



www.lagondaclub.com

NEWSLETTER

MEMBERSHIP SECRETARY:
Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
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:
Richard Campbell

No 458

August 2018

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
September 1 st /2 nd 9 th 22 nd /23 rd 28th/29th	Beaulieu Autojumble – visit the Lagonda Stand at Red 300.- National Motor Museum, Beaulieu. LC Area Meet- Robin Lawton Classic Car showroom followed by a Picnic at the Tithe Barn, Old Ditcham, contact Michael Drakeford 07932 565830 VSCC Speed Championship Rd 9/vintage Rd 5; Snetterton Circuit, Norwich LC Annual Gathering, Wokefield Park Hotel, Reading – see attached flyer

If you read this before the weekend and intend taking your Lagonda to Prescott on Sunday please note that “The Lagonda Group Convoy” will be leaving the car park at The Royal Oak Gretton (not Gotherington as stated last month) at 08.45 on Sunday morning.

This month's letter is from Richard Campbell and is followed by some important notices and flyers.

What does one do when asked to write this Newsletter? One complies, that's what. The fact that one-time correspondents have already shown me that the easiest way is to write one's Lagonda history, makes it easier. I apologise for it being one man's story, but my car came to me after a girl friend of the time, 1962, said she knew someone at the other University, I was at Cambridge, wanted to sell his car because it had used 5 gallons of petrol getting from one end of the High to the other on a Saturday morning and it wasn't going very well. I was then told that it was a Lagonda and as she was accompanying me while I raced my 500cc Kieft JAP, interest was sparked and I splashed out £125 to buy the car. My parents had done a 7,000 mile tour round the eastern half of Australia in an LG45 in 1949 with Charles & Pam Napier, so I was aware of the marque. It had originally been an M45 saloon but the body had rotted when left outside through WW2, someone had thrown that away and built a leathercloth covered plywood 2-seat body that remains on the car to this day. Several times I have thought of giving it a better body but have never stumbled on a spare saloon body and somehow if the car had not had this done to it, it would probably not have survived, so this does represent its story and that of many others

I think I first joined the Lagonda Club in 1963, my parents were living near Hemel Hempstead and Bovingdon at the time and met Don Overy with his M45R and was encouraged to use the car. I did a little bit of competition but realised that the engine needed attention. Thus, I went to meet Ivan Forshaw who agreed to sell me a short engine and all that was necessary to have safe rev-able power. I was too busy to do all the work and Ben Walker who ran a garage in Sunninghill, Berks agreed to do it. A useable block was bored plus 40 thou and new pistons and rods were fitted, new timing chains and a replacement gearbox together with various adjustments to sort out the dynamo and charging systems were all done. After a bit of gentle running in I tried it all out at the University sprint at Snetterton in 1963. I obviously told Ivan as his letter in reply seemed impressed with some times I quoted. I know I also did a Pomeroy trophy with the VSCC and have a photo of me rounding Copse corner in front of a 250 GT Ferrari. I also remember that on a trip to Edinburgh, one of the fibre couplings taking power to the gearbox gave up and I had to

call Ivan for a replacement to be posted up to me. At least that year Scotland won the Calcutta cup as they did this year.

There was then a lull while I worked 3 years in USA and after a brief spell in UK another 5 years in Eire and South Africa. I suspect that my Lagonda Club membership lapsed while the car was left with my parents. I collected a 289 cu in Mustang in 1966, which came with me round USA, Canada, UK, Ireland and South Africa. I think all my father did, was to start the M45 about 4 times a year.

In the early 1970s I settled in Dorset and the car came down here. I did a New Forest Rally tour in 1976 with my brother-in-law, Tom Threlfall navigating, which we won. The car was kept busy with a mixture of various hill climbs and carrying fencing materials from one farm to the other when the weather was fine and a few trips to France with the Auto Club de Paris, going to Rheims twice and Vichy once. The opportunity to buy a 2-Litre Continental Tourer which had belonged to Nathaniel Littler who was very much a club member came along and though the car did not get all the way from Devon to Dorset under its own steam, this became another project. I was more involved with this but we had a long hill to get up to leave the farm where we lived, it became standard practice to ask passengers to get out and push to get us to the top. Thus, I rebuilt the engine completely with a downdraught head, new bearings, pistons and supercharged cams which transformed the car and it became a lovely tourer, much lighter steering than the M45 and we did many trips to the continent and around UK. It also became a choice wedding car for my many cousins and nieces. I continued to use the M45 for longer trips and as I had bought a Meadows marine engine when they were offered for about £425 each in the 1970s, because of its stronger crankcase, I had that incorporated into a new engine with high lift cams and modern pistons and rods in 2003 by David Ayre, before we joined a Bentley Drivers Club trip to New Zealand in 2010, wonderful motoring for the nearly three months covering both South and North islands. Four Lagondas joined the fun there.

