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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:
John Sword – Club Chairman

No 462

January 2019

January 1 st 19 th 23 rd 27 th	Numerous New Year's Day events LC Anglia Area New Year's Lunch. Location The Red Lion Hinxton. Contact John Stoneman 01353 64949 LC January Board Meeting VSCC – Winter Driving Tests, Brooklands Museum, Weybridge, Surrey KT13 0QN
February 19 th	VSCC - The 64th Pomeroy Trophy. Silverstone

From the Chairman John Sword - A Happy New Year to you all !

Time now for us all to get back into our cold and dark Lagonda workshops, to turn on the lights and to get the spanners out. We have the encouragement of days that are at last now lengthening (at least in this hemisphere !), although only by a minute a day at the beginning of January, racing up to three minutes at the end of the month; and we can look forward having healthy cars back on the road for the Spring. In my own case, after some years with no visible progress, I hope to have at least one 'new' Lag to drive in 2019.

Before the Spring though, there are winter events to keep us all in touch, and some early ones are listed above. I would particularly draw your attention to the Anglia Area's New Year Lunch, on the 19th January, which is again being held at the Red Lion in Hinxton, near Cambridge - this draws members from a wide geography and is always a cheerful event, organised by John Stoneman and Len Cozzolino, who are on 01353 649494 and 01707 275133 respectively- see flyer attached.

The next major event is then the Suffolk Dinner, on the 6th of April. Along with related weekend activities, this is again being organised at Ufford Park by Colin Mallett - full details from Colin, on colin@fulvens.com, or from Leah Knee, on spares@lagonda-club.com, or from the Club's website.

After that we have the Northern Dinner and Awards, on Friday the 10th of May, which will, as usual, be held at Monk Fryston (01977 682369). Nigel Hall, who boldly agreed to take over from Tim Gresty the responsibility for looking after social affairs for the Club's members 'up North', is the organiser, and he can be contacted on nigelhallgb@gmail.com. This light-hearted event, including a short tour and visits to local attractions, is supported by members from all over the country. It includes the presentation of the Club's competition trophies for 2018, and all the winners of these are urged to attend.

Looking further ahead, the Annual Gathering this year will be on the 28th and 29th of September, again organised by Nigel Smeal, supported by Len Cozzolino, and again at Wokefield Park. The 2018 event at Wokefield went extremely well, and as well as being a tribute to the organisers, it showed the value of working with an organisation over several years to hone its performance - the problems experienced a couple of years ago are now a distant memory. Having said that, variety is the spice of life, and your Board is considering changes for 2020, in order to enhance our flagship event. We did consider holding the AG on the Continent, recognising the growing proportion of our members that live there, and we took a vote on this at the 2018 AG. However, some 50% of those voting were against this, which effectively killed the idea. A senior German member said to me afterwards that the Club is a British club and everyone understands that the AG should be 'over here'; but, in order to make it more attractive for

continental members to attend, he suggested that we might consider making it a longer event, perhaps over 3 or 4 days, with visits to places of interest. This is certainly something that we will consider.

In addition to the enjoyment of short events such as those covered above, it is always a great pleasure to join members for a few days touring together in an area with good roads, fine scenery and interesting places to visit. Most years there are one or two tours organised by members, to which any member may subscribe. The Continental Rallye takes place at the end of August every year, and is always well supported; and in most years there is at least one rally 'over here', with John Fitton being the most prominent organiser over the years. In 2019 David Hine is organising a rally in Snowdonia, from June 9th to 13rd. Owing to the practical problems of handling more than 20-30 cars, these events always have restricted numbers and they tend to sell-out very quickly. So there is unsatisfied demand for touring events like these, and it would be good if one or more members could volunteer to organise at least one more such event each year. Although not an exclusive Lagonda event we have always been made very welcome on the Fougères Rally which takes place this year in Brittany from May 17th to 20th. The contact, as ever, is Patrick Rollet, APPF, prkconseil@free.fr Information, programme and applications: www.rallye-fougeres.org

Important though these major events are, most of the social affairs of the Club take place at a local level - pub meets, lunches, visits to local attractions, and informal get-togethers with other clubs (such as the VSCC's Prescott meeting). These sorts of occasion are in some ways the lifeblood of the Club, and I would very much like to find ways to strengthen this aspect of our affairs. In the end, we are dependent upon our Regional Representatives for this, and whilst many areas enjoy a varied and lively diet of such occasions, there are others, particularly those areas where there are only a few Lagondas, where this is not the case, and Lagonda owners can have a lonely existence. You will recall that Richard Jenkins joined our Board a few months ago, and he has kindly agreed to take on the task of Regional Development, i.e. finding ways to improve the availability of grass-roots gatherings, including in areas where Lagondas are thin on the ground, perhaps working with other clubs who may face similar problems.

