



www.lagondaclub.com

NEWSLETTER

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This month's Guest Contributor is:
Arthur Brend

No 459

September 2018

September 1 st /2 nd 8 th /9 th 9 th 16 th 22 nd /23 rd 29 th 29th/30th	Beaulieu Autojumble – visit the Lagonda Stand at Red 300 - National Motor Museum, Beaulieu. VSCC Loton Park Hill climb LC Area Meet- Robin Lawton Classic Car showroom followed by a Picnic at the Tithe Barn, Old Ditcham, contact Michael Drakeford 07932 565830 VSCC Madresfield Driving Tests VSCC Speed Championship Rd 9/vintage Rd 5; Snetterton Circuit, Norwich VSCC Prescott Long Course Hill Climb LC Annual Gathering, Wokefield Park Hotel, Reading – see attached flyer
October 6 th 6 th 13 th /14th	VSCC Castle Combe Race Meeting VSCC Bowland Rally VSCC Welsh Rally

This letter is a few days later than usual to give Len Cozzolino time to get back from Beaulieu where he has been doing great work manning the Lagonda stand in place of Colin and Valerie Bugler. Colin has a broken leg and Valerie has not been well. This would have been their 28th consecutive attendance on behalf of the Club. We wish them both a speedy recovery.

It's "the last chance saloon" for bookings for the AG at Wokefield Park over the weekend 29th /30th September. To benefit from the lower Lagonda room rates and discounted wines you must book before Friday 13th September and notify Leah Knee of your menu and wine choices. The event will offer a rare opportunity to enjoy and view some of Lagonda's finest creations, the V12 being the summit of Lagonda engineering and this concentration of V12's and LG6's will not be seen very often. A number of people have been suggesting they will attend but have not, so far, booked their accommodation. Please don't leave it any longer.

Our Chairman John Sword sends this reminder: You will recall that in last month's Newsletter (August) we announced that, in order to assist with the financing of our purchase of the LMB spares, we were offering £50k of 4% Loan Notes to members. I am pleased to say that we have received applications for more than £50k, and the offer is therefore now fully subscribed. However, the number of applicants so far is less than 50, and we did say that we would scale back individual allocations in order to accommodate up to 50 members who wished to subscribe. At the moment therefore we are still open for applications, but we need to set an end-date, and we have decided that no further applications will be accepted after the 10th of September - so if you are interested in benefiting from this good rate of interest you need to move swiftly.

Our letter this month is from Arthur Brend, one of the Club's longest serving members.

Last Autumn the Lagonda Club celebrated the 66th anniversary of its birth following the marriage of the Lagonda Car Club and the 2-Litre Lagonda Register. This year is the 62nd anniversary of my joining the Club. In 1956 I purchased 2-Litre tourer GT910; she came with an itemised receipt for £50 worth of serious work to the engine, so was a pretty safe bet. Nobody knew that a supercharger had originally decorated the timing chest, so in the event the bet on the

engine was to some extent lost. It was my second car (Dear Editor, if you are ever reduced to calling for articles entitled "My First Car", I have one ready for you), and it served for business, running around, holidays and anything else requiring powered movement.

1956, and petrol at 3/6d a gallon. There were only two speed limits – one of 30 mph imposed by Government wherever it sought fit, and one imposed by the agility of one's car. 60 mph was viewed then with even more reverence than 100 mph is nowadays. GT910 in her emasculated condition would struggle up to 60, so was able to keep up appearances in most circumstances. Being then 25 years of age, she was considered "old" (still around, of course, at 87!), but seemed to my inexperienced mind something interesting and just within my impecunious reach. What a stroke of good guesswork and fortune!

Living then (yes – still 1956) in Colchester I took the car to the Sudbury Summer Fete. In the car park was a vintage Lagonda, so I sought out the owner. Introducing myself, I announced "I have a vintage Lagonda". "I have 5" he responded; "Come and see us". He was that classicist-turned-engineer Andre Kenny, and that meeting resulted in so many weekends of jovial hospitality, help, encouragement and generosity from Andre and his wife Leslie to myself and my fiancée as well as to so many other young enthusiasts. It was on these occasions that we met Clive and Shirley Dalton.

