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NEWSLETTER

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This month's Guest Contributor is:
Mike Pilgrim

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I am sure many of you will have had an e-mail from the VSCC and will have been as disappointed as I was to see that almost all competitive events have been cancelled or curtailed for the rest of the year. Personally I feel the VSCC is being too pre-emptive in cancelling events that are still two and more months away, but at least the BDC are still intent on holding their Silverstone race meeting on August 8th and hopefully we have our own AG to look forward to on the 26th/27th September.

One causality of the lockdown has been the 25th International Fougères Rally, from Paimpol to Morlaix, which is postponed to May 28th-31st 2021. However there is a Virtual 2020 Rally which you can see by logging on to <https://rallyedefougeresvirtuel2020.wordpress.com/>. Another postponement has been the Traditional Boat Festival at Henley which is now scheduled for 16-18 July 2021 with the Lagonda Club attending on Saturday 17 July.

To call Mike Pilgrim a Lagonda guru would be to understate his (and Ann's) dedication to the marque and especially their enormous contribution to the supply of Rapier spares. His story is a fascinating one.

A LIFE WITH LAGONDAS On leaving university in 1963, my first daily transport was a 1930 Austin Seven 'Top Hat' saloon. But five years later Ann and I were seeking something larger and faster. Having no luck finding a vintage Austin Clifton tourer to complement our saloon, we replied to a South Wales Echo small-ad for two sports-cars for sale. One was a 1934 Lagonda Rapier Abbott FHC, the other an SS FHC of similar appearance and vintage. On the Rapier back seat was a sack stuffed with loose sheets of Rapier Register newsletters. We extracted a "give us first refusal" promise whilst we made enquiries. A friend advised that Lagonda was a better make than SS, and a phone-call to Rapier Register Secretary John Organ ('JFO') elicited such animated enthusiasm that the die was cast.

A friend lent me an "ambulance", a long pole with two wheels at one end, for dragging broken-down cars a short distance to safety, and I persuaded a colleague, whose car had a tow-hook, to fetch the Rapier home for me one day after work. From Beaufort, Ebbw Vale, we had to drag it 36 miles, and on a device with solid-tyred tiny wheels designed for probably no more than 5mph. The journey was fraught, several bulbs and fuses blowing because the ambulance lacked any form of suspension, but we made it home to Cardiff by bedtime, albeit a rather late bedtime, by which time my colleague was not in the best of humours. He had anticipated an hour or so.

The A7 and a Mini filled our sole garage, and whilst the Rapier stood beside our block of flats awaiting attention some b*****d stole the radiator cap, which prompted me to rent the first of several lock-ups in the vicinity. Luckily JFO produced a replacement cap. Ever afterwards a small hexagon-socket cap-screw fitted through the back of the neck, beneath the cowl, has anchored our rad-caps in place.

The Rapier had a big-end knock, and briefly running the engine revealed that a replacement skew-gear had come loose on the camshaft, chewing its way into a bearing housing. A re-bore was badly needed too, but by then no new pistons were available, so we scouted around for a spare engine. We attended a concert in Bristol, and by chance one of the violinists was the owner of an Austin 7 we had spotted in Cardiff when he had been playing there on tour. During the interval we tapped on the stage door, to pass the time of day with him – as one does. It transpired that he had a friend who had scrapped a Rapier some time before, but still had the engine stored in his shed! Our luck was in, although the shed roof had leaked, and the engine's sparking plugs had been removed, so the pistons were seized in the cylinders. Three months' soaking in PlusGas freed them, and glass-paper cleaned up the bores and

piston rings. A big-end was re-metalled, and the skew-gear re-anchored by electron-beam welding, the prototype for many Rapiers to be repaired like this subsequently. I reassembled one engine from two, selecting the lesser-worn parts from each, and we were on the road. Significant clearances in the bores minimised friction, and the car goes like the clappers to this day.