Then in 2012 I found I could not walk across a field without falling over and after a lot of investigation, I was diagnosed with POEMS Syndrome at the end of the year. I spent 18 months in a wheel chair while the medics worked on me, but eventually I was told I could drive with hand controls. So, the 2-Litre was sold and replaced with a drophead DB7 and I tried to work out how to put an automatic box in the M45. However, as I recovered some abilities even though I have little feeling in my feet which are held in orthotics, I went for a test near Southampton and they concluded that I can drive. My view is that it is better not to change gear too often. So, touring became our motoring enjoyment. On our way back from a trip to Orkney and the Shetland Isles, it rained non stop which started some of our ply to de-laminate, but I did discover that the best goggles to wear in heavy rain are those used by parachutists. We have just come back from John Fitton's Spring tour in Devon, always a good week away; though he and Joan are taking a well-earned rest next year and we have all been told to join David Hine's trip to North Wales. Nigel Patterson organises monthly lunch meeting in a pub for Dorset Lagondas, we try to go. **Richard Campbell.**

Our monthly newsletters have built up an interesting series of profiles of Club Members but Alan Heard has gone one further and, with a great deal of help from many club members, has written a book entitled **David Brown and Sons, Aston Martin and Lagonda Profiles 1860 to 1960**. It is now at the printers and should be available to purchase at the end of September and the AGM/Gathering.

This is the high point of the year for competition activity with plenty more to come. The Lagonda Club was well represented at this year's Double Twelve with six cars taking part in the concours, four in the speed trials and five in the driving tests. Dick Slaughter in his 2 litre enjoyed a 3rd in class in the VSCC Speed Trials. Those taking part in 2 of the 3 events competed for the overall prizes. Nick Jubert was 20th, David Bracey, 23rd, Michael Drakeford 24th, and Roy Callow a creditable 31st. Out of around 200 cars at the event this was an excellent showing. The organisers had kept the driving tests challenging, and more suited to the larger cars than previous years.

We were also well represented at the, rather more demanding, biennial Classic Le Mans. A fuller report in due course but all credit to those taking part Martin Bugler, Richard Reay-Smith, Robert Lewis Trevor Swete and Chris Ball. Here at home Andrew Cheyne represented the marque at Shelsley and Tim Parker at Cadwell.

Just in case anyone has not picked up the fact that this year's Annual Gathering and AGM is over the weekend September 29th/30th all the details are in the attached flyer. Don't ask our hard working organisers to "hold their breath" If you intend to go please sign up NOW, don't leave it until the last week. On the subject of Annual Gatherings there is an important flyer about a possible Gathering on the continent in 2020. The committee need your view, for or against, so please let them have a response.

Our Chairman John Sword writes with some important news with regard to spares.

Many members will know of LMB. They are based in Antwerp and have for many years been heavily involved in Lagondas - buying/selling/restoring/servicing, along with rally/race support. In addition to this they have been major suppliers of spares - back in the days when the Club's spares portfolio was much more limited than it is today, LMB used to sell more spares than did the Club itself.

At the end of 2016, a new investor, Ronald Albers, took a controlling interest in LMB, and he has been re-thinking LMB's business model and strategy. As part of this, LMB are now setting out to cover a much wider range of classic cars, both pre- and post- 1939/45 - still aiming to grow their Lagonda business, but also widening their coverage of other makes. In reviewing LMB's strategy, Ronald has decided that it is no longer necessary for LMB to be in the spares business in order to support their restoration and service work on Lagondas, as he thinks that the Club's parts portfolio and availability have become excellent and that it would now be best to join forces. Accordingly, after some months of discussions, the Club has agreed to buy from LMB all their stocks of Lagonda parts (excl. their second-hand stocks), together with a number of patterns for castings.

