

Please renew quickly in order not to be suspended –see below for suspension date

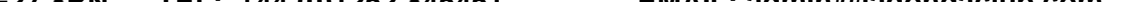
Standard <i>electronic</i> Membership (Newsletters online – magazines by post)	£45
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Premium <i>postal</i> Membership (Newsletters and magazines by post)	£62
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SUSPENSION DATE 30th APRIL 2019

PREFERABLY PAY EASILY ONLINE THROUGH THE LAGONDA CLUB WEBSITE

IMPORTANT: If paying by credit card direct to the Membership Secretary please do **NOT** send details by e-mail as it is unsafe. We prefer members to use the Club website which is simple to use.


To:- Hon Secretary, Lagonda Club Ltd., Wintney House, London Road, Hartley Wintney, Hants
RG27 8RN TEL: +44 (0)1252 845451 EMAIL: admin@lagondaclub.com

I enclose my cheque for **£45 or £62** made payable to **Lagonda Club Ltd** for the Club subscription year 2019/2020

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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:
David Humphreys

No 463

February 2019

February 16 th 19 th 24 th	LC Anglia Area Pub Meet. Venue TBA. Contact John Stoneman 01353 649494 VSCC - The 64th Pomeroy Trophy. Silverstone LC Midland Area Lunch- The Arrow Mill- Contact Robin Balmain 01531 640166
March 16 th	LC Anglia Area Pub Meet. Venue TBA. Contact John Stoneman 01353 649494

Three flyers accompany this Newsletter, by far the most important of which is the **Subscription Renewal Form**. Please attend to this now, using the Club's Website, which is the easiest method for all concerned. Ignoring this notice will mean that, come the end of April it's "Bye Bye, nice to have known you."

Our **Annual Gathering** this year will be on 28th and 29th September. Consideration is being given to making it a 3 day event and our organiser would welcome your views. Please see the flyer for full details.

The third flyer is an invitation from our Magazine Editor, Roger Seabrook, to join him on the **Bean Car Club Rally** to Spain on 30th August. Those who would like to venture further might consider the Retromobile Gala in Krakow, Poland on the 8th /9th June see www.automobilehotel.pl for details.

Prior to all this are of course two important Club events, the **Suffolk Dinner** on April 6th and the **Northern Dinner** on May 10th Details on the Website and previous Newsletters. Midland Members start their lunches on Sunday 24th February at The Arrow Mill, Alcester. All details from jenniferbalmain@btinternet.com

This month's letter is written by David Humphreys :

"The first mistake I made was parking next to Tim at the 2017 AGM, the second was then to engage in a conversation with him on the vagaries of the 2 litre engine cooling system..... and before I knew it, he'd managed to slip into the conversation what a life changing experience it would be to write a newsletter one month..... so here goes !

I first joined the club in 1999 and whilst looking for a car, the first event that I attended was the Lagonda centenary event at Brooklands which was by pure coincidence also mentioned in a recent newsletter, so it clearly made a big impression on all those attending. What a fantastic event that was and I not unnaturally assumed that all Lagonda Club events must be on a similar scale. Subsequent experience showed that whilst it would be hard to beat the scale of the 1999 event (roll on the bicentenary 2099 event !)... the quality and the effort that is put into every Lagonda Club event that I've subsequently attended has always been to the same exceptionally high standard. Shortly after the Brooklands event, having come close to purchasing a 16/80, I settled on a 1928 2 Litre High Chassis which I have owned ever since. Interestingly when I purchased the car, at the time I was in my mid 30's which I think made me one of the younger members of the club and 18 years later I think that is probably still the case ! That however I suspect is just the demographic of the club and as the cars rise in value, it will probably become increasingly difficult for younger members to own one unless they are lucky enough to inherit one ! Has this ever been an issue for me.... not at all as I have always found everyone to be extremely hospitable and helpful and I think over the years I have made some great friends through the club. Popular "classic car mythology" advises that it's the cars that impress you during your teens that you subsequently first wish to purchase in later life when/if the funds are available.... so probably those members that are currently competing at one or more of the large events now available ranging from Shelsley Walsh to the Le Mans Classic are probably doing more than their fair share to keep the marque name alive

in future. I suspect going forward that for new members “owner maintenance” of the cars will become increasingly difficult and this is something that we may all need to think through how best to address particularly as new technology such as “augmented reality” becomes cheaper and more widely used. If you don’t know what this is and have time and a computer, look up “BMW augmented reality car repair” on youtube and there are a couple of interesting videos already 10 years old! I suspect that this type of technology could well replace the “Haynes workshop manual” within the next few years.

