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# NEWSLETTER

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This month's Guest Contributor is: Richard Bush

No 492

September 2021

At last things have more or less returned to normal and the VSCC meeting at Mallory Park (Aug 22<sup>nd</sup>) enjoyed bright sunshine, full grids and exciting racing, without a mask in sight. The only things missing were Lagondas (where are you all ?) Your scribe, the sole Lagonda entry, was 19<sup>th</sup> from 27 in the "slow" ODM grid just beating Vivian Bush in the 3 litre Bentley. The last VSCC race meeting of the year will be at Castle Combe on October 2<sup>nd</sup>

Before then, next weekend in fact, we have Beaulieu Auto Jumble. The Club has a stand at Red 300 so, if you are going, do look by and say "hi". Then, of course, the most important date in our calendar the Annual Gathering and AGM over the weekend 25<sup>th</sup>/26<sup>th</sup> September. The featured model is the M45. There have been several flyers over past months so I won't repeat the information here but look forward to seeing you. This year there is a new innovation. For those unable to be physically present, the proceedings will be live screened to your computer. Look out for log on instructions shortly before the event.

We have a new booklet by Arnold Davey called Facts & Figures for All Lagondas. Arnold writes: With the transfer of the Register to the club's website so that it is always up to date there is a danger that all the supplementary information that traditionally went with it will get lost and new members would have no access to it. Hence this publication, which includes some new material and also some which was formerly published in magazine articles as well as incorporating the "How to Identify your Lagonda" booklet. It is felt that putting it all together makes sense and avoids lengthy searches for previously published articles. This huge amount of data has been collected over many years and some is not found anywhere else. The booklet will be for sale at the Beaulieu Auto jumble, AGM and as a stocking filler for Christmas from the Lagonda Shop online. Cost £7.50 plus p&p.

Our letter this month is from Richard Bush. Sadly Richard is no longer driving but has many fond memories of the cars he has owned.

I enjoyed reading all about my good friend Simon Carrel's love affair with Lagondas – that he certainly had. We listened to him for almost hours on end. I remember well all those fun meetings and discussions we had down in Peter Whenman's garage and next door at The Phoenix pub. I asked our editor for Simon's email address and it was hardly surprising that he clobbered me to write in this month's newsletter about my Lagondas. Well, you could say I diversified a bit as I had about 25 running Vintage/Classic cars registered in my name over 37 years of which seven were Lagondas (not all around at once although I did always have an M45 in action, plus the others on the go at any one time). So, my story is not wholly about Lagondas but about all these other cars too. I guess that any Lagonda owner will be interested in Vintage and PVT cars such as all of mine.

I always had a passion for sports/Classic cars from my early teens and well remember sitting in all the sports cars at my Dad's garage and writing to BMC for their brochures on MGs, Austin Healeys, TRs, Jaguars etc.!

My very first cars, bought in 1967 when I was 25, were MGs – a TA and also two TCs – whilst a Midshipman at Dartmouth, although I subsequently bought an Aston Martin 1 litre S/C, but I really wanted a more powerful car like a 2 litre L/C Lagonda. So, in 1975, when I was 32 and earning a bit more money in the City, I saw an advertisement in 'Motor Sport' (M/S). It happened to be Robin Wodehouse's car but, having viewed it, he decided he didn't really want to sell. I then went for another Lagonda advertisement in 'M/S' which was one of Stanley Mann's cars (RX 8493). I went to view the car, arriving 20 minutes early, only to find his young mechanic under the bonnet with a pot of paint making some finishing touches underneath. Typical Stanley! But I bought the car then discovered I wasn't actually very good at changing gear without some crunching and, having got on well with Robin Wodehouse, I rang

him to ask if he could give me a lesson on how to drive the car and change gear properly. This he kindly did and he, and all his family, have always been one of my best friends and he is Godfather to my first son – all due to buying a Lagonda!

The first thing I learnt on owning the car was to ascertain the situation regarding the acquisition of Lagonda spare parts. So, I wrote to Ivan Forshaw and received his immaculately written reply letters in red ink – now a collector's item, I think. He strongly encouraged me to buy a whole lot of spares and indicated that unless one joined up as a Club member he wouldn't sell you them anyway so I became a member in 1975 – that's 46 years ago.

I then ventured into other Vintage/PVTs. My first M45 (AXF 41) I bought from another fellow member and I still have his hand-written receipt from 22 May 1982 for £15,050.

