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# NEWSLETTER

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This month's Guest Contributor is:

**John Boyes**

No 471

October 2019

<b>October</b>	
<b>6<sup>th</sup></b>	<b>LC SE Area Pub Meet.</b> 12:00 The Three Chimneys Biddenden. Contact David Bracey 07710 423667
<b>12<sup>th</sup></b>	<b>LC Anglia Area Pub Meet</b> – TBC Contact John Stoneman 01353 649494
<b>19<sup>th</sup></b>	<b>LC West Midland Pub Meet.</b> The Kings Arms Ombersley Contact Robin Balmain 01531 640166
<b>20<sup>th</sup></b>	<b>LC Southern Area Pub Meet.</b> The Cricketers Arms Wisborough Green. contact Michael Drakeford 01903 872197
<b>27<sup>th</sup></b>	<b>LC SE Area Pub Meet.</b> 5 Bells, East Brabourne. Contact David Bracey 07710 423667
<b>November</b>	
<b>8<sup>th</sup> to 10<sup>th</sup></b>	<b>Lagonda Club</b> stand at the NEC Classic Car Show. Come and support the Club. Reduced priced tickets – see below
<b>9<sup>th</sup></b>	<b>LC Anglia Area Pub Meet</b> – The George Inn, Maulden Beds - Contact John Stoneman 01353 649494

Despite a dire wet weather forecast, the Club turned out in good numbers for our Annual Gathering and A.G.M. The highlight of the day was a parade of about 20 cars showing the evolution of the Lagonda Marque from 1903 to the 1950's There were a few periods of rain, but our members are a stoic bunch, some even having their picnic lunch under umbrellas. A fuller report will appear in the Magazine in due course.

We have enough volunteers for the Club stand at the NEC Classic Car show from 8<sup>th</sup> to 10th November but now we need you to buy tickets and show your support. Members should use the code **CC8536** to get discounted tickets via the NEC website [www.necclassicmotorshow.com/club-tickets](http://www.necclassicmotorshow.com/club-tickets)) No reduction on the Friday but the discount is worth £5.50 per head ( £31 reduced to £25.50) on Saturday and Sunday

This month's letter is written by John Boyes winner of the all Lagonda Race at Angouleme and much more besides.

Most people contributing to the Lagonda Club's monthly News Letter do so by writing about themselves and their cars. Admirable as this is, and a format that I will return to shortly, I would first like to express the view that the best feature of the Lagonda Club is the membership, even by comparison with our wonderful cars. We have made many lasting friendships in the Club and Alison and myself thank the Club for this opportunity. As a short aside and as an example of this, there is even a widely acknowledged Lagonda Chapter within the midst of the Bristol Owners Club, also a fine body of chaps and ladies. There are some wonderful characters in the Club with huge history and knowledge and there are nebulas groupings, certainly not cliques as in many clubs, but groupings each with their own special character, such as the Northern Factory faithful and the Suffolk mafia. And of course there are those that dedicate a huge amount of time to organise events and tours on behalf of the membership and we should all be very grateful.

In my very early years with the Club, circa 1989, I was amused to read an article by Motor Sport's forthright writer and doyen, Dennis Jenkinson, concerning various motoring organisations and clubs. It would be unkind of me to repeat verbatim his observations, even if I could remember the detail from so long ago, but in essence he thought that the FOC were a load of novo riche, know nothing types; that the RREC thought themselves far too important for their own good; Triumph OC members were hairy chested louts; etc, etc. However, he did say that there were some jolly good types in the BDC, but most importantly he referred to the Lagonda Club as keeping nicely and quietly to itself with their splendid cars. I liked that a lot and thought how much I resonated with those sentiments!! I have heard it said that, the collective noun for Lagonda cars is an Elegance of Lagonda's! I like that also!! My only

concern is the Club's demographics; I'm sure many of us have the same concern as to how, despite the cost of ownership, we can interest and attract younger members.

We bought our first Lagonda in 1989, a 2L tourer and subsequently various Rapiers. We currently have the pleasure of ownership of a M45 VdP Tourer and a Ranelagh Rapier which Alison also drives. We have had enormous pleasure with both cars touring with members and friends, across the UK and on the Continent over many years. I had the pleasure of serving on the Board and the Spares Committee for 2 terms and I have been an officer of the Rapier Register for some time helping with the manufacture of spare parts. However, I don't have the long family history of Lagonda matters that many of the News Letter authors do, so please bear with me as I write in another direction.