I generally travel fairly widely with my job and recently have been fortunate enough to spend some time working in Russia commissioning a new Aluminium Rolling Mill (from where I am currently writing this newsletter). Whilst there, with some support from Arnold, I have been trying to uncover some more of the Russian Lagonda history pre-revolution. I hope to write this into a feature for the magazine at some point in the future, but one of the items that I have found particularly interesting is that contrary to the Lagonda advertising at the time and hence understanding since, it doesn’t appear that Wilbur Gunn won an “official” Gold Medal in the 1910 St Petersburg Reliability Trial. It looks very likely that the car hit a tree somewhere on the road between Gomel and Kiev and sustained some damage to the front axle which took some time to repair and meant that the car didn’t finish the race with the rest of the participants at the end of June 1910 and attracted 29 penalty points. The trial was actually won by a Mr Willy Pöge from Germany driving a Mercedes (the three cars were all Mercedes) with the only British driver named among the 22 classified as finishers being a Mr Candall driving an Austin who finished 13th. Lagonda were described as “rally cancelled” ?

What looks more likely however and fits with Arnold’s discussions with Bert Hammond (one of the original participants) many years ago, is that on completion of the trial, it was then decided to run “a tie breaker event” to drive back to St Petersburg and the Lagonda did well enough on this to receive a gold medal and certificate from the Tsar ! As Arnold has previously documented, the story then is that the gold medal subsequently found its way onto a necklace for Connie Gunn and the certificate onto the boardroom wall, until it disappeared sometime during the 1935 receivership. I wonder if one day, either might turn up ?

The other item that I have found extremely interesting, is that the original building that housed the Lagonda showroom in St Petersburg from 1910 to 1917 is likely to still exist. One day I hope to visit it, but should any members be visiting St Petersburg in the meantime, the showroom address was St.Petersburg, Kamennnoostrovskiy Prospekt, 16 and a modern picture (from the internet !) is shown below. A bit of further research has uncovered that the building was originally constructed between 1905 and 1906, with a German architect so the timing also seems to fit.



If this is the same building and it seems likely that it is, you can just imagine “the latest” Lagonda’s sitting behind some of the ground floor showroom windows over 100 years ago and maybe entering/exiting through the entrance to the right of the front door !

Finally, if you are running short of items for your bucket list, then I have recently completed and can highly recommend (weather permitting) the North Coast 500. This was “invented” in 2015 as the UK’s answer to Route 66 and is a circular route starting in Inverness and looping around the top of Scotland. It was a fantastic trip and best described by Mr Mark Yeomans favourite TV presenter, Mr Jeremy Clarkson who completed it a few weeks earlier filming it for his Grand Tour TV series and advised:

“..... and it went on and on and on. Past turquoise water like you find in the Maldives and islands as weird and as enticing as those in Ha Long Bay. This was, and I will take no argument on the matter, by far the most beautiful place on Earth. As far removed from anything we have in England as Timbuktu.”

So there you have it.... for the first time ever (I think), Jeremy Clarkson has been quoted in the Lagonda Club newsletter..... and I agree with him ! I probably should also add that Mr Yeomans recently made it very clear to me

that I should not mention his name in the Newsletter in the same sentence as Jeremy's.... oooops, I think that I can hear the phone ringing now !

The only caveat that I would add to this is whilst there are many hardy souls in the club who would "not bat an eyelid" to the driving challenges of the NC500, I would not wish to be reversing a pre-war car up a steep single track road whilst a foreign tourist in a large RV/camper van is heading towards me at speed.... hence we all took post war cars and probably the perfect car for the route would be a 1960's Elan, which one of my friends took and we all struggled to keep up with him."

Finally we have an offer which could save you a bit of money. **Pump-King** is offering members a My Esso Card which they say will save 8p per litre on premium fuel and 5p on standard fuel at Esso and Tesco Metro. There are no membership fees, just go to <https://www.pump-king.co.uk> and put in reference code PRIVATE2019 to join. If you have any queries or questions contact accounts@pump-king.co.uk. Please note, the Club has no affiliation with Pump King and is not recommending members use it. This information is simply passed on for members to use as they wish.

