

2020/2021 SUBSCRIPTION RENEWAL

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WHEN DUE

1st APRIL 2020

Standard electronic Membership (Newsletters online – magazines by post) **£47**

Premium <u>postal</u> Membership (Newsletters and magazines by post)	£64
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SUSPENSION DATE **30th APRIL 2020**

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or

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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**

Either:-

I enclose my cheque for **£47 or £64** made payable to **Lagonda Club Ltd** for the Club subscription year 2020/2021

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www.lagondaclub.com

NEWSLETTER

MEMBERSHIP SECRETARY:
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email: admin@lagondaclub.com

Newsletter compiled By: Tim Wadsworth
To include news items please email Tim at
tim@lagondahire.co.uk
This month's Guest Contributor is:
Tim Parker

No 474

February 2020

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
March 14 th	LC Anglia Area Pub Meet: The Axe and Compass, Arkesden, Saffron Walden CB11 4EX. Contact John Stoneman 01353 649494

It is that time of year again, when we review the Club's subscription rates. In common with many organisations that rely heavily upon volunteers to get their work done, it is becoming more difficult to find the necessary voluntary effort, particularly in administration, and we are therefore having to pay for more of such work. This trend is expected to continue, and will be reflected in our subscription rates, on top of normal inflation, which thankfully remains low. For the year starting on 1st April, the annual subscriptions will be raised by £2, with the normal rate going to £47, and the premium rate (for those wanting their Newsletters mailed to them, in addition to the normal access via the website) rising to £64. These rates are still quite low in comparison with other car clubs and are excellent value for money.

Many of you will have heard that our spares officer, Robin Cooke, was unfortunately involved in a car accident on the 10th January. His injuries included a ruptured spleen and several cracked ribs. Robin is now at home convalescing, though we can assume that it will be a slow recovery and it could be quite a few weeks before he is back in the office, full time. The good news is that Robin remains in good spirits and will make a full recovery, provided we can persuade him to take his time!

The spares office will continue to operate on a daily basis (Monday-Friday) by Leah and Francis, though it is worth bearing in mind that they both work for the club on a part time basis, so there will inevitably be windows of time when the office is unmanned. Rest assured, all emails and messages will be picked up daily and all orders will continue to be dispatched as normal. As all who know him and have dealt with him can attest, Robin is a true fountain of knowledge on all things Lagonda, Rolls Royce and beyond! With that in mind, there will inevitably be occasions in the coming weeks when the spares office may struggle without Robin's expertise, therefore Leah and Francis won't always be able to immediately deal with the more technical queries. Fortunately, the club is well equipped with an army of experts, many of whom have already generously offered their support and advice.

Thank you to all members who have already extended their well wishes and thoughts to Robin, all of which are promptly passed on. I'm sure we can all be in agreement in wishing Robin the very best for a comfortable recovery.

This month's letter comes from our Competition Secretary, Tim Parker who writes :

At the AGM Tim Wadsworth rather vividly drew a parallel between the number of surviving Stradivarius instruments with the number of surviving Lagondas. Every Strad has its tale to tell and so surely must every Lagonda. I've written about childhood brushes with Lagondas elsewhere but my first Lagonda ownership came about in a totally unplanned way at an auction in 2003. The lazy sales pitch trotted out the same old stuff about Lagondas - Arthur Davidson's 1925 design, the Fox & Nicholl team and Le Mans success before bankruptcy. In fact EF4809 was a rare Carlton drophead coupe with those nice large doors that Walter Buckingham disliked. There was a flicker of James

Young Alfa 8C about the shape, I thought – or maybe JY was indebted to Carlton. Must learn more about the coachbuilders.

It had been owned by long-standing club member Dennis Nicholls since the mid-fifties. Tucked away in the four fastidious lever arch files of history was an engine rebuild at Hartley Witney in the '90s and decades earlier original correspondence with Carlton describing the body as one of only two fitted to the 2 litre chassis. Sprinkled in was a bit of RAF & Spitfire pilot glamour. My winning bid was more of a white flag.

I have never found out much of the car's early history. EF is a Hartlepool number and being a coachbuilt Lag, it must have been a fairly flash purchase. Like their later Blairite MP, the owner would probably have mistaken mushy peas for guacamole. But apparently the records for that part of the world have been lost; one day I will have to check for myself. Jumping from 1932 to the early fifties the car had moved south the East Midlands and had an engine rebuild in Leicester before spending time at RAF Wymeswold where I think Mr Nicholls was stationed. He bought the car and moved to Chilwell just outside Nottingham, not far from where I grew up by coincidence, before heading south to Essex. And there it stayed until the auction. I collected the car from a lock-up in Vauxhall and drove it home to Pimlico over Vauxhall Bridge in the dark; quite a baptism of fire for my first Lagonda crash box centre throttle drive.