When I was around 7 years old and captivated by Raymond Baxter's TV commentaries of the few black and white televised Grand Prix, there was no doubt in my young mind that I was going to be a racing driver. A World Champion even; unfortunately, I was the only one that recognised that fact. I grew up on a farm in Leicestershire and from an early age would tank around the fields in my father's grey Austin A60 pick up; on wet grass with well worn tyres it over-steered at the slightest provocation and with a little extra speed, a heavy right foot, and a quick flick of the steering wheel, full blown four wheel drifts miraculously ensued. Great fun followed by a good telling off for leaving lurid skid marks all over the grassland. Clipping stacks of straw bales in a big drift on autumn stubble was the best fun and with less likelihood of a reprimand.

At the age of 17 I passed my driving test and bought an Austin A35, in speedwell blue; it's curious how most chaps remember in detail their first car. My chums mostly had MG Midgets, B's or Sprites, none of which I could afford. A Shorrock supercharger, wheel spacers, front ARB, oil cooler, thick oil in the lever arm dampers, etc., were soon added to the A35. To say that I was a bit of a hooligan on HM's highways would be overly kind, but I reckoned to get about 2,000 miles from a set of Dunlop C41 remoulds. Baiting Spridgets was a perennial pastime.

After gaining my entrance exams, I went to Loughborough University to read automotive engineering. You see, at that time I was still going to be a World Champion!! I was at Loughborough University studying to become a good engineer and that was a way to become a GP driver, or so I thought. E.g., Brabham, Cooper, Spence, Chapman, McLaren, Surtees. There were only two problems with this, 1) an engineering degree is essentially an applied mathematics course, it does not enable you by right to become a good engineer in the mould of Bruce McLaren, etc.. 2) GP drivers are not mere mortals like the majority of us, they are different! More of this later.

Whilst at Loughborough, I worked in vacation time for the late, great Tom Wheatcroft working on historic GP cars in his museum's restoration workshop. Most of the cars were runners and occasionally we would take cars down to Friday open testing at Silverstone for Tom to have some fun, this was heaven for a young lad. I was also required to undertake a 6-month period of so-called industrial training as part of my course, and in 1972 I did this at March GP Engineering under the tutelage of Robin Herd and Harvey Postelwaite, both great guys, but sadly both now no longer with us.

Our GP drivers at that time were Ronnie Peterson and Niki Lauda and my main role at March was that of transmissions engineer working on the ill-fated 721. This was the low polar moment of inertia car using the Alfa Romeo tipo 33/3 sports racer gearbox, in which the gear cluster was ahead of the diff and rear axle line, moving the mass of the engine and gear cluster forward and hence reducing the inertia in yaw. Niki thought the car was rubbish, Ronnie on the other hand drove around the problems. At a test session at Silverstone, after a couple of warm up laps, Ronnie came around Woodcote at circa 140 mph on full opposite lock, only getting the car straight just before the Dunlop bridge. After 5 laps, he came into the pits requesting a modified steering rack which allowed more opposite lock to get around the twitchy oversteer characteristics! There is no doubt that Niki was extremely talented and totally fearless, but analytical. Ronnie was equally talented and fearless, but just plain fast.

In those days we went to a Grand Prix with 2 drivers, 4 mechanics, a fabricator, a transmissions engineer to sort out and change gear ratios, that was me, a truckie, Max Mosley and Robin Herd, which was a total of 11 people. By comparison, today's team is around 200 at the circuit plus a host of specialists on-line back at HQ. On the weekends that I wasn't with the GP team I went to the races with the works F3 team as a general dogs body or pretend manager if Harvey wasn't available. Our number one F3 driver was the charismatic, fearless and totally determined James Hunt; it was massive fun.

As I previously said, these top drivers, that miniscule percentage of club racers who eventually get onto a GP grid, are definitely not like the rest of us mortals.

After this time at March Engineering, I had a severe reality check as to what it takes to be a top line driver. I went back to University, got my Hons Degree and resigned myself to the fact that I was only ever going to be a club racer ..... end of, as the modern phrase goes.

