



[www.lagondaclub.com](http://www.lagondaclub.com)

# NEWSLETTER

MEMBERSHIP SECRETARY:  
Colin Bugler, Wintney House  
London Road, Hartley Wintney  
Hants, RG27 8RN  
Tel 01252 845451

email: [admin@lagondaclub.com](mailto:admin@lagondaclub.com)

Newsletter compiled By: Tim Wadsworth  
To include news items please email Tim at  
[newsletter-editor@lagondaclub.com](mailto:newsletter-editor@lagondaclub.com)  
This month's Guest Contributor is:  
**Peter Weir**

**No. 502**

**Aug 2022**

For more details see EVENTS on the Club Webpage <https://www.lagondaclub.com/events/>

<b>August</b> 6 <sup>th</sup> /7 <sup>th</sup>	<b>VSCC Prescott Hill Climb.</b> Lagonda contingent meeting in main car Park and procession on Sunday from The Royal Oak, Gretton, GL54 5EP from 08:30 for prompt departure. Contact Mark Yeomans 07768905828
11 <sup>th</sup>	<b>LC Southern Region Pub Meet:</b> The White Horse, Chilgrove. PO18 9HX Contact Catherine Monnington 07950 169684
14 <sup>th</sup>	<b>Aston Martin Heritage Festival</b> – Special invite for Lagonda Club. To book follow: <a href="https://astonmartinheritagefestival.co.uk/">https://astonmartinheritagefestival.co.uk/</a>
16 <sup>th</sup>	<b>RE-WAR WHEELS</b> at THE MAYBUSH, Witney OX29 7QD. Contact Ken Jeddere-Fisher 07982 134991
<b>September</b> 10 <sup>th</sup> /11 <sup>th</sup>	<b>Beaulieu Autojumble</b> visit the Club stand in Red field R302 Lagonda Club Annual Gathering.
24 <sup>th</sup> /25 <sup>th</sup>	<b>Lagonda Club Annual Gathering</b> The Mercure Hall Hotel & Spa, Warwickshire, CV35 9HG. Contact Rodney Saunders 07939 200071

ATTENTION PLEASE Those members who intend to go to Prescott on Sunday 7<sup>th</sup> August (next Sunday) and would like to park with the "Lagonda Group" in the Orchard should make sure they are at The Royal Oak, Gretton, GL54 5EP at 08:30 for prompt departure at 8.45. AS John Batt would have said " be ready to drive off at 08:45am or we go without you ! "

Lagondas will gather in far greater numbers at our ANNUAL GATHERING & AGM on Saturday 24<sup>th</sup> and Sunday 25<sup>th</sup> September, at The Mercure Warwickshire Walton Hall Hotel & Spa, Walton, CV35 9HG, Warwickshire  
This year the featured model is the 2 Litre (high chassis, low chassis, saloons, tourers, Continentals & supercharged cars)

If you wish to stay overnight please book via the hotel's Events Office, 01789 472513 for 1, 2 or 3 nights, including English breakfast - the cost is Double occupancy - £125 per night, Single occupancy - £115 per night. As usual there will be a Gala Dinner on Saturday 24<sup>th</sup> September, wine included, at £44.95 per person. Please book this via the Shop on the Club's website, [www.lagondaclub.com](http://www.lagondaclub.com)

Our letter this month is from Peter Weir

I don't quite know where I got my love of cars from, but not from Dad. In his younger days he'd had a multitude of cars and raced motorbikes on the sands at Hartlepool, Redcar and Saltburn, but after he married didn't want to buy a car until he'd paid off his mortgage.

When he did in the mid 1950,s it was a 1951 Ford Consul but quite a nice car specially built for Lady Cynthia Lucretia Smith, who was the wife of the Managing Director of Ford UK. Special paint colour- Chantilly Green, cream leather interior, external sun visor and Radiomobile radio. Not a classic car but much better than the bus and all his cars after this were 'moderns'.

