



www.lagondaclub.com

NEWSLETTER

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This month's Guest Contributor is:

John Sword

No 473

January 2020

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|--------------------|--|
| January '20 | |
| 1 st | Various New Year's Day Meets |
| 18 th | LC Anglia Area Pub Meet. The Royal Oak Barrington. Contact John Stoneman 01353 649494 |
| 19 th | VSCC Winter Driving Test. Brooklands. KT13 0SL |
| February | |
| 9 th | LC Anglia Area Pub Meet: The Plough, Great Chesterford, Essex. CB10 1P. Contact John Stoneman 01353 649494 |
| 15 th | VSCC -Pomeroy Trophy Races - Silverstone |

Sadly this month we start off with a couple of obituaries. David Hine writes - Many of us gathered near Pickering, Yorkshire, to pay our last respects to a much loved Club Member John (Doc) Turner who died last month at the grand age of 96. Doc was a very popular Member and his extended family party at our Monk Fryston dinner was always a big event and they usually arrived in his gunmetal bright blue LG6 drop head. This car had done a huge number of events including Le Mans and was even driven across New Zealand at one time. Many heartfelt tributes were made, some quite remarkable. He was always ready with mechanical help, offering spare magnetos etc. However his pastoral care of folk was also significant. Several members sought his guidance and not only his medical advice but lifestyle tuning points as well. He touched many of our lives at times of great joy but also occasional tragedy. Picture shows us at Elvington circa '63 L to R Ted Townsley, Martin Holoway, Doc, Alan Brown and myself.



Robin Balmain brings us news that our member, Robin Colquhoun, has died aged 89. Robin was a staunch supporter of our activities, until his health suffered, and will be sadly missed. He had owned his 2 litre for more than 60 years maintaining it in his well equipped workshop and accumulating an Aladdin's cave of spare parts which are being dealt with by Mike Heines. A longer obituary will appear in the Magazine but in the mean time our sincere condolences go to his family.

As has become the practice, this first Newsletter of the year is written by your Chairman, John Sword giving him the opportunity to say something about the Club's affairs and their future development.

First I must mention the dates of the Club's main events in 2020, so that members can get them in their diaries and make their bookings - we are, unfortunately, very much a bunch of last-minute.com people, and this gives our event organisers nightmares of anxiety, as they have reserved the hotel rooms and committed to the dining arrangements well in advance, usually up to a year ahead, and then they wait and wait and wait, fearing a disaster of non-attendance, only to have a rush of applications in the last month or so before the event. So, a special plea to

book now and save our volunteer organisers much heartache. There will of course be flyers and announcements in Newsletters through the year, but the basic details are as follows:

Suffolk Dinner - this event, which is run in conjunction with the Rapier Register and which draws members from across the country, not just from East Anglia, is again being organised by Colin Mallett (colin@fulvens.com). As last year, the venue is the Ufford Park hotel (01394 383555, IP12 1QW) and the date is Saturday the 4th April. This is the Easter weekend, and has been chosen because it is also the date of the Ufford Rally, an old-car gathering in Ufford, where Colin has reserved space for Lagondas. A pub lunch is being organised for the Sunday (Easter Day).

Northern Dinner - this event will be on Friday the 15th of May, and will, as always, be held at Monk Fryston Hall (01977 682369, LS25 5DU). Nigel Hall is again the organiser and he can be contacted on nigelhallgb@gmail.com. There will almost certainly be some short tours of local attractions arranged around the date, and details will be advised in later Newsletters. There were nearly 60 people there in 2019, half of whom were from the South, which shows what a good event it is.

Annual Gathering - the Club's premier event will be held on the weekend of the 26th and 27th of September, and it will again be organised by Nigel Smeal, supported by Len Cozzolino. The venue will, as for the last few years, be at Wokefield Park, where we enjoyed a very successful couple of days in 2019 (spoilt only by the weather !), and we hope to arrange something interesting for the Saturday afternoon, following the visit to Basildon Park last year.

