

2021/2022 SUBSCRIPTION RENEWAL FORM

WHEN DUE

1st APRIL 2021

Please renew quickly. Please use THE LAGONDA CLUB WEBSITE which is simple and secure. If you prefer, you may pay via credit card or personal cheque using the form below.

SUSPENSION DATE

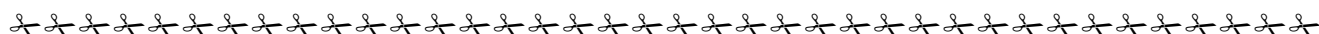
30th APRIL 2021

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

Supplement for Newsletters by post inside UK **£18**

Supplement for Newsletters by post outside UK **£35**

IMPORTANT: If paying by credit card direct to the Membership Secretary please do NOT send details by e-mail as it is unsafe. .



**To:- Hon Secretary, Lagonda Club Ltd., Wintney House, London Road, Hartley Wintney
Hampshire RG27 8RN TEL: +44 (0)1252 845451**

1 I wish to pay my Lagonda Club subscription by Visa or Mastercard (delete as required) ***not American Express***

Please charge **£47/£65/£82** (*delete as appropriate*) to my account

My card number is:-

[illegible]

Expiry Date 3 figure security code

My Name as on Card

2 I enclose my cheque for £47/£65/£82 (**delete as appropriate**) made payable to **Lagonda Club Ltd** for the Club subscription year 2021/2022

Important : You must tick this box to confirm that you have read and accept The Club policy regarding privacy and protection of personal data and that you consent to your personal and car details appearing in the Website Register and Printed Edition of the Membership Register.

Please also check the information previously given regarding details of your Lagonda cars, which is to be shown in the Club Register, and inform the Membership Secretary if anything needs changing.

Name	Mem.No.
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Address

County	Postcode	Country
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email address

Signature _____



www.lagondaclub.com

NEWSLETTER

MEMBERSHIP SECRETARY:
Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
Tel 01252 845451
email: admin@lagondaclub.com

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

No 485

February 2021

2021 promised to be all that 2020 wasn't but at the time of writing there is still a degree of uncertainty. The season's opener "The Pom" has been cancelled and April Silverstone, scheduled for April 17th, has yet to start accepting entries. None-the-less there are some events later in the year which you may like to put in your diary.

Adam Arbon is co-ordinating the Great North Classic Car Show 2021 which takes place on Saturday the 3rd of July at Red Row, Beamish, Durham, DH9 0RW. Members of the Club are invited to display their cars. Please contact Adam on 01207 233 525 before June 3rd or for more information visit the website: <https://www.greatnorthclassiccarshow.com>

The Club will have a stand, as usual, at the Beaulieu Auto-Jumble on September 4th and 5th and this will be followed by our AG on the 25th 26th September.

Arnold writes to say that he always tries to make notes of Lagondas that appear in films or on TV. They are usually from the 30s so it was rare to see a V8 on BBC 2 on 23rd January. It featured as one of the vehicles involved in "Celebrity Antiques Road Trip" opposite a Mercedes tourer. The Lagonda was registered G907CPL (Chassis 13622) and was in the club ten years ago but no longer is. I suspect it now belongs to one of the firms who make a living hiring out vehicles to film and TV companies. It was unusual for a V8 in being painted in Hunter Green, not part of the usual colour range and this is because in 1990 AML produced a display range of cars showing all the models they were making, all painted Hunter Green and bearing consecutive number plates. The car looked to be in excellent condition.

Now, before we get on to this month's letter we have important information from "Headquarters"

Subscription Renewal.

Yes, it's that time of year again! Your subscriptions for 2021/2 are due by the 1st of April, and a Subscription Renewal Form is attached to this Newsletter. BUT, we would ask you PLEASE to renew your membership ON-LINE VIA THE CLUB'S WEBSITE, if at all possible. This is very quick and easy, and much less work for you than printing the form, filling it in, and then posting it. It will also save you the cost of a stamp! More importantly, it will save work for our volunteers (mainly Colin and Valerie Bugler) who administer all of this.

