

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

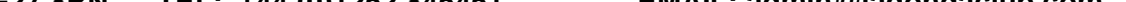
Standard <i>electronic</i> Membership (Newsletters online – magazines by post)	<b>£45</b>
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Premium <i>postal</i> Membership (Newsletters and magazines by post)	<b>£62</b>
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**SUSPENSION DATE** 30<sup>th</sup> 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](mailto:admin@lagondaclub.com)**

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

I wish to pay my Lagonda Club subscription by Visa or Mastercard (delete as required) **not American Express** - please charge either £45 or £62 to my account **(please state which choice)**

**\*\*My card number is:-**

[illegible]

Expiry Date \_\_\_\_\_ 3 figure security code \_\_\_\_\_

**\*\*My Name as on Card**

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County Postcode

email address

Signature \_\_\_\_\_



[www.lagondaclub.com](http://www.lagondaclub.com)

# NEWSLETTER

MEMBERSHIP SECRETARY:  
Colin Bugler, Wintney House  
London Road, Hartley Wintney  
Hants, RG27 8RN  
Tel 01252 845451

email: [admin@lagondaclub.com](mailto:admin@lagondaclub.com)

Newsletter compiled By: Tim Wadsworth  
To include news items please email Tim at  
[tim@lagondahire.co.uk](mailto:tim@lagondahire.co.uk)  
This month's Guest Contributor is:  
**Stephen Matthews**

No 464

March 2019

<b>March</b> 9 <sup>th</sup>	<b>LC Anglia Area Pub Lunch Meet.</b> Venue Axe and Compass, High St, Arkesden, Saffron Walden CB11 4EX. Contact John Stoneman 01353 649494
11 <sup>th</sup>	<b>Witney Pub Meet</b> – A new monthly meeting at 7pm The Lord Kitchener, Curbridge Rd, Witney OX29 7PD. Contact Ken on <a href="mailto:kenjedfish@gmail.com">kenjedfish@gmail.com</a> .
<b>April</b> 6 <sup>th</sup>	<b>Suffolk Dinner</b> Ufford Park Hotel Woodbridge Suffolk IP12 1QW. Contact Colin Mallett 01728 6898696 mobile 07920 053517 or Email <a href="mailto:colin@fulvens.com">colin@fulvens.com</a>
13 <sup>th</sup>	<b>LC Anglia Area Pub Lunch Meet.</b> Venue The Whitehorse, High Street, Southill, Bedfordshire, SG18 9LD. Contact John Stoneman 01353 649494
13 <sup>th</sup> & 14 <sup>th</sup>	VSCC Formula Vintage Round 1 Silverstone
20 <sup>th</sup>	<b>West Midlands Area Pub Meet.</b> The Kings Arms, Ombersley, Worcester. Contact Robin Balmain 01531 640166
27 <sup>th</sup>	<b>LC Board Meeting.</b>
28 <sup>th</sup>	<b>Southern Region Pub Lunch Meet.</b> The Cricketer, Durbans Road, Wisborough Green, West Sussex. RH14 0DG. Contact Michael Drakeford 01903 872197

**BEFORE YOU START READING PLEASE CHECK IF YOU HAVE PAID YOUR 2019 SUB, (DUE APRIL 1ST) BY CHEQUE, CREDIT CARD OR ON LINE. PAYING THROUGH THE WEBSITE IS SO EASY, WHY NOT DO IT NOW ?** On this subject Valerie Bugler reports that she has received a brown envelope with a white handwritten label and a first class stamp (with Boston Manor Art Deco Station) but absolutely nothing in the envelope! She is assuming it is a subscription as it is addressed to Hon. Secretary. If that was **YOU** please try again, this time with a cheque and the renewal form. **THANK YOU. NOW ENJOY THE NEWSLETTER.**

Notification of summer events are beginning to arrive regularly, but before we get to them we have our own Suffolk Dinner organised by Colin Mallet who writes "Bookings are coming along nicely for the **Suffolk Dinner on Saturday 6th April** at Ufford Park. Over 30 to date. Please do not delay yours. Last year was very well attended by both Rapier Register and Lagonda Club members, and we would like to emphasise that both clubs are equally represented here. Indeed it is not surprising that many people now own both Rapiers and 'Big' Lagondas so are members of both clubs. See the attached itinerary.