At that time many owners of vintage cars (including myself) were impecunious, and one needed to do as much maintenance and repair work as possible oneself. But where to learn? I was so lucky. With my first car, a Morris McEvoy Special purchased from Dick Sage (later a much respected member of the Club) about a year earlier than the Lagonda, I just jumped in at the deep end. The manager of the local garage (through whom I was ordering progressively more intimate parts for the engine) realised that I was getting well out of my depth and came to my rescue. So started a long friendship in which he taught me about taps and dies, decarbonising (what's that? I hear you ask), carburettors and so much else. Wallace Rennie-Roberts (known as Rennie) was unstintingly generous in helping me with the Morris and the Lagonda, giving time, skill, patience with an impatient pupil, and even the use of his private workshop. I still have his work bench and a flying jacket which he let me have on permanent loan.

Shadows of War still prevailed. Several members were listed in the Club Register with service rank. I had just hung up my khaki after a brief post-war spell of duty. My mentors had served throughout the hostilities, distinguishing themselves in Intelligence and the SAS respectively.

My present chariot is a 14/60 Two Litre (a title dictated by the instruction book) – progenitor of the illustrious Two Litre line of descendants. Purchased after it had been laid up for 15 years or more, it has so far been a restoration project; mercifully the fundamentals have not needed attention. A fascinating vehicle – expensively built, opulently appointed, lots of room (particularly in the back), a willing engine of extraordinary flexibility, and pretty to look at (everyone wants to get married in it!). Having experience of Two Litre cars, I resent the fashion for separating the 14/60 from all the other two litres. We have Speed Model Two Litre, High Chassis Two Litre, Low Chassis Two Litre, Supercharged Two Litre and Continental Two Litre. Why not 14/60 Two Litre? In all cases there are technical and aesthetic differences, but they are all the same family.

I was delighted to see a touch of humour on the flyer for the Northern Dinner in the March Newsletter. It reminded me of the cartoons and light-hearted articles which filled early editions of the Magazine; shades of carefree impecunious youth. By comparison, now all is expensive and valuable and, (to be polite) not quite so youthful, so all is that much more serious. Perhaps our Editor might find some of these early articles worth repeating.

Ours is a great Club and I am privileged to be a member. And being touched by these cars is worse than falling in love - it never goes away!

We had a good showing at Classic Le Mans in July. Richard Reay-Smith sends this report.

"The Lagonda Club was represented by Martin Bugler and me in our LG45 Team Car Replicas, Robert Lewis in his V12 Le Mans Replica and Chris and Nick Ball and Trevor Swete in Invicta S Types. Dan Ghose from Connecticut was co-driving an Alfa Romeo 8C 2300. There was also a non-member, H Hubner in Peter Whenman's old Rapier.

In the first of the three 40 minute Races, starting at 4 pm on Saturday, Trevor finished 11th and Martin 14th out of 69 starters. I was running in a new engine (don't ask) and so was very satisfied to be 23rd despite some gear selection problems and Robert was less than a second behind in 24th place. Dan Ghose's Alfa Romeo was 26th. Chris and Nick Ball and the German Rapier both developed severe engine problems in practice and so were unable to race. At least Chris and Nick could still race their Jaguar D Type in a later grid.

Martin Bugler finished 10th in the night race. I had a comparatively trouble-free race except for some brake fade and was 19th with Robert 22nd. The Alfa was 28th. Trevor was not permitted to start by the stewards because he did not have a balaclava even though this had previously been allowed by the scrutineers. He lost two laps while finding one to borrow and then carved through the field to finish 40th.

In the final race on Sunday morning, Trevor was 13th, Robert 23rd and the Alfa was 38th while Martin and I retired being classified 42nd and 45th. Martin had a mysterious loss of power, later diagnosed as an electrical problem, while my brakes gave up completely, which can be a little embarrassing at the end of the Mulsanne straight.

Taking all three races together, Robert was 18th and first Lagonda home, proving that to finish first, first you have to finish. Martin was 20th and Trevor 21st. Dan Ghose's Alfa was 31st and I was 39th with no brakes, two gears and a nicely run in engine."

By comparison we were sparsely represented at Prescott with only Andrew Cheyne on the hill, although there were plenty of fine Lagondas in the car park. Mallory Park on the 11th of August saw Nick Morley out in Race 1 with the LG45 and Tim Wadsworth in Races 5 and 8. However the best performance of the afternoon was by member Andrew Howe-Davies who won the Edwardian Race in his SCAT. On the following day, despite the forecast torrential weather the day turned out with just a little rain for Brooklands for the Annual Reunion. Contention for the Robbie Hewitt was a focal point for this otherwise relaxed occasion and was won this year by David Rowe with his delightful 1929 3 litre Tourer.

Coming up this month on the 9th September we have the picnic at Ditcham preceded by an invitation to visit Robin Lawton's car display on the way. All details and directions in the flyer with last month's Newsletter but you might find additional information on www.robinlawton.com.