For a couple of years now, we have been seeking alternative venues for the AG, as people do like to ring the changes and to see different places, but it has been extremely difficult to find sites that meet all of our requirements (particularly the need a large grass area where the parking of our display of cars is acceptable to the managers/owners, even when it is wet). However, there have been some policy/management changes at a couple of the other establishments that we have talked to in the past, and I am now optimistic that we will be able to move the AG to a new venue in 2021. Watch this space.

Whilst the Club itself does not organise 'tours' and similar events, some of our members are regular organisers of such things, and, from my experience, these are most enjoyable occasions, being very sociable as well as a good way to enjoy our Lagondas, with help on hand if/when there is a 'failure to proceed' (heaven forbid !). Most years there are at least one or two such events - in 2019 the Hine family organised a great four days in Snowdonia, and in previous years I have personally enjoyed visits to the Czech Republic, Holland, and Ireland, as well as to parts of the UK. These tours always seem to sell out quickly, which makes me wonder whether there would be demand for more such events - if there are members who are frustrated by having missed out, please get in touch with me.

In 2020, there is a tour of Northern Spain which Rodney Saunders, Jonathan Oppenheimer and Nigel Walder have organised, but I understand that this is now fully booked. A regular annual event is the Continental Rally, which takes place at the end of August, and which is organised by a different member each year - in 2020 it will be held around Graz in Austria (over 800 miles from Calais !), and is usually an exceptional few days (27th - 30th August). If you would like to go, please contact Corrinna Grossauer (corinna.j@grossauer.co.at). The deadline is the 28th February, but I do not know if there are still places available.

Of course there are plenty of events open to all classic cars which involve some Club members. One such event is the Chinon-Classic 2020 from 18th June to 22nd June. The organisers have about 8 places left (but could possibly take more). From the point of the weather it is held at a good time of year and is intended as a convivial non-competitive gathering of mainly pre-war classic cars touring on attractive French roads in the Loire valley, including a drive through the centre of Chinon itself. £2,300 per couple including ferry crossing and 3 nights accommodation. Open this link for more details <https://www.classicgt.co.uk/all-events/chinon-classic/>. Anyone who is interested please get in touch with Charles Good at: ely_cag@msn.com for further details.

A little earlier in the year there is a event organised by the French car club R.A.V.E.R.A./6A on Sunday 15 March 2020 This will be their 43rd car show at the Artois Expo exhibition centre, a 10 minute walk from the historic center of Arras. There is secure parking at the exhibition centre and in the centre of Arras there are plenty of hotels and restaurants with secure underground parking. The show features a classic auction and an opportunity to display your car. Please contact Michael Rodgers Michaelrodgers2@aol.com for more information.

Also, in the past members have regularly taken part in the Fougères Rally organised by our old friend Patrick Rollet, which this year take place between the 5th and 8th June. Note that the correct link to book with Brittany Ferries for the Fougères Rally is: <http://www.brittany-ferries.co.uk/appf20>

We have made only slow progress in 2019 towards our objective of having a wider array of 'local' get-togethers for our members in the UK. At the beginning of 2019 David Bracey kindly volunteered to take on responsibility for South-East England and he has been making valiant efforts to arrange pub meets etc across the region throughout the year. Unfortunately the response from members so far has been underwhelming, but we will keep trying - my objective is that most members in areas where there is a reasonable population of Lagondas should have one or two events each year (perhaps involving other clubs as well) that they can attend without needing to spend a night away from home. Some parts of the country have very active membership groups, with enthusiastic organisers, and we need more volunteers to take a lead in the 'quieter' regions of the country, if we are to make progress.