This is a very large project for the Club, involving nearly 400 part numbers, some 120 of which duplicate existing Club parts. These have nearly all now been shipped to Robin's stores in Carlton, but it will take months of work to get everything inspected, catalogued and put away - the Newsletter will chronicle the additions every month. We will be taking on an extra pair of hands (part-time) in Carlton to handle the additional workload.

As a by-product of this transaction, and in order to maintain and improve the Club's services to our growing number of members in continental Europe, we are appointing LMB as our Agents, focusing particularly on those parts of Europe that are covered by LMB's language skills - German, French, Dutch (and even Danish). LMB have the necessary expertise to give comprehensive technical advice and service on Lagondas, and will be able to handle spares orders, supplied directly from the Club, for members having this range of languages. LMB's website will continue to cover Lagonda parts and, in due course (although this will not be a quick process), it will echo that of the Club and will be accessible in several languages and priced in Euros.

Strategically, this is an important development for the Club - it is a major consolidation of the main spares operations that service the Lagonda fleet worldwide, which should lead to reduced costs, better use of capital and improved service. It also should enable us, with the help of LMB, to improve our service to the growing number of Lagondas based in continental Europe.

Financing - the Club has always been very conservative in its financing, maintaining a healthy cash balance at all times, in case of need. The terms of the LMB transaction will remain confidential to the boards of the two companies, but we did not wish this purchase to stretch the Club's cash reserves too far, and we have therefore decided to issue £50,000 of Loan Notes to assist in the funding of this transaction.

These Loan Notes will be repaid in one to three years' time and will accrue simple interest at 4% per annum, the interest being payable on redemption. The Notes have been fully underwritten by directors of the Club, but we felt that it would be good if they could be shared amongst our members, who might enjoy what is, by today's standards, a very good interest rate. Accordingly, attached to this Newsletter is an Invitation, which explains things in more detail, a specimen Loan Note, and an Application Form. The Notes will be issued in units of £1,000 (i.e. a maximum number of 50 Notes in all), and they will be allocated on a first-come-first-served basis -so there is no time to be lost!

LAGONDA CLUB LIMITED

Lagonda Club Limited (‘the Club’)

Invitation to subscribe for Loan Notes

1. The Club has agreed to purchase the stock of Lagonda spares and patterns held by LMB of Belgium.
2. To help to finance this purchase the Club has decided to issue interest bearing Loan Notes to a total of £50,000.
3. The issue of these Loan Notes is fully underwritten by directors of the Club.
4. Club members are invited to support this project by subscribing for these Loan Notes.
5. Loan Notes will be issued in multiples of £1,000 as follows:-
 - 5.1. The Issue Date of each Loan Note will be the date on which the amount is credited to the Club’s bank account.
 - 5.2. Each Loan Note will be repayable on the Repayment Date, which shall be three years after the Issue Date, or such earlier date as the Club may determine, subject to a minimum term of 1 year.
 - 5.3. Interest shall accrue daily and be payable on redemption, calculated at a rate of 4% per annum, based on the number of days that the Repayment Date falls after the Issue Date. (e.g. if redemption falls 500 days after issue, interest payable will be £40 x 500/365 per £1000 of loan.)
 - 5.4. An Application Form and a specimen of a Loan Note are attached.
6. Application Forms, together with payment, in sterling, for the full amount, should be posted to :-

The Treasurer, Lagonda Club Ltd.,
The Coach House,
Long Lane, Haughton,
Cheshire. CW6 9RN, (ENGLAND)

LAGONDA CLUB LIMITED

LAGONDA CLUB LIMITED

Loan Notes Application form

I [Full Name] _____ Membership No. _____

Address _____

E-mail address _____

being a member of the Lagonda Club, wish to subscribe the sum of £_____ for a Loan Note as set out above, and I enclose my sterling cheque/bankers draft, made out to Lagonda Club Limited, for the full amount.

I understand that, in the event of oversubscription, my application will be reduced according to the following formula, and the Club will then refund the balance of my application money immediately.

