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NEWSLETTER

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This month's Guest Contributor is:
Laurence Drake

No 467

June 2019

June 8 th 10 th 15 th – 16 th 29 th	Anglia Area Pub Meet. The Angel Larling. Contact John Stoneman 01353 649494 South East Area Pub Meet. The Horseshoes, Farleigh. Evening meet exclusively for LC Contact David Bracey 07710 423667 Southern Area – Brooklands Double 12. Contact Michael Drakeford VSCC Formula Vintage Donington Park
July 7 th 8 th 13 th	Southern Area Pub Meet. The Cricketers Arms Wisborough Green. Contact Michael Drakeford S E area Pub Meet. Neville Crest & Gun. Royal Tonbridge Wells Contact David Bracey 07710 423667 Anglia Area monthly Pub Meet. The Axe & Compass. Contact John Stoneman 01353 649494 S E Area Pub Meet. 09:30 Meet at Woodmans, Ide Hill. Contact David Bracey 07710 423667

We are very sad to report that John Batt died on 21st of May after a brave fight against heart disease. John had touched the lives of a huge number of members over the last 50+ years, and he had been involved in Lagonda affairs almost continuously since he acquired his first Rapier in 1962. He joined what was then the Committee of the Club in 1969 and filled several official roles during the next 36 years. He owned a number of different Lagondas over the years but his S/C 2 litre was a constant feature, as was his attachment to Rapiers (remember the Woodbatt Special !). Throughout this time, John was heavily involved in restoring and improving Lagondas, and in the spares side of the Club, as well as in giving advice and assistance to members worldwide. He was a great participator, and attended Club events and rallies across the country, and abroad, clocking up thousands of miles each year until very recently. He will be greatly missed, and our thoughts must be with Susie and their family.

There will be a memorial service for John at St Mary's Church Maulden, Bedfordshire MK45 2AU on Thursday 20th June at 1.30.

Our condolences also go to Mrs. Margaret King from Croydon who's husband John died on April 28th. John joined the Club in May 1956 and owned a 1930 2 litre.

Laurence Drake, our contributor this month, might well have been referring to John Batt in his opening remarks, but wrote this before he knew of John death.

The Lagonda Club is rather special – the warmth of reception and the readiness of members and officers to give experienced advice is both admirable and infectious! So here's an opportunity to say a public thank you to all those who've given me support over the last quarter of a century – you know who you are!

The late Peter Biggs introduced me to vintage motoring: at the impressionable age of 15 I was polishing his caddish, bright red SS100, c/w Norman Wisdom's personal number plate, NW 100, and Promenade Percy external chromed exhaust downpipes (think Mercedes SSK). The car had a wonderful six cylinder exhaust burble and was great fun to drive, but quite cramped and low slung and with nowhere for your left foot to rest, so wasn't very comfortable for long journeys, unlike Lagondas. New, they weren't that expensive at £395 in 1937 compared to the £700-£1,000 for a thirties four-seater Lagonda (the price of a decent house); similar numbers were produced to the six cylinder 16/80, yet they now sell for 3-4 times the price (or worse still, the dubious POA). And while we're on the subject, why are equivalent vintage Bentleys so expensive, when Lagondas were similarly rare and arguably technically better? It think it's partly due to perceived glamour in respect of a currently existent marque.

The first Lagonda I drove was Peter's magnificent 1935 twin-ignition M45R, with two pairs of horns including trumpets with a choice of 'loud' or 'soft' tone. It features in Arnold Davey's splendid book on the 4.5L, and was driven by Jack Hawkins in the film, 'The Intruder', in which the camera lovingly lingers on the car – repeatedly! This was the first Lagonda to travel overland to France, as we took part in the Eurotunnel Inauguration Rally 25 years ago from the RAC in Pall Mall to Place de la Concorde. We passed the tunnel boring machine – 'For sale – one careful owner' – and there was a real sense of history being made as a century of cars, half from France, took part; but in Paris Lord Montagu was far from grunted – there was no Eurotunnel train to take us back! Ironically we bobbed back to Blighty on the ferry, past those glorious white cliffs. Much more fun.