However, I did manage to do a bit of racing over many years. After graduating I worked as a Rolls-Royce graduate apprentice, and I started my racing car adventures by buying an out of date Brabham BT19 F3 chassis less engine and gearbox. I couldn't afford to buy a proper 1000cc "screamer" engine, so I built one up from bits using a Ford Anglia block, second-hand steel or forged everything, dry sump, homemade down-draught head and manifolds, etc.. AND despite these engines being notoriously temperamental, it worked!! At the first opportunity I went to Silverstone's Friday afternoon open practice and 2 days later on the Sunday, I was at Mallory Park's BRSCC meeting as first reserve in a full-grid F4 race. I wasn't allowed out to practice until at least one entry had retired. Eventually someone crashed at The Elbow resulting in a red flag whilst he was taken to hospital with 2 broken legs and a punctured lung. This was it, I was at a proper race meeting, in a proper racing car, on proper slicks, but with a homemade engine; I was almost a racing driver. I qualified near the back, but finished the race in 7<sup>th</sup> place with honourable mentions in the local press. At 23 years old I was a racing driver at last, albeit at the club level I had resigned myself to.

This first flush of semi-success did not last long. In the next race, at Silverstone, I qualified in the top half, but the engine seized in the race. At the next race, Cadwell, I again qualified reasonably well but the car refused to start on the grid at the 3 minute board. And so it went on, I didn't have the resources (should have done accountancy or law) to get a good, proper racing engine and decided that Formula Ford would be a more achievable way to go; I had observed that whilst they had lots of crashes there were zero DNF's due to temperamental engines! I sold the Brabham in preparation for getting a Pre '72 Formula Ford for the following season.

However, my career intervened. I left Rolls-Royce joining a French oil exploration company in January 1976, and then spent the next 10 years overseas. This bought a stop to my motor racing, although I did a bit of auto-cross in Brunei in a VW Beetle, where I attracted a reputation for being an aggressive competitor. Me? Surely not? It was great fun.

A few years after I returned to the UK, the motor racing itch began to tickle. I purchased a 1971 Van Diemen 1600cc F Ford. By this stage Pre '72 FF was almost a historic category, so all the hyper-aggressive driving and crashes had diminished and the engines were utterly reliable. It was easy, on the button, close racing. I did this for a few seasons and then moved up a division into F Ford 2000, with wings and slicks. Again, this was easy, on the button, close racing with plenty of track time; great fun on the track and, as with the 1600cc car, very enjoyable with the BRSCC. I was usually there or there about in the results, but never consistently a podium contender, confirming all of my earlier suspicions!

About this time, circa 1989 I sold a business that I was involved with and with some of the proceeds bought my first Lagonda, a 2L low chassis T2 Tourer, and it also seemed about the right time to get a vintage racer and to join the VSCC. I acquired a road registered Riley 12/4 1600cc special which resembled the Riley Sprite. It was a pretty, spritely car, but a real bone shaker on the road and relatively sloth-like on the track, it also had a tendency for high energy front axle tramp at inopportune moments. I had a few requests to sell the car, and despite the lack of power and the frightening axle tramp, which I should have modified to provide a cure, but didn't, I hung onto the car for a couple of seasons.

I had always greatly admired the Rapiers at the VSCC meetings, but none ever seemed to come onto the market and work time commitments precluded building one in any sensible time frame. So, when a 1500 supercharged Rapier special was bought to my attention as possibly being for sale, I jumped at the chance. It was a 2-seater sports special bodied by the incredibly gifted Jeff Henderson, and if I may be so bold to suggest, looked like a scaled down 6C Alfa Monza; it was just lovely. I had a lot of enjoyment and some successes racing this car and was pleased to represent Lagonda in the inter-marque series over a few seasons under the command of chef de quip racing, Tim Wadsworth.

My problem throughout life has been that I'm a glutton for punishment. Whilst racing the Rapier I was also rebuilding a 1960 Lotus 20, a so-called Junior Grand Prix car, very similar to the 1500cc GP cars of the period, but 1100cc. I wanted to race a single seater again with a proper high revving race engine, and this time I had sufficient funds to do it properly. Finishing the car in the late Summer 2008/9, we did a few end of season races and in the Winter we went to South Africa to do the Junior Springbok series held over 3 consecutive weekends at Johannesburg, Cape Town and East London. Alison and myself were away for almost a month, it was fabulously well organised, the racing was good with lots of track time over the 3-day meetings. The whole month was an unforgettable experience.