You will probably have seen that the Club has been developing closer relations with Aston Martin, both with AML and with AMOC. Now that AML are planning to launch a new range of Lagondas in the near future, a closer relationship should be beneficial for both organisations. With AMOC, we have had a long-standing relationship on competition matters, and with thinning grids this is now more needed than ever, and our common heritage in the ten years from 1947 is a further bond. We invited a number of AMOC members to bring their cars to Wokefield last year, which was welcomed by many members, and there will be more such cross-over invitations in 2019. Stephen Matthews is our link-man with AML and AMOC and is organising the Lagonda presence at the AMOC Spring Concours on May 19th at the home of the late Sir Paul Getty near High Wycombe. There will be more on this in future Newsletters and a flyer is attached.

I should update you on our Spares activities. The big event of 2018 was the acquisition by the Club of LMB's stock of Lagonda spares. This caused us to have a major reorganisation of our stores at Carlton, where we have moved all the stocks of new spares into a much larger barn. This was a huge exercise for Robin Cooke and his team, who completed the move without any disruption to supplies - many congratulations to them. To cover this expansion, we have taken on an additional team member at Carlton, Francis Pawle, who helped with the LMB move, and he is now busily learning the ropes, so that he will be able to give 100% cover for Leah Knee, who runs the office there (all of our team at Carlton are, of course, part time only). The ex-LMB parts are being checked and fed into the system progressively, with 20-30 parts being introduced each month (full details as usual at the back of each month's Newsletter). As you know, we raised £50k from members, through the issue of Loan Notes, to assist in the purchase of the LMB spares, and, with sales volumes now rising, I am confident that these Notes will be repaid as planned. Apart from the LMB transaction, we have continued to add new parts to our portfolio, all working towards the objective of keeping Lagondas on the road, and at a reasonable cost.

Although it's a bit late for Christmas our member Benjamin Hargreaves has published a second photo book, 'On A Road, On A Journey'. This is intended to explore the theme of the road or journey and the symbolism this holds for us, and the images evoke a sense of journeys both outer and inner. More details and images appear on www.benjaminhargreaves.co.uk

Finally, I should let you know that Len Cozzolino has kindly agreed to join our Board. As many of you know, Len has been a tower of strength to the Club for several years now, and he will, I know, make a great contribution in the future. His main role, in which he has been working for some time now, is as the Club's Deputy Registrar - in this he

has been understudy to Arnold Davey, working with Arnold and with Valerie Bugler to put all of Arnold's manual records, covering almost every Lagonda made up to 1957, onto our computer database. In addition to this, Len helps with the Newsletter and with membership queries, runs the annual Concours at the AG, helps John Stoneman with organising events in the Anglia region, and from 2018, is manning the Club's stand at Beaulieu. That's quite some list!

It only remains for me to thank all our many volunteers, without whom the Club could not function - my colleagues on the Board, of course; all our Regional Representatives around the world; our Spares Committee and those members who take on projects for us; and all those many members who help with advice and support in so many ways (including making this Newsletter happen !).

Whatever else 2019 may bring, let's make it a great year for Lagonda-ing !

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

FOR SALE

1937 Lagonda 4½ litre LG45 Sanction 3 Engine. Rebuilt in 2014 by BishopGray as a race/fast road engine, including dynamically balanced billet crank, Carillo rods and Arias pistons. The engine was routinely refreshed in 2017 with new big end shells etc. since when it has only been lightly used. With 2 SU HV5 Carbs, dynamo and starter motor. 170+ BHP @ 4,500 RPM and close to maximum torque from 1,500 RPM. Detailed specification and power curves available. Richard Reay-Smith Tell:01932 830366. Email:rpmrs@hotmail.com.

