the model. Through the good offices of Nic Waller we are invited to bring V12s to the Bentley Drivers' Club Rally At Stonor Park on 10th June. Please contact him (nic@nicwaller.co.uk or 0787 5516817) for further information or to confirm attendance.

Since relinquishing the chairmanship and retiring from my business I have diversified a little in my old car interests, and now have two non-Lag restoration projects on the go - a 1938 Lancia Aprilia and a 1947 Bristol 400. Incidentally, these cars seem to appeal to other Lagondists: Peter Blenk is restoring an Aprilia and there is a small but solid Lagonda chapter in the Bristol Owners' Club, while Bristol will follow Lagonda as "Marque of Honour" in this year's Fougères Rally.

My Aprilia had been imported, without papers, from the Czech Republic and the Bristol, similarly unencumbered, from Sweden. In the latter case, thanks to a fellow Bristol owner in Sweden and gurus in the UK, I have been able to get copies of every relevant document from the 1947 shipping advice note through all its history in Sweden. According to the DVLA's guidance notes, the Bristol's registration in the UK should be straightforward. However, for both cars the bureaucrats insisted on an inspection by the relevant club and a dating certificate signed by the club's DVLA-recognised signatory. Fair enough, I thought and arranged the inspections. Both clubs assured me that the DVLA had never failed to register any car they had certified. The respective certificates was signed by the Lancia Club Secretary and the Bristol Owners' Club President, each after thorough inspection by the nominated expert for that particular model. Both were rejected, DVLA now insisting on further inspection at public expense by its nominated contractor, SGS, who will only inspect a car that is fully restored and running! SGS is a large certifying firm operating in such areas as oil drilling. It is inconceivable that it can match the expert knowledge of a specific model of old car of the person nominated by the relevant single marque club!

Resort to a taxpayer-funded subcontractor undermines single-marque clubs, insults their volunteer experts and wastes precious time. The excuse is made that this is a consequence of fraudulent certificates issued for fake cars. However, such accusations have been levelled at less than a handful of clubs and can only arise where a car's potential value is greater than the cost of creating a convincing fake. None of this applies to the vast majority of old cars, including my own, whose ultimate value falls way below the cost of a thorough restoration let alone a start-from-scratch fake! Bristol Owners' Club President, Geoffrey Herdman, agrees that the DVLA must be resisted on this. He will re-inspect my Bristol (the 19th built, including four prototypes) and submit another full report and dating certificate to the DVLA. Watch this space....

As Spring approaches the calendar starts to fill up and, thanks to our hard working area reps, there is plenty of Lagonda activity to get you out and about. First up is the **Suffolk Dinner/Weekend on April 7th** (flyer in the January Newsletter)

This is followed by the traditional **Northern Dinner and Awards on Friday 11th May**; a dinner booking form will appear next month. Arrangements are well in hand for the Friday Tour, which will meander through the Howardian and Hambleton Hills, where the White Monks built their Abbeys, taking in attractive small villages and with a pre-arranged but informal lunch stop. Make your reservation with Monk Fryston Hall Hotel, perhaps for the Thursday as well as the Friday if you are a Tourist. There are still rooms for both nights being held for us, but you are encouraged to be quick! The phone is 01977 682369 - mention that you are with the Club.

The Annual Trophies will be presented at the dinner so Martin Sumner (Trophies Officer) needs them back **NOW** Please return to Martin at Silver Birches, The Street, Stoke by Clare, Sudbury, Suffolk CO10 8HP Contact Martin on 01787 277729 or e-mail mjsumner@silverbirches.co

For a very convivial and reasonably priced overseas jolly the non-competitive **Hill Climb at Chanteloup les Vignes** is recommended, this year on June 2nd & 3rd For details see www.comiteducentenaire.org

Looking ahead to next year there is a flyer attached for **The Northern Rally** being organised by David Hine.