At the VSCC monthly gathering at Cowbridge we soon met John Batt, who tenaciously sought to recruit us to the Lagonda Club. But whenever he almost succeeded, the subs, always more costly than the Rapier Register, had risen yet again. On our first long foray, JFO and the Batts politely stuck with our "40 mph running-in speed" the full length of the Fosse Way to Stanford Hall. At this 1969 Rapier Register AGM this outspoken youth complained bitterly about lack of spares, and the attitude "Dear boy, you can't expect us to have all these spares you ask for, these cars haven't been made for over 30 years".

Whilst seeking a spare engine, we had acquired two dismantled Rapiers. One was an Abbott tourer lacking engine, gearbox, and radiator, the other without coachwork and its chassis sawn in half for building a hill-climb Special. The rebuild of two cars commenced, the latter to be a Special for VSCC competition. I realised these would require lots of spares, which come cheaper if made in small-batch quantities. At the 1970 AGM I was elected to the Committee to do something about it ! I inherited a bundle of rusty tensioner blades for timing chains, some horn brackets, spring U-bolts, a bucketful of camshaft bearing housings in indifferent condition, and a quantity of strip-steel brackets of unknown application. It was not until 2018 that the mystery was solved, when examining a pre-war photograph with a magnifying glass. The brackets were to support a small temporary instrument panel when new chassis were given their initial test-run at Staines and then driven from the factory to the coachbuilders. Meanwhile our FHC was put to good use, attending many events including a tour of Germany in 1973. At the Nurburgring, officials were planning their first vintage race meeting. They quizzed us about such events in the UK, then gave us carte blanche to drive around the 14-mile circuit with its 76 bends, free of charge, as often as we liked. There I saw 80 mph on our FHC's speedo for the first time. Later that day our most senior member, on seeing an advertising hoarding "Binding Bier", remarked "That's odd, it has the opposite effect on me !"

A Dublin member building a Le Mans Replica Rapier used to phone for spares, always ending with "Discount the price Mike, discount the price." in his broad Irish accent. When sending payment, he doubled the sum on the paperwork, and added the value of the stamps. No EU in those days. A quarter century later, at a Grand Prix Retro event in France we spotted this car again, owned by a Frenchman who had no idea there was a club for these cars. Next morning Ann drew an application form from her handbag, euros changed hands, and Eric Philbiche has been a Register member and firm friend ever since.

Running the Rapier Spares has made me many friends all around the world. One day came a knock on our front door. "Is this where Rapier spares are sold ?" Christopher & Monika Magawly soon became close friends, and at their German home I was asked to check their Rapier's CWP. Cracks in the case-hardening decreed new gears, and back at home I rebuilt the diff. In appreciation they gave me a wrist-watch with "*Lagonda*" in script on the dial, now a prized possession. Who recalls the Club newsletter which explained its origin ? Another knock on the door, this time Roy Shields from Illinois, travelling the UK by public transport to view every de Clifford Special Rapier like his own. "Surely a hire car would be easier ?" "No, I wouldn't like to drive on the left." His profession ? Truck-driver ! We have also welcomed Dutch, Australian, Kiwi, Japanese and American visitors, and enjoyed corresponding with members in Austria, France, and Sweden, the Lagonda fraternity being truly worldwide.

Youth is impatient, and the racing car had progressed little by 1972, so we bought a 1930 Austin 7 Ulster Replica, "ready to race". By the following February it was fully dismantled for "sorting out" but, surprisingly, was ready to compete at VSCC Silverstone in April 1973. After gaining my "National" licence, I found myself mixing it with the likes of the Napier Bentley – have you experienced four aero-engine exhaust stubs back-firing fume and flames down onto you as the monster slows for Copse, but rapidly overhauls your slower car as it does so ? I recall Colin Bugler's racing 4½ being much faster than my A7 on the straights, but slower round the corners, resulting in similar lap times. But I never quite had the courage to nip past him on the inside round Becketts. Racing "The Yellow Peril" for over a decade, earning a living, raising a family, pursuing our principal hobby of church bell-ringing, and moving house to Suffolk in 1974, kept me busy so both Rapier rebuilds stalled.