We would also like to encourage non-members and/or non-owners. Also wives and girlfriends who might enjoy the company of others not as excited by cars as their partners. The hotel has a fitness centre and spa, though these need to be booked in advance. We had a record number last year and can keep the large room if we can do the same this year. So please do not delay booking, just contact Leah on [spares@lagonda-club.com](mailto:spares@lagonda-club.com) or call 01728 604040 and she will do the rest, though if you need a room, book direct with the hotel."

Hopefully most of us will be out and about in our cars well before the end of April with **Silverstone on the 13th**, and Drive-it-Day on the 28<sup>th</sup>, which this year coincides with the first event organised by Michael Drakeford for the Southern Area. Please see the flyer for details of all **Southern Area events**.

Following on shortly afterwards is our second biggest event of the year. **The Northern Dinner and Prize Giving** on Friday 10<sup>th</sup> May. A booking form was included in the last quarterly magazine but if you have lost it, the details are as follows. Venue Monk Fryston Hall Hotel, Monk Fryston, Leeds LS25 5DU, (the same as previous years). Phone 01977 682369. Say you're with the Lagonda Club. If they are full Nigel recommends the nearby Best Western, South

Milford Phone 01977 681800 To book your place at the dinner send a cheque to the organiser Nigel Hall, Mile End House, 32, Broadbottom Road, Mottram, Hyde, Cheshire SK14 6JA payable to 'Lagonda Club Ltd.' for £37 per head. Phone for any further details - or a talking menu service if you've chucked out the flyer - 01457 762766 (home) or 07831 638383. Nigel has arranged an outing earlier on the Friday to the Yorkshire Air Museum, so some book the Thursday night as well.

Our contributor this month is Stephen Mathews who has given much to the Club over the years as a Board Member, Organiser and Competitor.

"I have always said that Lagondas 'get under your skin'; I have had plenty of other car marques in my youth, an Austin 7 was my first car aged 13, bought for a fiver. In hindsight the start of my Lagonda journey started at Silverstone in around 1975, as a mechanical engineering undergraduate. I had a good friend who, with an inheritance, bought a 1928 FWD Alvis and a 1934 Aston Martin MKII, for some reason I never understood he preferred the Alvis, and I became the mechanic and drove the Aston; it wasn't long before we were racing - I don't recall too much about scrutineering - we just turned up, took off as many items off the car as you could and then away we went. On the racetrack you always remember the cars that overtake you - you have longer to admire them and I became an admirer of the Lagonda and especially the 4½litre cars, as they kept passing me! However, my own car was a very tired Mini bought for an outrageous £80 and I was bound for Germany and the Mini for the scrapheap; and so a Lagonda was out of the question.

For the next decade or so, as a young REME officer I rather enjoyed 'heavy metal' especially when the Challenger tanks arrived, 70 tonnes of metal at 45 mph with a 120mm barrel, was enough thrills for me. It wasn't until the early 1990s my mind returned back to Lagondas, having dallied with early Sunbeam motorbikes and the Banbury Run while in UK, before again being stationed in Germany but I knew I was UK bound soon. In an elegant display of 'man's maths' I demonstrated to my ever patient wife, Rebecca, that if we sold our gleaming brand new and tax free Mercedes Benz estate car and the motorbikes, we could buy a cheaper modern car and have enough left over for a Lagonda. To my delight she agreed.

So while we were living in Rheindahlen a plan was hatched, joining the Club my first experience was an enthusiastic welcome letter from Colin Bugler. We then decided to visit the AGM in 1994, held at Aldermaston Manor, over the weekend we knew the decision to buy a Lagonda was correct. Later that year we bought a 2-Litre Continental, which had 'Not Sold' at a Coys Auction. We fell in love with the car. I started to "titivate" the car while it was garaged at Arborfield Garrison while still living in Germany. In between meetings in the UK I would slip down to Arborfield to check on the car; I think it was on the third such diversion that I managed to 'lose drive' in the third & fourth. I was deflated as I parked the car back into the lock-up garage. I phoned Colin Bugler and explained the problem and within a few hours I had the top off the gearbox, to reveal a selector fork had broken; on Colin's advice I took the gearbox out and got it onto his bench at Hartley Wintney; stripping the selector out was simple - although sometime afterwards I was rather surprised when Colin told me he had not stripped down an OH box before, especially as I had thought he was the guru! In the intervening days Alec Downie, who later became a best friend and neighbour, provided a choice of two selector forks and the car and I were back on the road - such was the friendship and fraternity of the Lagonda Club. These acts of generosity have been an ever-evident facet of Lagonda ownership throughout the years and make Club membership unique in my view.