Driving that car at 28 was like learning to drive again, with the transposed brake and accelerator pedals, double declutching, right hand gear change, and always the frisson of possible fuel vapour lock on overtaking. (The answer is at least to use a pusher petrol pump, and one of David Hine's stockings – or was it his wife Jill's? – in the radiator top hose to catch crud.) But such speed, especially uphill, and presence. Rubberneckers in Euroboxes would bob the car in front of them as we passed by.

21 years ago David Wall approached me with a very rare T8 bodied 16/80 in a huge multitude of pieces. 'What's a 16/80?' We rebuilt it over the next few years and it is magnificent in BRG, with apple green leather courtesy of Garry Stone. Former Chairman and 16/80 guru Brian Savill rebuilt the engine again after the engine shop cocked up the oil supply, but at least I was awarded the Club's most coveted accolade: the Expensive Noises trophy. A great achievement. The car loves France, and vice versa; it's always a treat to listen to that wonderful six cylinder music reverberating across patinated French streets. I was once guiding her solo through Sandy, wearing goggles perched on my cap to stop it flying off, when some bloke yelled at me, " 'ITLER!". After a moment I realised the twit probably meant Rommel, but discretion being the better part of valour, I didn't loiter to discuss the matter.

The 1939 V12 Le Mans racer, number 6, was beautifully restored under Peter's guardianship partly by David Wall. On the 1995 Lagonda Club 60th Anniversary of the Le Mans win trip to the circuit, en route at the Staines factory site (sadly a Sainsburies) the current Lord Selsdon sat beaming in the car his father and Lord Waleron had raced so successfully. I had an unforgettable experience driving the car around the circuit immediately before the 24 hour race in the company of a dozen historic racing cars, with the grandstands full, the marshals blowing their whistles and twirling their flags (I don't *think* they were telling me to stop!), and doing the ton down the Mulsanne straight before the chicane, with a tiny offset fly screen and the roar of the mighty V12 twin exhausts and the wailing symphony of the Dunlop racing tyres of different treads front and rear.

We took a wrong turn in Arramanches, ending up taking the M45R and the V12 down a pedestrian area, making a hell of a racket resulting in everyone pouring out of the adjacent cafes looking for a war bird!

At the 1999 Lagonda Centenary bash at Brooklands, a fantastic event, I took the V12 up the test hill. Onlookers listened excitedly to the impressive anticipatory revving and expected - quite a lot more than they got! The long gearing for Le Mans certainly wasn't suitable for hill climbing, and some years ago David Hine wrote interestingly about there being a probable mistake in the intended camshaft design: concave rather than flat cams give much improved low-down torque. Otherwise that car didn't come on song until at least 3,000rpm, surprisingly.

Peter also owned the Duke's car, the 1954 3L convertible specially finished in very dark 'Edinburgh' green and battleship grey upholstery as a tribute to the D of E's naval career, and piloted by the Duke off Britannia down under to kick-start the Commonwealth Games. Apparently he drove so quickly that the assembled reception committee had to scatter! This huge car had an electric hood which still worked, flag sockets in the front wings, an extra vanity mirror for the Queen to check her hairdo or for the security man to see out the back (whichever story you prefer), and a radiotelephone button on the dash. With the latter, the Duke would call up the young Prince of Wales and play tricks with a false voice. There was terrific media coverage when the car was sold in 2016 – the only royal car owned by a mere commoner, I believe?

Keep the flag flying! Happy proper motoring this summer. *Laurence Drake*

There is plenty of opportunity for "proper motoring" and if you are quick still time to enter the Brooklands D12. Entries must be in by June 3rd. Jeff Leeks recommends the Traditional Boat Festival at Henley on July 20th as an exciting, fun day out for the whole family. A celebration of all that's best in British wooden boatbuilding and craftsmanship evoking the nostalgia from a bygone era. More details from the attached flyer. A week before, on the 14th July, The Woodcuts Classic Rally is being held at Old Warden Castle near Tisbury Wiltshire. This looks an elegant affair and you can find out more details from their website <https://woodcuttsclassic.co.uk/>.

On the 18th of May the VSCC were at Oulton Park, home territory to our Treasurer Brian Green, who this year had to be content with 2nd prize in the Cheshire Concours with his M45. On the track it was good to see Mark Butterworth out with the V12 coming 6th in Race 5. Not far behind in 8th place was Richard Reay-Smith, his new more powerful engine performing well. Nick Morley LG45 was 14th in his race. Sadly Tim Wadsworth and Trevor Sweete were visited by the mechanical gremlins and failed to complete their races.

