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NEWSLETTER

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This month's Guest Contributor is:
David Hine

No 457

July 2018

July 1 st 6 th – 8 th 18 th 22 nd 28 th	VSCC Rd 4 Speed Championship. Shelsley Wood. Worcestershire Le Mans Classic 24 hour Race. Le Mans France LC Southern Area Meet. The Red Lion, on the A275 at Chelwood Gate, Haywards Heath, RH17 7DE VSCC Rd3 Formula Vintage Cadwell Pak Egham Classic Vehicle Mark Adams on 07591 760644 or e-mail admin@eghamchamber.org.uk
August 4 th -5 th 11 th 12 th 18 th 18 th 19 th	VSCC Prescott Speed Hill Climb – Gotherington VSCC Formula Vintage Rd 4 - Mallory Park Brooklands Reunion – Brooklands – Contact Michael Drakeford 07763 278744 LC W Midland Area Meet -The Kings Arms Ombersley nr Worcester- Contact Robin Balmain 07816 668065 VSCC – Speed Championship Rd 6 Goodwood LC South West Area Meet- Sherborne Castle, Sherborne, Dorset. Contact Nigel Paterson 01460 258844

Our President David Hine is this month's main contributor. His letter tells us much about his Lagonda activities but modestly fails to mention the enormous contribution he has made, and continues to make, to our Club. Thank you David.

When I first obtained a Lagonda it was 1962. I was a student at UMIST and wanted something more sporty than the two Derby Bentleys I had purchased as my first proper cars. I purchased my M45 Tourer from Jack Bond at Vintage Autos in Kensington. The consideration was the two Bentleys and £100 a total outlay of £ 400 !

The dreaded MOT test had just been introduced and our college car park was rapidly emptying of bull nose Morris cars and Austin Sevens ! My first job was to get the Lag tested and it nearly failed because all the wheels were loose on the hubs even though the knock on caps were tight. The kind mechanic gave me a lesson in proper fitting of hub caps and all was well.

We had to contend with really poor quality oil in those days and even the expensive branded oils quickly turned to grinding paste and coked up the plugs in no time. Those funny castings for spare plugs on your bulkhead were vital for anything over 100 miles. After any period of inactivity the first job was to free up the stuck valves and purge the petrol pipes !

Disaster struck within weeks when third gear lost some teeth with an awful crunch. There was an abandoned LG45 in the college car park which I used to graze for goodies but I discovered that the gearbox was different so that was no use. Ivan Forshaw sent me a super replacement T8 gearbox on a part exchange basis for £25 which, amazingly, Jack Bond paid for when I told him what had happened.

Fast forward 50 years and the same crunch occurred in my M45 gearbox again. This time it was the constant mesh gears which had failed and they are the same double helical design. This time the solution was somewhat more expensive and I have fitted a full new set of all the gears from the Club's spares section. In the interest of my own peace of mind I have also replaced all the gears in the box in my other Lagonda which is the M45 Saloon.

The Club Spares Section has invested in quite a substantial range of gears for many of our models. The latest batch is the gears for the G9, gearbox. I would strongly encourage members who own early LG 45's to purchase a set for their car even if they don't install them. I doubt they will ever be made again. It would appear that Lagonda double helical gears suffer from some sort of metal fatigue which strangely does not seem to affect Alvis gear boxes which have found their way into some of our cars !

I was fascinated to read Brian Steven's excellent article in the latest two Lagonda Club Magazines. It appears that "bringing in the consultants" was alive and well then as it is today ! Brigadier Metcalfe brought in Ricardo and later W.O. Bentley brought in Harry Weslake to seek more urge from the Meadows engine. In both instances a redesign of the cylinder head was thought to be the solution. We now know that a lot more power could have been achieved with different camshaft profiles rather than changing a perfectly adequate head design.