Returning to the UK later in 1995 we had an opportunity to enjoy the 2-litre, I can still recall the howls of pleasure from our son Harry, then aged three, and Rebecca as we raced over a hump back bridge on the outskirts the village and the New Year day meet at the Phoenix Pub in Hartley Wintney, it was so cold they both had to get under the tonneau cover to keep warm while I drove with a big smile on my face.

Later in 1995 we moved to Silchester a stone's throw from Aldermaston Manor where our Lagonda journey had started. Helping run the AGMs, I was pleased to join the Board and be on the 1999 Centennial Organising Committee. It was a wonderful year and perhaps we might be able to repeat the fantastic weekend at Brooklands and the 400 or so Lagondas parked within the perimeter.

My racing itch still needed to be scratched. I had hoped that a Rapier would be good and I bought an historic blown Rapier from Paul Nickalls, which turned out to be 'too precious' to race. In 1998 I returned to Arborfield Garrison as the Commander and I was pleased that we could host the 2000 AGM at the REME Museum in Arborfield; it gave me huge pleasure. Also Brian Bishop & Charles Gray established BishopGray in the draughty barn next to our quarter, which meant we always had an interesting array of Lagondas parked on the drive with their equally interesting owners to host.

It was yet another turn of fate that led to me find a very early Lagonda LG45 saloon that had evidence of racing and, although never proved, I would argue had parts belonging to one of the original 1936 4-seater Le Mans cars that were broken-up when the 1936 Le Mans was cancelled. The ash frame was completely shot having been stored in a damp barn for some years. So started a journey to recreate a 4-seater Le Mans Replica. Returning to April Silverstone 2008 was an emotional day and yet again I had plenty of time to admire the faster machinery overtaking me – but that was the spur to improve. We had four years of wonderful racing and some success mainly due to other drivers in the AMOC Pre-War Team Challenge races.

For Rebecca and I, the Lagonda Club has been a significant part of our lives, be it relaxing while participating in a wide variety of tours and rallies or keeping in-touch with so many friends and acquaintances. I think we have opened our Home for Saturday AGM Tea, seven or eight times now and we have always been delighted to welcome Club members and enthusiasts of the Lagonda marque. The Club is unique and it is the people that make it so, the cars are just the 'glue'." Stephen Mathews.

If you are planning to drive your Lagonda to France this year you would be well advised to take note of the information Arnold Davey has unearthed. The French have gone overboard with restrictions, both permanent and temporary, on vehicles deemed to be "polluters" which includes anything pre 1933. It's complicated so the details, such as we have them, are included as a flyer.

It might be easier to ship your Lagonda to New Zealand in 2021 to take part in the celebrations marking the 75th anniversary of the Vintage Car Club of New Zealand, to be held in New Plymouth between 17th and 22nd January 2021. Bill Spence writes to say he has booked several rooms in BK's Egmont Motor Lodge, 115 Coronation Avenue, New Plymouth 4310 in the hope that a number of Club Members might join them for this event. Anyone tentatively interested in attending and wishing to take one of the rooms should get in touch with him as soon as possible - and preferably before mid March - as the rooms are in great demand by other Clubs. Contact Bill & Sue Spence at [bs3920@yahoo.com](mailto:bs3920@yahoo.com)

Closer to home (for some of us) we are invited an event described as the UK's finest concours d'elegance at the beautiful Great Fountain Gardens of Hampton Court Palace from 6<sup>th</sup> -8<sup>th</sup> September. Now in its eighth year, the Concours of Elegance has grown into one of the world's top automotive gatherings, with last year's event named as 'Motoring Event of the Year' at the International Historic Motoring Awards. Once again, the Concours of Elegance is offering a number of special opportunities for Lagonda Club Members to get involved, including the chance to drive your Lagonda into the hallowed grounds of Hampton Court Palace and take your spot among the world's rarest cars. Available on Saturday 7th or Sunday 8th September, members' cars will need to be parked in position by 9.30am and remain in place until 6.00pm. There will be a small cost per car of £25 (which includes admission for the Driver) and any passengers/guests will be offered discount admission tickets for £25. If you are interested in displaying your car as part of the Lagonda Club at the Concours of Elegance, please do let us know. Or if you wish to buy discounted £25 admission tickets, simply visit [www.concoursdelegance.co.uk/tickets](http://www.concoursdelegance.co.uk/tickets) and enter the code LAGONDAVIP when prompted.