The Standard Subscription for 2021/2 is unchanged, at £47. This is amongst the lowest for clubs like ours (and about half that of the VSCC), and it reflects the voluntary nature of most of the work done in running the Club and our tight control of costs. However, as postal charges have increased sharply, especially for deliveries outside the UK (one third of our members now live elsewhere in the world), we do need to increase the premium for those members who wish to receive the Newsletter in hard copy by post/mail. This premium will be £18 for UK addressees, and £35 for those elsewhere (this continues to include a subsidy for those outside Europe). Members whose subscriptions have not been received by the 1st of May will, sadly, be suspended.

Register of Members and Their Cars

The Register has for a long time been published on a triennial cycle, with the last one coming out in 2018. You may have therefore expected to receive with this NL a form asking you to update your details and those of your Lagonda(s) for publication in a new Register. However, we have decided to change the way that we handle the publication of the Register, and in future (from the 1st May 2021) it will be published on the Club's website (in a secure, members-only area).

This change has two benefits. Most importantly, it means that the Register will always be right up to date. Hitherto, over the three-year cycle and with the steady turnover of members, the Register has become significantly out of date, thus defeating the objective of enabling members easily to keep in touch with each other and to share the enjoyment of their cars. Secondly, it will save the cost (c. £5,000) of printing and distributing the Register gratis to members worldwide. For those members who like to have a record of the Club's membership at a point in time, we will continue to make a printed version available for purchase via the Shop on the website (we have yet to decide on the frequency of this).

Your details, and those of your Lagonda(s), will in future be updated by direct requests via individual email or post/mail. This should be more effective than the traditional mail shot, which often went unanswered.

Privacy Policy

The Club's Privacy Policy was published in May 2018, responding to the Data Protection Act 2018. At the time we said that we would inform members before any changes to this Policy were introduced, and we are now doing this. This subject has been much in the public eye recently, driven by events in Social Media (not something that probably engages most members!), and some months ago the Board decided to review the Policy, with input from other individuals and organisations. The revised Privacy Policy is attached; there are a number of minor changes, but I should draw your attention to two aspects.

Firstly, to improve your security, we will now include only a truncated version of your postal address in the Register. The objective of this is to make it difficult for anyone to find your house without contacting you first. Most people use the phone or email for contact, so we don't see much downside to this change. Secondly, we are making sure that, in the processes of joining the Club or of renewing their membership, people affirm their understanding and acceptance of the Policy, which is a requirement of membership. We are doing this by introducing a specific tick-box both on-line and on the form.

I would ask you to give attention to this when you renew your membership. We have managed to keep the Policy to two sides of paper, which is no mean achievement, so do please read it, even though most people will think it a bore.

Our letter this month is from Mike Hallows. Mike, I am sure, is well known to many of you and was profiled in The Automobile in December 2019.

Lagondas came into my life in the mid 1960's when a friend of mine, John Spear (whose uncle wrote the theme music for Coronation Street and whose father was a renowned stained glass artist), had a 16/80 tourer. I was a callow youth living in London at the time and motoring until then had been purely for mere transport starting with five pound bangers rising to a brand new Mini for my 21st. It wasn't until we spent several evenings terrorising the London traffic in the 16/80 that I came to view cars such as this as a basis for a lot of fun.

Consequently I bought the first Lagonda I could find which was a Rapier (YS2622) with a very strange body on it – somewhere between a saloon and a high sided tourer if you can imagine it. I am pleased to report that it still exists but with a much nicer tourer body. On adjusting the reverse band on the pre-select gearbox to overcome severe slipping I managed to undo it altogether allowing the reverse gear not to select at all. I was living in Gloucester Terrace at the time and commuting daily to Purley in the Rapier making it necessary to cajole passers by to help me unpark in the mornings and repark in the evenings..... I later borrowed a book from the library on MG's that had a chapter devoted to the pre-selector box and proceeded to dismantle and repair the damage I had inflicted to it at my parents' house. By more luck than judgement I managed not to make matters worse and was able to re-engineer the same degree of reverse slippage I had previously enjoyed. Strangely the mint condition library book had a somewhat oil stained section of gearboxes when I returned it!