After five years tripping over two Rapier chassis, I relegated one to the garage roof, where it remains suspended to this day awaiting attention. Attending the annual National A7 Rally at Beaulieu in July 1975, we peeped into the marquee Christies were setting up for their forthcoming auction. There was a 1936 Rapier DHC in apparently

reasonable condition, which had done only about 30,000 miles from new. We had some cash from selling our Cardiff flat, put aside for extending our house at a future date. Why not buy the Rapier, run it for a while, then resell it when we needed the money ? On the Thursday I drove the 360-mile round trip to Beaulieu, and was probably surprised when my maximum affordable bid secured the Rapier. Now older and wiser, I realise I was the sole bidder, and had been 'run up' to the reserve, but no regrets. Ever unwilling to tempt Providence, I had attended without a trailer. So next day saw another 360-mile round trip, never above third gear on the way back, the combined weight of trailer and Rapier being rather much for a 4-cylinder MGB. The V8 examples we have owned subsequently have considerably more oomph. The Rapier had some two dozen significant faults, including track-rod arms loose in the stub axles, nearly 1/4" side-to-side play in the diff., furred-up radiator, etc., etc. Two years later our house was extended, but we still have that Rapier, which has carried us nearly 50,000 miles all over the UK and Europe.

The potential racing Rapier having progressed not at all, Paul Nickalls invited me to share his Rapier US 8351 for the 1980 VSCC racing season. I knew it went well, for whilst testing it we had reached 100 mph on the short straight of the A12 at Ufford near our homes. A race at Donington sticks in my memory. On the last lap, on the final straight, approaching the right-and-left before the finish line there was a bang followed by a drrrr-drrrr-drrrr noise. But I held on to finish third. Back in the paddock, and off came a cam cover. Paul peered inside, said "Ah, here's the problem", pulled something out, and handed it to me. Naturally I grasped it, only to drop it just as quickly, it was b****y hot ! Paul had gloves on. Another broken cam follower, but no damage as Elliot bars were fitted.

A business trip to Japan in 1986 presented an opportunity to seek out the Rapier which had gone to ground there in the early 1960s. My luck was in. Shotaro Kobayashi, the veritable "Bill Boddy of Japan", brought photos to my hotel, including several of the missing car, the only Rapier exported to Japan pre-war, also photos of another Rapier in Japan, and details of their current owners. As a result I made several Japanese friends and the Register now has some Japanese members.

By this time we had two growing lads, and needed a bigger Lagonda. Several 3-Litre saloons at dealers around the country were rather down-at-heel, with sagging door pockets, instruments not working, and other defects. We decided to join the Lagonda Club – surely newsletter small-ads would find us a car. Membership Secretary Brian Hyett said "Ah, my friend John Stoneman lives down your way, and has an M45 saloon for sale". We had seen this car some years earlier, being rebuilt by its previous owner who had rescued it from beneath a Portakabin dumped on top of it in a builder's yard. It looked and ran well, but suffered a number of minor mishaps on our early trips, due to faults built-in during restoration. An untightened nut in the servo led to the brakes coming on with full force at every touch of the pedal, highly inconvenient when negotiating the many roundabouts on the Oxford by-pass ; there were exciting noises when the fifth of six securing bolts fell out of a propshaft universal joint flange ; and curious poppings and bangings occurred when switched to "Coil only" ignition, the timing chain to the dynamo & distributor having snapped on the M4 motorway. We made it home on the magneto, but dismantling revealed also a smashed crankshaft timing pinion. We were amazed when, in response to my "Wanted" ad in the Newsletter, I immediately received a replacement one from David Hine "With compliments – I hope this gets you out of trouble". Thank you again David – the true spirit of the Club.