Alternatively, a luxurious tour is being organised by Octane Magazine on Sunday 8th September, including a hearty breakfast and gentle two-hour drive to the Palace. On arrival the tour cars will be displayed in the gardens of the Palace, while owners and their guests enjoy a day filled with a champagne reception, three-course lunch and afternoon tea at a cost of £185 per person. Contact Iain Campbell to reserve a place [iain@thoroughevents.co.uk](mailto:iain@thoroughevents.co.uk)

And finally....

A worthwhile Charity in aid of disabled Children has organised The Challengers Motoring Event 2019 which welcomes all vintage, classic or specialist cars to join them on a bespoke route through the beautiful Surrey countryside. For the end point of the drive, they are returning to a private museum housing a stunning collection of over 50 iconic vehicles and endless motoring memorabilia including; a Lagonda V12 Le Mans and a Mercedes 300 SL which was featured in Classic Motor & Sport Car Magazine. The event supports Challengers, a local charity that is passionate about breaking down the barriers to play for over 1,400 disabled children and young people across the South East. For more information or to book tickets please follow the link below. Please do not hesitate to get in touch. <https://disability-challengers.org/challengers-motoring-event-2019/>

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

## FOR SALE

1 virtually new Michelin 600/650 x 18in tyre, together with a 2006 edition of Vintage Lagonda Handbook. Offers please to Ian Dimmer 01730 812045 (West Sussex). **(Ex Member)**

**1957 Lagonda Sports Saloon.** Chassis completely restored. 5 new Pirelli Vintage tyres on Powder-coated wheels. Rebuilt Jaguar XKE engine. New Tremec 5 speed box. Body stripped to bare aluminium. Floors/firewall/inner panels painted. Much skilled energy has been invested. It represents a fantastic value and a great head start for someone. Car in Canada Contact Richard on 001 250-715-5336 **(Trader)**



Original Rotax starter with bendix £250 . Original M45 half-shafts n/s & o/s £500 pair, Crown wheel & pinion 3.66 ratio M 45 saloon £275 Crown wheel & pinion 3.58 ratio LG45 £275 Original centre bronze oil filler cap 3.5/4.5 £150 Windscreen from 3.5 saloon with opening struts and wiper motor, offers Petrol filter bowl and reserve tap £150 2 bronze windscreen pillar rough casting, offers. Roger Cooke, tel.no. 01344 624501, email - [pattcooke40@talktalk.net](mailto:pattcooke40@talktalk.net) **(Member)**

## WANTED

**SU D5 carburettor or D5 body.** Vincent Jones 07769710861 [precihorses@yahoo.co.uk](mailto:precihorses@yahoo.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](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\*/

E 16	Richard Emans	Scotts Farm, Purleigh, Essex CM3 6RP 1940 LG6 Spl 12527	JPG 823
O 3	Nelson O'Brien	30 Artunga place Pelican Waters, Caloundra, Queensland 4551 Australia 1950 DB2.6 DHC LAG/50/243	

# THE POST 1945 GAZETTE

Lagondas the proper touring cars



## Welcome

To Nelson (Kel) O'Brien who joins us with a DB2.6 DHC

## Early days of the post war Lagonda DB2.6L

I am 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. Bill Boddy's first book on Brooklands was a possibility so I borrowed it from the club library. Lots of mention of WOB but mostly his racing there. That book only goes up to 1927 events. So I'll see if the club has his later books. He wrote three on Brooklands.

## Gosford Classic Car Museum closure

Sadly the museum, which housed the restored Earls Court DB2.6 chassis and a restored separate 2.6L engine, is closing after a two year dispute with the tax department. All the cars and the building will be sold in early April. We wonder what will become of these two Lagonda exhibits.

<https://gosfordclassiccars.com.au/>

## A note from Alan Heard

ON 1ST April 2019 NEW EMISSION CONTROLS COME INTO FORCE IN LONDON.

though this does not relate to Lagondas it may relate to some members living in or near London. The London mayor Mr Khan has brought in Emission controls that will effect most cars built from 1979 to roughly 2005. Any car of this period that does not meet these emission requirement will have to pay. Phase 1 which starts on the 8th April this only applies to Central London, right in the middle of the Classic Car Weekly.