Marriage loomed and the Rapier along with a very nice Scott Squirrel motorcycle were sold at probably the first classic car auction ever to pay for carpets and curtains. I lasted about two years without an interesting car when I stumbled on a 16/80 Carlton (or maybe VDP) bodied tourer (FS 7125) in a parlous state and a million pieces in Guildford. Obviously it would be a piece of cake to reassemble and put into working order! A trip to Captain Ivan Forshaw followed to gather up missing items and I was ready to commence. It was about this time I realised I had neither the skills, patience or wherewithal to carry out this task and learnt of a 16/80 VDP tourer (YY5595) that a master at Eton was selling albeit with a broken differential. My brother and I duly towed it home on a piece of string and a day later it was up and running!

The first 16/80 was sold (less the differential I am ashamed to say} but all was not lost as the chassis became the basis of the V12 special that Mark Butterworth created and I was able to let Mark have the original front number plate and the chassis plate that I still had lurking in exchange for a very nice bottle of fine whisky. The car now lives I think in Germany. The VDP served me very well as my daily commute and trips to the Lake District to visit my godmother and a memorable expedition to Mumms Champagne in Rheims organised by Robin Wodehouse.

An addendum to this story is that I recently discovered a photograph of FS7125 at Edinburgh station on the internet taken in 1933 and very handsome it looked too! You can see the picture together with how it arrived to me and what it looks like now on the Lagonda Owners Group page on Facebook.

At this time a friend of mine had a 1929 High Chassis 2 Litre Tourer (KW5743) I coveted and luckily he suddenly decided he wanted to build a Chain Gang Nash so the 16/80 was going to have to go. I had to act fast so a quick trip to Dan Margulies emporium elicited a price for the VDP only £150 short of the asking price for the 2 Litre so we were up and running! I understood the VDP went to Holland and I have only recently caught up with it through the good offices of Len Cozzolino and learned that it now resides in Denmark. I have been able to let the current owner have various relevant documents and photographs that I still had pertaining to the car.

I kept KW5743 for about twelve years (strangely I never registered it my name and consequently completely forgot to tax it during my tenure!) and in that time went to work in it, raced it, hill climbed it, toured France in it, rallied it, etc. etc. I foolishly decided to replace the shackle pins one day and while I was doing them it seemed an easy job to lift the body from the chassis and smarten it up a bit. Big mistake. I never reassembled it and latterly sold it in bits. I have since seen it now looking resplendent and I have to say it is one car I would not mind owning again!

A gap in Lagonda ownership then transpired and I also carelessly was fired from my then employment which certainly grabs your attention with a mortgage and two kids in private school! A bit of wheeling and dealing ensued as well as falling in to a position supplying vehicles for film and TV work. This was mainly TV commercials together with a few feature films, corporate events and photographic stills. Not a business to respect normal working hours but extremely fulfilling none the less. I even had a speaking role as a cab driver (Where to guv?) in The Detectives when it transpired that the actor had been rather economic with the truth in relation to his driving abilities!

During this period I purchased another 2 litre (TP6157) which I sold and bought back again when the then owner was wanting to fund a business venture. After I sold it the second time there was a considerable gap until I purchased the wonderful LG45 (AGA162) that Paul Tebbett restored from a derelict saloon but now sporting a beautiful T8 body. I should never have sold this stunning car but a 30/98 Vauxhall beckoned and I had to have a try. The Vauxhall certainly didn't disappoint but it lacked the finesse of the LG45 so that went and I was Lagondaless once again. Fast forward to 2013 and an LG6 (HPA27) appeared. This was once a four door saloon but many moons ago it had been skilfully transformed into a two door tourer and performed really nicely. However I really missed the more perpendicular earlier cars and an advertisement in the newsletter in 2014 led me to a lovely 3 litre tourer (PJ3482) so the LG6 had to make way. The 3 litre again had been a saloon but an extremely accurate tourer body had been beautifully made by Keith Bowley (Ashton Keynes Restorations) in the 70s/80s. I kept this until 2018 when I decided I had too many vehicles for the space I had available so the 3 litre was sadly sold.