I have fitted power steering to my M45 Saloon in order that I can still drive it on long distance runs without exhaustion, cope with mountain climbs involving hairpin bends and manoeuvre in tight car parks. None of this was a problem when I bought the car in 1965 but it had become one recently. The original steering column has been removed and is safe on the proverbial shelf. Alan Brown provided me with a spare column and box and I got a new steering wheel from Kimble engineering which looks identical to the original one. EZ Electric Power Steering UK arranged for the spare column to be sent to Holland for conversion which involves a small gear box and electric motor. I had to get the column support diameter enlarged slightly and was then able to fit it all myself with comparative ease. I no longer have the Andre telecontrols but they were not used anyway and I rigged up a new control rod to retard the magneto for starting the engine. To say that I am thrilled with the result is an understatement.

When Alan and I took the car to Spain last year I was jolly glad I had had it MOT tested. The fierce Customs officer, who spoke only Spanish, wanted to see a certificate before he let us pass ! This year I have had it tested again and it revealed a lack of balance between the rear brakes which is not easy to detect otherwise. I also think such a certificate would be a vital piece of paper in the event of an accident. It would demonstrate to a judge my diligence in matters of safety.

We have just had a Club delegation to the Aston Martin factory at Gaydon. As you may have read in the Magazine they have launched, at Geneva, a new Lagonda car which is powered by electricity rather than an internal combustion engine. The new design is quite amazing and it was unveiled for us by Steve Waddingham the company historian. Because each wheel is powered by its own motor there is a huge amount of room inside the car compared to a conventional model. AML have taken full advantage of this and created spacious luxury in a space age streamlined body. The battery and drive technology would come from a new electronics partner. The official launch publicity claimed that "The Lagonda Vision Concept could travel 400 miles without stopping and wireless conductive charging will allow a full charge within 15 minutes" . The holy grail of electric autos ! Wilbur Gunn would have not believed it.....and nor do I !!

Twenty two Lagonda cars , pilots and co pilots gathered in Anglesey for the charge to Ireland at the end of May. The Rally was a huge success blessed with extraordinary sunny, warm weather. There will be a full write up in the Magazine but one thing surprised me. Six of our regular participants had no idea I was organising a rally in Snowdonia in July next year. This is a big problem when we rely on electronic mail only for our newsletter and may explain the dramatic drop in numbers, for example, at our Annual Gathering and AGM.

The next event for my Lag is the 16th Continental Rally in Germany where we meet another great crowd of Lagonda friends.

David Hine.

Referring back to our Annual Gathering and AGM we really would like as many members as possible to come to Wokefield on September 29th/30th. Exotic V12 and LG6 cars are the marque of the year but not exclusive! As always there will be an informal concours and the organiser, Len Cozzolino, is looking for a few new judges to accompany and compliment the perennial judges. No special or detailed knowledge is required as there are always plenty of experts on hand and new judges find they understand and appreciate the cars far better after an hour judging alongside an expert. Our concours event is relaxed affair and is more a chance to reward Members for making the effort of keeping their cars on the road so don't be put off for fear of lack of knowledge. Please e-mail Len at len@cozzolino.co.uk to offer your services.

Looking well ahead to 2019 the Northern Rally in Snowdonia is now fully subscribed with a short waiting list ! Planning even further ahead Clive Dalton and Len Cozzolino are starting to think about a Lagonda Club tour in 2020 The focus will be Norfolk with its 90 miles of unspoilt coastline, beautiful countryside, the unique Broads National Park, forests and heath land, internationally important nature reserves, picturesque market towns, amazing bird watching not to mention the capital City of Norfolk, Norwich, a fantastic city of heritage, culture and shopping. The tour is likely to be in June 2020. More information and precise dates will be given later in the year.

On the competition front it was good to see Richard Reay-Smith back on the track at Donington after more than a year's absence. Richard has a new more powerful engine in his LG45 which he was running in prior to Classic Le Mans. In race 1 for Set 3 cars Richard came 17th with Tim Wadsworth in his 2 litre 22nd. The only other Lagonda present was Nick Morley's LG45 classified as a special which came in 10th in his race.

