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NEWSLETTER

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This month's Guest Contributor is:

The Chairman, John Sword

No 495

January 2022

As is now traditional our January Newsletter is a "State of the Nation" account from our Chairman John Sword. John writes:

I signed-off my piece in last January's Newsletter by 'looking forward with hope and optimism to renewing our Lagonda-ing in a post-covid world', and I could easily say the same today, twelve months later !

In truth, though, we are in a slightly better place this January, and, since things opened up again in July, at least in the UK, most of us have been out and about a lot more, and our Lagondas have generally had some exercise, although still not as much as usual. Understandably, there is still an underlying nervousness, particularly amongst the older elements of the population (which mirrors the Lagonda Club membership demographic) about joining crowds and events, and this is affecting all walks of life, with numbers being down nearly everywhere. A prime example of this was the Beaulieu Autojumble - having been cancelled in 2020 and in May 2021, one might have expected a rebound in September, for what is Europe's largest event of this kind, but, by my estimate, the number of stalls was down by at least a third, with attendance much reduced and many stalls leaving before Sunday's close. Needless to say, the Lagonda Club stall was in its usual place, kindly hosted by Len Cozzolino and it was well supported.

We enjoyed a 'normal' Annual Gathering on the 25th/26th of September at our new venue, Walton hall in Warwickshire, although attendance was down, with only about 40 Lagondas in the Sunday display compared with the usual 60 or so. The new venue generally worked well, although affected by the staffing difficulties that have been experienced throughout the hospitality industry this year - we are booked to return to Walton Hall for the 2022 AG, which will be on the 24th/25th of September. For the first time ever, the AGM itself was videoed live and broadcast to members who were unable to attend; it was also available as a recording. This worked well and we plan to repeat it in future years.

Other dates for 2022 include the Northern Dinner on the 4th of May. This is a mid-week date, to avoid the competition from weekend weddings, and, after very many years at Monk Fryston, it is moving to Rossington Hall near Doncaster. This is being organised by Nigel Hall (nigelhallgb@gmail.com). Colin Mallett is hoping to get the Suffolk Dinner going again, probably in April, but nothing is certain yet - watch this space. The tour in northern Spain, organised by Rodney Saunders (rodneysaunders@clara.net) and Jonathan Oppenheimer, has twice been deferred but is now scheduled for the first 12 days of June. There is one vacancy for this event, owing to a health-related cancellation, and if you would like to take up this place, please contact Rodney. The Fitton Tour in the West Country, which has also been twice deferred, is now scheduled for the end of April, but this is currently fully subscribed. This is the last tour that John and Joan Fitton will be organising and they are owed much gratitude after so many years - a volunteer to take their place (a 3-4 night tour somewhere in these islands) would be well supported. The Continental Rally will be taking place again this summer - it is being organised by Birgit Wolkowski and will be based near Frankfurt, sometime in August. Precise details and the availability of spaces will be advised as soon as possible.

Apart from these larger events, our local and regional get-togethers are also being reactivated. The Southern region is one of our most active, where, after very many successful years, Michael Drakeford has recently retired as our Representative and handed over to Catherine Monnington (who drives her father's 2 litre) - Catherine has picked up the reins with enthusiasm. The Anglia region will soon be restarting its regular monthly Saturday pub meets/lunches. In my own area, Robin Balmain (who drives the ex-Seaton 3 litre) restarted things in late summer, and we had a successful Christmas Lunch in December (albeit attendance was down) - a full schedule is planned for 2022. There is always room for more local meetings to be organised, but this is entirely dependent upon there being

volunteers to organise them, and we are very grateful to those members who are willing to have a go at this. Some examples of this are David Bracey, who has been trying to awaken members in Kent and the South-East, Ken Jeddere-Fisher, who organises a monthly pub-meet near Witney for 'anything old on wheels', Malcolm Whitehouse, who organises a get-together most months, just north of Bedford, and Jeff Leeks, who is trying to get a pub-meet going in Holyport. In practice, most members seem reluctant to drive more than 30 miles or so for a lunch event, so there is lots of scope for more local events. Other old-car clubs face the same problem, and I would encourage people to join together if it helps to get enough numbers - after all, the owner of a 2 litre Lagonda has nearly as much in common to chat about with the owner of an Alvis as he does with that of an LG45. Grass-roots activity is key to a lively club.