In May 2019 the Club was invited to attend the AMOC Spring Concours at Wormsley (Sir Paul Getty's home near High Wycombe). Sadly I was not able to be there, but I gather that it was a wonderful day out, in a spectacular setting, with some 25 Lagondas in attendance. AMOC members were again invited to our AG at Wokefield park, and relations between the two clubs continue to develop, with Stephen Matthews continuing to be the link-man between us. One suggestion for 2020 is that Lagonda Club members might like to join-in with one of AMOC's Track Days - these provide an opportunity for you to drive your car round a racing track (in 2019 this was at Curborough), at modest cost, for as many laps as you like (AMOC hires the track for the whole day) - you do not need a racing licence of any kind, just a crash hat (which I think can be hired on the day). If you have never raced your Lagonda (and we need more racers!) this could be a low-risk way of finding out whether racing is for you - if you are interested, please contact Tim Parker (timothyparker@hotmail.co.uk) or myself.

In November, the Club, for the first time, took a stand at the Classic Car Show at the NEC. Whilst not on the scale of some events on the Continent, such as that at Essen, it is a very good three-day show and seems to be growing every year. Our stand, showing five Lagondas, was well located, amidst the Alvis, Aston Martin, Bentley, Bugatti and other clubs, and we had streams of visitors, including many club members. In this we were heavily supported by Fisher Restoration and Bishopgray, to whom we are extremely grateful, and without this we would not have been there. Despite this support, the event still involved the expenditure of over £1,000 of the Club's funds, plus a lot of voluntary effort, particularly by Len Cozzolino. We now have to decide whether we should repeat this in 2020 - we consulted attendees, who were generally enthusiastic and supportive of a repeat, but is this a good use of funds for what is essentially a PR exercise, albeit enjoyable for all those involved?

At the beginning of December, AML invited some of us to the official opening of their new factory at St Athan (a former RAF base) in South Wales. A vast amount of money is being spent on this facility, whose first product, the Aston Martin DBX, will start to be produced this year - this is very much a sink-or-swim product for AML, and if, as we must hope, it is the latter, then the next product at St Athan will be the new all-electric Lagonda, a model of which was on our stand at the NEC. We have not been given a production date!

The Club's Spares operation has had a busy year. Almost all of the parts purchased from LMB in Belgium at the end of 2018 have now been sorted out, cleaned and protected as required, put away in our enlarged stores, and listed on our website. There remain just a few hard-to-identify items remaining to be dealt with. This has been a tremendous effort by Robin Cooke and his small team at Carlton, who have continued to give outstanding service to members throughout this upheaval. We now list over 1,000 parts on the website (up from only 400+ ten years ago) and only a handful of these are not in stock at any one time, with parts normally being despatched within 24 hours of being ordered. This is pretty good for a small, amateur organisation like ours.

In 2020 the spares service will be developed further. You will see new emphasis on parts for the V12 and LG6, which have been somewhat neglected in the past, and Charles Atkinson has joined the Spares Committee to lead this process. We will also see some major new castings being produced - the first of these will be the crankcase for the Meadows engine, which has been out of production for many years.

I should say a few words about our Board - the valiant group of volunteers who devote huge amounts of time to running the Club on your behalf. During 2019 we have sadly lost Richard Reay-Smith and Richard Jenkins, and I am working to recruit replacements in 2020 - there are several tasks which are not being addressed owing to the lack of hands to do things. On a personal note, I have now been your Chairman for more than six years, and this is long enough - it is not healthy for an organisation like ours to have the same face at the top for too long, and I hope to be able to find a suitable replacement in the near future.

In the meantime, I would like to thank my Board colleagues, the other Officers of the Club, our Regional Representatives in the UK and overseas, our Spares Team and all our other volunteers for their great contributions in 2019. I look forward to working with you all this year and to enjoying lots of good driving in our Lagondas.