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

FOR SALE

2 litre owned since about 1960. It is time to let a younger enthusiast take it on. It has a replica fabric body which is in good condition. It needs a hood and rear seat and trim in the interior. Open to sensible offers. Original autovac and carburettors. Plus

DB5 Aston saloon "Goodwood Green colour with Ivory upholstery. It has been in my stewardship since 1969 - I bought it when it was less than 5 years old .I did about 45,000miles in it when the trailing link popped out of the rusty chassis and I limped home and shut it in the Barn for a couple of decades . Since when it has a thoroughly rebuilt floor, sills, outriggers .Chassis now as new . fitted with s steel pistons in the brake-gear. The engine has been out . A new valve guide and a polish on the crank together with "Devcon on the liners and test of the engine for a few minutes ,It has been standing in the warm garage for some time now whilst I have rebuilt the doors . there are new electric motors for the windows. There is cosmetic work left to do . viz renew some floor panelling in the boot , new wheel arches (Supplied) need to be fitted Body needs complete repaint and lights need to be remounted as well as small trim badges etc .

This gives the new owner a chance to do a lot of work himself and he /she can save by getting a car with a potential high value at a more reasonable cost. I might consider p/exchange with a 4.5litre Lagonda but I would be reluctant.

Contact harrykwebster@gmail.com

2 Ltr Continental, 1932 owned, for 20 years, only for sale because of eye disease. Engine overhauled in 2012, red with black leather. Good condition with nice patina. A lot of history. Detailed description by email. Price EUR 125,000. Also for sale German version of the Bernt Holthusen Lagonda Book No. 473/1000, book as new, slipcase signs of wear € 440. Situated near Muniv, Germany. Member Z5 Robert Zadick, zadick@t-online.de



1930 Lagonda steering box original outer casing following garage clear out. Both components are in good condition with no damage and have been cleaned up. There are no internal gears or other parts. They can be collected or I can post. Cost is £85 + postage. I am located near Shrewsbury and my phone number is 01743 719107. I can also be contacted by email at k2healthcaresystems@gmail.com



1938 Lagonda LG6, gunmetal grey, (£10,000 spent last year with BishopGray), over the last 15 year it has been sympathetically fettled where necessary, including frame and interior to achieve this outstanding example. For sale due to loss of garage space. Offers in excess of £100k. I also have a 1966 Jaguar 3.8 S auto s.r. and a 1960 Mini, both in excellent condition for sale.

For details of the LG6 or my other two cars please call or email me, Allan Chamberlain (**Member C26**), Allan@Spitfire36.com, tel: 01489 600 782

Lagonda Books for sale – thanks to the generosity of a former member the Club has two important Lagonda books for sale both in pristine condition. “Lagonda – An Illustrated History 1900 - 1950” by Geoffrey Seaton - £60 plus postage and packing. An autographed copy of “Lagonda 4½ Litre & V12 in Detail” (1933-1940) £70 plus postage and packing. Proceeds will go to the Lagonda Club Heritage Trust. Contact Colin Bugler on 01252 845451 or admin@lagondaclub.com

WANTED

Pair of SU D5 carburettor piston assemblies or complete D5 carburettors for V12 engine. Alternatively a pair of D4 piston assemblies would be good. Please contact Tom Foster at tom@fcl.uk or call me on 07885 578720

Ki gas pump- does anyone have a ki gas pump or the barrel therefrom please? Mine is just getting a bit worn and really needs a new barrel and plunger- it is for an M45 – if you know where I can find one that would be just as good!!! Adrian Rogers 01392258562 A@drrogers.co.uk

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*/

D 30	Maurice Dennis	Porlock House, Hambledon Rd, Denmead, Hants. PO7 6LR A Type Invicta B281 unknown
F 33	Julian Fussell	Yalham Barton, Culmhead, Taunton, Somerset TA3 7ED N/O
G 5	Simon Gallon	Manor Barn, 18, The Lane, Market Deeping, Lincolnshire. PE6 9HS N/O
P 16	David Pagano	502 Old Llandilo Road, Llandilo, Sydney Australia. 2747. 1931 2ltr Tr OH 9986 unknown
R 11	Alfonso Rey	7323 NW 44 Street, Miami FL 33166, Florida U.S.A 1938 V12 Spl 16019. HV 892 K
S 7	Chris Swann	19 Grosvenor Rd, Chichester, W Sussex. PO19 8RT N/O

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

This 2.6L DHC for sale found by Antony Bowie. Lots of photos on the dealer's site.