The next race meeting is at Donington on June 29th and then of course, amongst many other events, we have Prescott to look forward to on 3rd/4th August.

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

FOR SALE

Lagonda 12/24 spares. A very large quantity of spares for Lagonda 12/24 and possibly 11.9, including almost two complete engines, two gearboxes with their remote gear levers, a front axle and hubs, two steering columns, propshafts and one complete back axle, half shafts, casing and differential, a radiator, front and rear brake drums, shoes and linkages. Numerous smaller items. Enough to build one complete car. £2000 for the entire collection. Nick Bell (B85) nickbell3098@gmail.com or 01865 736160 (Oxford)

Meadows M45 Engine assy for sale. Please call Richard, 07831 512022.

16/80 T7 Tourer. Very good condition. Offers. Car is in Ireland but can be met at Belfast airport (20 minutes). For more details call Iain Campbell on 02891 457 298



WANTED

Bosch starter for my V12, not worried if the clutching mechanism is not working. Marking on side of current starter. BJH 18/12 RS42 turns clockwise viewed from gear end. Please call 01676 521199 or 07860 532262. Regret if I am home get no signal so please send text message. E mail mj.steele44@btinternet.com After six year re build all I need is for the starter to play up.

Pair of serviceable headlights for Lagonda 14/60 / 2 Litre. Originals were black painted Lucas RB60's, but other similar units fitted to early 1930's period Lagondas would be considered. Please contact Mike Dufton on mdsuttonmill@gmail.com or 01584 781316. (Member D6)

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)

NEW MEMBERS

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

G 18	Richard Gorman	1898 N.E. 151 Street, 1898 N.E. 151 Street, N Miami, Florida 33162 USA V12 16019 CKW 444
R 11	Nicholas Robinson	38 Duke St, Kington, Herefordshire, HR5 3BL 16/80 T7 Tr S10620 KY 6026
W12	Rino Walter	20Clarendon rise, Tilehurst, Reading Berks, RG31 6XX N/O

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

A short chassis V12

<https://www.prewarcar.com/287391-rare-short-chassis-sedan>

And an LG45 which I think I've seen before

<https://www.prewarcar.com/235512-lagonda-lg-45-s3-le-mans-stlye>

And an M45

<https://www.prewarcar.com/280141-lagonda-m45-open-tourer-with-t7-body-great-rally-car>

1961 and the announcement of the new Rapide for 1962

The September 27, 1961 edition of The Motor featured a profile of David Brown in its Man In The News section titled "Power Under Control". The article noted that he made his first car as an apprentice in the gear making business started by his grandfather, David, in 1860, at the age of 21. It had a Sage engine and a chassis of his own design. He went on to develop an interest in motor racing until reminded by his father, Frank Brown, that the family business laid claim to his energies. In due course he started the company manufacturing tractors, against the advice of his father, later succeeding his father as managing director of the business at the age of 29. He went on, as we know, to enlarge the business, later buying both Aston Martin and Lagonda. By the time the article was written, he was 57 and had been seen at various times, driving prototype Aston Martins and Lagondas, including a prototype for the Rapide.

There followed on the next page, a long article announcing, after some years, the new Rapide, for 1962. It describes the car as being built alongside Aston Martins and "...planned for top level businessmen who wish to travel comfortably behind a chauffeur for five days of the week and to drive the same car themselves for pleasure on the week-ends." The car was the end result of a long-term vision by John Wyer, who had joined the company six years earlier, envisioned as a roomier car than the Aston Martin DB4, also a part of that vision, which would incorporate many of the same components. Thus, it was linked far more closely to the current Aston Martin than were the earlier DB2.6 liter and DB3 liter vehicles. The car was to come standard with an automatic transmission, or optional four speed manual by special order. The engine quoted as being slightly different to the Aston Martin DB4 one, with a larger swept volume, achieving 10% more torque and slightly less power, at 5000RPM rather than 5500 RPM, with fuel delivered via twin, two-throat Solex carbs.. It was expected to cruise comfortably at 125 MPH.