Formula for the acceptance of applications:-

1. If more than 50 members apply, the first 50 applicants will each be issued with a loan note for £1,000.
2. If less than 50 members apply, all applications for £1,000 will be accepted, but applications for higher amounts may be reduced, in increments of £1,000, so as to spread the Loan Notes as evenly as possible between applicants, on a first come first served basis.

Signed _____

Date _____

LAGONDA CLUB LIMITED

LOAN NOTE No. _____

Issue Date: _____

Lagonda Club Limited promises to pay [**Insert full name and address**] the sum of £ [**multiples of 1,000**] on the Repayment date, plus Interest as set out below.

The Repayment Date shall be three years after the Issue Date, or such earlier date as Lagonda Club Limited may determine, subject to a minimum period of 1 year.

Simple interest shall accrue daily and be payable on redemption, calculated at a rate of 4% per annum, based on the number of days that the Repayment Date falls after the Issue Date.

Signed on behalf of Lagonda Club Limited.

Signature: _____

J D Sword – Director

Signature: _____

B J Green - Director

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

FOR SALE

Wessex workshops are now going ahead with the manufacture of a batch of down draught cylinder heads and would like to invite owners who would like to be involved with this project to register their interest by contacting Alun Jones. Telephone 01373 823513. or wessexworkshops@aol.com (Trader)



LG6 Drop Head Coupé Well documented car with much history regards restoration over several years. Looks beautiful, drives very well and will give comfortable and prestigious motoring.

All enquiries to David Wall W48. 01603 782353. Office hours

Lagonda 3Lt Low Chassis Tourer. This is my treasured Lagonda which has not been driven on the road for the past two years due to my ill health. Chassis Z9777 was originally a Weymann saloon but now fitted with a T2 fabric body in dark blue. I understand the engine and gearbox were rebuilt with new pistons and a reground crankshaft by John Kirby. The car was returned to the road around 1994. For the past two years it has been stored in a heated dry garage and remains in good condition throughout. I hope to have her running again prior to this advert appearing. It is likely however she will need some recommissioning work. The photo was taken at a local Classic car event two years ago where she was voted best car in show. Offers based on £98,000. Contact Howard Jones on 01743 719107 or k2healthcaresystems@gmail.com.



LG45 front wings (pair). In reasonable condition. Open to offers. Currently sited in Dorset. Contact Marcel Wadman on 01935 872455 or footworksbiomech@aol.com (Non Member)



LG6 ACE wheel disk and illuminating rear number plate box both in good condition. Offers. Call David Barnes on 07775593275 or email d.barnes@zen.co.uk (non Member)

Garage Clear-out of spares accumulated over 63 years of Lagondas. Prices Inc P&P to UK.

Electrical : Lucas L1130 sidelamps, pair of new old stock - £50, one used - £10. Spare rim, new - £10.

Lucas ST51 D-shaped rear lamps, chrom new old stock - £70 the pair. Reproduction glasses for P100 headlamps- £50 the pair. Red glass for Lucas 'porkpie' rear lamp. £5. Pair of ex-MoD sidelamps by Butler, new black - £10 the pair. Mazda 12v 60 watt single pole headlamp bulbs for P100s - £10 for 3. 2x12 packs of 12v dashlamp bulbs - £10 per pack. Lucas lighting switch, Off/side/head, new old stock - £15. Push/pull dash switch, black plain knob with long shank - £7. Push/push dash switch, marked 'P' - £7. Turn on/turn off dash switch- £7. New Lucas dash switch knob, part # 314026, new £5. Pair of Lucas short Windtone horns, black, some rust £30 the pair; New fuse box/clear lid, takes 2 bullet fuses- £6