<https://www.carandclassic.co.uk/car/C1070377>

and a WT for sale:

<https://www.carandclassic.co.uk/car/C871162>

and an M45 Tourer

<https://www.bonhams.com/auctions/25339/lot/235>

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. Also still searching for an interview with W.O. Bentley. It was mentioned in a 1949 Motor Sport article on the new DB Lagonda by Bill Boddy which I covered some months back. He indicates it was published earlier than 1949 on an editorial decision. I've now looked through every issue of Motor Sport from 1944 through the end of 1950 but still no luck. Only thing I can surmise is that the interview was included in the first of his books on Booklands, which was published in 1948. That year would be about right for an interview which he says took place shortly before the David Brown buyout, so 1946 or '47.

I did find three interesting Aston Martin articles also by Bill Boddy, the first, in the April, 1949 issue of Motor Sport, an interview with Claude Hill, long time Aston Martin technical guru, who designed the Aston Martin Atom of 1939. He later developed this car during the war into the 2 Liter car which famously won the Spa race in 1948. Another article in the May, 1950 edition, discusses the new Aston Martin DB MarkII car, similar to the earlier one but now using the W.O. Bentley designed 2.6 liter OHC engine from the Lagonda, and the company's intention to race them in the coming season. The next article by Boddy on the cars appears in June, 1950 and specifically discusses the three Astons to be entered in the Le Mans race. It goes into more technical detail as he had visited the Feltham factory so seen these cars in build and discussed them with the staff. So, across these two years, we see the integration of the Lagonda engine into Aston Martins and the start of some successful racing, thus justifying David Brown's intent in buying the two companies when he did.

Used Post-War Lagonda prices

Alan Heard sent me scans of a couple pages from Glass's used car guide from January, 1954 citing prices for used Lagondas. Of particular interest to us, those for the DB2.6 Liter cars.

Retail prices for the 2.6L car:

Saloons 1949 £945 1950 £1150 1951 £1350 1952 £1570 1953 (MkII) £1920

DHC 1949 £925 1950 £1125 1951 £1330 1952 £1540 1953 £1845

With an additional £142 for the Vantage engine

Retail prices for the 3L car:

Saloons 1953 selling new for £3203 with the DHC quoted as selling new for the same price.

Tyres for the DB2.6 and 3 Litre cars

A local member has asked me about fitting radial tyres to the DB3L saloon he is currently restoring. I've always had conventional cross ply tyres fitted to mine, currently light truck tyres, so could not offer any experience. So, who out there has fitted radial tyres to your vehicle? And what has been your experience with them? Please send me a quick note if you can help and I'll post some responses here to help others who may be considering the option.

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

Safety critical flexible steering shaft couplings are finished and will have shipped to Lagonda Spares by the time you read this. Please allow a few days for them to appear on the website. A new item, thought of by Simon Constable, is the grease seal pair fitted to the brake / clutch pedal pivot shaft. We already have most of the other sundry parts (springs / lockwashers) in this area available and the original seals are not always found to be serviceable during overhaul. A possible source has been found - more next month.

If you are having difficulty sourcing or repairing DB chassis or body parts that you think we could reasonably have made please let me know - we will at least look into it.
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 – February 2019