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

FOR SALE

Various Magnetos & Carburettors: Simms SR4X Magneto – totally rebuilt c/w rotation. Zenith 36HK in bronze. Zenith 36VH in alloy. All suit 2 Ltr Reasonable offers. Details /pix on request. Stephen Benson 0207-223-8635 email : bensonsv17@gmail.com

V12 Radiator shell. Call Tony Donegan for more details 0208972039 **(Non Member)**



1928 Lagonda 2 litre High Chassis Speed model. Fitted with rare downdraft head and new twin 1 $\frac{1}{2}$ " SU carburettors giving that extra performance. Hidden full flow oil filter. New body frame and coverings fitted in 1980s. Engine fully rebuilt by Milford Vintage Engineering in 2008, replaced block, big ends etc., little mileage since. ZE S3 gearbox. Stainless steel exhaust. Much nickel plate renewed by Derby Plating. Wings bare metal respray. Relatively new carpets, tonneau cover and hood bag but original hood and frame retained. New removable Auster rear windscreen. Dashboard and engine rewired. Many other parts renewed and/or repaired. VSCC Buff Form "vintage modified". Full details and photos on request. In excellent condition and driving well has successfully

participated in the last 4 VSCC Scottish Tours. £88,500 ono. Happy to collect any interested party from Edinburgh Airport or train station. Stewart Brown (Edinburgh) 07778466622 tewart.morven@blueyonder.co.uk

19" Wheels. 3 complete 1 rim wheels for sale £300-00 or near offer for the lot. Contact details: Email digbyelliott@gmail.com 07836 754034



Wanted

New private member seeking his first Lagonda. Original car, ZM 3l, 3.5l, M45 (inc R), or LG45 tourer wanted. Pictures and history to Peter Young pdyoung48@gmail.com or call 01386 840 341

SERVICES TO MEMBERS

Vintage and Classic mechanical car clocks rebuilt, restored, overhauled and repaired. Please contact Simon Drachman (member D10) for further details. Vintage Watch Store, our shop is located in Hampstead, London NW3. We also sell Vintage and Classic clocks and watches and offer a full restoration and repair service. Contact 0759 830 1277 or info@vintagewatchstore.com. **(Trader)**

Lagonda Rapier FOR HIRE For road, tour or track events (including VSCC circuit racing). 1100cc Supercharged. Introduction/familiarisation session with car available (to cover Pre-Selector gearbox/central throttle pedal etc). Hire from £100 upwards (prices vary dependent upon usage). More info: claytoncommercial@gmail.com

NEW MEMBERS

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

| | | |
|------|--------------------------|--|
| B 88 | Rijn van Baal | Duinweg 8, Bergen, 1861 GL The Netherlands N/O |
| B 7 | Mike Baggott | 17 Hunt End Lane, Redditch, Worcestershire. B97 5UW DB2.6 DHC LAG/50/298 MGC 503 |
| B 90 | John Battershall | White Gables, Low Hill Rd, Roydon, Harlow. CM19 5JW LG45 Sln 12264 GPB 231 |
| B 51 | Gregory Beacham | PO Box 8533, Havelock North, New Zealand 4175 N/O |
| B44 | Martin BERTINCHAMP | Chamissostr 3, D-81925 Munich, Germany 1938 V12 LMRep GPD 678 |
| B 27 | Robert Blakemore | 53 Stilebrook Rd, Olney, MK46 5EA 2ltr Tr OH 9818 GG 2276 |
| B 77 | Patrick Blakeney-Edwards | Blakeney Motor Sport Ltd, Watermill Ind'l Estate, Buntingford, Herts SG9 9JS N/O |
| C 29 | Peter Crowson | 72a Howard Rd, Bournemouth, BH8 9EB V12 Le Mans Rep 16036 JML 99 |
| D 15 | Douglas Davidson | 10 Craiglockhart Drive North, Edinburgh, Midlothian EH14 1HS DB 2.6/3L LAG/50/474 NXU 295 |
| D 22 | John DeHaan | 2301 Alameda St, Vallejo, California, 94590, USA 1936 LG45 tr 12048 EPA 805 |
| G 8 | Paul Ginnings | 22 Pixie Lane, Braunton, Devon, EX33 1AZ Ra[oe]er Spl D11339 AAK 205 |
| K 24 | Ford Kingswood | 1590 Dorothea Ave., Fallbrook, California 92028 ,USA. N/O |
| L 4 | Jean-Christophe Langlais | 2 Avenue Guillaume, Luxembourg 1650, Luxembourg. 16/80 T7 Tr S10325 AGC 254 |
| K 22 | Wojtek Kordel | The hollies, High Street, Gt Budworth Northwich, Cheshire, CW9 6HF N/O |
| M 37 | Richard Magides | Chalet Arianes, Chemin des Epinettes 9, Chateau D-Oex, Vaud Switzerland. 1660 1939 LG6 DHC 12361 n/a |
| S 24 | Les Searle | Parsonage Farm, Parsonage Road, Horsham, West Sussex RH12 4AN 1937 V12 LMRep NPJ 680 |
| W 57 | Erik Wilmnk | Kievistraat 1A, 7491 CL, Delden, The Netherlands 1934 M45 Team Car Rep Z10641 BPW 159 |
| Y 1 | Peter Young | Canonbourne, Parsons Lane, Weston sub Edge, Gloucestershire, GL55 6QR N/O |