Early booking advised ! Likewise Midland members were circulated by Robin Balmain to say that their first get together will be a joint meeting with the VSCC at lunchtime on Sunday 18th February at the Wheelbarrow Castle. The pub is on the A422 between Worcester and Alcester at Radford. WR7 4LR.

Equally Southern Area members should have heard from Michael Drakeford that their first event is a pub meet at the Cricketers Arms, Wisborough Green on April 22nd.

The competition year has got off to a good start. John Able with navigator Andy Pullam in the LG6 were the outright winners of the VSCC Measham Night Rally dropping just 5 points for the entire event. Well done. Over in the Netherlands Otto and Hiltje van Blaricum were the first post-vintage in the 100 Miles of Amsterdam in their 1931 2 litre, while, with a little less exertion, Bill Tomlin in his LG45 came second in the concours at the Royal Oak Much Markle on New Year's Day.

If you are not out and about yet and need a source of nuts and bolts to complete your rebuild, Mike Pilgrim recommends Surplus Supplies, Rosengarth, Mill Lane, Caunton, NEWARK Notts NG23 6AJ website: www.polished-stainless.com Their wide range of fasteners includes BSF, BSW, BSC, BA, Unified, & Metric, in plated high-tensile steel and in stainless steel with machine or polished finish.

David Bracey has been doing good work on our behalf and secured discounts with a number of organisations. Please see the flyer for details. In addition DFDS Seaways have offered us discounted fares on certain ferry crossings; details of which can be found by following this link or by typing the address into your web browser. <https://www.dfdsseaways.co.uk/offers/lagonda-club>

To claim your discount online quote code: CSCR-71LBUS. We have been told that members do not need to present the attached flyer to claim their discount in-store but they will need the code and it would probably be wise to take along your membership cards when they've been issued. As usual, Terms & Conditions apply and the Lagonda Club accepts no liability. Please let David Bracey have feedback on how the system is working so that we can keep an eye on things. dcbracey@gmail.com & 01622 751493 David would also like to hear from members with any suggestions for suppliers or other businesses that they think might help with discounts so that he can make a formal approach.

News came in during the month that our member Nick Birch had died. Nick was living at Ross-on-Wye and owned an LG45 DHC. The Club sends sincere condolences to Nick's family and friends.

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

WANTED

For 2 litre s/c. Original pattern supercharger blow off valve, or details to aid manufacture. Working steering wheel central (horn) button or complete Bakelite throttle/ignition assembly. One rocker box vent in restorable condition. Barry Smith. 01732 851451 hogswellbarn@talktalk.net

For M45R T9 Rapide. Photo or diagram of Rear Smith's Jackall Jacking System mounting bracket, and if possible a picture of the method of the mounting of the pump. Contact Tony Dutton norenginc@aol.com

FOR SALE

Early M45 T7 project possibly for sale or trade for something turnkey. Lots of work done and money spent too much to list here. Not a "fire sale" Email for details I am in Canada oldmill@kingston.net

SKIHI JACK complete with original handle. The jack inscribed "MCLD 2 Skihi". Its original handle is 25 inches long. Stands 7" high when fully down. 14½" high with screw extension. Open to offers please contact J Robbins tel 01934514879, email, 180joemar@gmail.com (Non member)

Drawing of 14/60 The picture I had commissioned cost me £500 back in 2002. Offers above £250. Call Helen Goddard 01226 351824 or 07940 871811 (Non member)



Lagonda LG45 DHC June 1937, Sanction 3 engine with G10 centre change synchromesh gearbox. Much work carried out over the years including, engine was rebuilt in 1961, body repainted, the interior completely retrimmed the rear axle has been rebuilt with a new CWP, the magnetos have been refurbished and the front wheels rebuilt with new hub and other works by John Ryder, The car has only covered 6000 miles since 1974. There are some issues to be addressed, for example the hood is worn along its side panels and some of the door glasses are yellowing. My strong preference is for the next owner to be an enthusiastic club member who will enjoy driving and maintaining the car. **For further information please telephone Peter Chester (10989 562106) who is selling the car on behalf of the Owner's widow.**