The article goes on to describe the technical features of the car in some detail. It notes that though the DB4 Aston had a live rear axle with coil springs, the Rapide maintained a de Dion axle layout with torsion bars and differential fixed to the chassis with rubber mounts. This

after various layouts had been considered and tested, provided more room in the rear seats and a vehicle considered comfortable for five people. The ventilated disc wheels were spline mounted to the axles but with octagonal fixings rather than the eared "knock-off" hubs so common at the time and later banned in the US under their vehicle design rules as dangerous projections. It was to sell for £3,600 with taxes and charges increasing that to over £5,200.

A full-page ad for the car appeared on page 43 of the same magazine. Below a nice drawing of the car, it states "The finest of fast cars. The illustrious Lagonda can be judged by the most exacting standards; truly 'the finest of fast cars.' Its power, silence and docility are remarkable, the fully automatic transmission enables it to glide through traffic with ease and grace, or to accelerate effortlessly to speeds in excess of 125m.p.h. Here is a car which serves with distinction every business and social purpose." All 55 produced were made only to customer orders.

Painted inside of guards

I've only had a couple responses to my request to look inside your DB2.6 and DB3L mudguards to see if they are painted body colour by the factory. Please have a look.

Lost and found

A DB2.6 Saloon formerly owned by an Aussie now living in the UK and a club member, which has been missing for around 20 years has been found here in Oz thanks to some diligent detective work by one of our local group. More info should be available next month.

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

Apparently, there is no interest in reproduction brass door and boot hands for the 2.6. One firm asked mentioned tooling costs that would probably make this a non-starter anyway. I am waiting to hear from another company. No other news this month - partly due to holidays.

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 – June 2019

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

Please can we remind members of our returns policy:

If we have correctly supplied the goods ordered, they may be returned to us (carriage paid) for credit. Credit will be for the invoice price, inclusive of VAT, but excluding carriage, and there will be a charge of £10 or 10% of the invoice price (whichever is the greater) for re-stocking.

If we have supplied goods incorrectly, full credit for the invoice price will be given, including VAT and carriage, plus the cost of return carriage.

Full credit will only be given on goods that are in as-new condition, and that are returned within six months from purchase. These credit arrangements for returned goods are only available to members of the Lagonda Club.

NEW PARTS NOW AVAILABLE

	PRICE
CST301 - Front Head Offtake 3L, fully machined	£189.50
ENG522Z - Sump/oil pump access plate with drain plug boss, M45, LG45 & LG6.	£15.00
ENG521Z - Block to crankcase nut 9/16", for later Meadows engine.	£3.00

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, 16/80 handbrake ratchet.

All cars - range of gaskets in 'Chieftain' material.

V12/LG6 ball joints for steering/suspension.

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.

ZM chassis - braking system (13 parts).

PMP103/4 – High/Low water pump housing, fully machined, 16/80

Rockers, 4.5L.

Fuel tank senders (3-terminal type), 2L, 3L.

Various DB parts, please see Nick Proferes' Gazette for details.

NEW PARTS AVAILABLE



Front Head Offtake 3L, fully machined.



Sump/oil pump access plate with drain plug boss, M45, LG45 & LG6.



Block to crankcase nut 9/16", for later Meadows engine.

SPARES NEWS – June 2019

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

SPECIAL OFFERS

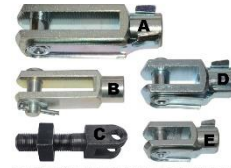
These parts are new and unused, but they have been acquired from the trade and were not manufactured by our normal suppliers. They are sold without warranty. There are very limited stocks available of these items. All prices are excluding VAT and Carriage.



Offer price £2 Block to crankcase stud, 9/16", for later Meadows engine.



Offer price £2 Block to crankcase flange nut, 9/16", later Meadows.



Offer price £10 each Misc. Clevis forks. Sold individually,



Offer price £25 Dynamo junction box top, LG45.



Offer price £5 Misc. tension spring.



Offer price £35 Brake link arm, raw casting. All low chassis models, 2L, 3L, M45.



Offer price £250 Special bronze timing gear, right-hand, 2L. (See GRS201 for standard fibre equivalent.)



Offer price £250 Special bronze timing gear, left-hand, 2L. (See GRS202 for standard fibre equivalent.)