For M45: 3 Bonnet handles new, chrome - £15 each. 3 used, chrome on Mazak, - £5 each. Propeller shaft fabric flexible joint Unused. £25. Lucas framed interior mirror, dips. Chrome frame 5½" x 2". £20. Foot dipswitch, used

but working. £10. 2 x 1930s Lucas circular Bakelite junction boxes, new, small-.£10 each , larger ones, 2 No. £12 each. 4 New 8" wiper blades- £5; 9 inch, black, by Lucas, one £3; 10 inch, black by Lucas, one, £3. Petroflex armoured fuel pipes unused old stock 1x18 " and 1x20"- £5 each. 2x"Holdtite" rubber clutch pedal cover - £5 each. Period Bakelite ashtray, conical with rubber suction cup fixing, £5. Chrome "Barnacle" suction tax disc holder £6. **For Rapier:** Used rev-counter cable outer. £5. Pair of door locks for Maltby drophead - free if collected, otherwise £10. Badge bar clips, new, chrome, 7/8th inch ID. Pair £7. Period flat wing mirror glasses, chrome, 4¼ in. dia. 2 No. £5 each. Inverted U-shaped guides for bonnet leather straps, chrome. Take an 1½ " strap. 2 No. £5 the pair, Ditto but nickel, £5. Chrome lock escutcheon plate, half-inch aperture, two screw fixing £3. SU fuel pumps, alloy bases, not working £10.

Non Lagonda bits. 1960s smiths water temp gauge, 2 in dia, with sensor and tubing - £25. Similar 30-0-30 ammeter and vacuum gauge (sensor missing). £15 each. Modern windtone horns by Stebel, pair £15. Used pair of Morris Minor rear lamps. £20 the pair. SU fuel pumps ex BL car, not working. £10 each. Contact: Arnold Davey 01707 651302. E-mail; guffins053@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*/

B 2	Peter Bradfield	8 Reece Mews Kensington, London SW7 3HE N/O
TBC	Stephen Brauer	11250 Hunter Drive, Bridgeton, Missouri. 63044 U.S.A. N/O
D 27	Delphia Ted & Mitsuyo	29688 Orangelawn, MI 48150 Livonia, Michigan, U.S.A. 1929 Invicta "A" type Tr QH 2646
S 89	Steve Seaman	ASD Ltd, Brookside Way, Fulwood Industrial Estate, Huthwaite, Nottinghamshire NG17 2NL N/O

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

No new post war members this month.

Auction Watch

A nice looking LG45 Tourer

<http://www.bonhams.com/auctions/24811/lot/24/>

and a V12 special by Dick Brockman

<http://www.bonhams.com/auctions/24811/lot/87/>

Soon to be published book

Alan Heard has advised me that he has written a book on Aston Martin and Lagonda, 1860 to 1960.

It has gone to the printers and still some finalizing to do but it should be ready in time for the September meet.

Title is:

David Brown & Sons

Aston Martin and Lagonda

Profiles 1860 to 1960

More on the July Rambles

Thanks to the handful who were kind enough to send their cylinder head and engine info. At the moment the numbers are a bit confusing, possibly too many coats of paint on the engine in some cases to make them easily readable, and it is also possible that in some cases the head has been replaced. One, in particular, had a note on the factory card that the engine had been upgraded to Vantage spec. So, in the interests of sorting out if these numbers are important or not in identifying particular head designs, I'll ask again for anyone who is willing to note the number, similar to those mentioned last month, which are cast into the head, usually between plugs 4 and 5, as well as 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, to email that info to me. If you are having trouble reading the numbers, I've found that taking a photo helps, sometimes it is clearer with a flash, sometimes without.

On the DB 3 Litre Mk11 cars.

I did some research recently to assist a club member identify the start of the "MkII" series of 3 litre cars. Like he and others I have discussed this with, I always thought it started with the change in chassis number from LB/290/xxx to LB/290/1/xxx. But the further I dug into it,

the more confusing the story became. My service manual, which covers both 2.6L and 3L cars states that the LB/290/1 cars are heavier than the earlier LB/290 vehicles and in the typed addendum states that there was considerable overlap of parts and specs on the introduction of the later model so that specification changes may not necessarily follow in chassis order. The fitting of the Jackall system probably accounts for the extra weight, but to further confuse the issue, a 2001 article in Thoroughbred and Classic Cars magazine featuring a 1955 built DB3L saloon, claims that the MkII version was introduced in 1956 with floor shift as standard and some other minor improvements (two universal joints fitted to the steering column are mentioned in the service manual as well as standard floor change on "later" cars) but I have been unable to find any confirmation of a MkII version in the service manual, just the new frame designation. I expect there were a series of running changes in the cars so a definitive "break point" for a MkII version is impossible to define. The answers would lie in the factory records but there is often info missing from the job cards. So, if anyone can shed some light on this with official factory info such as sales brochures or technical advisories for repairers, please email me, with a scan of the info if you can.