On returning to the UK we raced the Lotus 20 with the BRSCC and did the occasional race in the Rapier with the VSCC. Later that year I very reluctantly sold the Rapier into Europe. The following year we entered the Lotus in the Miller Oils Formula Junior championship for drum brake cars, competing in 16 races and finishing the season 2<sup>nd</sup> in the UK championship. I received my trophy from the charming Hazel Chapman, widow of Colin Chapman, the founder of Lotus. The following year, thanks to Clive Chapman, I had opportunity to drive Graham Hill's World Championship winning Lotus 49, at the Hethel test track. It was quick, but I didn't stall it and managed not to disgrace myself. It was another unforgettable experience, but at that point I finally confirmed that I would never make a GP driver and put my helmet away ..... but I was 64 years old by then.

Throughout my racing adventures Alison and the children have always been supportive and understanding, even at 04.00 hours setting off to Snetterton or Brands Hatch, for which I am both fortunate and very grateful. Alison and I now spend time touring in the Lagonda's or one of our classic cars with friends which we both enjoy, and I still spend a lot of time fettling. Long may it continue.

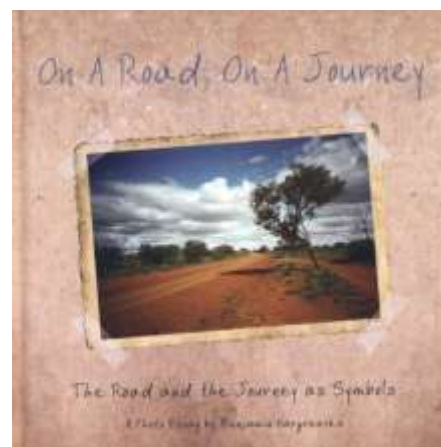
Despite the cancellation of VSCC Snetterton Race meeting due to lack of entries, some of our competitive members have been out and about, Nigel Hall LG45 representing us at Loton Park and Keith Dobinson 2 Ltr at Prescott Long Course. Sadly neither took away any silverware.

If you live in Switzerland, or are travelling there, this may just be in time to alert you to the British Car Meeting at Morges on October 5<sup>th</sup> more information on [www.british-cars.ch](http://www.british-cars.ch)

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

## FOR SALE

**A present for someone ! On A Road, On A Journey**, a second photobook by Benjamin Hargreaves. A celebration of travel with images from journeys through the UK, Europe, India, Australia, the USA and Cuba evoking both a literal journey and a metaphorical sense of life as a journey emphasizing how the idea of the road has meaning for us. Available from the author at the reduced price of £20.00 (+p&p £2.00 for the UK). Benjamin Hargreaves e/m: [hargreavesbc@waitrose.com](mailto:hargreavesbc@waitrose.com) or Tel: 020 7385 7757 [www.benjaminhargreaves.co.uk](http://www.benjaminhargreaves.co.uk)



**Approx 1932 3 litre parts.** Also 4 engine mountings and various rectangular engine cover side plates. An original clutch and flywheel, a dynamo and the front engine casting (which has the magneto platform and water pump cross shaft etc). Also some cam followers and other small parts. Contact W. Tomlin : 01291 673 650. Email: [bill.tomlin@btinternet.com](mailto:bill.tomlin@btinternet.com)

**LAGONDA by Bernd Holthusen.** LAGONDA combines an accurate history with over 900 of the best quality photographs of Lagondas you are likely to see (three quarters of them pre-war and many previously unpublished)

The book measures 365mm x 300mm and is 426 pages long, text is very factually accurate history, printed on excellent quality paper including 745 black and white duotone and 241 colour photos in a clothbound edition complete with its original slipcase, limited to 500. This is no 67 and the actual book is in excellent condition with the slipcase only having small scuff marks. Ideal as a surprise birthday or Christmas present. Best offer secures this unique coffee table book-offers or more information from Jeff Leeks [email@jeffleeks.com](mailto:email@jeffleeks.com) or phone 01494 563188

