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# NEWSLETTER

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This month's Guest Contributor is:  
**Jeff and Hilary Leeks**

No 460

October 2018

<b>October</b>	
6 <sup>th</sup>	VSCC Castle Combe Race Meeting
6 <sup>th</sup>	VSCC Bowland Rally
13 <sup>th</sup> /14 <sup>th</sup>	VSCC Welsh Rally
20 <sup>th</sup>	LC Midland Region Bi-monthly pub meet Kings Arms Ombersley. Contact Robin Balmain 01531 640166
20 <sup>th</sup>	LC Anglia Area Pub Meet - Queens Head, Hawkeden. Contact John Stoneman 01353 649494
24 <sup>th</sup>	LC Board Meeting
<b>November</b>	
17 <sup>th</sup>	Anglia Area Pub Meet - The White Horse at Southill. Contact John Stoneman 01353 649494

This month's letter is written by Jeff and Hilary Leeks who many will remember as the organisers of our outstanding Centenary Celebrations at Brooklands in 1999.

Well another very successful Lagonda AGM Weekend Gathering at Wokefield Park Hotel, Reading on 29th/30th September 2018. The weather was at least dry on both days, Saturday's sunshine was welcome but Sunday was more cloudy and cooler.

The Sunday started early with lots of polishing/cleaning for those cars that had been parked overnight whilst other Lagondas + Astons started to arrive continuously until about 1.30 pm. This was the first time the Aston Martin Owners Club had been invited and I believe both the interaction between the members, and the sight of their very nice Astons, was very healthy and should be encouraged more in our future events. Especially because our Lagonda Club may get more sponsorship from the factory in the future as and when they launch new models, particularly Lagondas. A total of 16 Astons arrived including just 1 pre-war car and parked adjacent to their Club flagpole.

Trying to count the cars as they arrived then departed on test runs wasn't easy but a breakdown of models showed the LG6 + V12 models to be the highest, appropriately as they were the featured models this year. The standard of the vehicles continues to improve every year which is very nice to see as well as knowing that a lot are used for many months throughout the year. On Sunday afternoon the Awards were presented by David Hine as listed below with the number of vehicles shown by model.

9 off 2 Litre & 14/60	Richard Walker	PL 7016	2L LC S/C
2 off 16/80	Norman Marrett	WD 6391	16/80 Spl
2 off 3 Litre & 16/65	David Rowe	KW 7254	3L LC
16 off M45, M35 & LG45	Stephen Matthews	BUW 780	M45.T8
4 off Rapier	Peter Cripps	BPC 44	Rapier
6 off DB	Peter Gilkes	UPE 222	DB 3L
22 off LG6 & V12	Sir Charles Chadwyck-Healey	YSU 310	<b>Featured Car Of The Year V12/LG6</b>

## The other Awards were:

Best Of Show	Brian Green	BU 8558	M45 Tourer
Furthest Distance	Wolfgang Kunkel	BWK 5H	V12 DHC
Best Used+ Maintained	Benjamin Hargreaves	FXM 25	LG6 Drophead
Most Liked	Eckhard Fabricus	LJF 3	V12 DHC
Special Merit	Nik Shaw F	KT 753	LG6
Gosling Trophy	Brian Stevens	best Magazine article	
Bellini Trophy	Andrew Cheyne	best performance in competition by a newcomer	

A fuller report on the events of both days with photographs, including proceedings at the AGM, will appear in the next magazine.

Hilary and I have been members of the Lagonda Club since 1 July 1976 and even though we no longer own a Lagonda we love to continue as members because we have made many friends over the 42 years. I've served on the Committee in the capacity of Social Secretary for 15 years + Chairman for almost 3 years, planning and co-ordinating the Centenary Events in 1999 with significant help by Hilary in the 18 months before hand, along with David Willoughby who produced the magnificent brochure circulated to all our members free of charge, fully funded/sponsored through Aston Martin

I have considerable technical knowledge of the Post War DB cars, the 2 litre supercharged and the V12 and even today I am approached by members throughout the world for information. I still enjoy helping pass on my knowledge – currently advising an Australian owner of a 1953 Aston DB2, supplying him with parts + my technical knowledge. If any DB or 2 Litre owners would like a list of parts we have available please contact us as we want to help Members keep their stunning cars on the road.