Dad worked at David Brown Gears Ltd in Huddersfield as a gear specialist, later Service Manager and quite often after school I'd walk down to the works to meet him when he finished work, and whilst waiting I'd look round the Directors car park to look at the cars. Just interesting cars then but later I found out that they were Lagondas and

Aston Martins that David Brown (later Sir David Brown) David Brown junior and Angela Brown had brought from the Aston Martin factory, their home being just outside Huddersfield. For quicker or longer journeys they would use their De Havilland Dove aircraft which flew over our house on its landing run to their private airfield. The only car that I remember and still covet to this day was one of the three DB3S Coupes which Angela Brown had driven up from the factory.

At 16 I was desperate to get on the road with power as opposed to pedals and I bought a moped from a local scrap yard 10/- (50p) and pushed it 3 miles home but could never get it running and Dad wouldn't help me as he thought motorbikes were too dangerous.

I got my second chance whilst on holiday in Hartlepool, visiting family. Advertised in the Hartlepool Mail was a 1934 BSA 3 wheeler, 1000cc vee twin, £25.00 which I could have driven at 16 years on a motorcycle licence without an accompanying driver. I went to look and was taken for a short drive round the houses and decided this was for me and I left a £5.00 deposit promising to return after the weekend. I'd had paper rounds since I was 12, morning round before school, evening round after school and two Sunday rounds, each at 5/- (25p) per week, Christmas tips could give me as much as £20.00 a huge amount for a 16 year old in 1960 and a job at a greengrocers in the market on a Saturday at £1.00 per day, mostly saved so I'd got a nice little Post Office bank account.

Back home from holiday, I emptied my Post Office account and ran away to buy my dream. Mum somehow guessed and she and my brother in his Austin 7 Ruby saloon raced, as fast as an Austin 7 can race, down to the station and I was dragged screaming off the platform. Plot foiled.

Dad and I had a little 'talk' and he agreed to build me a car and my Austin 7 special was built in time for my 17<sup>th</sup> birthday. Boxed chassis, Morris Minor hydraulic brakes, Bowden independent front suspension, telescopic shock absorbers, alloy head, banana manifold, SU carburettor and finned aluminium sump, all the goodies and a Markam Peasy fibreglass body. By this time I was an apprentice at David Brown Gears Ltd and whilst working in a small specialist fitting section I found a couple of interesting items, part of an Aston Martin gearbox remote control and a woodrim aluminium steering wheel which was part of a gear lapping rig when the Company had made steering box gears for Vanwall racing cars. These were no longer used so after speaking to the foreman, I took them down to the Scrap Section Manager who weighed them and sold them to me at scrap price and they went really well onto the special.

It went quite fast, nearly 70mph which almost matched the Austin Healy Sprite which had come out a couple of years earlier, but the problem with the Austin 7 engines was that they were already tired and the 2 bearing and 3 bearing crankshafts and the conrods broke regularly and I had a collection of six Austin 7's in a local barn I rented ready to supply spares. I could do an engine change in about 4 hours. I still have it, never had the heart to sell it and sits on top of a container at the caravan park and raises much interest from customers and passers by, including the late Jem Marsh of Marcos cars who came to stay at the caravan park and we had a long chat as he ran Speedex Cars in the old days who supplied many parts for the Austin 7 specials.

My next car was an MGA Coupe which had been accident damaged and I bought from a local scrap yard. My girlfriend Katy, now wife of 51 years, and I repaired the car and resprayed it and it became our daily driver.

We were inaugural members of the Yorkshire Thoroughbred Car Club and a great pleasure for Katy and I was to entertain Bunty Scott Moncreiff – 'Purveyor of Horseless Carriages to the Nobility and Gentry' to lunch each year when he came to be the Judge at our annual Concours D'Elegance. It was at the Club where I met Lagonda owner and enthusiast Brian Deardon Briggs who at the time had an M45 2 seater Special which he had purchased from Ted Townsley a couple of years before. He was in the middle of rebuilding his Lagonda 3 ltr 'barnfind' tourer and the Special was for sale and shortly after I became the proud owner of 8293WY. It had been built by Ted from an old M45 saloon as a racer and he'd shortened the chassis by 18" and lowered the radiator by 6", as they did in the early 1960's and with its skimpy 2 seat body the weight had dropped by 10cwts. It had an LG6 engine whose call to fame was that it came 97<sup>th</sup> in the 1950 Monte Carlo Rally and Ted had fitted an all synchromesh Alvis gearbox. We nicknamed it the Coca Cola Special as part of the bodywork had been made out of an aluminium Coca Cola sign and the wording was still there on the underneath.