Cruising seemed unnecessarily fussy, so I bought one of Alan Brown's new 3.31 : 1 CWP's. Not wishing to disturb the existing diff unit's meshing, I bought from Maurice Leo a spare "heavy axle" diff. unit. He was good enough to photocopy for me the Factory Record Card for our car, showing that from new until the war it had been returned to the factory for servicing every year prior to its summer holiday tour of France – exactly the purpose for which we had bought the car. It transpired that this diff unit was for a 3-Litre axle, which has smaller half-shaft splines than the M45, so I passed it on to a 3-Litre owner, and visited Ted Townsley to buy parts for building a correct M45 assembly. What a friendly and hospitable man. His down-to-earth pricing strategy was "Sort out what you want lad, tell me what you want to pay, and if it's OK they're yours." Our long-distance cruising on modern dual carriageways had become more relaxed. But beware the speed cameras – we are now going eleven percent faster than the speedo indicates !

For several years the M45 carried our family of four plus luggage on trips to France. It amused our French friends to see a plastic bowl under the radiator at every stop, its contents tipped back into the radiator before moving off again. Original Meadows water-pumps had a crude sealing arrangement, a problem I overcame by fitting a later Lagonda-made pump. We also took this car to the 1995 Le Mans anniversary celebration. The preceding evening someone spotted that the main leaf of the offside front spring was broken. Aperitifs and dinner beckoned so nothing could be done. Despite the opportunity to opt out, none of my passengers did so, and we all survived the

laps of the circuit, including the chicanes on the Mulsanne Straight. Safely back at home, both front springs needed repair, the nearside main leaf on the verge of snapping too. The car looked very smart at our elder son's wedding near Paris in 2003. "How did you get it here?" some asked. "By helicopter!" More recently our M45 has seen less use because of its insatiable thirst and the cost of its big tyres. But for three decades it has provided reliable motoring, and always an instant starter even in the coldest weather. Three cheers for Kigass!

On retirement in 1992 I received a gratuity. Colin Mallett was then tiring of working on his partially rebuilt 2-Litre Tourer, and sought to sell it to fund purchase of one ready for immediate use. His advert was probably the last one for a pre-war car ever to be placed in the East Anglian Daily Times. We bit, but the negotiation was tricky. Colin wished to retain the original 21" wheels, fitting instead the 20" wheels from the car he sought to purchase. That was a sticking-point for a while. But Colin needed a quick deal, or he could lose the other car. A deal was struck, and a 2-Litre joined our stable. By now we were making frequent cross-Channel trips, and I was restoring a Morgan Three-Wheeler V-Twin which, incidentally, shares two features with an M45. Both have Schrader valves in the inner tubes, and will go anywhere in top gear!

The new century found our 1936 Rapier Randalah DHC clocking up the miles. There were annual exchange visits with an old car club at Orléans, France, and we arranged a European tour to celebrate 75 years of the Lagonda Rapier in 2009. Fifteen Rapiers and members of six nationalities took part, making it a truly international event, taking in the Nurburgring, the Schlumpf collection including their workshops and reserve collection, and many other attractions. Some participants were alarmed that our suggested itineraries gave no Satnav coordinates, but this was a trip for pre-war cars!

I collect all and everything to do with cars we own, including Lagonda books and other documents, many found at transport shows and autojumbles. I was lucky to receive from the late Gwyn Stephens original, not reprint, copies of the first two issues of "The Lagonda" magazine, to complete my set. I have also built up complete runs of the Lagonda Club Newsletters and Registers of Members, 2-litre LAGONDA Register newsletters and their Register, the Lagonda Record of the (post-war) Lagonda Car Club and their lists of members, and the Rapier News and all their Registers of Members & Cars. But I have yet to find anything issued by the pre-war Lagonda Car Club. Can anyone help?