I had intended that my Lagonda romance should now be over as I am no longer in the first flush of youth but in 2019 an advertisement for a 16/80 saloon appeared in the Automobile that attracted me. I tried to ignore it but after the advertisement was still being published four months on my hand reached for the telephone.....

A week later and a trip to Lancashire with a friend to stop me and I became the proud owner of AGO295 which was owned for many years and developed by the 16/80 guru that is Brian Savill, and what a job he made of it! Bearing in mind it carries more weight than an equivalent tourer it doesn't half press on. Brian tells me that he achieved an incredible speed down the Mulsanne straight when he took it to Le Mans for the celebrations of the Lagonda victory in 1935. Am I glad that I broke my resolution to retire from Lagonda ownership. I can still play and keep warm and dry at the same time!

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

FOR SALE

Lagonda 2.5 litre engine & gearbox: Engine complete with all ancillaries, offers invited. Lagonda 2.5 litre gearbox for sale Offers invited. Contact Mark Walker W33, facelvegauk@aol.com, Tel: 01621 818608

Magazines, free but donation to charity requested. The magazines Nos: 5, 9, 11, 17 (poor condition), 18 & 24 plus a full set from Winter 1981 No 112 thorough to Winter 2016/17 No 251 although Nos 198, 211 and 227 have gone AWOL. Contact Perran Ziar perranziar@hotmail.co.uk

Magazines and Newsletters. I have nearly all the newsletters from December 1985, No 99 to November 1998, No 241 and the magazines over a similar period. Contact Bertie Gilbert-Smith: 07768 003887 bgs@gilbart-smith.co.uk

DB PARTS Contact Jeff Leeks- <mailto:Leeks--memail@jeffleeks.com> or phone 01494 563188

- 2.6 & 3.0 Litre New Stainless Steel exhaust systems complete-also Stainless Steel Manifolds
- 2.6 & 3.0 Litre Wiring Looms complete to original design colour/cotton coated
- 3 Litre DB Pre-Owned 1957 Parts-some are inter-changeable with the 2.6 litre DB-please enquire for advice
- Grille complete/undamaged/great chrome with starting handle cover; Steering Wheel-needs refurbishing; Bonnet Lagonda Badge, restored ,un-used, no damage, perfect condition; Saloon Front+Rear Leather Seats – Set restored in light grey; 16" Wheels-set of 5 undamaged-good condition; 16" Inner Tubes-New; Instruments-Rev Counter + Speedo in excellent condition; Brake Drums –set of 4 excellent condition/black 2 packed; Chassis-shot blasted +black 2 packed; Many Chassis Components; Window Surround-chromed-set of 4; Differential + Rear Prop Shaft-black 2 packed; Fuel Tank –very good condition-black 2 packed; Steering Rack; Lower Sills-new aluminium N/S + O/S pair; Distributor; Starter; Fuel Pumps Twin SU's-AUB 650-new + used; O/S Cam Cover; Heater; Horns-Lucas Pair; Fuse Box-Lucas; Interior Roof Lamp-Glass Star design; Silver Cigarette Case-fits in Glovebox; Smiths Cricklewood Dash Clock-mid/late 20's to early 30's in excellent condition-silver face 3.5" /pewter bezel 4"
- 2 litre Cylinder Head in good condition

Wanted

Lagonda 2.5 Model. Door cards and complete rear seat preferably grey. Contact Mark Walker W33, facelvegauk@aol.com, Tel: 01621 818608