I prepared a worklist for over the winter, but as I was still an apprentice cash was short but time was free. Brian had arranged the manufacture of two three branch exhaust manifolds which I fitted onto the cylinder head. I read a few books about exhaust design and made up a 3:2:1 exhaust coming out of the bonnet side and ending up with a really

small silencer exiting in front of the rear wheel. It seemed to work OK, silenced the noise and began to sing sweetly at 3500rpm. The Singer Le Mans windscreen was changed to a driver's aero screen, with many complaints from Katy who was stop watch operator and speedo checker when testing the car over the lonely moorland roads over the winter. I think this was just an excuse to get next to the open fire in the snug of the local pub where ladies weren't normally allowed to get warm but I did treat her to her own aero screen later. A quick respray completed the tidying up.

I joined the Club and used to go in the Special over the moors to Cheshire to the meetings at the Marple Country Club, but with no hood, no side screens, no heater and rain hitting like bullets at over 50mph they were never enjoyable journeys. I also joined the VSCC and my short but enjoyable racing season started.

Just out of my apprenticeship, cash was still short and I could only afford one meeting per month. Silverstone was the first race meeting and Katy and I drove down in the Special as you did in those days, but as Ted had installed an Austin 7 petrol tank holding only 5 gallons and as the car was only doing 14mpg and the M1 was just open but with few service stations, we always had to carry extra fuel in cans. My pit crew followed in their Ford Anglia van and whilst I treated Katy to B&B in the local hotel, as a gentleman would, we slept on Lilos in a blow up tent in the pits which was OK until three of the four tubes lost their plugs in the middle of the night. You try balancing on one 4" tube!

As a carefree and perhaps inexperienced 21 year old racing driver it was a challenge to keep the car on the track for the practice and the first 5 lap handicap race, either spinning off or frightening the cones but surviving to the end. Herb Schofield and I had many discussions about the effect the shortened wheelbase would have on the handling, would it improve it or would it be detrimental, but as he and David Hine in their first Le Mans replica special were racing on 16" Avon Turbospeeds and I was racing on John Bull remoulds I think it was more tyre issues rather than wheelbase length which were the problem.

The second race was much better and the lightened car and the slick change of the Alvis gearbox meant that I was 30 – 40 yards in front of the other Lagondas at the end of the starting straight and the race went well getting 3<sup>rd</sup> place but I still remember on one corner a fellow competitor coming so close that his offside wheels and my nearside wheels were almost in line and thinking "if you knew how little grip my tyres have you wouldn't be so close"

Other enjoyable race meetings followed, Silverstone, Oulton Park, sprint at Curbrough, a local hillclimb and a driving test but tragedy struck at the September Silverstone. Third place again but it was a warm day and the car was undercooled with its cut down and hence much smaller surface area radiator and it began to boil on the last lap. All fool me carried on to finish the race but in the process cracked the cylinder block. It got me home but a later examination showed that the cylinder block had been lined and the ¼" block thickness between cylinders 1&2, 3&4 and 5&6 when overbored and even with the thin liners had reduced to 1/8" so virtually no strength between the bores which is why David Hine in his excellent 4.5 ltr workshop manuals says "don't liner the block".

To get over the engine problem I got the opportunity to buy a 1935 LG45 Drop Head Coupe with a good running engine which had been left with the Northern Lagonda Factory to sell after the owner had gone to the Bahamas on Government Foreign Office duty. Herb Schofield put the £75.00 purchase price in a Post Office Bank Account and when the owner returned many years later, noticing that the price of classic cars had increased dramatically, was shocked to receive his £75.00 plus a couple of pounds interest.