We report the very sad news that Ernst Chalupa died on the 30th August following a heart attack five days earlier from which he never recovered. He was in Switzerland helping a customer at a Classic Car event.

Our heartfelt sympathy goes out to his wife Ingrid and daughter Katharina at this very difficult time. Ernst and his family operated a specialist restoration business in Vienna and many, many of our continental members have had their cars brought up to an amazingly high standard due to Ernst's skill and dedication.

Three years ago the Chalupa family organised the Continental Rally in the Salzkammergut region of Austria South of Salzburg. It was a splendid event with all eventualities catered for. In addition Ernst had several customers cars running at the rally one of which, a LG6 Drophead had only been finished a week before the rally. Needless to, say all his cars ran superbly.

He was able to make V12 engines run silently, smoothly, powerfully and cool. He was able to make 3 litre engines run so energetically that the cars they powered out dragged the Meadows engined models. However he always said that his favourite Lagonda engine to work on was the trusty twin cam 2 litre ! He was a great character and highly respected by Classic Car enthusiasts. He was often entrusted with the survey and purchase of prospective models where the price could run into six figures. Ernst's sudden and tragic departure leaves our Club with a huge void and he will be greatly missed by all concerned. The shock for his family and close associates is immeasurable and all our thoughts are with them at this tragic time.

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

FOR SALE

M45 T7/T8 Tourer original front wings (or would fit saloon). Good condition. Replica wings never seem to get the shape correct. These are original. Also a pair of original T8 tourer doors. Please telephone or email me if you are interested. W.Tomlin. 01291673650 or email : bill.tomlin@btinternet.com.

Lagonda books, all in as new condition: A history of the marque - Arnold Davey & Anthony May; Lagonda 1899 - 1999 - compiled by Arnold Davey; Lagonda Heritage - Richard Bird; Lagonda, an illustrated history 1900 - 1950. - Geoffrey Seaton. Offers to andrew.ashenden@outlook.com or 0778 871 2666 **(Ex Member)**

Bernd Holthusen history of Lagonda book. Numbered copy in linen with slipcase. Bids over £750 considered. Please contact Malcolm on +31653296768 or email malcmcgill@hotmail.com **(Non Member)**

Refurbished carburettors for the V12 Lagonda and Bronze bodied HV5 for supercharged 2 litre cars. Please call Wessex Workshops 01373 823513 or email wessexworkshops@aol.com **(Trader)**

LG6 spares, 2 back doors, 1 front door and boot lid including handles. A wire wheel believed to be for same model. Open to sensible offer, must go space needed. Tel 07967 179825 with questions. Located 1 mile from junction 28 M4 **(Non Member)**

Scintilla GN6 ¾ magneto. Offers Jon Champ 0033 612 414 115 or email mdgevg@gmail.com **((Non Member))**

DB 3 litre parts for Sale. If you would like a List contact me preferably by email: email@jeffleeks.com Jeff Leeks 01494 563188

New Book by Alan Heard. Available at the Annual Gathering or by direct from Alan. Contact to Alan on 020 8554 8938 or alandheard@yahoo.co.uk

David Brown & Sons
Lagonda and Aston Martin
Profiles 1860 to 1960

Alan D. Heard

Lagonda and Aston Martin Profiles 1860 to 1960

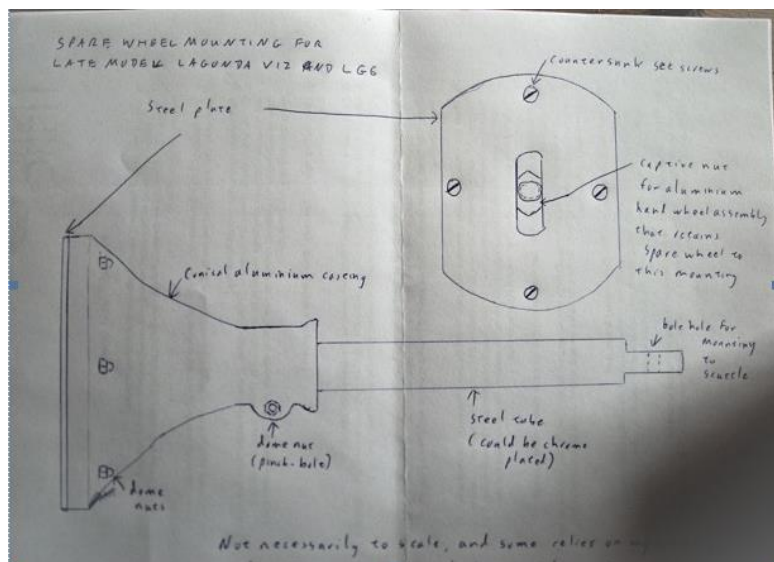
Alan D. Heard

Lagonda Club

WANTED

Late type V12 / LG6 spare wheel mounting.