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

DB 3 Litre windscreen rubber: within the next few weeks we will have obtained enough quotes for its production and we anticipate favourable costings to enable us to proceed. It is probable that DB 3 Litre anti-roll bar bushes will be added to the DB spares range within a couple of months. The fabric steering column coupling project for the 2.6 and earlier 3 Litre cars is having much time spent on it but right now I cannot estimate a likely date for their materialisation.

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 – August 2018

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

PRICE NEW PARTS NOW AVAILABLE

PRICE

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	
GRSX17 - Heavy 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	
BRKV06 - V12, LG6 front hubs - supplied in pairs, complete with all parts fitted (bearings, modern lip-seals, end-caps, grease nipples and plugs).		£983.92 per pair
BRKV12 - Front hub blanking plug, V12		£4.60

All prices quoted are excluding VAT and carriage

NEW PARTS IN PROGRESS

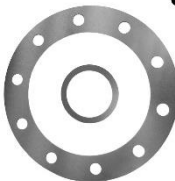



CST211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.
 CLT209 - Clutch drive spider & shaft for 2L
 CST105 - High water pump, front head offtake, 16/80.
 BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
 ENG114-6 - 16/80 high water pump impellor.
 GRSX17 - Heavy 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.	Fuel tank senders (3-terminal type), 2L, 3L.
Rear spring U bolts, LG45.	PMP103 - High water pump housing, fully machined, 16/80.
ZM chassis - braking system (13 parts).	PMP104 - Low water pump housing, fully machined, 16/80.
Rockers, 4.5L.	Various DB parts, please see Nick Proferes's Gazette.

NEW PARTS AVAILABLE

BDYX28K 	GRSX11 	GRSX17 
Inflatable air cushion for front seat, (Will fit all pre-war models).	Light axle pinion assembly shims.	Heavy axle pinion assembly shims.
BRKV06 		BRKV12 
V12, LG6 front hubs - supplied in pairs, complete with all parts fitted (bearings, modern lip-seals, end-caps, grease nipples and plugs).		Front hub blanking plug, V12.



The Lagonda Club 2018 Annual Gathering

29th/30th September 2018



Honoured cars this year are the V12s and LG6s

As at the end of July there are still, subject to availability, a few superior rooms available in the Mansion House and a number of rooms available in Wokefield Place. As we are now only 2 months from the AG and we urge members to complete their bookings soonest in order to avoid disappointment. Those that have attended previously appreciate the excellent facilities, very good wines and food at the celebratory dinner and we are looking forward to another convivial occasion of the highest standard.

We expect to see over 20 LG6 and V12 Lagonda's, the featured model on display on Sunday including Adrian Critchley's 1948 V12 Lagonda which is believed to be the last pre-war chassis and the first David Brown produced Lagonda.

The Annual Gathering dinner, always a highlight of the weekend is not overly formal, is an excellent chance to meet fellow members. For new members it will be time to learn about the Club and the friendliness of fellow members. There is always a willingness to help with the questions about the history of our cars or some technical issue that has arisen.

If you have not already booked do so now by contacting Wokefield Park Hotel on 0118 933 4100 – please mention the Lagonda Club to get the preferential rate. Why not make a weekend of it and avail yourself of the Hotel's facilities of swimming pool, two gyms, sauna and Jacuzzis plus outside tennis courts and a large onsite golf course? Stay on the Friday and/or the Sunday as well, the rate is the same. All booking details were on the May newsletter.

The outline of the event is as follows:

Saturday car run– 2.00pm set off from Wokefield Park on a prescribed run in wonderful countryside around 35 miles to the establishment of Bishop-Gray at Aldermaston,. Here they will provide a tour around the extensive workshop to see current work in progress followed by tea and cakes of the highest quality to match the many Lagonda cars under repair or restoration. Maps and instructions are supplied at the start and participants should expect to back in the hotel around 5:00 PM.

Annual Gathering dinner – This notable event on the calendar normally attract well over 80 diners. Pre-dinner drinks from 6.30pm and dinner at 8.00pm. Dress is smart casual. Jackets and ties for the men and the ladies always impress with their elegant dresses. As ever, David Hine will provide the after-dinner entertainment in a way that only he can.