Compared with other up-market makes of car from the pre-1960s years (e.g. Bentley, Rolls-Royce, Alvis), Lagondas are few in number and therefore appear much less frequently in auctions, where one would normally be lucky to see more than one or two Lags in a single catalogue. On the 18th September, however, there was a memorable event, with no less than ten Lagondas being offered by Bonhams at Goodwood. The last comparable sale was that involving the Holthusen collection 19 years ago, when the same number of Lagondas, plus one Rapier, were offered at the equivalent Goodwood event. Of particular interest this year were the four ex-Forshaw 1929 2 litre team cars, which had rarely been seen together in recent years (I recall first seeing one of them in Ivan's shed in 1963/4), and several club members made their way to Goodwood to have a look at these and the other Lags. Bonhams will have been disappointed that only one of the team cars actually sold under the hammer (although it is believed that the others found new homes subsequently), which probably reflected over-ambitious price estimates and the fact that there were question marks over some aspects of the cars' comprehensive restoration. I understand that the new owner of at least one of these cars intends to return it to the track, and we must all look forward to that.

Last January I talked a bit about the financial issues facing the Club, and I am happy to say that things have recovered well, following the actions that we took on pricing and on cost control. Spares sales have recovered this year, and although not buoyant are at least satisfactory. After taking on a £48k government loan to repay the Loan Notes that were issued to members to finance the purchase of the ex-LMB spares in 2018, we were able to repay this loan in the autumn at the end of its interest-free period, so this was a useful saving. Looking ahead, I am comfortable that the Club's finances are on a sound footing, and we will therefore be relaxing our constraints on the initiation of new spares projects (if we can find the volunteers to run them !). Membership of the Club continues to run at slightly over 800, although it dips around the annual renewal period in April/May. Some one third of our members live outside the UK.

I need to say something about our quarterly Magazine, which is, in many ways, the heart of the Lagonda Club. Whilst we have some 800 members, less than a third of these are 'active' in any year, that is to say that they participate in the Club's affairs in some way - attend meets, go on rallies/tours, buy spares, attend the AGM, etc. For the majority of members, therefore, their only contact with the Club is through the 'Mag' (and this Newsletter). This makes it vital for the life of the Club that the Mag is produced to a high standard, both physically and, most importantly, with interesting and lively content.

The position of Magazine Editor is therefore extremely important. Roger Seabrook has done sterling work in covering this role for the last seven or so years, but he is now keen to hand over the baton. However, finding a successor is proving to be difficult. The biggest worry for the Editor is that of having insufficient copy for the next edition. It is not the Editor's job to provide copy - that has to come from our members, and if there is no copy then there is no Mag. In order to lift this anxiety burden from the Editor, and thereby make it easier to attract a new candidate, we are setting up a Magazine Support Group. Members of the MSG will commit to either producing themselves, or persuading another member to produce, at least one article for the Mag each year. All of our Board members have signed up to this, for starters. Some members are very good in providing copy, often on a regular basis, but they are a small minority, so, via this epistle, I am asking all of our members to consider volunteering to join the MSG.

Articles for the Mag can take many forms:

- reports on events
- technical articles (with appropriate caveats)
- write-ups on interesting cars
- personal histories
- humorous pieces
- historical interest items

- write-ups and reports on the old-car world in general

Articles do not have to be long to be interesting, and I do not think that one a year should be too burdensome for most of our readers - if you would like to join this endeavour (there is an annual prize - the Gostling trophy - for the best article) please form a queue by emailing me (j.sword@hotmail.com).

I also need to comment on our website, which had a major overhaul a year ago. The main objective for this project was cost-saving - to save significant annual maintenance costs by using standard off-the-shelf modules which require little or no maintenance, and to enable small modifications and adjustments to be made by our own people rather than by expensive external programmers. These cost savings have been achieved, with thanks to Len Cozzolino in particular for all his work on this. However, the use of standard modules has brought some problems, the main one being the complexity of getting all the modules to work well together. Members have will have noticed that this has caused the website to be unacceptably slow in operation. These problems are slowly being resolved and members should see progressive improvement. The new 'look' of the website has been widely welcomed.

A secondary objective of the new website was to make its interactive aspects more efficient. This particularly applies to the membership renewal process, which has historically created a major seasonal workload, particularly for Colin and Valerie Bugler, around the renewal time in April/May. After teething problems this year, we expect the process to move smoothly in 2022. As a further change, membership renewal will move to be on the anniversary of the month of joining, and in due course this will spread the renewal process evenly through the year. Membership renewal via the website is now very quick and easy, and we strongly encourage members to renew this way, thereby relieving the burden on our volunteers. We will give full details on the 2022 renewal process in the February Newsletter, including our plan to introduce Direct Debit, or an equivalent, for our UK members, which will reduce the cost and aggravation associated with handling credit cards.

We are also introducing some new functions to the website. One of these is to include access to the Register of Members, which went online six months ago and can be found on the website via each member's Dashboard. The Register used to be printed every three years and was mailed out, free, to all members. The problem with this, apart from the significant cost of printing and distribution, was that the Register was already out of date when it was published and was badly adrift after three years (every year 50 - 100 members join/leave). The online Register is always up to date, and its content is fully consistent with the Club's Privacy Policy. We will continue to make a printed Register available to those who would like one - this will be available (in a slightly smaller A5 size) via the Shop on the website, as with other Club publications, and the price will be £10 plus postage. The first of these printed Registers should be available by the end of January, and the frequency of re-printing will be dictated by the level of demand, driven by the economical batch size.