The car had been treated like the village maiden, used by many while it was up for sale, but nobody looking after it when it needed help so it got into quite a poor shape with the doors dropping 2" and needing to be lifted to shut and huge amounts of play in most of the suspension and steering parts. After driving it home over the moors, boiling merrily as all neglected Lagondas seem to do, I realised it was too nice a car to break for spares and the special and the DHC were put into a garage. Shortly after, Katy and I had the opportunity to purchase a large quantity of beautiful inlaid Victorian furniture so the garage became a furniture repository and access to the cars became impossible. Katy and I were saving up to get married and subsequently purchased and restored a Victorian country house, had two children and in 1982 purchased a touring caravan park on the West Coast of Scotland and there was neither time or money to play with Lagondas so the cars didn't re-appear for over 30 years.

To find out what has happened to the M45 Special, the LG45 DHC and how we collected a kit of parts to re-build a M45 saloon please read next month's instalment.

Peter Weir

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

## FOR SALE

**Selection of V12 spares: contact** Dave Berry 07966 366012 for details

**1934 M45 reg AXO 137** When I bought it (58 years ago) the ST Pillarless saloon body had been hacked off, and the vendor was in despair for something to put on the chassis. Ivan Forshaw stepped forward with the present neat professionally constructed 4-seater body, aluminium on a space frame. Over the intervening years, more or less every mechanical feature/component (eg brakes, wheels, steering, chrome work, most recently the exhaust) has been prised off and refurbished, culminating in 2010 in a £20k engine re-build by Robinsons Engineering in Wimborne. Performance and reliability have to be seen to be believed. In view of my age and arthritis, it seems right to "let someone else have a go"! No-one could pretend that it is a "concours" car, but if a buyer was looking for a car on which to base a full replica bodywork project, then the front wings and bonnet are already there. Alternatively it is a lovely car as it stands. I value it at £50k. Simon Pomeroy (member P32) Tel no 01305 264516 View Dorset.



**DB3 Radiator Grill** - new - never fitted still in brass. £250. Buyer to arrange collection/transport. Further info. contact Harry Taylor (T6). [hta108@aol.com](mailto:hta108@aol.com) 01159830363

### Parts for sale by Jeff Leeks [jeffleeks007@gmail.com](mailto:jeffleeks007@gmail.com)

- **3 LITRE DB PARTS/SPARES.** Please ask for my updated DB List of spares/parts now available which includes; Bonnet in great condition, Chromed Grille complete with starting handle flap-lovely undamaged patina finish, Speedometer/Rev Counter-like new, Chrome Trim, Chassis Parts inc set of Brake Drums, Brake Linings & Backplates all two pack black painted, Handbrake with Cable, Fuel Tank, Distributor, Lower Body Side Sills-restored, Dealer Workshop Manual. I can also supply new stainless steel exhausts and wiring looms to order-ask for details and a quote
- **2 LITRE** Cylinder Head, with or without oil pipes-sound condition, 2" Lucas Ampere Gauge - black dial with white 20-0-20 amp markings, Smiths Cricklewood 4" clock with dash bezel and silver dial with black markings, NGK B6HS new plugs-30 off, Needle Roller bearings for Z gearbox

## WANTED

**For my 1938 V12 saloon.** A rear seat in any condition as I will retrim it to match the rest of the trim that I will be having done. Also, any tools for my wing mounted tool box, and a new sump gasket, please. Although I live in Brittany, France, I can arrange transport/ postage from anywhere. Please contact Mike Burnett on [michael.burnett@sfr.fr](mailto:michael.burnett@sfr.fr)

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

B 84	Roberto Bassan	Dynes Farm, Swanton Lane, Bilsington, Ashford, Kent. TN25 7JR DB2.6 sln LAG/49/47 GKU 758
C 12	James Coleman	JC Performance, Unit's 1 & 2, Westbury, Wiltshire. BA13 4LD
W 8	Phil Wheeldon	Winney Hill Farm, Hob Lane Kirk Ireton, Ashbourne, Derbyshire. DE6 3LG



## THE DB GAZETTE

Here we are, the east coast of the 'lucky country' is mostly awash, again! I have a theory that the world has shifted on its Axis. The UK and Europe seemed, some years ago when I visited, to be almost always raining or snowing. Salt, a common product used to strip the protective coatings from the underbody frames of Lagondas, was strewn everywhere and the weather was generally miserable. Pubs became the best places to meet for car enthusiasts, in warm snugs, clutching a pint of John Smith's Tadcaster Double Brown Ale.