Phil Ridout was a colleague at BT and a like-minded friend for many years, sharing also Ann's interests in genealogy and photography. When he passed away in 2004 he had owned his 1929 High-Chassis 2-Litre Tourer for just over 50 years. Not long afterwards his close friend and executor Peter Jones telephoned, enquiring whether we could suggest a good home for his 2-Litre. I said I would rack my brains over the next few days and phone back with any bright ideas. Ten minutes later, Ann suggested we might provide an acceptable home ourselves, there being little sign of me getting stuck into rebuilding the ex-Colin Mallet car. We went to inspect Phil's car, and struck a deal, arranging to collect it early March after organising insurance. We arranged to combine the trip with a visit to a school friend living nearby. The morning of our return, we opened the curtains to a scene of whiteness – a late cold snap, everything covered in snow. So my first 2-Litre journey was round the M45 in a driving blizzard, happily not needing to use the M20 which was closed due to the bad weather and jack-knifed lorries. On reaching home we spent a freezing hour hosing off the salt. Phil never took the car abroad, disliking foreign parts, but every June since our purchase the car has set off for France, to carry a team of race drivers in "la Grande Parade des Pilotes" on the eve of "les 24-Heures du Mans".

That would seem enough, our sheds were becoming congested. Then our good friend Sidney Allerton passed away, aged 90. He had bought his Rapier de Clifford Special Two-Seater as a young man of 20, having spotted it beside a farmer's barn where it had been left following an off-side frontal collision, by its driver who was "off to join the RAF" in 1940. I had promised to help Sidney re-commission the car, the magneto and carburettors being dismantled for overhaul, but that day had never come about. The car had to be removed promptly, the builders requiring use of his garage whilst renovating the house for letting. We transported the car to our home, where I carried out sundry necessary work, obtained an MOT, and then informed his surviving daughter-in-law that the car was ready for her to take over. But for various reasons neither she nor Sidney's grandson could retain the car, which would have to be sold. Lord de Clifford came 24th in the 1935 Monte Carlo Rally driving this car, so it is a mite special, and Ann has always coveted it. And so in 2012 it joined our fleet, and it came to pass that all our sheds are full, so we are replete.

Although the Lagonda Club has seen little of us, apart from joint Register/Club Suffolk Dinners, we have been very active in the Rapier Register. As Archivist since 1986 Ann has built up a substantial collection of relevant documents.

As Assistant Registrar since 1998 she has prepared for the printer the annual Register of Members & Cars, which maintains records of all Rapiers ever encountered, not solely those of members, and compiled extensive history files on many of the circa 380 Rapiers originally built. After 50 years in post I still manage the Rapier Spares Scheme, but how much longer that can continue I'm not sure. We now hold in stock over 500 items, to a total value of over £250k. Along the way I was elected a Vice President of the Rapier Register, which has engulfed both our lives for over half a century. Must be getting old ! But perhaps, with lots of luck, we may be spared to enjoy our toys for another decade or more, by which time regulatory restrictions and availability of fuel may spell the end of such joys.

Mike Pilgrim

I thought I had had my Lagonda for quite a long time (see November Newsletter) but I now realise I am a mere novice. Colin Bugler, writing last month's letter bought his first Lagonda 6 years before I did and now we have sad news of the passing of Alan Hitch who joined the Lagonda Club on the 20th November 1950, 3 years before Colin, and, as far as we know, still had his impressive 3 litre. He has been one of our longest serving Club members ever and we send our sincere condolences to his family. I am afraid we also have to report the sad death of one of our German members, Jan Apel, a member since 2002 and well known to many people. Jan's death is a considerable loss for all of us, because he was a skilled professional well acquainted Lagondas (LG 45 V 12) and helped many owners in Germany with problems with their vehicles with advice and action. The Lagonda community loses an expert and good friend. Our condolences to his brother Thomas and all his family.