There is a lot to look forward to in the next few months starting with the Southern Area meet at the Red Lion Haywards Heath on July 18th. On the 29th we have an invitation to display our cars at Chillington Hall near Wolverhampton where they are having a Dragon Boat Race Day. www.thelordmayorsappeal/events/482/dragon-boat-race If you are willing and able to display your Lagonda at this event, please contact Paul Hoddinott phoddinott@aol.com This is the weekend before the VSCC Garden Party (and hill climb !) at Prescott. If you would like to be part of the "Lagonda Group" in the vintage car park, be at the Royal Oak in Gotherington by 8.45 so as to arrive in convoy. A fortnight later on 12th August there is the Brooklands Reunion and a week after that the South West Area are meeting at Sherborne Castle. Flyers for the latter two events appended. Not to be outdone the Midlands Area is holding bi monthly meets at The Kings Arms Ombersley near Worcester at lunch time on the following dates namely 18th August, 20th October, and 1st December which is the Christmas lunch. If you are not on the mailing list, but would like to be, please contact Robin Balmain jenniferbalmain@btinternet.com

Finally a plea from our Chairman, John Sword. John has lent a 3 litre dynamo and a single SU fuel pump to two members, but he cannot remember who! The dynamo is painted blue, and the SU pump is a correct original brass-bodied one for a Rapier. He would be very grateful if these could be returned to him, or, if they are in use, if the borrowers could get in touch.

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

WANTED

Set of radiator shutters for a late V12/LG6 - these are the fixed shutters that do not open and close - perhaps discarded when creating a V12 racer ? John Sword - j.sword@hotmail.com, 01608683227

FOR SALE

2 ltr cylinder head, professionally rebuilt by Surelock. Benefits with new valves face inserts and valve, skimmed and pressure test etc. Done a few years ago but not used. £1,150. Pair of 2 litre Lucas headlamps 10" dia, black bodies nickel plated bezels. In very good condition, £325. Lagonda Club magazine approx. 110 copies £20. Please tel 01530 271863 or 07963 820815 or email lagonda6771@tiscali.co.uk

Four new 21 inch, 70 spoke Lagonda wheels made by Richard Bros are available from Longstone Tyres. Contact Simon Cox simon@longstonetyres.co.uk Tel +44 (0) 1302 711 123 for details. These are available following a slight mix up with my order, Gordon Watson Club member. **(Trader)**

1931 3 litre low chassis Weymann bodied saloon. An original unmolested thoroughbred bought by my father 10 years ago. The car has been extensively recommissioned. £80k. Call Andrew Cale on 07812 434510



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*/

C 54	Tom Callanan	Prague, Castleknock Rd, Castlenock, Dublin 15, D15 R67V M45 T7 Z10651 AXA 30
F 32	Stefan Feuerstein	Dorfstrasse 23, Schwyz, 8835 Feusisberg, Switzerland LG 45 Rapide 12009 VFF 975
M 4	Tariq Mahmood	96 Parkside Drive, Watford, Herts. WD17 3BB 1949 2.6l Sln LAG/50/196 OZ 1297
R 34	Neil Robottom	9 Middleton Park, Middleton Stoney, Bicester, Oxfordshire, OX25 4AQ 2L HC Speed Model OH 9420 BS 9719

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

To Tariq Mahmood of Walford, Hertfordshire with his DB2.6Ltr. Saloon
...back to Malcolm Craig of Helensburgh, Argyll & Bute with his 1957 3Ltr DHC

Auction Watch

No new sales came to my attention this month.

Data Keeping and Records

The ins and outs of this were spelled out in last month's newsletter. Nothing really to add.

July Rambles

Nothing much of particular interest to post war car owners has come my way in the past month. So, I'll go back to a subject I raised quite a while back. In the process of digging out all the variations of the Bentley designed 2.6/3 litre engines I found numbers cast into the cylinder heads which appear to vary across the range. I've only been able to check a handful but, for example, my stock standard, middle of the build 2.6L has the number RMO19543 as do two other standard 2.6L engines I have seen. Very early engines of which there are only a handful have the number LBS373 and the "mystery" cylinder head which we now believe to be from the prototype 2.6L engine has LBS112. Later engines of different tune, for example a DB2/4 MkIII has number RMO79343. So, in the interests of sorting out if these numbers are important or not in identifying particular head designs, I'll ask anyone who is willing to note the number, similar to those above, cast into their cylinder head usually between spark plugs 4 and 5, and email that to me with the designation of their engine, the first part of the engine number (I don't need the entire number). That will be LB6, LB6A, VB6A, LB6E. or similar.