Well it seems to me that our country, previously Down Under, is now on the top and that we are experiencing typical British weather! Snow, sleet, rain and flooding. Any one care to comment? Which way is up?

I'll cut to the chase. My exposure of the Dangly Bits of the DB series leads me to hasten to point out that not all portions of the suspension of these cars is suspect, BUT don't put off the inevitable. After delving into Bastow et.al one can only conclude that something designed in the forties, built in the fifties and then ignored for the rest of its life must need attention. I still have the utmost admiration for the design of this suspension and after reading, researching and rebuilding the front end/suspension of LAG/8, am very happy to drive the car at motorway speeds regularly.

I fitted radial tyres. I chose Bridgestone 'Dueller H/T' 205R 16C 8PR. 'Tubeless' but running 'Tubed', inflated to 60psi, which have proved to be ideal. Outer diameter is 28.5 inches. Rim width is 5 inches, bead to outer tread, inflated, is 6 inches. I test fitted 3 makes which appeared to fall into the same size and specification, but take care, the balloon sizes and shapes must be checked AFTER correct inflation! Yes, the rear mudguards (wings) are a challenge, I carry a small trolley jack to assist with roadside tyre changes, infrequent, and the spare is a worn but serviceable cross ply – nothing else fits the spare carrier! This is a 'get me to help spare'. It remains unused.

Note. Choice of tyres is highly subjective. I am not suggesting that you follow my example, but that you discuss the choice of tyres with local suppliers who have experience with older suspension systems to draw upon. Then take care observing just how your car handles with changing road conditions!

I also fitted 3Lfront shock absorbers. There is a small mod required to mount them.

I decided to tear the steering rack apart as part of the suspension job. 'Forged ball' and cup with shim adjustment tie rod ends frightened me but I had acquired 2 newish ones. Adjustment (note there is no spring loading as in moderns) was a small compromise but I persisted. Shock/horror when I reached the inner workings of the rack and the so called shock absorbing fat springs located on the inner rack. Springs came out in little bits and pieces. 'Not unusual', one owner commented. Keeping self-levelling grease up to these components is essential.

In the back of my mind I kept thinking about that can of oil hanging near the front l/h upper suspension tower. Had it ever been filled? Certainly not prior to my ownership! The first time I filled it, oil ran out of from under a piece of old insulation tape wrapped around the delivery tube. I didn't realise at the time how ominous that signal was!

Lubrication of all, except the Harris Bushes, seemed like an afterthought.

Note. If you use poly bushes to replace the original rubber bushes, you will need to learn about installation and lubrication of poly bushes!

My rack was very badly worn by a piece of spring steel that had taken up residence. The rack that came with LAG 50/99 was found to be cracked when tested, so not re-useable. Repair of LAG/8's original rack was the only option for me.

You might want to be extremely cautious when considering repair of steering components. Seek reliable, informed opinions, test where possible prior to assembly.

Before I leave the topic, many drivers insist on using the mechanical advantage provided by a large diameter steering wheel to force the reduction in turning circle of these cars. Never simply screw the steering wheel to change direction on dry surfaces. Make sure the car is moving slowly, either forward or reverse. And, whilst on the topic of driver technique – Never change into first gear whilst the car is moving! Always stop, completely, and engage first or reverse gears!

I have been lucky to locate a volume of the life of the Brunels. Certainly not motoring heroes, but later, motoring facilitators with their bridge building and tunnelling activities. Of course any rail buff will quote GWR and other interesting stuff to you, including bits about boats, but the work of this father and son team still fascinates me. The Clifton Suspension Bridge haunts my memory still!