Early 2.0 litre wanted. I am looking for an early 2.0 litre car that is unrestored hopefully with a fabric body in place. Or similar early unrestored car would be considered. Anything considered in any condition of mechanical repair. I recently sold my 2.0 Litre Weyman bodied Honeymoon Saloon and I am now looking for a new project. Contact Iain Wilson iw@laser.co.uk call 07798 555777

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

H 28	James Harrison	Brampton Ash, Northamptonshire 1934 M45 Tr 1936 M45 Sln	ABT 508 CUC 174
L 6	John Lawson	Lawshall, Bury St. Edmunds, Suffolk 1931 2L Tr	GN 4840
M21	Adam Montgomery	Geelong, Victoria, Australia 1935 M45R	BLA 903
S 72	Ben Stebbing	Sarlat, France 1933 M45 Tr	AMT 77
S 39	Edward Summers	Kempen, Germany N/O	
W 52	Dr Lagonda Alain de Waele	Poissy, France N/O	

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

No new post war members I am aware of

Some info on vacuum (mis)uses

This submitted by a local member following on from his steering rack repair and wheel bearing repair.

Vacuum.

A 'substance' little referred to in very modern automobiles, except perhaps for its use to control air vents, but not long ago it was the word on every mechanics lips!

Any time an engine developed a fault in power output, a miss – particularly a regular miss at idle - spark plugs, points and vacuum at the inlet manifold would be checked as a matter of course.

Today, with engine control development as advanced as it is, little attention is paid to old fashioned technology, simply checking codes is all that is required, it seems.

I recently arrived home after four days of intra state driving at cruising speed in the 2.6 dhc on good roads with some long climbs and normal engine power.

As I neared home on the last day I sensed a loss of power climbing a long hill. Never mind, back to third and press on regardless, a lot like letting the horse have its head on the run home!

Pulling up to open the gates to the property I was sure that only five cylinders were working. You just know sometimes, as well as hearing a regular popping from the exhaust.

Next morning I checked the plug leads, then did a compression test. I didn't really need to, number six plug was grey/white, the rest were dark.

I knew that I had burned out number six exhaust valve at least!

But why? Engine ran well during the previous 2000 klms, power was normal, engine temp. normal, all seemed good.

The culprit was a vacuum supply hose from the rear of the inlet manifold to the power brake unit I had fitted some years earlier!

To avoid using steel or copper tube to link the manifold to the power brake unit, I had simply used rubber fabric reinforced hose of about 10mm I.D. and 17mm O.D. It was not marked as suitable for vacuum but was 'heavy duty' hose.

Big mistake! Vacuum hose for automotive use must be branded as such.

The approved product would have been made to correct specification using materials unaffected by petrol vapour over time.

What had happened to the hose I used was caused by petrol vapour flowing down the hose causing it to become porous and allowing air to enter the inlet manifold, weakening the mixture and causing no.6 valve to become overheated.

Physically an external inspection showed all to be well but cutting the hose off and examining it internally revealed another story.

An expensive lesson. Don't use just any rubber hose to link Vacuum supply to a newly installed power brake unit, and, keep the hose runs short by plumbing the vacuum supply in steel or copper tube linked by certified rubber tube and clamps.

Footnote by np. I expect the exhaust valve I experienced and wrote about a year ago was a similar problem. I found a vacuum takeoff fitting at the rear of the inlet manifold and very near the cylinder 6 valve was open. I fitted a plastic cap to seal it

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

There has been no activity on the spares front during the last month and so I have nothing to report. Next month is likely to be the same. We are looking forward to when we can reasonably visit our suppliers and get things moving. I do have another question though, this one relating to DB2.6 saloons, and sent to me by Antony Bowie. He wonders, as do I, whether all saloons, Lagonda or Tickford bodied, were fitted with the rear window blind. I know of one saloon without one following a comprehensive rebuild, confirming nothing. Was it a factory option?

Please order parts via the website if possible.