2 ltr bulkhead. original and in good condition will suit M/LG45 team cars £2000.00 **1930 3ltr engine**, complete less block £2000.00 **M45 Crankshaft**, reground B/ends -0.025, mains -0.030 £1000.00 Contact Richard 07967221564 or e mail richard@walkerembury.com for photos **(Non Member)**

LG45 gearbox. Right hand change LG 45 gearbox. Offers. For more details call David Wall 01603 782353 office hours please. **(Member)**

2Ltr Spares: Set of front and rear Brake Drums; Cast aluminium Bulkhead with brackets; Outer clutch plate; Pair front hubs; 3 off 21 ins wire wheels in primer; 1 New aluminium water-pump housing; 1 New Water Y piece –cyl hd to rad; 1 OH gearbox complete; Selection of gear levers; 1 Front timing case cover – with chain adj cover – poor; Starter motor cradle; 1 x Clutch pedal, cross shaft and mounting; Aluminium c/wheel and pinion carrier; Email for further details and/or photos. My email address is bensonsv17@gmail.com **(Stephen Benson, Member)**

WANTED

Heavy axle half shaft (off-side) for my 16/65. New old stocked preferred, that one that has languished on your workshop shelf for years, but anything sound considered. It is not currently available from the Club Spares. Contact Len Cozzolino on 01707 275 133 or len@cozzolino.co.uk. **(Member)**

Drawings or sketches with good dimensions of the door retaining mechanism on a DB2.6 drop-head coupé. I.e. the anchor pivot in the lower body door frame, the connecting bar and the keeper in the bottom of the door. If you have previously reconstructed this area of your car and have kept details or photos I can assure you they will be gratefully received by a Club member in France. Please either contact me Martin Peters mjpeters@supanet.com / tel: 01480-212657 or send information directly to Cyril Carré, celtagnome@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*/

A 10	Paul Anderson	Little Tiffenden, Redbrook St, Woodchurch, Kent. TN26 3QU N/O
B 93	Quinten Buijs	Gezichtslaan 16, Bilthoven. 3723GE The Netherlands 1932 3ltr
B 91	Gerard Burkardt	Château d'Ivernois, Grande Rue 7, CH-2112 Motiers NE. Switzerland LG45 DHC 12134 MG 4963
M 66	Mick Morton	Foxwood House, Foxwood Lane, Woodborough, Nottingham. NG14 6ED 1934 16/80 Coupe S10272 APB 159
S 98	Dr. Ursula Schmitt	Meckstrasse 3-5, Fuerth, Germany 90762 1936 LG45 Tr 12241 FO-TT-10H
Z3	Christopher Zeiss	Umgasse 18, Ruschlikon, ZH 8803 Switzerland. LG45 Rapide Tr 12205/R LG45R (original MFF 332)

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

Richard Branch found this team car replica

<https://classicmotorhub.com/showroom/1934-fox-and-nicholl-lagonda-m45-team-car-replica/>

And this LG45 Rapide appeared in November

<https://www.bonhams.com/auctions/24880/lot/19/>

And this LG45 Rapide replica

<https://www.bonhams.com/auctions/24881/lot/157/>

and this 16/80 Tourer

<https://www.prewarcar.com/280045-1934-lagonda-16-80-t7-factory-body-tourer>

and this 1952 DB2.6

<https://www.postwarclassic.com/238606-lagonda-2-5-drophead-coupe-1952-for-sale>

and a very rare LG6 Rapide DH

<https://hymanltd.com/vehicles/6179-1939-lagonda-lg6-rapide-drophead/>

A comment on the November Newsletter

On reading Alastair Gunn's fascinating story about his uncle's Spitfire experience, another Aussie member pointed out to me that our DB Lagondas probably have Spitfire, Hurricane, or similar bits under the paintwork, as steel was harder to come by just post war than aluminium.

Early days of the post war Lagonda DB2.6L

I'm still digging through my local car club's extensive library collection of car magazines, most going back to their beginnings, looking for info on the 3L Mk2 cars as well as an article mentioned in a 1949 magazine of an interview with W.O. Bentley which took place either shortly before or shortly after the David Brown buyout of the business. Still no luck but I have found another short article mentioning that a DB Lagonda was loaned to a motoring journalist for The Motor, to drive to the Geneva show. This was supposedly followed by an article on the car but I have not found it so far despite finding one on that Geneva motor show.

So the research continues to try to find the WOB interview as they were so rare, and perhaps find a road test and detailed write-up on the vehicle in 1949 editions.