'Brunel's Britain', Derrick Beckett. ISBN 0 7153 7973 9 definitely worth acquiring, although much might have changed since 1982. Included in this edition is a 'Gazetteer' directing one to Brunel structures of interest around Britain. Fascinating!

Just before I sign off for another month, I would like to mention comment from a reader who sent encouraging remarks and pictures of his very professional overhaul of a 3litre front end and very well presented, restored DB 3litre Coupe Saloon. Always a pleasure to learn that the Gazette has a grateful readership!

**THE BOWIE REPORT. DB sales and ephemera compiled by Antony Bowie.**

[Silverstone Auctions | The Dawn of Motoring Sale](#) (being lots 914, 916 and 919.)

**Now for our monthly informative feature,**

**THE BOWIE REPORT. DB sales and ephemera compiled by Antony Bowie.**

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

We are now catching up with old, incomplete projects. The hood latch hooks for the 2.6 drop-head coupé, left and right, plus both the plain and tab special washers used between the bumper securing nut and the rubber mounting bush - for all 2.6 / 3 Litre cars - should appear soon. The manufacturer quoted 3 weeks lead time to produce.

Further investigation of the handbrake cable (long section,) the 1&7/8" across flats 20tpi bumper securing nuts and the grease seals for the brake pedal pivot shaft are under way.

Is there a need for the other components of the 2.6 hood latch assembly? I have only received enquiries for the latch - one lost and one cracked. What other parts are you desperate for?

**Please order parts via the website if possible**



## SPARES NEWS – August 2022

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

### FROM THE SPARES OFFICE

Please note that Robin will be away for the week commencing 1<sup>st</sup> August. Leah and Francis will continue to dispatch spares orders as normal, but please be aware that any technical queries will be answered on Robin's return.

### NEW PARTS NOW AVAILABLE

	PRICE
GRSV08 – Cam chain tensioner engine set, V12 S1	£160.48
GRSV09 – Cam chain tensioner engine set, V12 S2	£85.00
GRSV10 – Oil/water pump/dynamo drive chain tensioner assy. V12 S1 & S2	£98.60

**All prices quoted are excluding VAT and carriage.**

### Back in Stock

- ENGV03 – Cylinder head stud set, V12
- STGX09B – Steering ball 1.156" dia. Plain
- GRSV05 – Cardan shaft location pin, V12
- VLV211 – Valve rocker spacer, 2L
- BRK213A – Pair Of Front Hubs (Up To LG6)
- GSKV03 – V12 Rocker cover gaskets (L&R)

### USED SPARES

Work is progressing with the re-organisation of the used spares department. We aim to have uploaded the bulk of our stock to the website, complete with new photographs, by early 2023. You'll now find a good selection of parts available in the "Used 16/80 Spares" and "Used DB Spares" categories of the Spares website, with all Lagonda models to follow.

**\*AUGUST UPDATE\*** - A good selection of V12 used spares are now available to buy from the "Used Spares" section of the Spares website. Visit <https://www.lagondaclub.com/spares/> where you will find the used spares section and all currently available model specific sub-categories.

### New Parts in Progress

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

**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)
- Fuel tank senders (3-terminal type) 2L, 3L
- PMP103/4 – High/Low water pump housing 16/80
- Rockers, 4.5L
- Various DB parts, please see the Post-1945 Gazette for details

### NEW PARTS AVAILABLE



### CASTROL CLASSIC OILS – MEMBERS EXCLUSIVE OFFER



We are pleased to announce that the Lagonda Club can now offer all its members an exclusive 10% off all Castrol Classic Oil. To take advantage of this club exclusive offer, simply visit [www.lagondaclub.com/special-offers/](http://www.lagondaclub.com/special-offers/). From here, you will find the 10% discount code and a link through to the Castrol Classic Oils website. On the Castrol website you'll then be able to enter the code at the point of checkout, where your 10% discount will then be deducted.