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

FOR SALE

16/80 Manuals. 16/80 Special" Model Lagonda Instruction manual Green cover. Original, used. 16/80 Special" Model Lagonda Instruction Book Black cover. Original, good condition including diagrams. Original Instruction book (without front cover) with diagrams showing starting, electric layout, chassis etc. Offers please. Simon Gaskell lowergrovefarm@gmail.com (Non-Member)

1921 LAGONDA 11.9hp. I have owned the car for about two years and Bishopgray have commissioned it so, mechanically it is in good condition. If you can remember from the NEC the bodywork and trim are good and we have had a new roof fitted. Asking price £19,000. Steve Wilson 01299 251628 or steve@fisherrestoration.co.uk (Member)



Various Spares and books from Jeff Leeks on 01494 563188 or email@jeffleeks.com (Member)

DB SPARES: If you'd like to notify me if interested in new Stainless Steel 16" rimbelishers manufactured to the original design, probably at c £200/£225 a set of 5 -I will endeavour to negotiate a better price if demand allows. Also if interested in new DB hub caps probably in stainless steel please advise so I can try to pursued the company to quote for Lagonda DB owners.

If you would like my updated list of all my DB Spares all from my 1957 DB saloon then please reply to me. I can also supply DB 2.6 and 3 litre complete stainless steel exhaust and /or twin manifolds + new wiring looms to original cotton braided colour specification

2 LITRE cylinder head in good condition, Bosch trumpet horn in restored condition and new half shaft for Z diff/supercharged cars

LAGONDA BOOKS

- Lagonda 2.6 & 3.0 Litre DB Workshop Manual-original Factory Edition in mint condition-165 pages with card cover. Also Reprint Edition, spine backed in very good condition
- Lagonda 2.3 & 3.5 Litre In Detail by Arnold Davey incl 16/80 ,1925-1935 in mint condition-192 pages

- Lagonda-An Illustrated History 1900—1950 Geoffrey Seaton-318 pages
- Lagonda Gold Portfolio 1919-1964 Brooklands Books –Road Tests, Technical Data etc-172 pages
- Lagonda V 12 Instruction Book .Reprinted from the original for The Lagonda Club-58 pages
- Aston Martin 1921-1958 Autobook by Dudley Coram,a definitive Workshop Manual,

LAGONDA BADGES/PLATES: Cozette Lubrication 2 off-new; 2 Litre Chassis Lubrication Instructions—new; 2 Litre Engine/Type/Car No –new un-stamped; Lagonda –gold plated winged radiator badge-4.5 Litre or V12-new; Lagonda Club . **Jeff Leeks on 01494 563188 or email@jeffleeks.com**

Original Gearbox from 3,5 litre Lagonda for sale. Type ZE 6091/182. S3. The gearbox has been a spare one after an Alvis gearbox has been installed. I have never driven the Lagonda with its original gearbox, but as far as I feel the gear change takes place without problems and the bearings are rolling without sign of unpleasantness. If you like to dismantle, just as I do, and have time to the job, you will dismantle the gearbox. If you have not the time, you will use the gearbox as it is, and it will work for a long time I am convinced of. Price 3000 GBP + transport. Prop-shaft for 3,5 litre Lagonda + 500 GBP. **Contact: mogens@bessermann.com I am living in Denmark (Member)**

Nostalgia for 1950s forecourt lube oil dispensers? 50 years ago I rescued from a development site a couple of (familiar to us oldies!) those little tanks with dispensing/metering pumps, which used to stand on garage forecourts. Dry stored for all these years. Any interest? Free to any member prepared to come to near Dorchester, Dorset, to take them away, first come, first served and social distancing of course! **Simon Pomeroy Member P32' Tel 01305 264516 Email duddle72@gmail.com (Member)**



Various Rapier items & a T8 gearbox for sale by Jonathan Oppenheimer 07774 213864 jwsopp@gmail.com

- For very reluctant sale on behalf of my sons, 2 of whom are abroad and the third a med student: Black Rapier 1500 special in excellent condition, Riley manual gearbox, lightweight pointed-tail body, Blockley tyres, PLUS complete Volumex blower kit including carburettor and drive and connecting parts, PLUS Armstrong close ratio pre-selector gearbox rebuilt by Bill Morris PLUS 4-branch manifold for external Brooklands-style exhaust. Prefer to sell as one lot. POA
- Another pointed-tail Rapier Special body kit comprising ash/ply frame, walnut dashboard, ply/aluminium bulkhead c/w chassis brackets, radiator and chromed shell & chromed headlamp frame all shortened to suit body, used but serviceable wiring loom. For sale as one lot only, £1500.
- Free to buyer of body kit: Rapier bonnet tops & sides, poor condition but repairable, with usable original hinges.
- Set of 16" Rapier racing wheels, offset rears, fitted Dunlop Racing tyres £400.
- T8 gearbox in excellent condition, complete with mounting casting and clutch stop, £10,000.