To replace my original, which seems to have got lost in the course of the engine rebuild. The late type has a conical shaped aluminium casting with a steel plate retaining a captive nut (early ones have a steel disc; I have an early one to swap if preferred). See drawing! Can collect at the Lagonda Annual Gathering in September or be posted to UK address. Contact Laurence Hannam (H14) email best; lhannam@live.co.uk Tel: 0033 (0)549504126 (France; happy to call you back).



DB 3 litre parts wanted including: Inlet Manifolds(pair), Quadrant Gauge, Oil Filter Assembly & Dynamo ideally in serviceable condition. They could be collected on the Lagonda Weekend, Sunday only. I also have many DB 3 litre parts For Sale. If you would like a List contact me preferably by email: email@jeffleeks.com Jeff Leeks 01494 563188

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*/

B32	Stephen Brauer	11250 Hunter Dr, Bridgeton, Missouri, 63044 USA N/O
H15	Helmers Dietmar	Elsterweg 3, D-72589 Westerheim, Germany DB2.6 DHC LAG/49/23 KXX 136
J 14	Kenneth Jeddere-Fisher	9 Church View, Freeleand, Witney, Oxfordshire, OX29 8HT 12/24 Coupe 8702 NN 8080
S 92	Richard Simpson	5 Norton Gate, Kings Norton, Birmingham W Midlands B38 8DQ M45 Sln Z 10659 OC 8626
Z 1	Peter Zweifel	Obere Rebhalde 11, 6340 Baar, Switzerland LG45 Tr 12019 ZG 5039

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome To Helmers Dietmar who owns a 2.6ltr DHC

Auction Watch

Quite a number of DB Rapides for sale at the moment

<https://www.classicdriver.com/en/car/lagonda/rapide-1961-1964/1963/419449>

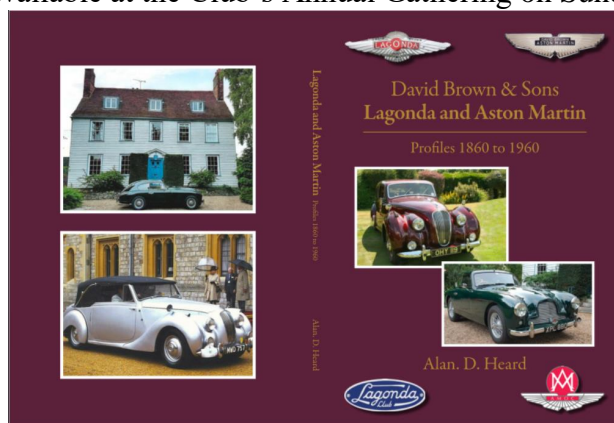
<https://www.classicdriver.com/en/car/lagonda/rapide-1961-1964/1963/511926>

<https://www.ultimatecarpage.com/chassis/3196/Lagonda-Rapide-LR-110-L.html> and a Rapier

<https://www.bonhams.com/auctions/24877/lot/525/>

New Book Written by Alan Heard

Alan Heard has advised me that he has written a book on Aston Martin and Lagonda, 1860 to 1960. It was published on 1st September. It was available at the Club's stand at Beaulieu last weekend and will be available at the Club's Annual Gathering on Sunday.



A note from Martin Peteres on the post war spares scheme.

At a recent Spares Committee meeting John Sword suggested that it might be a good time to write a summary of the DB model group's spares operation and as it is nearing my five year 'part of the team' anniversary it seems appropriate and I am happy to oblige. I think it will also be useful as I readily accept that I do not often provide explanations as to why some parts get made, others do not and why those that are made can take a while to appear. Perhaps the following will shed some light on what we do.