Praise for the DB Rapide

I've only ever seen one of these in the flesh so was quite pleased when the librarian at my local Sporting Car Club gave me an article on them from the October, 2018 edition of Autocar. I suggest you all get hold of a copy and read it.

After a short bit of backstory about David Brown's purchase of Lagonda and Aston Martin after the war, and acknowledgement that he kept the Lagonda brand alive with the 2.6L and 3L cars until 1958 when the DB4 was launched, the author, Martin Buckley, jumps forward

to acknowledge the David Brown recognized the need for a new totally new model, effectively to be a 4-door DB4, one which would be suitable for either chauffeur or owner driven transport, coupled with high performance. Troubled by capacity issues at AML and the move from Feltham to Newport Pagnell, the introduction of the car caused some friction between David Brown and factory management. General Manager John Wyler claimed that "each Rapide was built at the cost of three Aston Martins....with no commensurate return in profitability or reputation". The car was aimed at the "captains of industry" and at a price of £5251 (and a loss to the company of approximately £1000) competition from cars such as the newly released Jaguar Mk10 at £2000 made sales difficult, probably explaining the fact that only 55 were ever built. Looking similar to the Facel Vegas at the front. Design by Touring of Milan after their work on the DB4, the styling was foreshadowed by David Brown's personal car, the "Brown Bomber", 24CMT, though the two are quite different.

The article goes on to describe the car and its features in great detail and notes that the cars were only built to special order and that when production finished in October, 1964, the 17 outstanding orders were cancelled. He describes the prototype car, LR/101/R (5293MM) and its differences to later production models in detail and includes a number of photos.

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

Flexible steering shaft couplings for the 2.6 and early 3 Litre cars are being made. We were quoted 4 weeks lead time, I suppose we should allow a little extra for the holidays, but they are likely to be in stock before the end of January. 2.6 brake shoe hold down / beehive springs (coil with a hook extension through) - delay is only to obtain the best deal possible from one of several sources. It will happen.

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.

Please order parts via the website if possible.

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 – January 2019

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

NEW PARTS NOW AVAILABLE

	PRICE
BRKV14 - V12/LG6 Brake light switch.	£8.00
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
CLT428Z - Flange, diff to prop shaft.	£100
CLT429Z - Clutch input shaft, M45 & M45R.	£450
CLT430Z - Clutch release fork, M45 & M45R.	£80
CLT431Z - Clutch stop disc, M45 & M45R.	£200
CSTV06Z - Water jacket plate, V12.	£70
CSTV07Z - Water jacket plate, V12.	£70
CSTV08Z - Water jacket plate, V12.	£70
CSTV09Z - Water jacket plate, V12.	£70
CSTV10Z - Water jacket plate, V12.	£70
CST432Z - Rocker cover casting, M45.	£150
ENG495Z - Oil take-off casting, Meadows.	£100
GRS437Z - Self-aligning bearing housing, Meadows.	£90
SSPK407Z - Starter dog nut, Meadows.	£80
ENG497Z - Oil distribution block, Meadows.	£70
VLV11Z - Camshaft (pair), V12.	£2000
GRSV02Z - Timing gear set V12, (halftime).	£300
ENG493Z - Cylinder head stud set, V12.	£200
VLV431Z - Camshaft bearing, rear, Meadows.	£180
VLV430Z - Camshaft bearing, front, Meadows.	£150
SPKV06Z - Distributor cap, Delco Remy, V12	£70
GRSX22Z - Differential cross shaft, 2L, 3L, 3.L, M45R & LG45.	£120
GRSV03Z - Drive shaft water pump & dynamo V12.	£500
GRSG907Z - G9 3 rd & 4 th gear fork.	£300
GRSG906Z - G9 1 st & 2 nd gear fork.	£330
GRS464Z - Drive gear, large, Vertex box.	£70
GRS459Z - T8/G9 gearbox rear bearing housing.	£250
GRS457Z - T8/G9 steel bearing housing.	£80
ENG498Z - Vertex magneto drive/dynamo drive box bearing cover, LG45, LG6.	£70
CSTX14Z - V12 Dynamo/Magneto drive housing aluminium, Meadows.	£600
CSTV11Z - Cylinder head water offtake, V12.	£70
CST424Z - Fan tower, LG45.	£90
CLT439Z - Clutch thrust bearing sleeve nut, M45 & M45R.	£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.
CST105 - High water pump, front head offtake, 16/80. Light axle half-shafts.

BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
CLT209 - Clutch drive spider & shaft for 2L.
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.
ZM chassis - braking system (13 parts).
Fuel tank senders (3-terminal type), 2L, 3L.
PMP104 - Low water pump housing, fully machined, 16/80

Rear spring U bolts, LG45.
Rockers, 4.5L.
PMP103 - High water pump housing, fully machined, 16/80.
Various DB parts, please see Nick Proferes's Gazette.

SPARES NEWS – January 2019

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

NEW PARTS AVAILABLE

BRKV14



V12/LG6 Brake light switch.

DB5SP10



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

BRKV06



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

GRSX16



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

CLT428Z



Flange, diff to prop shaft.

CLT429Z



Clutch input shaft, M45 & M45R.

CLT430Z



Clutch release fork, M45 & M45R.

CLT431Z



Clutch stop disc, M45 & M45R.

CSTV06Z



Water jacket plate, V12.

CSTV07Z



Water jacket plate, V12.

CSTV08Z



Water jacket plate, V12.

CSTV09Z



Water jacket plate, V12.

CSTV10Z



Water jacket plate, V12.

CST432Z



Rocker cover casting, M45.

ENG495Z



(SINGLE)

Oil take-off casting, Meadows.

GRS437Z



Self-aligning bearing housing, Meadows.

SPK407Z



Starter dog nut, Meadows.

ENG497Z



SINGLE

Oil distribution block, Meadows.

SPARES NEWS – January 2019

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

VLVV11Z



Camshaft (pair), V12.

GRSV02Z



Timing gear set V12, (halftime).

ENGVO3Z



Cylinder head stud set, V12.

VLV431Z



Camshaft bearing, rear, Meadows.

VLV430Z



Camshaft bearing, front, Meadows.

SPKV06Z



Distributor cap, Delco Remy, V12.

GRSX22Z



Differential cross shaft, 2L, 3L, 3.L, M45R & LG45.

GRSV03Z



Drive shaft water pump & dynamo V12.

GRSG907Z



G9 3rd & 4th gear fork.

GRSG906Z



G9 1st & 2nd gear fork.

GRS464Z



Drive gear, large, Vertex box.

GRS459Z



T8/G9 gearbox rear bearing housing.

GRS457Z



T8/G9 steel bearing housing.

ENG498Z



Vertex magneto drive/dynamo drive box bearing cover, LG45, LG6.

CSTX14Z



Dynamo/Magneto drive housing aluminum, Meadows.

CSTV11Z



Cylinder head water offtake, V12.

CST424Z



Fan tower, LG45.

CLT439Z



Clutch thrust bearing sleeve nut, M45 & M45R.

SPECIAL OFFERS

E-mail; spares@lagonda-club.com, website: 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 £900). M45R/LG45 front brake back plate. These are actually for the M45R but can easily be adapted for LG45.



Offer price £600. Set of 6 Meadows piston assemblies, 3.52in (40thou oversized) made by Ross Racing Pistons.



Offer price £600. Set of 6 Meadows piston assemblies, 3.53in (50thou oversized) made by Ross Racing Pistons.



Offer price £2000. Carillo-type V12 Connecting rod set made by Robson Engineering.



Offer price £2000. V12 Crankshaft.



Offer price £75 (list price £150). T8/G9 gear selector rod housing.



Offer price £150 (list price £300). T8 front gearbox housing.



Offer price £150 (list price £300). G9 front gearbox housing.



Offer price £1100. Connecting rod Set, M45.



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 (list price £1200). G9 gearbox casing. These can break so why not put one on the shelf just in case.



Offer price £600 (list price £1200). 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 for the heavy axle.



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



Offer price £250 (list price £500). Inlet manifold for non-Weslake Meadows engine (thicker M45R type).

SPECIAL OFFERS

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



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



Offer price £60 (list price £175). Oil pump drive gear, with shaft. Meadows engine.



Offer price £42 (list price £105). Engine mount front, M45 & LG45.



Offer price £42 (list price £105). Engine mount rear, M45, LG45.



Offer price £75 (list price £235). Steering wheel mounting boss, M45 & M45R.



Offer price £55 (list price £165). Water pump adaptor plate, M45, M45R, LG45, LG6.