Since then EF has taken part in a good few VSCC "speed" events even deputising at the Great Lagonda Race when a comp car was not ready. We even headed over to Etretât for the hillclimb one year. After the hillclimb we ended up in an underground bar drinking some sort of spécialité maison. Fortunately my wife, who was pregnant and abstemious, was willing to drive back to our campsite loaded with repetitive drunken fools. "Shtay in third, third ish your friend" we chanted. We certainly were not her friends, but the advice worked a treat.

So in these dingy January days perhaps I can take you back for a few moments to the summer and our trip to France. Since that drunken drive in Etretât, three small Parker have joined us.

The destination was a house not far from Angoulême to celebrate my mother-in-law's 70th birthday. It was quite clear that the only way to get there was in EF; the family vote was unanimous. The plan was to sail from Portsmouth, take a few days to head south, spend a week there then back to Roscoff and Plymouth to spend the rest of the holiday in Cornwall. Probably about a thousand miles with a week's interlude to fix problems. What could possibly go wrong?

Well for starters I could fail to repair the water jacket cover which had perforated. I thought that by starting work at the beginning of June, I would easily be finished by the end of July. It was not a complex job but one which offered plenty of opportunity for breakages while dismantling. Fortunately breakages were limited to one screw. Fortunately David Ayre had some covers just as the club had run low and ace gasketeer Jack working for David cut some perfect gaskets for the cover plates and front timing gear cover. Somehow I tightened the last screw only 48hrs before we sailed but all was water tight. Now all we needed was for the radiator to keep the car cool in France's soaring 40 deg heat. Family were loaded into the car, spares and tools in the boot and luggage (two large hold-alls) strapped on a rack at the back. Perfect.

On day one we spent the night in a small town called Mayenne which was en route and stayed with a very friendly family who had a courtyard which felt very Hotel de France as I checked the car over in the evening sun. On to Poitiers next day where the flat we had rented was in the historic centre. Inevitably electronic keys did not work and the flat-owner was away but somehow with a little help from a local the bollards withdrew and we were in – but would we get out?! On day three the final leg took us to the party house. We navigated using phone satnav. Lazy I know but it worked well and seemed to interpret "avoid motorways" as "stay on empty D roads". Perfect. You may have noticed hardly a mention of the car, but it just worked. Nothing to report there. And it was pretty much the same story en route back to Roscoff. This time we took a coastal route and although it was a little hillier the car continued running without fault. At Roscoff I noticed that three bolts holding the driver's side shock absorber had disappeared, but they appeared to be the only casualty of the whole trip. Great fun all told. A few weeks after the trip the icing on the cake arrived: a speeding fine (all of 30 euro) for excessive speed on the outskirts of a village. I do not remember the exact figures, but rest assured that no part of the offence involved speeds in excess of 45kph. But that's not the point - a speeding fine in a 2 litre! Surely a first? Actually, in personal experience, not but that is another story.

And so to 2020 Competitions. As ever we are spoiled for choice. The VSCC race series is smaller this year and sadly will not include Donington. AMOC and Motor Racing Legends will be there however, the latter having vintage grids at the Donington Historic and Spa 6 hour meetings. Motor Racing Legends now in the style of Goodwood require you

to join their "club" for a fee in order to participate, but in fairness to them the fee is reduced for pre-war cars and the grids are fun. This year we plan to distribute prizes at VSCC Silverstone. Watch this space. But before then the Club has been invited by the AMOC to a taster day at Curborough (near Litchfield) on 19th March. This is a day for members dipping their toe into competition. No licence required and the run of the Curborough Sprint course. It sounds like a great opportunity to have a go in relaxed surroundings with plenty of advice on hand and all for a very reasonable £180. I am hoping to be there, diary permitting. Do let me know if you plan to come along. This looks like the perfect event to encourage new drivers. It seems to have moved back to Curborough from Blyton which is certainly more accessible.