Then came a desirable Vintage 1929 3-litre Lagonda (OW 8239) from Stanley. He now seemed to have got a hold on me and so I had to switch to Bentleys. I bought a complete box of 3-litre bits from David Baldock in Goudhurst knowing that if any parts were missing Stanley would have them. He was always desperately keen to win Kensington Gardens Concours and wanted to do so with this car of mine; indeed, having rebuilt it to an immaculate restoration, it won the Concours in 1984. I am looking at the two 'WINNER AND VINTAGE BENTLEY CHAMPION' red rosettes on my wall to prove it. Another Lagonda I also had from Stanley was a V12 Le Mans Rep (NPJ 680) which did not endear him to the Club as he took off the original body.

Then I had an Alvis Speed 20, a 4 litre VDP Bentley Tourer, an HRG and a Talbot 105 VDP and then back to Lagondas and the start of a long-term friendship with Peter Whenman. I also squeezed in an Aston Martin DB4 Convertible amongst all of these.

I had always yearned for a L/C Invicta but finding one was very difficult. I saw one advertised in 'M/S' which had, in fact, at one time belonged to Colonel Buckley of Invicta fame. It was very original with a tatty old Coupe body on it and I gave the whole restoration job, which took two years, to Peter. In the meantime, I bought a 30/98 Vauxhall VDP from Stanley and what a wonderful car that is. I also bought a very original Brooklands Riley from Danny Margulies and I told him he could no longer call me a "Tyre Kicker"! I had been to his mews garage many times and bought nothing.

In addition to looking after all these cars, I had a Vintage Headlamp restoration business which I ran in my spare time. I concentrated on lamps for Lagondas i.e. Lucas P100s, especially Bull's Eye headlamps, P80s, and Marchals and Carl Zeiss for Bentleys, Bugatti and Alfas. I bought them all in tatty old condition, invariably at Bonham's auctions and Beaulieu Auto Jumble. My chap got out all the dents – a very skillful job – to get them in a fit state for polishing at the Chrome Platers. I had several new parts made i.e. the brass Tribar and the glass Bull's Eyes themselves. Also, the glass lenses for all these lamps which were indistinguishable from the original. These were very popular and in demand for Lagondas and doubtless many of you will unknowingly have had some of mine. I sold my mint headlamps in the showroom cabinet at Coy's in their Mews Garage. I know a pair of Bull's Eyes in such condition will sell today for at least £1,000 and with cars being restored to Concours condition, owners are obviously keen to have the pristine original lamps, such as mine. There was nothing I did not know about these lamps and I wrote a booklet on them!

I had a couple of M45s which I bought for specifically for restoration by Peter Whenman. As Simon said, "How long is a piece of string" for restoration costs? It seems these restorers can never give you a specific estimate even though they have restored the same model for several years. I told Peter many times he should know more precisely the cost of any Lagonda restoration. I was a stickler for originality and always wanted to ensure the bodywork and interior trim were as near or identical to the original.

I found out that Roger Daltry of The Who, had a very original M45 and lived near my in-laws in Kent so one weekend I boldly just turned up in my M45 at his country mansion and asked if would be possible to photograph his M45 – concentrating on the originality of the interior, exterior and instruments – as Whenman and I were putting together a booklet on the originality of the interior of M45s in particular. He was a very amiable chap and at the time was working in his barn on the horses and paintwork of his big carousel.

As for activities in my M45, I remember going to the Centenary Lagonda Le Mans Meeting and other trips to France. I had major engine problems at Le Mans which David Ayre kindly sorted out just about rebuilding the top of my engine overnight which enabled me to get home.

The very last Lagonda I had was a Rapier (ADD 753) which Peter Whenman was going to restore to a one-seater racer. Unfortunately, I had a major car accident in December 1997 and as a result owning or driving any car is no longer feasible. So that restoration never took place.

However, I have still kept up my Lagonda Club membership (46 years) due to its camaraderie and I enjoy all the Southern Area meetings, and even seeing some of the Lagondas I have owned. I also enjoy reading the Newsletter and the Club's truly excellent quarterly magazine.

One might ask how I could have afforded any of the 25-odd cars I have owned. Well, I couldn't had it not been for my Bank Manager, who I discovered was called the 'Liberal Lender'. He gave me massive overdrafts against the second charge on my house which I was not very concerned about as I knew I would never have to reach the situation on selling it. I just rang and told him I was after a car at auction or for sale to check he was happy and he told me to 'phone him if I had got it or not! There is no way that that would even vaguely exist today.