Screwdown greaser with attached adaptor for lubricating the driving pins of the 2 & 3 litre clutch. A bit more capacity than the original toolkit item (often lost by now), nicely made in brass. Every vintage clutch should have one, and I have a few left. Will do another run if huge demand! £21 inc.p+p, paid by cheque, or at the Northern Dinner. Nigel Hall, H39, nigelhallgb@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. (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*/

M 69 Dr John Matthews 22 Kippax Avenue, Wells, BA5 2TT
1922 11.9 K 4177

BC 6389

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

No new post war owners joining this month.

Auction watch

Only one DB2.6L DHC for sale has come to my attention over the past month

<https://www.strattonmotorcompany.com/listings/1952-lagonda-2-5-drophead-coupe/>

Wedding Cars

No progress on the Lagonda engine since last month, it still sits awaiting camshaft removal to see what has befallen the No.6 exhaust valve

One thing I did learn though, is that my recently installed electronic ignition system works very well. When I had all six plugs out of the cylinder head and just sitting on the cam cover, in turning over the engine to make sure they were all firing, each gave a hot white spark with a nice popping sound. Checking the timing an issue though with no points, more later.

AGM CD now Available

Alan Heard has advised me that he now has a CD of the AGM available and if anyone would like a copy they are £10 including postage just cover his costs.

It covers the evening meal on Saturday and members speeches etc. and the cars on Sunday plus the prize giving and many stills. most Lagondas are in it.

So if you want one, contact Alan

1 Beaufort Gardens, Ilford, Essex. IG1 3DB ph. 0208 554 8938

alandheard@yahoo.co.uk

More on the Earls Court DB2.6L Chassis

When I went to look at the chassis back in the early 1970's with the chap who bought it, we were told the motor and gearbox had been removed and put into an Aston Martin DB2 here in Australia. I've been searching with the help of some others to try to find which car and if it still has the engine. It seems not a lot of car clubs record members engine numbers but by going through old records we finally located the car. Original engine from this chassis along with its gearbox, was removed and fitted to Aston Martin DB2 LML/691 in 1969, the car was on sale at Classic Throttle Shop in Sydney, Australia in 2012. We are unsure of its present location but are trying to track it down.

As for the mystery cylinder head fitted to the chassis on display at the Gosford Classic Car museum, in reading through Donald Bastow's book on W.O. Bentley and looking closely at the photos of the prototype Lagonda 2.6L engine on a test bed, we are now pretty certain that the mystery head is either that very one or a spare made at the time. The other possibility, that it was from the 6 cylinder engine which WO designed for Armstrong Siddeley has been

ruled out as Bastow says that engine had inlet and exhaust valves and associated bits reversed to the Lagonda engine, though it was otherwise of similar design.

We need ideas for spare parts

Martin's list of spares is growing for post war cars but we reckon we can do much more. So looking for more ideas, especially for perishable parts like rubbers or parts which can be NC machined. I recently realized that a UK company I've been buying parts from for years for my Ariel motorcycle carries an extensive range of Lucas parts. Many of these are 6 volt but there are a lot of grommets, insulators, switches, bulb holders, and so forth which may suit our cars. Martin is looking through them (some 700) and I expect some will appear in his list of where to order components. So if you have any ideas email Martin directly.

In other spares news, Jeff Leeks still had a wide range of Lagonda 3L DB parts for sale. If you'd like a List of the Parts/Spares for sale ranging from an engine, gearbox to instruments and wheels, many are suitable for both 2.6 and 3 litre cars, please contact him initially by email, email@jeffleeks.com All the items you request can be photographed, if required, and priced accordingly, excluding any delivery charge. Viewing of the items are welcome by appointment---see L 9 in the latest Register of Members for his address and other contact details, near High Wycombe.