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome to 2020, I hope everyone had a good holiday and Happy New Year.

Auction Watch

Three Lagondas in one auction last month

A 1930 2 litre low chassis tourer

<https://www.bonhams.com/auctions/25448/lot/264/?category=list&length=209&page=1>

A c1922 11.9hp "Brooklands racer"

<https://www.bonhams.com/auctions/25448/lot/249/?category=list&length=10&page=19>

And a 1932 2 litre Continental saloon

<https://www.bonhams.com/auctions/25448/lot/232/?category=list&length=209&page=1>

And this recent DB2.6 which we have seen at auction several times in recent years

<https://www.carandclassic.co.uk/car/C1179112>

A couple noted on Facebook, a V12 Rapide DHC, and a Lagonda M45 Earls Court Show Coupe by Brainsby Woolard

<https://hymanltd.com/vehicles/6595-1938-lagonda-v12-rapide-drophead/>

<https://www.ebay.co.uk/itm/1934-Lagonda-M45-Earls-Court-Show-Coupe-by-Brainsby-Woolard/303388501235>

Yet more for DB3L owners and those with the Jackall system as well as those owners in general who might need info on piston rings

Someone in another marque group I belong to found this CD on the Jackall system

<https://www.ebay.co.uk/itm/362717881936>

and this one on Hepolite and other brands of piston rings

<https://www.ebay.co.uk/itm/362717881936>

"Aston Trend-Setter" becomes the "Push-Button Express" becomes "We Have Goofed"

So, my search continued for a real road test of an actual production Aston Martin Lagonda of the WT design. One source noted that the first production vehicle was not delivered until 24th of April, 1978 but that is probably the one I wrote about last November which was hardly suitable for delivery with so many problems and it's not clear when they were actually sorted out. I'm up to March, 1979 in The Motor without finding the elusive road test nor any indication of cars actually being delivered to long waiting purchasers. In Feb., 1979 an announcement of the Aston Martin Volante appeared, with a price tag of £33,864, surpassing that of the Lagonda. A comprehensive road test appeared in the March 3 edition and 13 AML distributors are listed. Mention is made of a production rate of 1 Lagonda per week (half that originally planned) but no further info.

In my experience in the motor industry, manufacturers often start producing vehicles even though some parts are not available or still undergoing testing and problem solving. These cars set aside to

be retro-fitted with the required parts prior to delivery. According to the Aston Martin web site, that original prototype vehicle, used so much for publicity shots, was broken up around 1979. And there was this about another pre-production prototype: "Another famous pre-production Lagonda was LOOR/13008, purchased by Lady Tavistock for her husband as a wedding anniversary gift. Whilst 13008 was considered as the first production car, it was still not really fully road ready for His Lordship. Sadly, the car had embarrassingly broken down just before being presented to the press in April of 1978 at the family home of Lord and Lady Tavistock, Woburn Abbey."

A search through contemporary issues of Motorsport has not turned up any results for a road test of an actual production vehicle either, so my search continues. At the end of this saga, I'll comment on a report I did find in Motorsport on "The Last Lagonda" in 1993.