**Coy's** - I had a strong connection with Coy's because of all the cars I bought from them and previously at Paradise Garage in Fulham. They even asked me to consider setting up a private syndicate Vintage/Classic car investment operation for buying and selling such cars as I had owned. I was also asked by them if I would like to become their auctioneer for the Auction Division they had just started up. Flattering although I told them my employer – Hendersons – would not be too happy seeing me on the rostrum!

**Restoration** - I always enjoyed having a big restoration project on the go, be it a Lagonda, Bentley or the Invicta. I don't deny that these restorations always made me a few pounds but sometimes with some risk. I would go so far as to say that my restorations have been my best investments in life – far better than property or the Stock Market. One of the best restorations deals I ever did was with a very excited Stanley Mann. He rang me one day to say he believed he had found the Brooklands Bentley Essex Team Car – chassis plus engine but no body – which if proved to be so would result in a massive profit. This car was raced by arguably one of the most famous of the 'Bentley Boys', Sir Henry 'Tim' Birkin. Stanley wanted £125,000 which I could not afford on my own so I went halves with a friend of mine. In the end, the car having been verified as the Essex Team Car and the original registration plates having been obtained by Stanley, the car was then sold highly profitably.

Two cars I would always have liked were an SS100 Jaguar and a Riley Imp. I did once go a long way north on the train to view an M45 belonging a Club member. I also knew he had a Riley Imp, or rather his wife did. I didn't buy the M45 and his wife flatly refused to part with the Imp so I went away empty handed from this trip.

**My Other Activities** - I did very little any actual racing with my cars although I did the Prescott Hill Climb in 1990 in the Invicta and the Colerne Speed Trials, and of course traveling around the UK and France.

**Mille Miglia** - One of the most challenging, entertaining and invigorating things I ever did was the Mille Miglia in 1989 with Peter Whenman and I was on a high for three or four months after returning home. I was destined to do this in my 1750 Alfa Romeo but it broke down three days before we were due to leave. We therefore asked the organisers for a last-minute switch of cars to Peter's 4 litre Lagonda - very rarely entertained by them - but we got back the faxed reply was "OK FOR LAGONDA". WE WAIT AT SCRUTINEERING. SIGNED THE ORGANISING COMMITTEE.

Richard Bush

It is always sad to report the death of a Club member and in this case particularly so. David Hine reports the death of a well loved, northern member, Alastair Barker. He was 85 He took to Lagondas in the late 60's with a LG45 Tourer which he drove around in a very spirited fashion. Herb Schofield and I took him to Silverstone and tried to look after him only to find he already knew far more people than we did. In the mid 70's he took over the first of the V12 Le Mans team car replicas which we had constructed and raced at a few Club events. Alastair took this replica to new heights. It was totally reliable and he raced it regularly and eventually completed the Mille Miglia and other long distance rallies. He and the car never missed a beat ! He was always supported and often accompanied by his wife Claire and to her and the family we send our sincere condolences.

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

## FOR SALE

**G10 gearbox** complete except for a few nuts and bolts. Gears in good condition but box must be stripped and rebuilt by someone familiar with these boxes. OIRO £2,500 Alan Brown 07884 018 301 or [alanbrownemail@icloud.com](mailto:alanbrownemail@icloud.com)

**More from John Ryder's (R12) workshop closure:** Call 01746 710 382 or 07791 373 690

- Lagonda 1/1 ratio rev counter – unused and as new
- Pair of HV4 (1<sup>3</sup>/<sub>8</sub>" ) carbs – refurbished and unused
- Autokleen strainer c/w ratchet assembly refurbished and unused
- Unmachined header tank casting (3/3½ ltr)
- Special clamp tool for 3/3½ ltr exhaust clamp rings allows tightening/untightening without damaging ring
- Steel Bonnet Tops c/w folded hinges for standard Lagonda saloon body
- 3 off water pump shafts with bronze impellers
- New old-stock 10 tooth Bendix assembly + used 11 tooth assembly; both correct with new r/hand spring
- Recharged radiator shutter thermostat for ZMBS cars-tested and fully opens at 85°C Extremely rare
- 8½" dia Lucas head lamp glasses; 1 flat, 3 domed + a plain P100 glass
- 0 to 100 psi oil pressure gauge 2<sup>3</sup>/<sub>4</sub>" flanged, fixing- recently tested
- Smiths 8 day dashboard clock 3<sup>1</sup>/<sub>4</sub>" dia. Never used but appears overwound
- 2 pairs of Timken original imperial front wheel outer races and a Lagonda clutch release bearing assembly. Both unused and in original wrappers
- Badges inc: Lagonda Club, VSCC, Lag Centenary dash badge, AM Owners Club, A/M David Brown bonnet and 2 early RAC