I have saved a number of articles on Lagonda and Aston Martin cars over the years. One of particular interest was in the April, 1950 Motor Sport magazine. Of interest because the author had visited the Lagonda factory just prior to the David Brown buyout, when the first DB2.6 prototypes were in existence and secured a rare interview with W.O. himself. Writing this article a few years later he compares the differences between the prototypes as intended for production prior to, and after the David Brown takeover. He emphasizes that the original intent of the car was maintained and that the changes were in the interest of better performance and manufacturing ease. Some of the changes he notes are:

The frame girders were boxed in to increase rigidity and he notes that drilling of the frame should not be undertaken as rigidity would suffer.

The front track was increased by two inches to get the front brake drums out into the airstream a bit more, to improve cooling.

The engine practically unchanged except for a new distributor jointly developed by Lagonda and Lucas to greatly improve bottom end acceleration and reduce chronic pinking. That and a weight reduction of 2cwt. contributed to an improvement in acceleration of 3 seconds to 50mph. He notes that the weight distribution, front to rear, remains basically unchanged,.

The Cotal gearbox, intended for production (and David Brown considered doing this himself) was dropped along with its separate reverse gearbox in favour of a David Brown manual gearbox controlled by the column shift lever we all know and love. Though we also know some Cotal boxes or floor change were fitted to customer requests. The article also notes the differences in gear ratios between the two gearbox alternatives.

After testing of the prototypes on the continent by test drivers independent of the company, some of the various rubber bushes in the suspension were altered as well.

The author, named simply as "W.B." goes on to sing the praises of the fully independent suspension and hint that David Brown were looking closely at it as a possibility for the DB2.

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

One new item has been added to the website: DBBDY06, radiator grille starting handle hole cover piece. These covers clip on to the grille and can get lost or misplaced during long restoration projects. No other news this month.

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 – July 2018

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

NEW PARTS NOW AVAILABLE

	PRICE
BDY231 - Interior door pocket securing latch, 14/60 & early cars.	£37.90
BRK215NH - Pair of aluminium screw caps for latest front hubs (BRK213A).	£54.40
GRS454K - 4.5L Half shaft, nearside includes ring nut, key & hub nut.	£435.00
GRS455K - 4.5L Half shaft, offside, includes ring nut, key & hub nut.	£435.00
BDYX28K - Inflatable air cushion for front seat. (Will fit all pre-war models).	£155.00
GRSX11 - Light axle pinion assembly shims, 2 thou, 3 thou, 5 thou, 10 thou & 20 thou.	1 pair £22.42, 2 or 3 pairs £21.18 each, 4+ pairs £19.93 each
DBBDY06 - DB Radiator grille starting handle hole cover.	£49.66

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
 CST105 - High water pump, front head offtake, 16/80.
 BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
 ENG114-6 - 16/80 high water pump impellor.
 GRSX17 - Heavy axle pinion assembly shims, 2 thou, 3 thou, 5 thou, 10 thou & 20 thou.
 GRSX16 - Complete differential assembly and components, light axle (14/60, 2L, 16/80).
 Light axle half-shafts.
 All cars - range of gaskets in 'Chieftain' material.
 Various DB parts, please see Nick Proferes's Gazette for details.




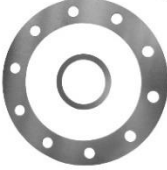

PARTS UNDER CONSIDERATION.

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.
 Rear spring U bolts, LG45.
 ZM chassis - braking system (13 parts).
 Rockers, 4.5L.

Fuel tank senders (3-terminal type), 2L, 3L.
 PMP103 - High water pump housing, fully machined, 16/80.
 PMP104 - Low water pump housing, fully machined, 16/80.
 Various DB parts, please see Nick Proferes's Gazette.