Various items for sale from Roger Seabrook. Tel: 07887 635290. Email: warrington74@live.co.uk

- **5 off 450x19" wheels** ex Lagonda Rapier. 4 balanced & fitted with part-worn Blockley tyres., 1 fitted with an old tyre which might do as a 'get you home' spare. Serviceable condition, painted silver. £450
- **Pair of front road springs** ex **Lagonda Rapier**. New when car was rebuilt in 1990, but swapped for another set as they were too firm for a car that was much lighter than the usual Rapiers. Will require a clean and re-grease before fitting. £100
- **Elderly Myford bench-top lathe** in working order. Top slide re-threaded - headstock bearings OK. Tailstock wheel works but could do with a new thread. Some tools also, such as faceplate, drill chuck, spare 3 jaw chuck, change speed gears for thread cutting, dead centre and some cutting tools. Can be seen working. £250.

A derelict V12 rolling chassis, in any condition. Must have complete mechanics, though not necessarily running, and a similarly complete bulkhead with fittings. I am not necessarily looking for one with a body as I am a skilled panel beater and would only dispose of the body in order to build my own 'art deco' one. Please contact me via email at: michael.burnett@sfr.fr I live in Brittany, France but will travel to any EU country or the UK

A pair of the trumpet-type breathers to fit the rocker covers of a 2 litre. Alternatively a pair of the hexagonal brass type with the holes drilled in the sides. Unfortunately the ones on my saloon are rotten and require replacement. Any help gratefully received. Roger Seabrook. Tel: 07887 635290. Email: warrington74@live.co.uk

B 72	Keith Barton	Millbourn Lodge, Bagshot Road, Chobham, Surrey. GU24 8DE N/O
D 4	Nick Denoo	Aatrijkestraat 42, Torhout, 8820 Belgium 1934 M45 Tr Z10810 DG 9098
M 15	Tom Marshall	11 Belgrave St, Ossett W Yorks. WF5 0AD N/O
M 40	James Masterton	Ainsworth Hill Farm, Old Alresford, Alesford, ampshire. SO24 9RJ 1936 LG45Tr 12112 COE 88
P 23	Eberhard Pippert	Birkenstraße 61, Hauneck / Unterhaun, Hessen 36282, Germsny 1936 LG45 Tr 12078 PH 610

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

Val Mills of Dublin Ireland with a DB3ltr Sln
And
David Robinson of Wilshire with a 1951 2.6 DHC

Auction Watch

Not much happening with auctions nor car sales generally due to the virus

Barn finds and restorations

Not a barn find, as yet anyway, but perhaps another "lost" DB2.6L saloon. In amongst a heap of old local club records, magazine articles, and other bits of paper given to me by a friend was a page torn out of a local publication for buying and selling cars and bikes Unique Cars. I have no idea of the date but probably 1990's. Offered for sale was a 1951 DB2.6L saloon. The ad had the usual info about it being a rare English, hand-built car in "excellent condition" with aluminum bodywork. It had the original light metallic blue paint and burgundy upholstery. The car was located in Rumati, New Zealand and whoever tore out the page must have rung the owner as the name Graham Carter is written alongside the article. The NZ registration number at the time was GX4541. I can find no records of a car with that registration past or present nor the owner's name in my files. Does anyone out there know of this car and where it may have ended up? I show 6 cars originally supplied to NZ, one a 3L and the rest, so far as I have a record, do not match registration or paint and interior colour descriptions. So, a mystery to throw out there and hope someone knows something of it and what became of it.