We remember especially the Switzerland Event with 25 Lagondas on a 15 day trip, which coincided with my 55th birthday. Our lovely hotel adjacent to the Interlaken Lake was also next to a Sex Shop but fortunately some the party couldn't afford to buy a blow up doll as they had planned to place it in the passenger seat of our 2 litre supercharged car. We had a super party that night with about 50 Members - lots of laughter, much wine and beer was consumed.

The other most notable event was our 2 days at Brooklands with the largest showing ever in the history of the Lagonda Marque, around 450 cars parked in a magnificent historic setting. Over 300 Members sat down for dinner either in the Clubhouse or the local Hilton Hotel on the Saturday night as we were heavily oversubscribed by the fantastic response.

The Bon Ami within our Club is one of the most important aspects of being a proud Lagonda owner and we did many rallies within Europe, Ireland and the UK, often 3 yearly until we recently sold our 2 litre Supercharged + our lovely V12 short chassis saloon which won the V12/LG6 award at Aldermaston on the day we sold it.

We hope to continue supporting our special Club for many more years to come and meeting all our friends, many we've known for over 40 years. Jeff & Hilary Leeks

On the competition front competitors at Snetterton on September 23rd were less fortunate with the weather but Nick Morley flew the Lagonda flag taking part in 2 races, his best result being 20<sup>th</sup> of 27 in the handicap. This coming weekend, October 6th sees the end of the domestic race season with a Lagonda presence at both AMOC Silverstone and Castle Combe.

Finally Colin Bugler writes in to say that on the 18<sup>th</sup> July this year he and Valerie were towing their caravan to a small town in South West France (Mortagne sure Gironde). A couple of miles before we arrived there we saw a vintage 2 or 3 litre Lagonda coming the other way round the bend. Valerie waved like mad but we didn't have time to stop and say hello or even to read the registration number. Who were these happy souls? We hope they avoided the torrential rain which descended about 1 hour later.

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

## FOR SALE

**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. £75k. Call Andrew Cale on 07812 434510



**Lagonda Club Magazines** from number 16 - Spring 1955 to number 41 - Christmas 1961 plus the 1960 Member's Register. Offers to John Fulford on 07505 505 605 or [johnfulford@me.com](mailto:johnfulford@me.com) **(Non-member)**

**DB3 Lagonda Coupe 1954.** Age has caught up with me and I am looking to sell my other vehicles – the convertible went last year. The restoration was completed in 2008 and its first outing was a tour of Normandy followed by several more years later. When purchased, there was, of course, no running gear so I decided to use a 1981 Nissan Laurel which I had used for 12 years without any problems. These engines have a very good reputation. This is a large engine, which fills the bay nicely and looks the part having a polished aluminum cam cover. SPEC: 2.4 litre. 6 cylinders in line, single, chain driven OHC with 5-speed box (floor change). No changes to chassis except the addition of 2 engine mountings. Alternator hence negative earth. A shortened prop shaft was required. Because of connections, the speedo & taco are Nissan but are identical to Lagonda (unbelievable). MOT August 2019. Mileage 161250. The performance is on par with the Lagonda – plenty of torque and in excess of 32 mpg. BHP not known. The remainder of the car is all Lagonda. The body is virtually unmarked and a very tidy interior – recent front seats re-upholstered & majority of the chrome good. Any trial & inspection. Comes with some spares, Lagonda & Nissan manuals. Having no bench mark, I am unable to set a price therefore will consider any offers. Photos on the Lag web site – Car List, number 47. Harry Taylor T6.