NEW PARTS AVAILABLE

<p>BRK231</p>   <p>Interior door pocket securing latch, 14/60 & early cars.</p>	<p>BRK215NH</p>   <p>Pair of aluminum screw caps for latest front hubs (BRK213A).</p>	<p>GRS454K</p>  <p>4.5L Half shaft, nearside/offside, includes ring nut, key & hub nut.</p>
<p>BDYX28K</p>  <p>Inflatable air cushion for front seat, (Will fit all pre-war models).</p>	<p>GRSX11</p>  <p>Light axle pinion assembly shims.</p>	<p>DBBDY06</p>  <p>DB Radiator grille starting handle hole cover.</p>

LAGONDA CLUB, SOUTHERN AREA

Brooklands Reunion on Sunday, 12th August 2018

We are pleased to confirm that all Lagonda Club members have been invited back to Brooklands Museum for the annual Reunion. It is a celebration of all things that went on before the end of racing in 1939.

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.

There will be an opportunity to participate in various activities such as ascending the Test Hill, race starts on the newly opened finishing straight and a cavalcade on the Mercedes-Benz circuit.

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 in an event that is quite informal and not the hustle and bustle of the Double Twelve.

There is free admission for the driver and a passenger of participating cars. Drivers of other pre-war cars will receive a ticket discount. Both are subject to pre-booking 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 the 1st August. Details of the application process are available from either michaelwdrakeford@hotmail.com, or Steve Castle at the Brooklands events department at stevecastle@brooklandsmuseum.com. Owners taking part are asked to arrive by 10.00am and stay until 5pm.

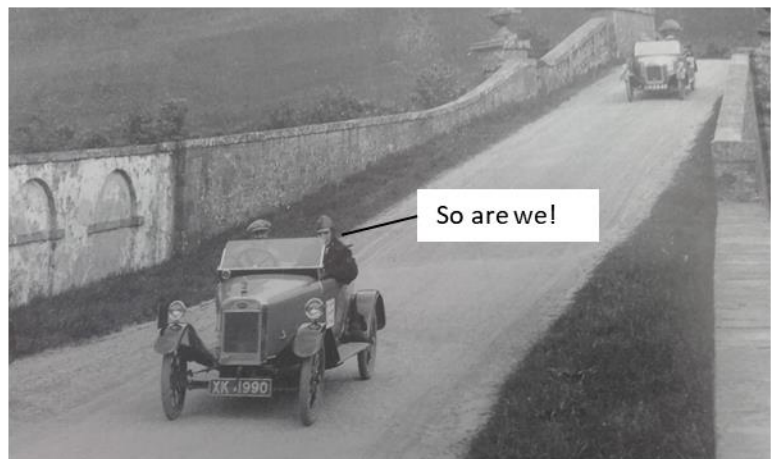


LAGONDA CLUB SW GATHERING

**Come along to a meeting of
Lagonda members from the
South West at Sherborne Castle,
Sherborne, Dorset on
Sunday 19th August.**

Meet up with friends in the Lagonda Club and visit some nice buildings. Bring a picnic or sample the local hostelry. If you want to stay overnight, there is good accommodation available to suit a range of tastes. I've arranged dedicated parking for about 20 cars. Arrive around 11am, visit the house/enjoy a walk and have lunch, or just compare notes/seek advice with friends in the club. There is an entry fee for the castle and grounds.

Sherborne Castle was built for Sir Walter Raleigh in 1594, with significant additions, in 1620, by the Digby family. Poor old Walter lost his head in 1618, so this year marks the 400th anniversary of his demise. Sherborne Castle is a fine example of a house of the period and retains fine staterooms and collections of art, furniture and porcelain. There is an on-site cafeteria, and an adjacent garden centre (which also has a café). Sherborne is a short walk away and has many cafes and pubs (together with some good architecture).



**Any questions,
contact
Nigel Paterson
01460 258844,
nigelandkathypaterson@btinternet.com**