Tim Parker

It is with regret that we have to report the passing of another long time Club member. Alec Downie died recently aged 101. He had been in a nursing home for many years with severe dementia and Stephen Matthews visited him regularly until it was clear that Alec had no idea who he was or what was happening around him. For many years he owned a High chassis 1928 2 litre which was featured in the book Lagonda Heritage with a cheerful looking Alex at the wheel. His elder son, Andrew has arranged the funeral for Friday 14 February at 12.15 at the Basingstoke Crematorium. This is situated at Manor Farm, Stockbridge Road. North Waltham. RG25 2BA Our sincere condolences to his wife Sylvia and all his family.

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

FOR SALE

Meadows 4.5 litre sump ex Invicta . Less volume than later engines. £500 Alan Brown 07884 018 301



4 wheels- they were fitted with 21" inch tyres....two are 4" width, two are 4½" from my 3 litre. A used 3ltr sump. A Maybach steering column and two Maybach gearboxes, one all together, the other in bits. Plus an unused Dunlop 4.75 x 500-x 19 tyre. Offers please Kip Waistell 01981 550293

14/60 2 litre lagonda handbook for sale. Condition is fairly well used, but it is complete, together with the outer covers. The price is £40.00, including postage within the UK. Contact Nigel Paterson nigelandkathypaterson@btinternet.com or 07510 694347

Lagonda LG6 DHC 1938 Registration Number GPH 299, Chassis Number 12318, Engine Number LG6/457/S4 12318. First Owner HRH Prince Bernhardt of the Netherlands, see Lagonda by Bernd Holthusen pages 255,338/343,388/390. Car finished in burgundy over dark burgundy with matching carpet and Connolly leather. Rebuilt 1992/3, mileage since 15851, still in excellent condition, club concours winner, 2003; Lagonda Class winner Concours Royal Paleis Het Loo Holland 2016. Maintained by David Wall. Present owner 18 years. Price On Application. Roger Stevens. S84. Rayavadee, Downham Grove, Norfolk, NR18 0SN Tel 07437175336.



Charles Milne Atkinson has a number of items for sale, contact, charles.atkinson1@btinternet.com. 07971 883083
Post war: DB Lagonda spares inc. radiators, new hub caps, brake drums, hubs, dynamos, cam covers, heater vents, etc!

Pre war: 3 litre crankshaft, LG45 fan drive pulley assembly. Ki gas pump mounting casting which clamps to steering column for 3.5 litre, front & rear bumpers for LG6 or V12 & large petrol tank with twin fill pipes, set of four saloon doors with locks, handles etc. Rear seat squabs from large saloon in dark blue.

Jeff Leeks has a number of items for sale. Contact him on 01494 563188 or email jeffleeks.com

2 litre complete early engine, complete except carb/s with single or twin carb stubs/manifolds, starter, dynamo, magneto, clutch in good condition. Spares .A pair of 2 litre bonnet chassis plates,timing cover,crankshaft +many other items. **3 litre DB spare incl a restored chassis** +many chassis fittings+ re-chromed chrome parts,grille,2 sets wheels and many other items.

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

Wanted

11¼" head light glass for Lucas 100R part number 506508. Contact: Charles Milne Atkinson, 07971 883083 charles.atkinson1@btinternet.com

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*/

A 3	Neil Armstrong	Cottage Farm, Woolscott Road, Rugby, Warwickshire CV23 8DA N/O
G 8	Johan Gommeren	Brasschaatsteenweg 226, Kalmthout, Antwerpen, 2920, Belgium. N/O

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

A belated welcome to new member Mike Baggott of Worcestershire with a DB2.6 DHC
And to Douglas Davidson of Edinburgh, Midlothian with a DB 2.6/3L

Auction Watch

An LG45 team car replica I believe we've seen before.