**DB 2.6Ltr head.** In good condition, no valve gear or other attachments. Offers over £750. Also triple SU manifold specially made for this head, in the style of Aston's DB Mk111 'Special Series', and original crank shaft 'cheeses'. Offers. For more information contact Keith Harris, on 07968797958, 01952 505983 or email [k.harris600@btinternet.com](mailto:k.harris600@btinternet.com) **(Non Member)**

**Complete Lagonda LG45 rolling chassis** in very good condition, for sale, all from one car. Comprising: Chassis full length, front and back axels complete with wheels, brakes and springs, bulkhead with ID plate, radiator, G10 gearbox, original Lucas P100 headlamps and mounting bracket, full dash with all instruments, two seats, petrol tank, steering wheel complete with hand controls and box, Hartford shocks. Original bonnet, scuttle and front valance also included. Plus M45 engine also available – mid rebuild, new sump, new rods and pistons, converted to shells, new mains, block re-sleeved, external oil filter conversion fitted, all new valves and springs etc, new timing chain, new head gasket. Also included, 2 new kingpins, spare crank and 2 spare wheels. Prefer to sell as a complete package, may split but only if enough enquiries to sell all the parts. For full details and photos please contact [EFGHART@GMAIL.COM](mailto:EFGHART@GMAIL.COM) **(Ex Member)**

**4 cycle type steel wings for a low chassis 2 litre.** Rears sound but fronts will need some rust repair. Photos and details from Tim Wadsworth [tim@lagondahire.co.uk](mailto:tim@lagondahire.co.uk) or phone 01666 860368 £500, buyer to collect from North Wiltshire.

**No WANTED this month**

## 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](mailto: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](mailto:vintageinstruments@hotmail.co.uk) (Trader)

## NEW MEMBERS

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

*B 86*	Michael Baur	Zugspitzstr. 3, Graefelfing, 82166 Germany
B 90	Robi Bernberg	23 Harman Drive, London, NW2 2ED N/O
B 74	James Baxendale	Little Wychwood, High Street Ramsden, Chipping Norton, Oxon. OX7 3AU N/O
C 58	Bruce Carey	9959 Penfield Rd, Macedon, New York State USA N/O
F 17	James Faulknor	507 Selmart Lane, Petaluma, California, 94954 USA LG6 Saloon 12344
*F 29*	Bob Fountain	Aston Workshops Ltd, Red Row, Beamish, Co Durham, DH9 0RW N/O
H 29	Tim Hughes	Fanville Head Farm, Hook Norton, Banbury, Oxon. OX15 5BS N/O
L 16	Andrew Lawler	Puddle Barn, Sandpit Lane, Bedlow, Bucks HP27 9QL N/O
L 17	David Long	10 Icklingham Road, Cobham, Surrey. KT11 2NG N/O
M 27	Holger Mengel	Rosenwinkel 11, Niemetal, Germany, 37127 Not disclosed
S 95	Marcus Schrammen	Neumannsbusch 12a, Moenchengladbach D-41199, Germany 1931 2ltrS/C OH 9938 MG LA 31 H
S 96	Craig Smith	Cedar Lodge, Lime Walk, Dibden Purlieu, Hamps SO45 4RA 1932 2ltr Continental OH10141 GY 9963
T 28	Nick Terry	Greenleaves, Corse Lawn, Comsil, Gloucestershire, GL19 4PE N/O

# THE POST 1945 GAZETTE

Lagondas the proper touring cars



## Auction Watch

Not much came to my attention recently but there is this lovely looking LG45 Rapide  
[https://www.bonhams.com/auctions/24880/preview\\_lot/5196239/](https://www.bonhams.com/auctions/24880/preview_lot/5196239/)

## Now published book

I have not seen Alan's book yet but Martin Peters has and send these comments: "I have just finished reading Alan Heard's new book 'David Brown & Sons, Lagonda and Aston Martin, Profiles 1860 to 1960' which I have thoroughly enjoyed. I found much new information (to me) and I would highly recommend it. I believe the number of copies is limited. Thank you Alan for the time and effort you spent on this enlightening work."

Alan's contact info in **DB Archives** below.