Offer price £40 (list price £175). Oil Pump drive gear, without shaft, Meadows engine.



Offer price £400. Magneto drive box Vertex, machined casting, LG45 & LG6.



Offer price £50. Brake Shoe lined, 3L, 3.5L, M45 & M45R.



Offer price £20 (list price £62.50). Radiator bottom elbow, M45, M45R.



Offer price £50 (list price £150). Brake Actuator with middle and outer pistons, 3.5L, M45R, LG45.



Offer price £40 Door Lock, Drivers side.



Offer price £40 Door Lock, Passenger side.

The Lagonda Club - Cambridge Area



New Year's Lunch 19th January 2019



John Stoneman once again cordially invites you to join fellow club members for another enjoyable lunch get together for lunch on Saturday 19th January 2019. We have selected the same Pub as we did last year given the pleasant atmosphere, good food and overall good service.



Venue: The Red Lion, 32 High St, Hinxton, Cambridge CB10 1QY <http://redlionhinxton.co.uk/>

Date: Saturday lunch, 19th January 2019

Lunch: 12:.00 for 1:00

Cost: £35 per person for 3 course dinner, including coffee or tea. Wine is not included in the above cost, but can be purchased and paid for at the bar.

The Red Lion is a multi-award-winning privately owned free house pub restaurant with bed & breakfast accommodation nestled in the heart of the pretty conservation village of Hinxton, Cambridgeshire. This historic, Grade II listed building provides the perfect backdrop for enjoying fabulous food and drink, in the company of friends, family and colleagues. Exposed beams, well stoked fires and Chesterfield sofas invite you to stay a while and relax, while an impressive oak, dry peg extension is an elegant, spacious room in which to dine.

As you will see from the website there is accommodation at its sister pub the Black Bull a short 10 minute drive away.

For those wishing to attend please Email Len Cozzolino (len@cozzolino.co.uk) with your selection by Friday 11th January 2018.

Starter: Spicy red lentil soup –*sourdough, butter*
Pan-seared Pigeon Breast- *puy lentils, orange slice, rocket*
Crispy squid – *warm chorizo potato salad*

Mains: Braised Beef Cheek –*hispi cabbage, mashed potato, red wine jus*
Pan –fired Seabass fillet – *stir-fried veg noodles, spring onion, coriander & ginger salsa*
Roast Cauliflower – *tenderstem broccoli& butternut squash salad, pomegranate, Dukkha*

Desert: Apple Crumble - *custard*
Peanut Butter Parfait – *banana & coconut granola, peanut butter cream*
Sticky Toffee Pudding – *butterscotch sauce, vanilla ice-cream*

Coffee/tea



ASTON MARTIN SPRING CONCOURS WEEKEND – 18/19 MAY 2019

The Wormsley Estate, nr High Wycombe HP14 3YE

The Lagonda Club has received an invitation from the Aston Martin Owners Club (AMOC) to attend their Concours, on **Sunday 19th May**, as the Invitation Marque.

Len Cozzolino is organising a **120-year Lagonda Display**. This will be a pictorial time line display with a few video clips of old home black & white movies and an interview with Arnold Davey, the Club Historian. We have a new pop-up gazebo adorned with Lagonda Club logos and the intention is to use that for the display and a Lagonda Club focal point during the day. Len is working on a selection of cars for the event to represent the history of the Lagonda with a focus on the DB Lagondas.

As we did at St Athan, the intention is to park on the Lagondas together for an impressive display of Staines and Feltham machinery.

AMOC is planning for:

Friday 17 th May	Evening Event, possibly a BBQ
Saturday 18 th May	Bonhams Auction & AMOC International Dinner
Sunday 19th May	Concours Event 'Memorabilia' during the morning, Prize-giving in the afternoon

Venue: The Home of the late Sir Paul Getty, the Wormsley Estate which has, arguably the most beautiful cricket ground in England, this is where the cars will be parked but I assume on the outfield, with use of the Boundary Room. I understand vintage buses will provide transport to view the Walled Garden and other attractions within the Estate. I think we can assume that the scale and the setting of the event will be impressive.

Action here! Register by email or post to: Stephen Matthews, Heathercote House, Silchester, Reading, RG7 2PGEmail: Stephen@atrebaturum.co.uk

Please do indicate which Lagonda you intend to use and your contact details/

Further details to follow, as they say.