<https://www.bonhams.com/auctions/26005/lot/235/>

and a V12 DHC

<https://online.handh.co.uk/m/lot-details/index/catalog/134/lot/8001/>

Finally, "The Wedge" reaches production status and deliveries start

As I noted last month, one source mentioned 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. It turns out, according to the road test authors noted below, that April, 1978 is recognized as the first delivery of a production vehicle. However, I got up to March, 1979 in *The Motor* without finding the elusive road test (though mention is made of a production rate of 1 Lagonda per week). Arnold Davey was kind enough to send me some research he had done into post war Lagondas which included a list of magazine road test articles as well as a note that on 25.3.78.V8 LOOR 13002/R was tested to destruction to comply with regulations (crash test certification). Two 1978 road tests are listed, the first in April 1978 *Thoroughbred & Classic Car*. I happened to have that edition at home which was lucky as the bound copy at my local car club was missing the *Aston Martin* special supplement. The V8 road test turned out to be another "test" of the prototype vehicle, not one of a production car. I have yet to find the second test Arnold listed, July 1978 edition of *Motoring Life*. *Test of Mark 2 V8*, but another road test in *Australian Sports Car World Quarterly* of a Mark 2 V8 also turned out to be a test of the prototype, likewise a road test in the April, 1977 edition of *Road and Track*. So, the *Motoring Life* test, some months later in 1978 but before the prototype was broken up is probably yet another test of the prototype. I have not heard of that magazine nor can I find any reference to it on the internet, so until I can, I move on to the next road test in Arnold's list where I have a choice of four done in 1980. One, in *Motor* magazine (Feb, 1980) turns out to be for a twin turbocharged WT, an experimental car. More on that another time. The two key tests, one published in *Motor* on October 11, 1980, the other a week later in *Autocar*. The former claims to be the first full test of an actual production vehicle rather than a prototype, which, by now, has been broken up. Both are lengthy articles, some five and six pages with plenty of photos and stats. Though AML refused to quote power and torque figures, the test drivers did make some comparisons of acceleration and driving experience with the more powerful *Aston Volante* and draw their own conclusions on power and torque. The *Autocar* article compares the Lagonda with five other high-performance luxury cars including a *Rolls Corniche*, *Ferrari 400i*, and *Maserati Kyalami*. Comments on the, now much scaled back (from the prototype) electronic controls

and displays, abound with Motor being more critical of the new arrangements than Autocar. Praise for the other interior features though, from both, as well as for the on-road performance and driving experience (that for the Motor article being on German roads at high speeds). At the time of the articles, production is stated at 3 vehicles a week until the 100 or so back orders are delivered. The company was not taking further orders at the time and a purchaser could be expected to wait two years for delivery. Overall, in both articles the car is praised and said to meet or exceed the reviewers' expectations. But, with a few exceptions for wind and road noise as well as a couple of on-road problems, for such an expensive vehicle, and after four years of waiting and ongoing changes, (mostly to the electronic instruments and controls), the motoring press and public finally had an actual production vehicle test.

The Autocar issue also contains a nice article on an LG45 rego number AYS620

Tim Ludbrook found this nice U-Tube clip on the car:

<https://www.youtube.com/watch?v=OV9tKlxAGeM>

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

I always feel uncomfortable about having to report "nothing new this month" but for this edition of the Newsletter that is the case. I sincerely hope to have better news for next month.

If you are having difficulty sourcing or repairing DB chassis or body parts that you think we could reasonably have made please let me know - we will at least look 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 – February 2020

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

NEW PARTS NOW AVAILABLE

	PRICE
DBBRK10 - Brake shoe hold down spring for DB2.6L	£4.60
BDYX29 - Windscreen wiper blade peg.	£1.30
GRS469 - T8 Bronze spigot bush, 0.015" undersize bore.	£148.80
CST211A - 2L Camshaft cover plate 14/60, & early HC, with 12 holes fully countersunk.	£65.40
CST211B - 2L Camshaft cover plate 14/60, & early HC, with 10 holes fully countersunk.	£65.40

All prices quoted are excluding VAT and carriage.

PARTS NOW BACK IN STOCK

	PRICE
	£339.60
GRS215 - Half shaft light OH axle right hand short (28 1/4").	
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.	DB Beehive brake shoe spring.
2L, 16/80 handbrake ratchet.	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 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



Brake shoe hold down spring for DB2.6L



Windscreen wiper blade peg.



GRS469 - T8 Bronze spigot bush, 0.015" undersize bore.



CST211A - 2L Camshaft cover plate 14/60, & early HC, with 12 holes fully countersunk.



CST211B - 2L Camshaft cover plate 14/60, & early HC, with 10 holes fully countersunk.



Suffolk Lagonda Weekend

Ufford Park Hotel Woodbridge Suffolk

The 43rd Suffolk Dinner will take place on Saturday 4th April 2020

6.45pm for 7.15 pm

Cost £39.00 per head

Menu choices include three starters, sorbet, three main courses (meat, fish & vegetarian) and two desserts - see separate menu.

There is a car rally in Lower Ufford on Saturday lunchtime with space reserved for Lagondas. The spares operation will be open on Sunday Morning and we will then meet at a pub on the Sunday - the Mill House at Saxtead

To book the dinner or find out more, please contact Leah Knee 01728 604040

spares@lagonda-club.com or Colin Mallett 01728 688696 colin@fulvens.com.

Payment: cheque, bank transfer or debit card. Closing date 26 March.