**SWAP M45 for LG 45 Rapide with CASH ADJUSTMENT.** I have a beautifully sorted M45 Tourer (replica body ) but otherwise a totally original car- engine , gearbox, back axle , electrics , hydraulics all fully sorted but would like to own a good quality LG45 rep. This is not the time to be selling any pre war car- the market is down and probably has a lot further to fall, but it could be a time to move to a different model with a cash consideration. So if you have an LG45 Rapide Rep and are interested in a fully sorted M45 why don't we talk! Adrian Rogers 01392 258562 07785909090 [a@drrogers.co.uk](mailto:a@drrogers.co.uk)

**1937 LG45 DHC** (in Italy) Matching number – chassis and engine # 12191/G10. Imported some 40 years ago from the USA and with the same owner since then. Always covered in a dry garage, used very seldom and only for historic meetings, covering just a few hundred miles since restoration so it's still in very good condition. Recently registered in Italy and serviced with replacement of the whole exhaust system, brakes, radiator and leaf springs overhaul. Internal upholstery has been subject of a conservative restoration. Working hydraulic power steering. The car is ready to drive and with valid mot. € 350.000 ono Contact Mail: bcera@hotmail.com Mobile: +39 3356412800



## 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)

## NEW MEMBERS

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

B 29	Patrick Boland	Grangecastle Motor Company, Nangor Rd, Clondalkin, Dublin D22 AY19. Ireland LG45 Sln 12006 DPD 28/ DO 3214
K 18	Anne Kamstra	Hogeweg 1, 4361SH, The Netherlands. N/O
K 14	David Kettle	529 Aubrey Rd, Wanaka, 9305 New Zealand. N/O
M 22	Ulrich Meeh	Haldenhof 2, D-71296 Heimsheim, Germany. M45 Tr Z11408 COK 384
P 12	Alan Patterson	PO Box 10245, Pittsburgh, Pennsylvania. 15232. USA Rapier spl D2869 YG 9142
W 53	John Wilson	The Old Rectory, Main St, Frankton, Warwickshire. CV23 9PB N/O

# THE POST 1945 GAZETTE

Lagondas the proper touring cars



## **Auction Watch**

Antony pointed me to these rather distressing three, and we all know where the engines went.

<https://www.carandclassic.co.uk/list/25/>

And another WT "wedge"

<https://www.coys.co.uk/cars/1980-aston-martin-lagonda>

And a 2-Litre high chassis

<https://classicmotorhub.com/showroom/1929-lagonda-2-litre-high-chassis-honeymoon-coupe-by-weymann/>

And a DB3L 4 door saloon with some interesting history

<https://www.bonhams.com/auctions/25819/lot/32/>

## **Something for DB3L owners**

For DB 3 Litre and DB 2.6 Mk II owners whose cars have seized Jackall legs and who would like to get them working again, many pictures and accompanying notes have been assembled into a powerpoint slide presentation by Club member Keith Currington, showing how he disassembled the legs, fitted new seals (and also where to buy seals from ) and got the system working again. If you would like a copy please send Keith an email [keith@glenbourne.co.uk](mailto:keith@glenbourne.co.uk) and he will email you back a copy of the file as an attachment. It's not especially large, 2.2Mb, but well worth requesting.

## **"Aston Trend-Setter" becomes the "Push-Button Express"**

Following on from last the report mentioned last month, in the November 5, 1977 issue of The Motor, a report by Peter Dron on the production version of the William Towns Lagonda, due FINALLY for release in the Spring of 1978 with the company admitting to having "egg on its face" for their ambitious forecast a year previous. Dron explains that in the intervening 12 months little has needed to be altered mechanically but that there have been considerable alterations to the sophisticated electronics of the car, with the company now making a firm commitment to release the vehicle on April 3<sup>rd</sup> (rather than the first). By now the company has received 180 orders for the new vehicle with 65% of those for the British market. He notes the price has risen to £32,620 and felt it likely to go higher before the production like, which was still being completed, moved into action. So, he was offered a chance to test drive the second prototype, upgraded to the final production specs and finish, though due to his time constraints, he was still not able to gather performance figures but felt it compared favorably with the Aston V8 and the Jaguar V12 though the motor smoother on the latter car. He saw no reason to argue with the factory claims of 0-60mph in under 7 seconds and a top speed of 140mph. He notes that a Vantage version may be offered the following year and perhaps a two-door and convertible versions as well as a ZF manual gearbox in the future. He notes early changeup in the Torqueflite auto transmission, well short of the engine's 5,000rpm point of peak power. He notes the handling is "superb" and the car "coming into