**Lagonda 3 Litre Tourer** Registered AYE 979 in 1933. Four seat Vanden Plas style fabric covered body. During my ownership over 14 years work undertaken has included new big ends and cam followers, radiator re-cored, clutch rebuilt, new front hubs and kingpins, wheels overhauled, new hood, side screens and tonneau, some fettling required. Offers around £75,000 invited. View Essex/Suffolk/Cambridge borders contact Martin Sumner (S46) 07748 988338 or email [martin@mandjsumner.co.uk](mailto:martin@mandjsumner.co.uk)



**Items from Jeff Leeks:** [email@jeffleeks.com](mailto:email@jeffleeks.com) or 01494563188

- **1950's Lagonda DB** grille is in almost in perfect patina condition for its age with very good chrome, complete with all blades intact/un-damaged + starting handle sliding cover with all rear fitting flanges. I can bring this grill and any books/gauges/and badges ordered to the AGM on Sunday 26 September
- **Selection of Lagonda books,**
- Lagonda 2/3/3.5 Litre In Detail incl 16/80 1925-1935 Arnold Davey 192 pages
- Lagonda-An Illustrated History 1900-1950 Geoffrey Seaton 318 pages
- Aston Martin & Lagonda Michael Frostick 196 pages
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual Original Aston Martin Lagonda Ltd Publication 165 pgs
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual-1st Reprint-Aston Dorset 165 pages
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual 1st Reprint-Aston Dorset spine-back 165 pages
- Lagonda Gold Portfolio 1919-1964 Road Tests 172 pages
- Lagonda 1899-1999 Images Of Motoring Arnold Davey 128 pages
- Lagonda Heritage Richard Bird 128 pages
- A History Of The Marque-Lagonda Arnold Davey & Anthony May 497 pages



**1938 V12 Saloon.** Very rare saloon body by Lagonda with no running boards and front wings beautifully shaped at their trailing edges to suit this. Balmoral green with pale green interior. In excellent condition and running like a dream. Reluctant sale. Offer in excess of £150,000. Contact Christine Overy on [tncovery@yahoo.co.uk](mailto:tncovery@yahoo.co.uk) or 0208 427 8086

## WANTED

**Four alloy brake shoes** ( ie half a complete set) needed for 12/24 back axle. Peter Walby (W2) Contact 07767 271851 or email [pursang@doctors.org.uk](mailto:pursang@doctors.org.uk)

**Flywheel** for a DB2.6 LB6A engine. Martin Peters, [mjpeters@supanet.com](mailto:mjpeters@supanet.com) tel. 01480-212657, mobile 07746177484

**Air cleaner including mounting brackets** for a 1960 2.6 DHC. It's the black cylindrical type originally fitted. Nelson O'Brien [nelsonobrien@bigpond.com](mailto:nelsonobrien@bigpond.com) or +61 417 721656

## NEW MEMBERS We welcome the following new members:- \* Rejoin\*

D 1	The Earl of Antrim	Glenarm Castle, Glenarm, Ballymena, Co Antrim, BT44 0AL 1935 M45 Tr AAK 997
K 8	Tim Kemp	Brynwyddog, Llanbister, Llandrindod Wells. Powys, Wales LD1 6TL 1935 M35R Tr BTO 536
*L 17*	Stephen Leckie	CrieffHydro Ltd. Ferntower Road, Crieff, Perthshire, Scotland 1934 Rapier spl WS 2047
R 37	Yashvardhan Ruia	Mimraj Building, 405, Kalbadevi Road, 4th Floor, Mumbai 400002 N/O
S 64	Chris Sherwood	Walney House Farm, Walney Lane, Hereford, Herefordshire HR1 1JD 1930 3L Tr PL 1239
*W 8*	James Williams	Home Farm, The Green, Aston Rowant, Watlington, Oxfordshire OX49 5ST N/O



# THE GAZETTE



A Non-Covid Gazette. We are getting on top of it! That's all I have to say about the dreaded pandemic. Of course, some are getting on top faster than others.

In the luckiest country we sometimes encounter humorous motoring situations. I, accompanied by the Gorgeous One, was driving her newly acquired car back from Perth, Western Australia recently. Perth is as far as one can drive in a straight line from Byron Bay in the world! Over 4000 km totally sealed and with few bends or inclines. Definitely not boring. The long, perfectly flat, laser levelled sections of this unique cross country highway are used as emergency Landing Zones for very large aircraft that are forced to find a spot to rest. There is also a train across the continent.