Phase 2 which comes into force in 2021 will apply to cars basically from 1980 to 2005 for those going inside the North & South Circular roads I believe those already living inside these areas will still have to pay or it will cost £12.50 plus any other (lot heavier) cost if you do not pay within 24 hours of going inside the London Emissions Area. All is hidden under the cloud of Brexit.

So, you had better check it out, just in case you may have a friend who may visit you and has a car of roughly 1980 & 1990's and who may come from outside of the North & South Circulars, and into central London

So, you have been warned.

Best regards, Alan

(I note on the map Alan sent, that tax exempt classics are allowed with no fee. np)

## News Flash

Antony Bowie sent me some scans overnight of a long article in the Feb., 2019 edition of **Classic and Sports Car magazine**, a buyer's guide for 2.6/3 litre Lagondas, Get a copy.

**Tyres for the DB2.6 and 3 Litre cars**

Following up on the query I had on using radial tyres on a DB3L car I only had one, though very detailed, response which I will abbreviate here:

"I have experience of running DB2.6s on both cross ply and radial tyres. In my opinion radial are much better, but there are issues to be considered. I have found radials much less prone to tram-lining, and cope better with the large camber changes of the rear suspension.

The radial 185x16 is the equivalent to the cross ply 600x16. BUT it must be a "classic" radial and NOT one of the very many low profile tyres now made. The "classic" radial has a slightly smaller rolling radius, but the difference is not significant.

The last time I checked a couple of years ago the only suitable radial tyres for the DB Lagonda are from Vredestein, Michelin, Avon and Pirelli. The Michelin X is the closest to a period specification tyre, and must be used with a tube.

The rim width is a major consideration. The tyre manufacturer state the rim width for which their tyre is suitable. The Lagonda wheel has a 4in rim. Pirelli is the only one listed as suitable for a 4in rim - I do not know what current prices are but you may well find it the most expensive."

**DB Spares news** from Martin Peters, [mjpeters@supanet.com](mailto:mjpeters@supanet.com), tel: 01480-212657

Simon Constable has found a source for the grease seals used on the brake pedal pivot shaft. (Last month I mistakenly said "brake / clutch" pivot shaft - sorry, I was thinking of a different vehicle!) The replacement seals will be of an improved design, instead of a plain rectangular rubber form they will be metal shrouded and include a garter spring. Perhaps over the top for their intended application but it would cost more to have a special batch of the original style made. At this time of year we try to set out a program of parts projects for the next twelve months and so any suggestions for chassis or body components would be appreciated.

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](mailto: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 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 – February 2019

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

### NEW PARTS NOW AVAILABLE

### PRICE

All prices quoted are excluding VAT and carriage

RBRV06 - V12/LG6 pedal rubber.	£24.65
ENG508 - Push rod (M45, M45R, LG45 S1 & S2).	£31.50
ENG509 - Push rod (LG45 S3 & S4, LG6).	£32.85
ENG499Z - Drive box for Vertex, machined casting, LG45, LG6.	£400
CLT411Z - Bellhousing outer bearing holder, M45 & M45R.	£50
CLT435Z - Bell housing rear bearing cover plate, M45, M45R.	£55
CLT443Z - Clutch lever shoulder bolt, M45, M45R.	£6
CLT444Z - Clutch lever shoulder bolt, M45, M45R.	£6
CLT434Z - Clutch lever bracket, M45, M45R.	£60
CSTX16Z - Dynamo/Magneto drive housing, M45, M45R, LG45 S1.	£400
GRS466Z - Recovery sleeve, LG45.	£20
ENG510Z - Oil pump drive upper bronze housing, Meadows.	£60
ENG511Z - Flywheel / timing aperture cover, Meadows.	£30
ENG513Z - Tube nut for olives on oil take-off casting (ENG495Z), Meadows.	£10
ENG514Z - Olive for oil take-off casting (ENG495Z), Meadows.	£10
ENG515Z - Crankshaft Oil seal, Meadows.	£5
ENGVO6Z - Inlet manifold, exhaust passage blanking plate, V12.	£12
ENGVO7Z - V12 Cylinder head nut.	£6
GSKV07Z - Oil seal front of crankshaft, V12.	£20
BRKV17Z - Brake shoe return spring, V12, LG6.	£10
GRS467Z - Rev counter / Oil pump drive shaft, Meadows.	£55

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.	BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
CST105 - High water pump, front head offtake, 16/80. Light axle half-shafts.	CLT209 - Clutch drive spider & shaft for 2L.
CST302 - Radiator to head casting, 3L ZM.	All cars - range of gaskets in 'Chieftain' material.
	Various DB parts, please see Nick Proferes' 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.	Rockers, 4.5L.
ZM chassis - braking system (13 parts).	Fuel tank senders (3-terminal type), 2L, 3L.
PMP103/4 - High/Low water pump housing, fully machined, 16/80.	Various DB parts, please see Nick Proferes' Gazette for details.