And speaking of restoration

A friend in Sydney sold his DB2.6 DHC to a restorer who then sold it back to the son of the original owner is downsizing and clearing out his bookshelves and files. He was kind enough to send me, among other things, a folder with numerous articles clipped out of magazines on Lagondas. Some I had and have already written about but there are others I have never seen. One from Thoroughbred and Classic Cars, spring 2001, concerns a comparison between two "period" luxury cars, a Daimler Regency Sportsman and a Lagonda DB3L MkII. The article notes that Daimler was priced considerably less than the Lagonda and that only 33 were produced vs the 295 of the Lagonda. It also notes that owners of either car might likely have been driven to their work by a chauffeur but wanted to get on the road themselves on weekends. The Lagonda in the article belonged to George Williamson, OGD484 which he purchased in 1979.

The article is more one of impressions than a technical comparison (though the factory specs for both cars are included in a table). The author (Andrew Roberts) notes that both cars have a "natural and effortless sense of presence" and that neither vehicle (their designers) felt the need to "indulge in any display of overt ostentation or vulgarity". Cost of the Daimler, at £2600 is compared with that of contemporary Wolseley 6/90 and Jaguar MkV11. There follows a bit of history on the evolution of the Daimler and on to the Lagonda where he writes about it's all independent suspension, unusual for the

period, and its wonderful motor. These later 3L Lagonda fitted with the floor change as standard compared to the pre-selector gearbox in the Daimler. More history of the David Brown purchase of the two companies and the connections between the Lagondas of the period and the Aston Martins with a note that Lagonda fanciers would have to wait a couple years for a replacement when production of the 3L finished while Daimler was in the process of being acquired by Jaguar. He includes some brief comments from the owner of each car on ownership. His choice? Both, the Daimler for day to day city driving, the Lagonda for more "spirited" weekend driving.

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

It's the same situation as last month, we are unable to get production started on any of the current projects. One new item under consideration though is the 2.6 only small gear wheel used in the mechanical window regulator. I haven't ever come across a gear with stripped teeth till now but have recently spoken to a member with one. Are there others out there in that condition? Please let me know. At first sight the saloon and drop-head coupé regulator gears appear the same. The failed example is on a dhc - heavier glass!

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.

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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 2020

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

NEW PARTS NOW AVAILABLE

	PRICE
DBGSK04 – DB Gasket set (3) for steering rack, all DB 2.6 and 3 Litre models.	£3.75
DBSTG08 – DB Steering rack oil seal, all DB 2.6 and 3 Litre models.	£4.00
ENG227Z – Crankshaft & Conrod set for 2.4L Conversion.	£3500
Complete rebuild and uprating of G9 gearbox.	£6250

All prices quoted are excluding VAT and carriage.

SPECIAL PROJECTS

2.4L Engine conversion – LMB Racing, our associates in Belgium, are offering a 2.4L engine conversion service for 2L engines at an approximate cost of €25,000. Full details are on our website

G9 Gearbox rebuild – LMB Racing can rebuild your G9 gearbox completely for a price of £6250, inclusive of all gears, shafts, synchros and bearings. Full details are on our website

NEW PARTS IN PROGRESS

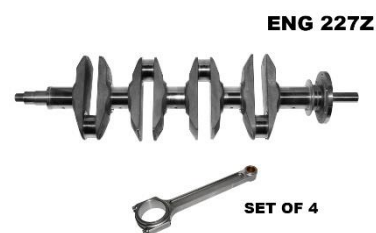
CLT209 - Clutch drive spider & shaft for 2L.	V12/LG6 ball joints for steering/suspension.
2L, 16/80 handbrake ratchet.	All cars - range of gaskets in 'Chieftain' material.
BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.	DB Bumper overrider.

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.

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DB Gasket set (3) for steering rack, all DB 2.6 and 3 Litre models.

DB Steering rack oil seal, all DB 2.6 and 3 Litre models.

Crankshaft & Conrod set for 2.4L Conversion.



Complete rebuild of G9 gearbox.