Sunday – The field display for over 70 cars including the featured model the V12's and LG6's. During the day YOUR car will be judged along with all the others and prizes will be presented later in the afternoon. The main part of the day is the holding of the AGM at 11:00 in The Lincoln Room. Pre-meeting coffee will be provided.

Please note that for a brief period, circa 10 minutes, immediately after the AGM we will be conducting an aerial photography session to record the event using a drone mounted camera. In order to satisfy Health and Safety requirements, access to the field will be briefly restricted and we ask members to exercise patience with us as the photographs will be most worthwhile.



The Lagonda Club 2018 Annual Gathering

29th/30th September 2018

Honoured cars this year are the V12s and LG6s

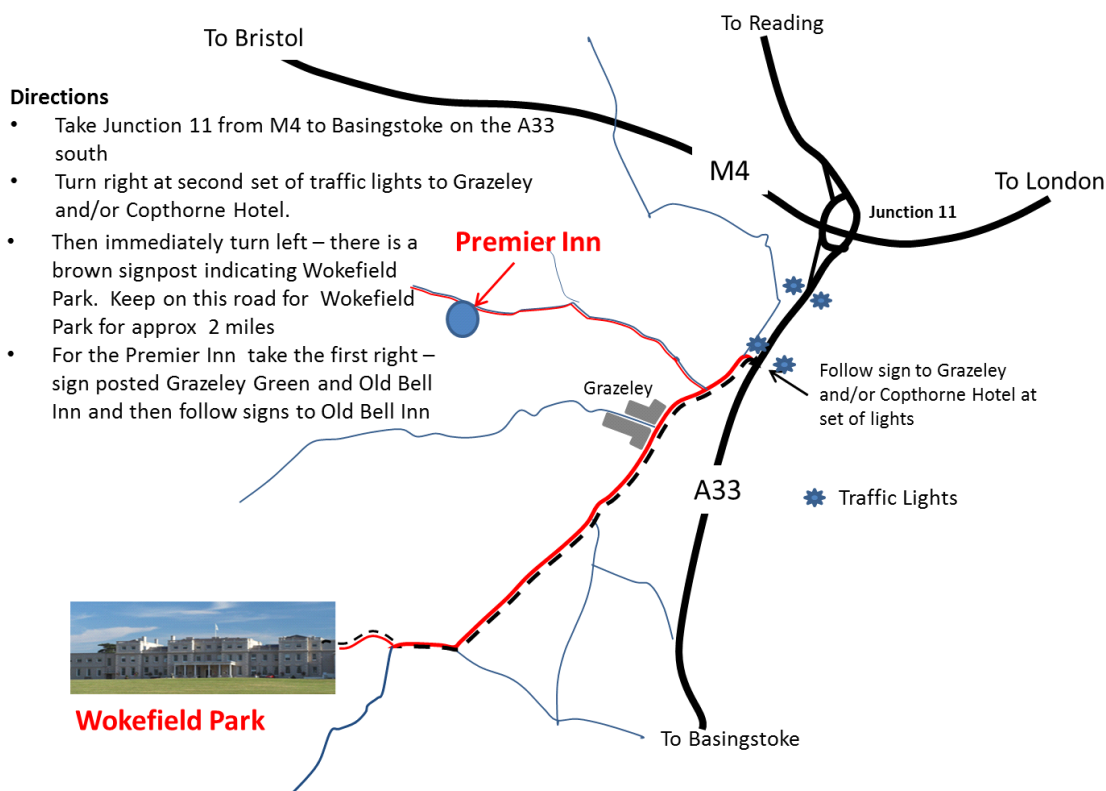


In the marquee, on the display field, there will be numerous stalls. Robin and Leah will man the Spares section, and the Bugler family will cover the regalia and the membership tables. There will also be a second hand parts table. Just bring anything you would like to sell, and it can be displayed. Labels for your name and mobile number will be supplied. We also hope to have a selection of experts there to discuss technical concerns about your cars and help generally. We expect Formhalls, Gosnays and BishopGray to be exhibiting and they will be pleased to meet clients old and new.