Until about five years ago I and a few other like minded DB owners were having a handful of DB parts made for our own uses and there were only two or three DB parts in the Club website spares section. Then I was persuaded to transfer our efforts to the Club's official spares operation and I am so pleased that happened. The support of The Club's Spares Committee enabled a huge scaling up of parts manufacture mainly due to access to a pool of knowledge of possible suppliers, helpful and positive critiquing of our projects by fellow Committee members and not least of all to the additional finance. Our goal is simple: to provide a comprehensive range of parts for our models. The biggest challenge is that of project viability against a background of relatively few cars and customers. If only they had built another four or five hundred cars is a recurring reflection. It is members' money funding

these parts and we have to be reasonably sure of a healthy demand and that parts made do not sit on the shelves at Carlton for years. Delay causing difficulties include searching for good samples, having drawings produced, investigation of the most cost-effective method of making the part, research on more up-to-date materials and the quotation process (many suppliers advertise that they welcome enquiries for small quantities and to be fair many are extremely helpful but for a number it is evident that batch sizes in double digits are not the sort of business they like!) But probably the greatest impediment to progress is that of our own availability; we are unpaid volunteers and the demands of our personal lives often interrupt our hobby. Nevertheless, the in excess of sixty parts now available is testament to the fact that a lot can be achieved.

The rate at which new parts are added to the list will reduce since a good proportion of those in high demand have already been made. Any component is a candidate for consideration, save those in the engine / gearbox, catered for by Aston Service Dorset and those where we have identified either a very good substitute or an existing source. That said, some parts will be very difficult to justify having made due to a combination of minimal demand, their complexity and the resulting impossible price we would need to charge to recover costs. Before you say, yes, emerging technologies may help and parts turned down in the past may one day become a possibility.

My thanks to all those in The Lagonda Club who support what we do. There are many and I won't attempt to list everyone but my sincere thanks to you all.

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

DB 3 Litre windscreen rubber: almost there - have been delayed by one of the possible manufacturers who, after days of silence, admitted they had lost our sample. The DB 3 Litre anti-roll bar bushes should have appeared on the website by the time you read this.

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 – September 2018

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

NEW PARTS NOW AVAILABLE

PRICE

GRSX16 - Complete differential assembly, light axle - 14/60, 2L, 16/80.	£1225.80
GRSX16S - Crown wheel & diff assembly securing bolts - 14/60, 2L, 16/80.	£5.50

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.

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



GRSX16

**Complete differential assembly,
light axle - 14/60, 2L, 16/80.**



GRSX16S

**Crown wheel & diff assembly
securing bolts - 14/60, 2L, 16/80.**

SPARES NEWS – September 2018

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

SPECIAL OFFERS

These parts are new and unused, but they have been acquired from the trade and were not manufactured by our normal suppliers. They are sold without warranty. There are very limited stocks available of these items.

All prices are excluding VAT and Carriage.



Offer price £400, List price £1200. LG45 front brake back plate. These can break so why not put one on the shelf just in case.



PAIR

Offer price £600. Alfin brake drums for V12 & LG6. These will improve your braking performance, especially if racing.



Offer price £600. G9 gearbox casing. These can break so why not put one on the shelf just in case.



Offer price £600. T8 gearbox casing. These can break so why not put one on the shelf just in case.



Offer price £600, List price £761.51. Crown wheel & pinion, 3.3:1.



Offer price £30, List price £95. Fan pulley (long) for all Meadows engines.



Offer price £80, List Price £195. Fan & spacer for Meadows Engine.



Offer price £575. Pair of 2L camshafts from Kent Cams (boxed).



Offer price £250. Inlet manifold for non-Weslake Meadows engines. This is the M45R design which gives improved performance.



Offer price £4000. Rapier 1500cc block. Fully machined.



Offer price £50. Lined brake shoes for M45, 3L ZM, (pair).



Offer price £60, List price £175. Oil pump drive gear, with shaft. Meadows engine.

Lagonda Club - Southern Area

Autumn Meet at The Cricketers Arms, Wisborough Green (On the A272), on Sunday 21st October 2018. Time: 12.00 noon onwards

The last Southern Area event of the season will soon be upon us and it will be a good opportunity to enjoy the warm autumn sunshine after a long hot summer. So why not join us at Wisborough Green?

On the way there you can listen to the purr of the engine as your Lagonda whisks you along the highways and byways of the Sussex countryside, enjoying the moment when your smile touches both ears.

It is always a delight to see a large gathering of our cars, so be sure to be there early for a space in the car park. For those that have not joined us before, The Cricketers Arms offers excellent food and beer and the staff have welcomed our cars since 2012.

We hope to see you there, with your family and friends. All members of both the Lagonda Club and the Rapier Register, both established and new, are most welcome.

Directions The Cricketers Arms is to be found on the green at Wisborough Green, which is on the A272, about 6 miles east of Petworth and 3 miles west of Billingshurst.

Please contact **Michael Drakeford** on **01903 872197** or Email **michaelwdrakeford@hotmail.com** with any questions.