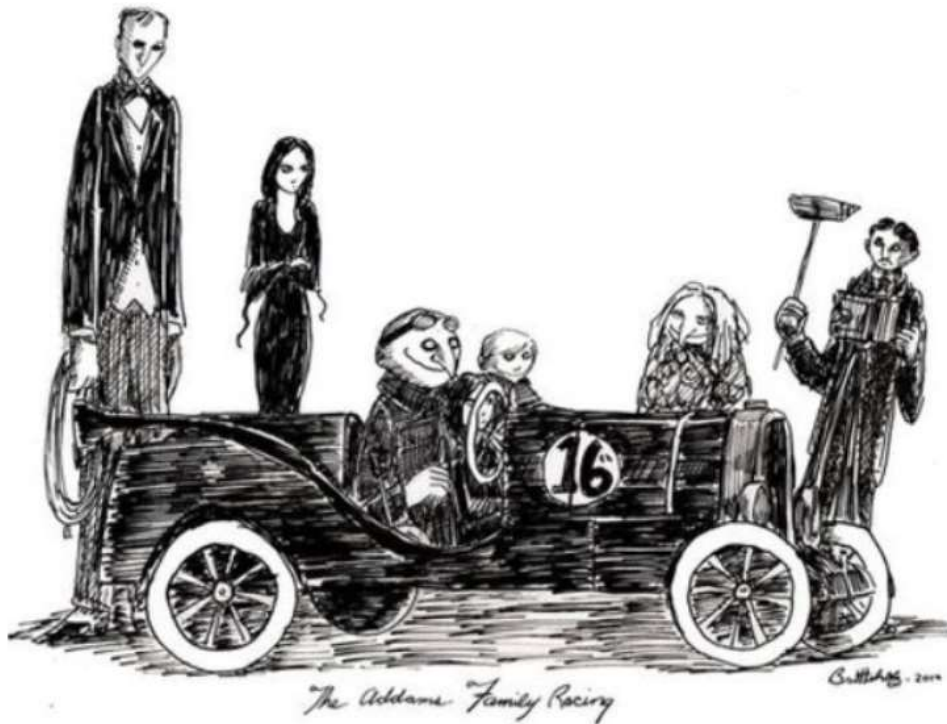
The hotel is offering a special weekend B&B rate. To book this, please contact Ufford Park direct on 01394 383555 or reservations@uffordpark.co.uk. quoting "Lagonda" The hotel also has special spa and golf packages which can be reserved at the same time. To avoid disappointment please book these straight away. Secure parking available.

Please note this is not the Easter weekend

The Northern Dinner

Monk Fryston Hall Hotel

15th May 2020



The Northern Dinner is on 15th May at Monk Fryston Hall Hotel LS25 5DU, North Yorkshire.

It will take the time-honoured form, and first time attendees will be warmly welcome. A tour will be arranged for the Friday, so some members may like to book in for the night of Thursday 14th as well; those who do, will have a convivial evening. Book direct with the hotel and mention the Lagonda Club, as they are holding all rooms for us and at present there is good availability of different room types and rates; phone 01977 682369. Make clear your room requirements!

Fuller details and dinner menu choices will be sent out as soon as these are finalised. The dinner cost will be £38 per head, payable to Lagonda Club Limited, when you've had chance to see and choose from the yet-to-be-finalised dinner menu choices.

For all further information phone or email Nigel Hall - 01457 762766 or 07831638383, nigelhallgb@gmail.com



Curborough Sprint Taster Day – 19th March 2020

The Aston Martin Owners Club would be delighted if any Lagonda Club Members would like to join us for a track day.

We have booked this sprint course, which is near Burton on Trent, Staffordshire. It can either be an opportunity to find out more about sprinting or circuit racing, or an enjoyable track day.

It is a great day out in a safe and controlled environment. A Race Instructor will be available to go out on track with you, at no additional cost. A Scrutineer and current competitors can answer any questions if you are interested in sprinting or circuit racing.

To book your place, at a cost of £180 per car, please either download the form from the AMOC.org website, under Racing / Speed Championship and return it to the AMOC HQ, with your remittance, or contact Martin Greenslade, AMOC Speed Series Co-ordinator on sprint@amoc.org or 07885 316921.

Lunch will be at a nearby farm shop restaurant which we have found to be excellent, at your own cost. We hope you come along, either to enjoy a fun track day with just one car on the track at a time, or to find out if you would like to take up Sprinting or racing.

Anne Reed
AMOC Club Chairman