In the distance, through the filter of a heat induced mirage I fancied I saw some red and blue lights blinking. Shook my head and looked again and sure enough, well ahead was a police car stopping all (just us) traffic. I was astounded when the officer directed me to 'blow into this canula!' Of course, I complied. Then with an attempt at a grin, I asked, 'What are you doing way out here - no one will believe I was breathalysed in the middle of the Nullarbour Plain?' Policeman gave me the used canula and said, 'take this with you, now they'll believe you!' And of course they do.

There we were, halfway across the quaintly named 'Great Australian Bite', three days on the road and yes, three days to go. We stopped for fuel and other necessities. Some marketing person many years ago worked out just how far the average automobile could travel on a tank full of fuel and built a structure with shade, cold beer and a couple of fuel pumps at each location. Very clever marketing!

The G.O. headed for the ablutions while I pumped. I strolled into the a/c road house and as I approached the counter to pay, the nice man said, 'Good looking car you're driving, an old Volvo isn't it?' I was tired, the alarm bells had not gone off, so I replied, 'Argh yair, it's a 122S Amazon.' Man at the counter said, 'My Dad used to love Volvo's. He was a panel beater and he reckoned that people would rather buy the 'World's Safest Car' than learn to drive!'



I paid and slunk out the way I had come! The G.O. wondered just why I seemed incommunicative for a few hours! We drove on and three days later arrived home near Byron Bay, Australia's most easterly portion of Pacific Ocean coastline. Perth is lapped by the Indian Ocean. One might say they are oceans apart!

I was describing our recent trip to an old friend that lives on a tropical island some 600 klm further east of our local coast line. Lovely place to visit by aircraft or boat. It's named after a British privateer, Howe, I believe. He became a Lord later in life. My friend is third generation to reside on this island. He says that living in paradise needs to be sort of qualified, once in a while, to maintain a

perspective. One can tire of fresh wrasse, kingfish, trevally and other pelagics, as well as lobster. He keeps a few tins of bully beef for special occasions, washed down with KB Lager!

A trip to Europe and the UK served to refresh his perspective. They hired a car in London and roamed up to the hoary Highlands Capital, Inverness, across to Skye where they sampled a 'Desperate Dan' and came back down the west coast, saw some interesting lochs and discovered Lagavulin, the single malt whiskey.

Then Europe beckoned and he and she took a ferry to France and commenced roaming again. I won't bore you with descriptions of the trip. Most of you will have done something similar. France was confusing, Germany intrigued the couple. Quaint, ordered housing and driving too fast on the wrong side of the autobahn as well as experiencing new foods, wursts; ze half-metre of course, shanken, spargel, pretzel and pilsener, a little kolsch, some schnaps. All very enjoyable.

They ended up in Essen, seeking a Gasthopf for the night and planned to attend the Essen Techno-Mechanika next day. What a stunning show that is!

My friend has not driven extensively but manages quite well. They were attempting to line up a parking spot, reading signs and interpreting from a Michelin. Neither had experienced 'twilight zones' before. Finally, they manoeuvred into a parking lot and quite suddenly a Frau began waving her arms and gesturing wildly. Not understanding a word she uttered and assuming that the park was reserved, they drove on and found another. This time a young, tall German policeman dressed in bright green and khaki and armed, well they all wear leather holsters, accosted them.

My friend stopped the car, opened the door and spoke to the policeman, 'Nein sprecken ze Doitch!' (How many times have I heard that?) The policeman took his cap off in a gesture of utter frustration and in English, with an unmistakeable Australian nasal twang said, 'Turn your bloody headlights on!' Things ended well, the young copper had driven crop harvesters in Oz for a few seasons and offered to assist my friend to plan his next few days along the Ruhr. A bit of local knowledge took them to a former multi story railway roundhouse just out of Essen that has been converted to a storage and Classic car display centre. They still describe with enthusiasm a collection of 'old timers', as the Germans describe classic cars.

Humour takes many forms. I met a chap recently that was doing a spot of screen printing for me. The item included the word Lagonda. He said, 'My Dad nearly owned a Lagonda'. Fully alert, I enquired as to just how one could 'nearly own a Lagonda?' My mind flicked to the aphorism of 'nearly seeing a rabbit'.