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

NEW PARTS NOW AVAILABLE

	PRICE
BRKV14 - V12/LG6 Brake light switch.	£8.00
BRK421Z – Rear brake sliding coupling. (Girling).	£75
BRK232Z - 2L, 16/80, 3L front brake back plate.	£675
CLT433Z - Clutch input shaft, LG45, LG6.	£350
CLT432Z - Clutch thrust bearing, Meadows.	£50
CST435Z - Sump blanking plate, Meadows.	£55
BRK425Z - Brake shoe adjusters left & right, 3.5L, M45R. (Alloy shoes).	£100
VLV430Z - Camshaft bearing, front, Meadows.	£150
CST438Z - Vertex box end casting, LG45, LG6.	£50
BDY425Z - Fast idle lever LG45, LG6.	£20
BRK303Z - Brake toggle link, ZM 3L, M45.	£25
BRK426Z - Brake actuator gaiter, M45R.	£45
BRKV10Z - Handbrake cable, V12, LG6.	£35
BRKV15Z - Flexible brake pipes (set of 3), V12, LG6.	£25
CLT440Z - Clutch lever arm, M45, M45R.	£50
CLT441Z - Clutch pedal bronze link arm, M45, M45R.	£25
CLT442Z - Clutch pedal bronze link arm, M45, M45R.	£25
CST439Z - Cover plate for Bendix access, Meadows.	£30
STG415Z - Steering ball joint spherical cup set, 3L, 3.5L, M45, LG45.	£30
ENG500Z - Advance/retard cable bracket, LG45, LG6.	£25
CST436Z - Oil pump pickup housing, LG45, LG6.	£55
ENGVO4Z - Cam chain tensioning rib, long, V12.	£40
ENGVO5Z - Cam chain tensioning rib, short, V12.	£40
ENG502Z - Crankshaft oil thrower, Meadows.	£20
GSK419Z - Crankshaft oil seal sleeve, Meadows.	£30
GSK466Z - Exhaust sealing olive ring, Meadows.	£20
PMP406Z - Water pump drive nut, Meadows.	£30

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.
CST302 - Radiator to head casting, 3L ZM.
Push rods, LG45

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.
Push rods, M45
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.

Rear spring U bolts, LG45.
ZM chassis - braking system (13 parts).
PMP103 - High water pump housing, fully machined, 16/80.
Various DB parts, please see Nick Proferes's Gazette

Rockers, 4.5L.
Fuel tank senders (3-terminal type), 2L, 3L.
PMP104 - Low water pump housing, fully machined, 16/80

SPARES NEWS – February 2019

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

NEW PARTS AVAILABLE

BRKV14



V12/LG6 Brake light switch.

BRK421Z



Rear brake sliding coupling. (Girling).

BRK232Z



2L, 16/80, 3L front brake back plate.

CLT433Z



Clutch input shaft, LG45, LG6.

CLT432Z



Clutch thrust bearing, Meadows.

CST435Z



Sump blanking plate, Meadows.

BRK425Z



Brake shoe adjusters left & right, 3.5L, M45R. (Alloy shoes).

VLV430Z



Camshaft bearing, front, Meadows.

CST438Z



Vertex box end casting, LG45, LG6.

BDY425Z



Fast idle lever LG45, LG6.

BRK303Z



Brake toogle link, ZM 3L, M45.

BRK426Z



Brake actuator gaiter, M45R.

SPARES NEWS – February 2019

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

BRKV10Z



Handbrake cable, V12, LG6.

BRKV15Z



Flexible brake pipes (set of 3), V12, LG6.

CLT440Z



Clutch lever arm, M45, M45R.

CLT441Z



Clutch pedal bronze link arm, M45, M45R.

CLT442Z



Clutch pedal bronze link arm, M45, M45R.

CST439Z



Cover plate for Bendix access, Meadows.

STG415Z



Steering ball joint spherical cup set, 3L, 3.5L, M45, LG45.

ENG500Z



Advance/retard cable bracket, LG45, LG6.

CST436Z



£55 - Oil pump pickup housing, LG45, LG6.

ENG04Z



Cam chain tensioning rib, long, V12

ENG05Z



Cam chain tensioning rib, short, V12

ENG502Z



Crankshaft oil thrower, Meadows.

GSK419Z



Crankshaft oil seal sleeve, Meadows.

GSK466Z



Exhaust sealing olive ring, Meadows.

PMP406Z



Water pump drive nut, Meadows.

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).
M45 front brake back plate.
These can break so why not put one on the shelf just in case



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



Offer price £50 (list price £150).
Drive shaft water pump, Meadows.



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. Carillo-type
Connecting rod Set, M45.



Offer price £400 (list price £1200).
M45R front brake back plate. These
are actually for the M45R but can
easily be adapted for LG45.



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, LG45.



Offer price £40. Brake Shoe unlined, LG45.



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



Offer price £40 Door Lock, Driver side.



Offer price £40 Door Lock, Passenger side.



Offer price £20. Bonaro filler cap unmachined castings.



The Lagonda Club 2019 Annual Gathering

28th & 29th September 2019

Celebration of 120 years of Lagonda



The Annual Gathering will once again be held at Wokefield Park on the 28th & 29th September 2019. Last year Wokefield Park saw a wonderful collection of V12 and LG6 cars which were a great credit to their owners and much enjoyed by all who attended.