## More on the DB 3 Litre MkII cars

Just to recap from the August Gazette. I have been unable to find any confirmation of a MkII version in the service manual, just the new frame designation and a number of notes about the differences between the LB/290/xxx cars and the later LB/291/1/xxx cars. As well the typed addendum notes 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. I can now add that I've been unable to find any specific reference to a MkII car in a number of period motoring magazines. A "new" vehicle is mentioned but looking over the specifications listed it is unclear if this is a MkII or simply the LB290/1/xxx series of changes. Thankfully Arnold Davey has been forthcoming with some info from his records which confirm this vagary, but also add to the confusion about a definitive break point: Firstly, that there were cars designated as "MkII" in the factory records and the cars were built in batches with the following chassis numbers inclusive, for LB290/1/xxx built as MkII 4 door saloons: LB290/1/142-144 and /151 & /152 (built in September, 1955 but with none of these five not being delivered until April, 1957)

They were followed by: LB290/1/169-173, , 175, 181, 183, 186, 188-192, 194-199, 202-204, 206, 207, 209-217, 220-222, 224, 227-231, 233-253, and finally, 255-262

And these three only built as MkII drophead coupes: LB290/1/263, 266, and 267

But Arnold also notes that “There was a considerable overlap with Mark I cars and cars were not built in anything resembling chassis number order.” and “the entries clearly say Series II where appropriate but there seems to be no clear break from one to two,” And just to prove the point, the last MkI vehicle built, LB290/1/254 was delivered to its Swiss owner in October, 1956, while the first MkII vehicle actually delivered to a customer was LB290/1/206 in May, 1956. Further, he could find nothing in the specifications on the factory info to differentiate between the MkI cars and the MkII cars. Just the usual lists of special requests by customers for certain “non-standard” features. I expected there were a series of running changes in the cars so a definitive “break point” for a MkII version is impossible to define. So, was the “first” MkII vehicle, the first one built, or the first one delivered to a customer? And if the first MkII car delivered was chassis 206, what of the earlier MkII cars built? – cars 142-144, 151. 152, and all those others listed above up to, and including 204? So, we both continue to search period magazines and his archives to try to find out if the company ever clearly defined a MkII vehicle and what specifications differentiate it from the rest of the LB290/1 chassis cars. My most recent search of an Australian car magazine, Cars Today, found a report from London of a visit to the factory published January, 1957, it says the Tickford body has been adopted as “standard” when HRH Prince Phillip took delivery of his, and that the features on his car (floor change, etc.) are now standard except for the dash treatment, radio phone, and plastic rear window. A photo of a DHC was included. Later that year, in November, mention and 4-door photo only of the “new” 3L car. As the Duke’s car was number 31, built in 1954, and was not even a LB290/1 vehicle, it is clear they are referring to the Tickford models generally. All this proves to me is that the motoring journalists of the day were just as confused about the 3L models and their features as I now am.

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

Fixing hardware for bumpers, i.e. plain and keyed washers plus pins, is on the agenda. DB 3 Litre windscreen rubber is expected in at any moment. The manufacturer will ship directly to the Lagonda Stores after we test the sample - please monitor the DB page in the Spares section of the website. The DB 3 Litre anti-roll bar bushes are now up on the website and may be ordered.

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](http://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](http://www.lagondaforum.com) run by Peter Schirg.

Ron Press’ Post-1945 website [www.lagonda1949-1958.co.uk](http://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](http://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](mailto:nproferes@internode.on.net)

## SPARES NEWS – October 2018

E-mail; [spares@lagonda-club.com](mailto:spares@lagonda-club.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

	PRICE
DBSSP10 - Anti roll bar bush for LB290 & LB290/1, DB3L	£1.36
BRKV06 - V12/LG6 front hubs (pair), complete with bearings, seals, locking ring, spacer and grub screw.	£983.92
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

**DBSSP10**



**Anti roll bar bush for LB290 & LB290/1, DB3L.**

**BRKV06**



**V12/LG6 front hubs (pair), complete with bearings, seals, locking ring, spacer and grub screw.**

**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 – October 2018

E-mail; [spares@lagonda-club.com](mailto:spares@lagonda-club.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

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.



**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 £500**. Pair of 2L camshafts from Kent Cams (boxed).



**Offer price £250**. Inlet manifold for non-Weslake Meadows engine Thicker M45R type.



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



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



**Offer price £350**. Dynamo, newly reconditioned for LG45.



**Offer price £100**. Radiator cap, bronze unplated, LG45 & LG6.



**Offer price £42**. Engine mount front, M45, M45R, LG45 & LG6.



**Offer price £42**. Engine mount rear, M45, M45R, LG45 & LG6.



**Offer price £250**. Magneto drive gear Bronze.