This is always an event that brings people together from far and wide. Most will be meeting old friends, but importantly it will help new members to get to know our club better. Those members who have not already booked either the hotel or the Saturday dinner are asked to do so now. For hotel accommodation ring 0118 933 4100 and for the dinner please refer to the Lagonda Club web site at lagondaclub.com/shop/agm-2017

If you have any questions please contact Nigel cowcomm98@aol.com or telephone 07711-666504

Location of Wokefield Park





2020 Lagonda Club Gathering European Location?



Dear Lagonda Club Member,

I am the organiser of the Annual Gathering and the AGM, which we hold every year in late September/early October. The Club is conscious that we have an ever-growing number of members in continental Europe, and that it is much more difficult for them to attend the AG than it is for most of our UK members. We are therefore considering holding an AG 'across the Channel', if we can find a suitable venue within, say, one hour from Calais.

We would not want to do this unless the idea was supported by our members, particularly by those who are regular attenders - it would be unfortunate, to say the least, if large numbers of UK attendees deserted the event and if few continental members were attracted.

The purpose of this email is to put the question to you and allow sufficient time for consideration of it to enable you to express your opinion at this year's AGM, which is being held on September 30th 2018. We would like everyone attending the AGM to be aware that there will be a vote on this topic during the AGM and to come prepared. Further to this, there will be a number of people who may not be able to attend the AGM this year, but would like to do so in the future, and I would encourage them to let me have their views, which will be taken into account along with the vote to be taken at the AGM.

Might I stress that I would particularly solicit expressions of interest in actually attending from our continental based friends as in the event of a positive vote I will have to assess the financial viability of the event based on the possible number of potential attendees.

Having posed the question I hope that you will give it your fullest consideration and look forward to hearing from anyone not able to attend this year's AGM who would like their opinion to be heard.

Please contact me (Nigel Smeal) on: cowcomm98@aol.com

If required my mobile number is 0044 7711 666 504

Kind regards

Nigel Smeal

Lagonda Club, Southern Area

A **visit** to the **Robin Lawton Classic Car** showroom followed by a **Picnic** at the **Tithe Barn, Old Ditcham**

Sunday, 9th September 2018. Time: – see below

We have received a generous invitation to visit Robin and Michelle Lawton at their establishment at about 12 miles from Old Ditcham situated up the glorious Stoner Hill, locally known as ‘Little Switzerland’, being the highest point in Hampshire.

As Jeremy and Margaret Oates have a foot in the Lagonda, Rapier and Riley camps all clubs have been invited to this event. The intention is that members should enjoy a wonderful day out in the Sussex and Hampshire countryside. We will go firstly to see cars at the Robin Lawton Vintage and Classic Car showroom, at Colmore, off the A3, and then take the short drive to the Tithe barn at Ditcham where there will be the ever popular picnic around the medieval barn. Just tap in www.robinlawton.com to find out more about Robin and Michelle and the cars you are likely to see.

At the Lawton’s there will be a fine welcome from 10.00am onwards with coffee/tea, an artisan bacon sandwich, croissants and perhaps something for those requiring a cool drink!

Our invitation from Jeremy and Margaret is as ever:

“Bring a picnic and to welcome you there will be Pimms, Ballards Beer, Tea and Coffee plus posh loos. Jeremy will try to open his small and tatty workshop within sight of Mike Thomas’ trim shop.”

Members will be expected at the Tithe Barn from midday onwards. A prize will be awarded for the ‘correct car’ from either club travelling the most miles to the event, and having been at both locations. Please keep a note of your total mileage from your start at home to your arrival at the picnic.

For any questions, please contact Michael Drakeford on 01903 872197, mobile: 07932 565830 or Email michaelwdrakeford@hotmail.com

Directions: Robin Lawton Vintage & Classic Cars (07710-364945): Hermitage Farm, Colmore near Alton at **GU34 3PU**.

Whether you come from the west or the east, it is strongly suggested that you examine the maps on Google/AA most carefully. There will be **Lagonda** signposts at the junction on the Petersfield Road/Bell Hill Lane leading cars to the farm.

The **Tithe Barn**, at **GU31 5RQ** is to be found 1.5 miles west of South Harting on the B2146.