This year, to celebrate Lagonda's 120th birthday, we are organising a special historic time-line display of different models produced by Lagonda over the entire 120 years. In addition given the interest in Charles Milne-Atkinson's project V12 at last year's display, we invite any who have a car "in course of construction" to bring their project for the interest and encouragement of members - a free Sunday Lunch awaits those who bring their projects.

The target for this year is to get 120 people to attend the Saturday night dinner to celebrate the 120 year history of Lagonda so put the 28th September 2019 in your diary and be a part of this worthy aim. We had 85 last year so only another 35 people are needed to make this a truly memorable evening. We look forward to seeing you!

We are also considering extending and enhancing the programme with a Friday afternoon tour followed by an informal dinner in Wokefield Place and then a full day Saturday with an interesting programme. This however is dependent on interest so, if this appeals to you, I ask you to let me know before the end of February to decide if it's worth organising. Once this is agreed more details will follow with an interesting 3 day itinerary.

Accommodation:

We have managed to keep room rates at 2018 levels. 40 double rooms of high standard in Wokefield Place are reserved at a preferential B&B rate of £116.40 (inc VAT) for a double occupancy room and £105.00 (inc VAT) for a single. Should you wish, rooms will also be available in the Mansion House at Wokefield Park with Double Occupancy rate of £176.40 (inc VAT) and Single occupancy rate of £165.00 (inc VAT).

As always **Bookings** for accommodation only should be **Direct with the Hotel** on **0118 933 4100** and can start immediately— please don't forget to mention the Lagonda Club whilst booking to get the preferential rate. The same room rate is available on the Friday and Sunday nights. Early booking is recommended to secure one of the allocated rooms in the main building as, once gone, the Hotel may allocate rooms in one of the nearby annexes.

The formal Saturday evening dinner will be £44.00/person. Details of the Menu and Wines will be available on the Club website at <https://www.lagondaclub.com/shop/agm-2019/>
The Dress code for the dinner will be smart casual.

Sunday AGM and Lunch

There will be a buffet lunch on Sunday after the AGM the price of which will be £18.00. This can also be pre-booked through the Club from now.

For General Enquiries please contact Nigel Smeal
Telephone 0044 (0)20 7251 8972 or 0044 (0)7711-666504
Email: cowcomm98@aol.com



Bean Car Club

Spanish Trip - 30th August – 17th September 2019

Roger Seabrook, a Bean Club Member, invites up to 5 Lagonda Club Member to join this year's Bean Club Spanish Trip. Several Lagonda Club Members have joined in previous years and thoroughly enjoyed themselves. The 5 places will be on a 1st come 1st served basis.



Brittany Ferries Cruise sailings including 1 x standard car, 2 x passengers and 1 x 2/4 berth outside cabin with en-suite facilities.

30th August Portsmouth to Santander 17.00 (arrives 31st August 17.30)

31 August	(1 night)	Limpas	Approx 33 miles
01-02 September	(2 nights)	Calahorra	Approx 146 miles
03-04 September	(2 nights)	Lleida	Approx 173 miles
05-07 September	(3 nights)	Benicarlo(seaside)	Approx 115 miles
08-09 September	(2 nights)	Alcaniz	Approx 82 miles
10-11 September	(2 nights)	Soria	Approx 166 miles
12-13 September	(2 nights)	St Bernado de Fresneda	Approx 84 miles
14-15 September	(2 nights)	Limpas	Approx 99 miles
16 September		Limpas to Santander	Approx 33 miles

16 September - Santander to Portsmouth – 15.15 (arrives 17 Sept 14.15)

Standard room at all Paradores. Half board - £2,295 per person (based on 2 adults travelling). Single occupancy is £3,649, Plus £15.00 for 1 year's membership of the Bean Car Cub – a very friendly club for all makes of pre 1940 vehicles.

Contact Katie Baker - Hays Travel: ☎01935 814351 sherborne@hays-travel.co.uk.

Please note that the price is the same as the 2018 trip but is based on a group rate (19 people). The overall mileage is about the same.

Please will you let Roger Seabrook know if you are joining the trip: Telephone: 07887 635290. **Email:** warrington74@live.co.uk.