Offer price £18 Vernier coupling (rubber) magneto drive, M45 & M45R, 20 teeth.



SINGLE

Offer price £10 Magneto drive Vernier coupling 14 teeth. Unmachined.



SINGLE

Offer price £10. Magneto drive Vernier coupling 15 teeth. Unmachined.



SINGLE

Offer price £10 Magneto drive Vernier coupling 19 teeth. Unmachined.



Offer price £2000. V12 Crankshaft.



SET OF 6

Offer price £1100. Carillo-type Connecting rod Set, M45



5280

Offer price £20. Bonaro filler cap unmachined castings

SPARES NEWS – June 2019

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



Offer price £600 (list price £784.40). Crown wheel & pinion, 3.3:1 for the heavy axle.



Offer price £10. Carburettor air trumpet.



Offer price £250 (list price £500). Inlet manifold for non-Weslake Meadows engine (thick 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, LG45.



Offer price £50. Brake Shoes lined, M45 (Pair).



Offer price £40. Brake Shoes unlined, M45 (Pair).



Offer price £40 Door Lock, Driver side.



Offer price £40 Door Lock, Passenger side.

Lagonda Club - Southern Area

Joint Summer Meet at The Cricketers Arms, Wisborough Green (On the A272), on Sunday 7th July 2019

Time: 12.00 noon onwards

The **Rapier Register** and the **Lagonda Club** are delighted to welcome all our members to a joint '*summer*' pub meet at the very popular Cricketers Arms at Wisborough Green.

We are normally there for the start of the season in April and the end, in October. This year we have decided to have a third visit.... in mid-summer.

For the Rapier Register, do contact Jane Anderson if you want further information and for the Lagonda Club, Michael Drakeford.

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

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

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

Contacts:

Michael Drakeford on **01903 872197** or
email **michaelwdrakeford@hotmail.com**
Jane Anderson on **01798 865108** or email
janegog@hotmail.co.uk

TRADITIONAL BOAT FESTIVAL
20 JULY 2019
FAWLEY MEADOWS-HENLEY-ON THAMES-RG9 2HY

This is the biggest & most exciting Boating Event in Europe on our doorstep.

It's an exciting, fun day out for the whole family. A celebration of all that's best in British wooden boatbuilding and craftsmanship evoking the nostalgia from a bygone era.

The Lagonda Club Members can dip their feet into the Thames on Saturday 20 July so if you'd like to attend then please let Jeff Leeks know your plan to attend ,ideally by email so we know how many have pre-booked + your chosen option below:

You have two options to book online;

- Upper Meadow adjacent to the Thames subject to Pre Application before 14 July. Click on the website/go to Take Part /then flick down to Vintage & Classic Vehicles. Complete the Form + submit 2 photos online for TBF Committee approval or not-cost for the 3 day Event is only £12 incl parking, driver + passenger--under 12's free,13-17 £6. Access by 10.30am or you may be refused due to H & S regulations with many attendees
- If you do not wish to complete a pre Application or are refused due to no space available there will be a Lagonda Enclosure + Flag/Pole in the Main Car Park- free parking, £13.00/adult paying on-line, under 12's is free, juniors 13-17 years £6.00.

Gates open @ 9.30 hours. I strongly suggest you get there as early as possible as this is a Big Event and Henley gets very busy. Avoid the approach on the A4130 via Hurley as you have to cross Henley Bridge which will be a nightmare. The best route is through Marlow on the A 4155

The Event includes c 150+Vintage/Classic Wooden Craft, Flying Display, Military and Amphibious Vehicles, Gloriana, Dunkirk Boats, Vintage/Classic Cars, Bicycles & Motorbikes, Stalls, Beer/Wine + Food Marques + many Stalls selling fashions, jewellery, boats, art etc

Bring your own Picnics (no BBQ's) and sit or just wander by/along the Thames listening to the running commentary about the craft floating past on display. Don't forget your bucket & spades!

View all the details on www.tradboatfestival.com with the 2018 Running Order Programme as a guide of the activities throughout the day-the 2019 Programme will be out shortly

If you stay late you'll see a stunning Boat Parade @ dusk with craft lit up+some owners + guests dressed in period dress @ 21.45 hours

Jeff Leeks
email@jeffleeks.com
01494 563188