its own" on fast, open roads with the car's suspension being set up a bit softer than the other prototype he had tested the previous year. He praises the touch sensitive switches set into the door which adjust just about every part of the seating position as well as a "A" and "B" switches which allow pre-set seating positions to be recalled for two drivers (possibly the first example of this feature?). He finally comments on lack of road noise but some wind noise from the rear view mirrors which are intended to be different on the production vehicle as well as the superior comfort of the entire driving experience.

Footnote: The December 31, 1977 edition of The Motor in its wrapup of the year's major events, notes the price rise of the yet-to-be-released Aston Martin Lagonda of 33% to £32,620 as being the most outstanding price rise of the motoring year.

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

From the few more recently received emails I note that there is some interest in cables, i.e. speedometer, rev. counter, accelerator and handbrake. As is often the case, to achieve sensible prices for reproduction items it may be necessary to accept some deviation from the original appearance.

Please continue to let me know of any DB spares website description ambiguities. There is space on the web pages to expand part descriptions.

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 DB Rapide information visit

<http://lagonda-rapide.com/>

For the William Towns V8 visit

<http://lagondanet.com/>

Compiled by Nick Proferes. email: [nproferes@internode.on.net](mailto:nproferes@internode.on.net)

## SPARES NEWS – October 2019

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

### NEW PARTS NOW AVAILABLE NEW PARTS NOW AVAILABLE

### PRICE PRICE

CST105 – High water pump, front head offtake, 16/80.	£278.40
RBRV06 – Gearbox rubber, V12, LG6.	£17.90
CST416Z – Tappet cover plate, milled and drilled, Meadows.	£95.00
DBRBR13 – DB 2.6 Mk I (1948-53) synthetic rubber (EPDM) jacking point.	£14.80

All prices quoted are excluding VAT and carriage.

### NEW PARTS IN PROGRESS

CST211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.	CLT209 - Clutch drive spider & shaft for 2L, 2L, 16/80 handbrake ratchet.
GRS215/217 - Light axle half-shafts.	All cars - range of gaskets in 'Chieftain' material.
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.	V12/LG6 ball joints for steering/suspension.
DB Beehive brake shoe spring.	DB Override.

### 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



CST105 – High water pump, front head offtake, 16/80.



Gearbox rubber, V12, LG6.



Tappet cover plate, milled and drilled, Meadows.



DB 2.6 Mk I (1948-53) synthetic rubber (EPDM) jacking point.



## SPARES NEWS – October 2019

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



PAIR

**Offer price £500.** M45 aluminium/iron light weight brake drums with ribs, pair.



**Offer price £60.** Front cylinder head to rad, water casting, M45. Milled & drilled aluminium.



**Offer price £40.** Front cylinder head to rad, water casting, M45. Unmachined aluminium.



**Offer price £4000.** 1500cc Rapier block, fully machined.



SET OF 4

**Offer price £750.** Special Rapier conrods for the 1500cc block (4).



**Offer price £20.** Fan spacer, Meadows. Shop soiled.



**Offer price £20.** Fan spacer, Meadows. Shop soiled.

# *Lagonda Club* - Southern Area

**Autumn Meet at The Cricketers Arms, Wisborough Green (On the A272), on Sunday 20<sup>th</sup> October 2019. Time: 12.00 noon onwards**

The last Southern Area event of the season will soon be upon us and it will be a good opportunity to enjoy the warm autumn sunshine after reasonable summer. So why not join us at Wisborough Green?

On the way there you can listen to the purr of the engine as your Lagonda whisks you along the highways and byways of the Sussex countryside.

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 2002.

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

With 31<sup>st</sup> October just a few days away from when we meet it will be an opportunity to forget about the 'B' word and enjoy ourselves ..... Anyone using it will be in danger of having to buy a round of drinks!

*Michael Drakeford*

**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.

Please contact **Michael Drakeford** on **01903 872197** or Email **michaelwdrakeford@hotmail.com** with any questions.