I just had to ask the question, 'Oh?' so the chap continued, 'My Dad was an architect and he had engaged a local builder to extend a portion of our home. As the job progressed, Dad noticed an angular change in the roof line as the joists were fitted.' He pointed this out to the builder who responded that he 'would bet his Lagonda LG 45 sports' car on the integrity of the building construction'.

Measurements were taken, the builder had fallen for what is termed 'cumulative error' when transferring measurements along a line of bearers.

The chap's Dad was clever enough to refuse the offer of the red LG 45 and settled instead for a slight reduction in the finished cost of the job, which was superb!

The building still stands and is much admired. I heard that the red LG 45 was re-engined with a Jaguar six carrying a Lagonda tappet cover and sold recently.

As I said, humour takes many forms. You might not be rolling on the floor as you read this, but it should have taken your mind away from the cares of the world, well, for a few minutes - at least! Most makes of proper cars can do that.

Ethanol update: Alan Heard advises that ethanol content and marketing of fuels in the UK is changing. You could click onto the very informative FBHVC.CO.UK or go to the ESSO website for the latest changes in marketing of ethanol free fuels. It is noted that the FBHVC site includes a thesis on this topic.

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

From the few (two!) conversations I have had regarding the August Spares news item about fixing hardware I conclude that a good starting point would be to somehow - i.e. find some new, old stock or have made - 1/4 BSF screws, nuts, washers. 1/4 BSF machine screws are used more extensively on the 2.6 and 3 Litre models than any other size. Maybe a sensible starting point to test the water? Please bear in mind this is not yet an official Spares Committee project, we are at the investigative stage. Some may also wonder why not buy directly from the several stockists of vintage / classic sized hardware. I wouldn't rule that out but quality is the issue. I have contended for many years that finding most BSF, BA, Whitworth nuts, screws and some bolts, in the common sizes, is easy but finding ones of very high quality is not.

I replaced one of the radiator stays on the 2.6 with a Club spare because it was beyond redemption - quite bent and corroded - and was about to discard it when I suspected it might be the same diameter as the bumper support bar securing pins. It was and so I managed to cut four good pins from its unbent sections.

This is not spares news and really belongs above in Peter's section but I'll quickly mention it here anyway. 2.6 owner Mike Baggott needed to replace kingpin gaiters but didn't need to dismantle wishbones / bushes which would have necessitated removal of the coil springs. He has documented his very practical method of carrying out this task. If you think his 'how I did it' Word document summary would be helpful then either I or Mike can email you a copy. Mike's email address is: mike.baggotthoc@gmail.com

**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](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.



## SPARES NEWS – September 2021

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

The Spares office continues to be undermanned due to COVID restrictions. Therefore, we politely ask members to avoid phoning the office. Instead, please e-mail any enquiries to [spares@lagonda-club.com](mailto:spares@lagonda-club.com), and use our smart new website for researching and placing orders - [www.lagondaclub.com](http://www.lagondaclub.com).

**Spares Website Plea:** If any member feels the parts description is inaccurate or could be improved by added instructions on fitting or additional parts that should be bought together please let us know.

### NEW PARTS NOW AVAILABLE

### PRICE

LUBX01 – Olives for lubrication pipe, 5/32" (Set of 10), all models.

£3.50

GRSV03AZ – Castellated nut to secure end of drive shaft (GRSV03Z), V12.

£10

All prices quoted are excluding VAT and carriage.

### NEW PARTS IN PROGRESS

- V12 Timing chain tension spring set
- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.
- All cars - range of gaskets in 'Chieftain' material.
- U-bolts for all road springs that are not already covered.

*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.*

- ZM chassis - braking system (13 parts).
- PMP103/4 – High/Low water pump housing, fully machined, 16/80.
- Rockers, 4.5L.

- Fuel tank senders (3-terminal type), 2L, 3L.
- Various DB parts, please see the Post-1945 Gazette for details.

### BACK IN STOCK

- LTH3 – Rapide drop arm gaiter.
- VLV213 – Valve Rocker, Reconditioned, 2L.
- BRK421 – Rear brake sliding coupling, M45R & LG45.
- ENG403 – Ki-Gas bronze balls (5)

- SSPX12 – Rear spring U bolts, 2L, 3L.
- CST107 – Radiator to water pump (high), 16/80.
- LTH4 – Perrot shaft gaiter, single.
- SSPX02 – Standard shackle pin cent lub "D" Head 1/2

### NEW PARTS AVAILABLE

#### LUBX01



SET OF 10



Olives for lubrication pipe, 5/32" (10).



Castellated nut to secure end of drive shaft (GRSV03Z), V12.

#### GRSV03AZ