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

For some time I have been trying to discover the original supplier of the 2.6 radio aerial. Having noticed what seems to be an identical one in a picture of a late 1930s Nash I wonder if Feltham sourced these from a USA manufacturer. Can anyone help? The metal aerials stand the test of time, the rubber mount assemblies are another story and I would like find, or have a good drawing of, an original. Are upper and lower mounts the same? Hard to tell from my only deteriorated examples.

Thank you to everyone who responded about the rear torsion bar rubber bushings. We have sufficient interest for a viable project.

No updates on other projects.

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 – February 2018

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

NEW PARTS NOW AVAILABLE

	PRICE
GRSG902 - G9 2nd speed gear.	£1260.00
GRSG903 - G9 3rd speed gear.	£1190.00
GRSG905 - G9 constant mesh gear.	£1260.00
CST208C – Radiator cap T bar, chrome.	£95.00
CST208N – Radiator cap T bar, nickel.	£95.00
ENGVO2 – V12 lower sump, casting only.	£1381.77

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 for 2L
 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.
 BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
 ENG114-6 - 16/80 high water pump impellor.
 BDY231 - Interior door pocket securing latch 14/60 & early cars.
 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
Rear spring U bolts, LG45.	Pinion bearing for CWP, 2L, 3L, 16/80
Shock absorber mountings & pins, M45.	Baffle plate for flywheel (oil thrower), 2L, 3L, 14/60
Rockers, 4.5L.	PMP103 - High water pump housing, fully machined, 16/80
ZM chassis - braking system (13 parts)	PMP104 - Low water pump housing, fully machined, 16/80.
Various half-shafts.	Various DB parts, please see Nick Proferes's Gazette.
Gears and other service parts for the differential units on both the light and heavy axles	

NEW PARTS AVAILABLE



Northern Rally, Snowdonia

9th - 13th June 2019

The Northern Lagonda Rally for 2019 will be based near Llanberis in Snowdonia.

This private rally will commence on the afternoon of Sunday 9th June for four nights departing on the morning of Thursday 13th June.

A very nice secluded hotel has been selected and it has 28 rooms and excellent facilities.

Various optional routes have been suggested with a gentle tour on the Monday to sample the delights of Llandudno. Our traditional BBQ evening would follow.

Tuesday would be slightly more ambitious with a full day tour South through both mountain passes and coastal sea views. There would be a short vintage train trip and high tea in the historic station of the Talyllyn Railway and bar snacks later if required.

Wednesday would be a free morning to sample local attractions and even climb Snowdon or go deep underground in Electric Mountain ! A picnic lunch would be proposed at the nearby Plas Glynliffon Palace which is being renovated by our hotel owners.

This would leave plenty of time to prepare for our Gala Dinner in the evening.

The costs will be approximately £ 1000 for two and £ 600 for one person.

If you would like to join the rally please fill in the slip below and post it, together with a **stamped addressed envelope** to David Hine.

Please **enclose a cheque** for £100 per person (£200 for two !) which will only be cashed when your entry is accepted.(This will be on a “ first come” basis)

.....

To David Hine, The Coach House, The Village, Prestbury, Macclesfield , SK10 4DG

Name(s)_____Lagonda_____

Address

Telephone

Mobile

E Mail

I / We would like to apply for a booking form to join the Northern Lagonda Rally
June 9th-13th 2019.

Enclosed is a cheque for (£ 100 per person) payable to David Hine



10% DISCOUNT* FOR MEMBERS OF LAGONDA CLUB

IN-STORE AND ONLINE

To claim your discount online quote code: CSCR-71LBUS.

To claim in-store present this flyer at the checkout.

COTSWOLDOUTDOOR.COM | SNOWANDROCK.COM | CYCLESURGERY.COM | RUNNERSNEED.COM

*T&Cs apply. Not to be used in conjunction with any other offer or discount. Selected lines are exempt. Only 10% discount is available on bikes. Only valid upon production of this flyer in-store or use of discount code online. Offer expires 31.08.18.