### NEW PARTS AVAILABLE



V12/LG6 pedal rubber.

Push rod (M45, M45R, LG45 S1 & S2).

Push rod (LG45 S3 & S4, LG6).



## SPARES NEWS – February 2019

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

**ENG499Z**



Drive box for Vertex, machined casting, LG45, LG6.

**CLT411Z**



Bellhousing outer bearing holder, M45 & M45R.

**CLT435Z**



Bell housing rear bearing cover plate, M45, M45R.

**CLT443Z**



Clutch lever shoulder bolt, M45, M45R.

**CLT444Z**



Clutch lever shoulder bolt, M45, M45R.

**CLT434Z**



Clutch lever bracket, M45, M45R.

**CSTX16Z**



Dynamo/Magneto drive housing, M45, M45R, LG45 S1.

**GR5456Z**



Recovery sleeve, LG45.

**ENG510Z**



Oil pump drive upper bronze housing, Meadows.

**ENG511Z**



Flywheel/timing aperture cover, Meadows.

**ENG513Z**



Tube nut for olives on oil take-off casting (ENG495Z), Meadows.

**ENG514Z**



Olive for oil take-off casting (ENG495Z), Meadows.

**ENG515Z**



Crankshaft oil seal, Meadows.

**ENG506Z**



Inlet manifold, exhaust passage blanking plate, V12.

**ENG507Z**



V12 Cylinder head nut.

**GSKV07Z**



Oil seal front of crankshaft, V12.

**BRKV17Z**



Brake shoe return spring, V12, LG6.

**ORSH407Z**



Rev counter / Oil pump drive shaft, Meadows.

# SPECIAL OFFERS

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 £10** Coupling Magneto drive Vernier 14 teeth. Unmachined.



**Offer price £10.** Coupling Magneto drive Vernier 15 teeth. Unmachined.



**Offer price £10** Coupling Magneto drive Vernier 19 teeth. Unmachined.



**Offer price £10.** Coupling Magneto drive Vernier 20 teeth. Unmachined.



**Offer price £8.** Vernier coupling rubber magneto drive, 20 teeth.



**Offer price £10.** Bell crank kit for 2 inch SU installation.



**Offer price £15.** Flange for fabricated 2L exhaust manifold.



**Offer price £25.** Pair of flanges for fabricated 4.5L exhaust manifold



**Offer price £2** Crankcase to block stud. Only for use on LMB crankcases & blocks.



**Offer price £400** (list price £900). M45R front brake back plate. These can easily be adapted for LG45.



**Offer price £600.** Set of 6 Meadows piston assemblies, 3.514in (30 thou 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 £50** (list price £150). Drive shaft water pump, Meadows.



**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.

# SPECIAL OFFERS

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



**Offer price £400** (list price £1200).  
M45 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).



**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, Meadows.



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



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



**Offer price £50**. Brake Shoe lined, LG45 (Pair).



**Offer price £40**. Brake Shoe unlined, LG45 (Pair).



**Offer price £40** Door Lock, Driver side.



**Offer price £40** Door Lock, Passenger side.



**Offer price £20**. Bonaro filler cap unmachined castings.



**Offer price £15**. Exhaust manifold flange for fabricated exhaust, 4.5L.



**Offer price £10**. Carburettor air trumpet.

# *Lagonda Club* – Southern Area

Spring Meet at The Cricketers Arms, Wisborough Green, West Sussex (on the A272), on Sunday, 28th April 2019, 12 noon onwards

You have an excellent reason to celebrate the occasion of the Drive-it-Day 2019. This is because your fellow members will be gathering for a lunchtime meeting, to enjoy good pub food and fine ales at The Cricketers Arms.

If you have not already done so, you have the opportunity to blow a few cobwebs away and savour the warm spring sunshine. You can listen to the purr of the Lagonda engine as she whisks you along the highways and byways of the Sussex countryside. This is the time to check things are working properly before your summer activities.