DB Archives

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

Club and other websites

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

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

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

For the 2.6 & 3 Litre visit

www.DB-Lagonda.com

For DB Rapide information visit

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

For the William Towns V8 visit

<http://lagondanet.com/>

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

SPARES NEWS – FEBRUARY 2021

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

The Spares office continues to be undermanned due to COVID restrictions. Therefore, would members please avoid phoning the office. Instead, please e-mail any enquiries to spares@lagonda-club.com, and please use our smart new website for researching and for placing orders www.lagondaclub.com.

NEW PARTS NOW AVAILABLE

	PRICE
GRS106 – Front gearbox mount, 16/80.	£330
GRS107 – Rear gearbox mount, 16/80.	£275
GSK421 – Gasket for water rail, 4.5L Meadows.	£2.64
GSK422 – Gasket for front head offtake, LG6.	£5.50

All prices quoted are excluding VAT and carriage.

NEW PARTS IN PROGRESS

- 2L, 16/80 handbrake ratchet.
- 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 Nick Proferes' Gazette for details

FROM THE SPARES OFFICE

FOR SALE – G10 Gearbox. Recently overhauled and in very good working order. Checked over by a well-known specialist (invoices included). Price - £8500. In the first instance, please call or email the Lagonda Spares office for more information.



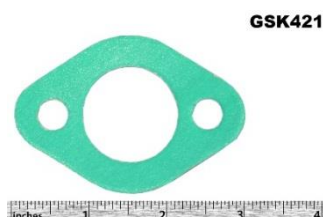
NEW PARTS AVAILABLE



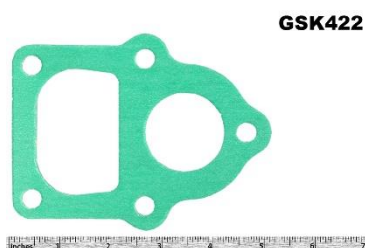
Front gearbox mount, 16/80.



Rear gearbox mount, 16/80.



Gasket for water rail, 4.5L Meadows.



Gasket for front head offtake, LG6.

PRIVACY POLICY

- 1) This Policy sets out how Lagonda Club Limited (the Club) collects, uses and protects any information that members give to the Club about themselves and their cars, in conformity with the UK Data Protection Act 2018 (the DPA).
- 2) The Club is committed to ensuring that members' privacy is protected and that any personal information will only be used in accordance with this Policy.
- 3) This is a revision of the Policy introduced in May 2018 and will be effective from 1 Feb 2021. Any further changes will also be announced before implementation.

Data collection

- 4) The Club collects information (the Information) about each member, covering their name (and partner's name where given), membership number, postal address, telephone number(s), email address, credit/debit card details, and the fact that they own their specific Lagonda(s). This is the only personal data collected by the Club. From time to time the Club may contact members to confirm that the Information that it holds on them is accurate.
- 5) The Club also collects information on Lagondas, including the model, body type, registration number, date of first registration, car number and engine number of each car. The Club expects members to provide this information on joining the Club, and to update this on request at reasonable intervals.
- 6) In addition to the information in 5) above, the Club collects as much information as possible (including photographic) about each Lagonda and its condition, from members and from other sources, in order to build upon the Club's historical archive.

Register of Members

- 7) In order to enable easy communication amongst the Club's members, the Club publishes, to members only, a Register, which includes, for each member, the member's name (and partner's name where given), membership number, their abbreviated address (town/city, county/state, country), telephone number, email, and car details as in 5), above. This Register is published in hard copy and (from 1 May 2021) on the Club's password-protected website. Summarized details of new members are published in the Club's Newsletter. A member who wishes to restrict publication of this Information, or to update it, should contact the Membership Secretary.
- 8) No Information that is not included in the Register will be used in the Club's publications to members (including the Magazine and the Newsletter), without their written permission.