Alan Heard's book

And Alan has asked me to mention that he still has a few copies of his book available. Contact him at alandheard@yahoo.co.uk

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

Back into stock are the spacer / washer sets for the 2.6 radiator stays, Club no. DBRBR04. Brake shoe hold down or beehive springs for the 2.6 (1 3/4" width shoes) have arrived. Please allow a few days for their onward shipping to Lagonda Spares and for them to be listed on the website.

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 in to it.

Please order parts via the website if possible

DB Archives

Please send any information on your car(s) that you have not already submitted, to Arnold Davey, Registrar of The Lagonda Club. Arnold's address is in the Website or Member's Register. In addition I recommend sending the same information to Alan Heard for his Post 1945 Archives. He is also collecting body numbers. Alan's email address is: alandheard@yahoo.co.uk and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

Club and other websites

The Club website, www.lagondaclub.com, is fully operational and continually being developed with information on spare parts for most models of Lagonda. The Newsletters, including the Post 1945 Gazettes, are archived here.

Also of great interest is the www.lagondaforum.com run by Peter Schirg.

Ron Press' Post-1945 website www.lagonda1949-1958.co.uk for DB Lagondas has a huge number of photos, with more being continually added and other information, including members who have parts for sale. A section for technical items was added some time ago.

For the 2.6 & 3 Litre visit

www.DB-Lagonda.com

For DB Rapide information visit

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

For the William Towns V8 visit

<http://lagondanet.com/>

Compiled by Nick Proferes. email: nproferes@internode.on.net

SPARES NEWS – JANUARY 2020

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

NEW PARTS NOW AVAILABLE

| | PRICE |
|--|---------|
| CST105 - High water pump, front head offtake, 16/80. | £278.40 |
| RBRV07 - Gearbox rubber, V12, LG6. | £17.90 |
| BDYX29 - Windscreen wiper blade peg, all models. | £1.30 |
| GRS469 - T8 Bronze spigot bush, 0.015" undersize bore. | £148.80 |
| CST211A - 2L Camshaft cover plate 14/60, & early HC, fully machined. | £65.40 |
| CST211B - 2L Camshaft cover plate 14/60, & early HC, part machined. | £65.40 |

All prices quoted are excluding VAT and carriage.

PARTS NOW BACK IN STOCK

| | PRICE |
|---|---------|
| GRS215 - Half shaft light OH axle right hand short (28 1/4"). | £339.60 |
| GRS216 - Half shaft light OH axle left hand long (29 "). | £339.60 |
| GRS217 - Half shaft Z heavy axle (29 1/2"), 2L s/c, 3L, 3.5L | £339.60 |

NEW PARTS IN PROGRESS

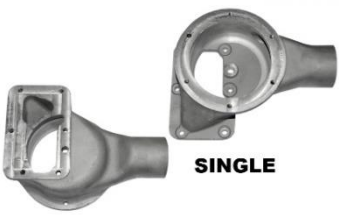





| | |
|--|---|
| CLT209 - Clutch drive spider & shaft for 2L. 2L, 16/80 handbrake ratchet. | DB Beehive brake shoe spring. |
| BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L. | All cars - range of gaskets in 'Chieftain' material. V12/LG6 ball joints for steering/suspension. DB Overrider. |

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

| | | |
|--|--|---|
| <p>CST105</p>  <p>SINGLE</p> <p>CST105 – High water pump, front head offtake, 16/80.</p> | <p>RBRV07</p>  <p>Gearbox rubber, V12, LG6.</p> | <p>BDYX29</p>  <p>Windscreen wiper blade peg, all models.</p> |
| <p>GRS469</p>  <p>GRS469 - T8 Bronze spigot bush, 0.015" undersize bore.</p> | <p>CST211A</p>  <p>CST211A - 2L Camshaft cover plate 14/60, & early HC, fully machined.</p> | <p>CST211B</p>  <p>CST211B - 2L Camshaft cover plate 14/60, & early HC, part machined.</p> |