Our M45, the Red Lady was again off the road but for nothing as dramatic as the engine rebuild in 2017/2018. This time she was lent to a fellow member to be used as an example of an unmolested car, with an original body and frame. This enabled the correct body and wing shapes to be copied. It turned out to not be necessary because coincidentally the body frame shop was working on an M45, also one of the first production batch. It was amazing for me to be able to compare those two frames and wonder what our car would look like with the metal removed. I hope I never have to find out. At that time I had my lights updated. This really has made a difference. Come and see at the pub.

The 2019 events planned for the Southern Area start in April with this pub meet at **Wisborough Green**, followed by the **Brooklands Double Twelve** on 15<sup>th</sup>/16<sup>th</sup> June, then a joint **pub meet** with the **Rapier Register** also at the Cricketers on 7<sup>th</sup> July. On the 10<sup>th</sup> August Robert and Tanya Lewis have invited us to join them at Churt for a Help the Heroes event. The ever popular **Brooklands Reunion**, now called **Brooklands Relived**, takes place on Sunday the 11<sup>th</sup> August. On 20<sup>th</sup> October we return to **Wisborough Green**. Flyers with full details for all Southern Area events will be shown in the club newsletter.

We hope to see you at The Cricketers Arms, next month. All Lagonda members and our Rapier Register friends will be most welcome. If you have any queries or comments, please contact **Michael Drakeford** on **01903 872197** or Email **michaelwdrakeford@hotmail.com**.

## **GOING TO FRANCE THIS YEAR?**

As the British media can only talk about Brexit these days you will not have heard of the astounding new French environment regulations affecting cars and other vehicles that are due to come into force this year. They are split into two types, ZCR and ZPA. ZCRs are permanent traffic restriction zones, applicable 24 hours and 365 days a year. ZPAs are temporary, come into force when announced and cover various départements. In any of these you need a coloured windscreen sticker (vignette) denoting that vehicle's emissions level, ranging from 0 for zero emissions to 5, which denotes Euro 1993 level. Pre-1993 cars don't qualify for any kind of sticker.

The ZPAs will come under the control of the local Prefect, who can decide that air quality in any period demands the exclusion of the worst emitters, fix temporary speed limits, etc. Vehicles with no vignette are automatically banned at these times. These "Crit- Air" Orders will be issued with only 24 hours' notice, giving local drivers time to get home if they have the wrong vignette or none. Visiting foreign cars are not exempted, but how this will work has not yet been published. Some Prefects have said they will not apply penalties to foreign vehicles, but by no means all have said this.

As some ZPA Zones are very big and cover important through routes, the chances of finding a route not affected are small. The fine for contravention is likely to be 375 Euros.

Paris has its own separate ZCR restrictions and here cars registered as 'historic' can apply for an exemption, but this is best done beforehand. ZCR regulations are permanent and do not rely on the local powers picking which days they apply to.

So, as if travelling abroad with the Lagonda was not difficult enough, France becomes even more tricky.

Happy hols.

Arnold Davey, February 2019



# Suffolk Lagonda Weekend 2019

## Itinerary

Saturday 6th April		
11.00-3.00	Ufford Lion Rally	White Lion Pub Lower St, Lower Ufford, Woodbridge IP13 6DW <a href="http://www.uffordwhitelion.co.uk/">http://www.uffordwhitelion.co.uk/</a>
6.45 for 7.15	42nd Suffolk Dinner (£37.00 per head)	Ufford Park Hotel Woodbridge IP12 1QW 01394 383555 <a href="http://www.uffordpark.co.uk/">http://www.uffordpark.co.uk/</a>
Sunday 7th April		
11.00 – 12.30	Lagonda spares open House	Johnson's Farm, Carlton IP17 2QW 01728 604040
12.00 -3 00	Lunch at the Old Mill House (please advise us if you plan to come)	The Green, Saxtead, Woodbridge IP13 9QE <a href="http://www.oldmillhouse-saxtead.co.uk/">http://www.oldmillhouse-saxtead.co.uk/</a>

Contact numbers:

Colin Mallett 01728 6898696      mobile 07920 053517

Email [colin@fulvens.com](mailto:colin@fulvens.com)

Please book and advise menu choice with Leah Knee:

[spares@lagonda-club.com](mailto:spares@lagonda-club.com) 01728 604040