Data retention

9) One of the Club's declared purposes is to build a complete history of each car, including names of current and previous owners. We may, therefore, keep limited personal data (name, postal address) indefinitely, as this is necessary in order to maintain these records.

10) Information in 5) and 6) above is kept indefinitely, in line with the declared purpose of the Club.

11) A member's record will be deleted from the electronic form of the Register within six months from the date on which their membership expired.

12) Credit/debit card details provided to the Club are used only for the transaction concerned, and are not retained by the Club.

Keeping your personal data secure

13) No information about a member, or any that links them to a specific Lagonda that they own, will **ever** be published to a non-member or to any third party without the member's written permission, unless the Club is legally required to do so.

14) The Club will share with bona fide (in the Directors' reasonable opinion) enquirers information about individual cars, but it will **not** disclose any information about the current owner of any car without the owner's written permission.

15) Members are expected to maintain strict confidentiality regarding information about other members and their cars, and to adhere to the Club's policy in this matter. Members' Information must never be used for business purposes. Any breach of this policy will be taken very seriously by the Club and may lead to termination of membership.

16) The Club is committed to ensuring that members' Information is kept secure, and it has taken steps to prevent unauthorised access or disclosure, particularly where electronic data is concerned. Security measures will be reviewed, as available technology evolves, and improvements will be made where reasonable.

Members' rights

17) Members have all of the rights granted to them under the DPA, including access to their personal data, the right to change or delete it, and, in the event of a dispute, to require that it be restricted. To exercise any of these rights, a member should contact the Club's Data Protection Officer, who is the Membership Secretary and who can be contacted by email at admin@lagondaclub.com, or at the Club's registered address. Lagonda Club Limited is the Data Controller for the purpose of the DPA. There is also the right to lodge a complaint with the Information Commissioner (www.ico.org.uk).



2021 ANNUAL GATHERING

As has already been announced, COVID – 19 permitting, the 2021 Annual Gathering of the Club will be held on **Saturday 25th and Sunday 26th September**, at a new venue:

The Mercure Warwickshire Walton Hall Hotel & Spa

Walton, CV35 9HG, Warwickshire



With easy access from the M40, this 4-star hotel is situated not far from Stratford-upon-Avon. It is built round a 16th century Grade II listed building set in 65 acres of private grounds. Leisure facilities include spa treatment rooms, a swimming pool, and a gym.



The board's decision to move this annual event to a more central location is intended to make it attractive to a wider circle of members.

The weekend will include the usual events and activities, i.e.

Saturday afternoon	Drive with treasure hunt and afternoon tea
Saturday evening	Gala Dinner
Sunday morning	Display of Lagondas
	Annual General Meeting of the Lagonda Club
	Buffet Lunch
Sunday afternoon	Presentations

The Club has reserved 40 double rooms for Saturday night 25th September, and a few for Friday night 24th and Sunday night 26th. The agreed rate is £115.00 per room per night double occupancy (£105.00 per room per night single occupancy) including full English breakfast. To book a room, please phone the hotel (01789 8424240), ask for Reservations and be sure to mention "Lagonda Club Event".

Menu choices for the Gala Dinner must be pre-booked and it is expected that tickets for this and the Buffet Lunch will go on sale next month through the Club's Spares Department.

If you have any queries please contact the event coordinator, Rodney Saunders, by telephone on 01444 811598 or, preferably, by email to rodneysaunders@clara.net.

LAGONDAS IN COMPETITION

By Arnold Davey

Wilbur Gunn entered his Lagonda motorcycle for events in 1903 and the Lagonda name featured in competitions every year (wartime excepted) from then on until finally stopped by World War 2 in 1939. Arnold Davey has been collecting the results for the last sixty years and used his time while shielding from viruses in compiling a booklet for publication. The format is similar to the printed Register, a Perfect bound softback 244 x 170 mm.



The competition booklet will be sold by the Club Shop for £10 a copy plus p&p. You can purchase the booklet direct via the website: <https://www.lagondaclub.com/manuals-and-books/>