The Lagonda Forum was started by Peter Schirg many years ago, and has been managed by him throughout this time. It has long been linked to the Club's website. The new website includes a 'forum module', and in discussion with Peter it has now been agreed to transfer the Forum, including all of its history, to the Club's website. This move will take place in the coming weeks and, with enormous thanks to Peter for all his work on this over the years, the supervision of the Forum will then be taken on by David Humphreys; and thanks to David for volunteering.

The Club's Board and its Officers have been largely stable through the past year, and James Baxendale's appointment as a director was confirmed at the AGM. However, I must again note here our sadness at the passing of Nigel Walder, who joined the Spares Committee little more than a year ago and who had been a prominent member of the Club for many years. Board meetings during 2021 have been a mixture of in-person and Zoom, and we are getting better at managing hybrid meetings in this way, which does improve participation at these meetings and also those of the Spares Committee, which are held on the same day.

In closing, I must thank all of our Directors, Officers and volunteers for their good work this past year, with especial thanks to our Spares Team of Robin Cooke, Leah Knee, and Francis Pawle, who have maintained an excellent service through these difficult times. My Board colleagues and I wish all our members a better year in 2022 and may all your bearings run smoothly !

John Sword

Our Vice-President and Registrar Arnold Davey turned 90 recently and wishes to thank all those members who responded to Colin Bugler's request at the Annual Gathering to mark his 90th birthday on December 5th. Arnold writes that his wife Wendy had been quietly secreting mail away and on the morning handed over a small mountain of envelopes. And there were emails too. Thank you everyone; it is very gratifying to be appreciated and I feel much

fitter as a result. I am currently updating the "Blue Book" with a view to publishing all the discoveries made since 1978 and correcting the errors.

Bernie Jacobson from Australia is looking for a 3 Litre Lagonda "Special" which he started building many years ago.

He believes this may still be in the Eaglemont district of Melbourne. If any of our Australian members remembers this car or has any idea where it might be now, Bernie would love to hear from him. <mailto:twooldlags@gmail.com>

We have the sad news that Hughie Hill passed away on 29th Oct. and send condolences to his wife and family. He was very proud of his Lagonda which is a very nice DB3Ltr, pretty original and in good condition. We understand that the car will be for sale.

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

FOR SALE

2 items from Norman Opie; email opiees@gmail.com or call 07765 254375 for more information

- **LG6 Speedometer**, in full working order. Offers around £400
- **2ltr/16/80 front brake back-plate**. In good condition £350

3 items for sale by Richard George; email eigerracing@btinternet.com tel 07815 285346

- **Bosch Germany Magneto**. Marked numbers 1966. FU 4 B RS29-T/69643/S43/868/1411/34. Serviced for use as spare but no documentation available. Offers
- **Lucas King of The Road Spotlight. 8 inch lens**. Lens OK - condition poor but restorable. Purchased on advice - an expensive error! Offers
- **AC Vintage glass fuel filter**. Very good condition. £50 including postage UK

1927 Lagonda 14/60 Tourer Formerly owned by the infamous Donald Crowhurst (1969 Golden Globe Race) this cherished old lady has excellent bodywork and interior and comes with hood, tonneau and interesting history file. She's currently undergoing an extensive engine rebuild (£20k) due for completion Feb 2022 Viewing available now at specialist workshop off M40. Open to sensible offers in region of £75,000. Contact Helen and Tony helenbriscoe66@gmail.com 07525637353



A very original 1927 14/60 Lagonda Saloon. This rare example has been cared for since 1989 by the same family. It is perfect for touring and provides comfortable vintage motoring for the fraction of the cost of an open tourer. Existing 2 litre owners will know the 14/60 2 litre Lagonda is beautifully engineered with its twin cam engine, RH change four speed gear box, powerful Rubery 12 shoe breaking system with right-hand fly off hand brake plus superb Marles steering box. Large file of information and history included. Only serious offers considered. Telephone Alun Jones 01373 823513. Email wessexworkshops@aol.com

Rather Special 2 litre Low Chassis 1933 Lagonda. (Last ever made) Reluctant sale by Richard George due to impending house move/lack of space. Car almost completely restored and little used. Comprehensive history from new. Full weather equipment. Unique sloped tail. Price - please enquire. Car sale through Gavin McGuire's Fine Automobiles. (Near Jct 6 of M25). Video on website. www.gavinmcguire.co.uk 07770 316482/01892 770310



Items for Sale from Jeff Leeks--mailto: jeffleeks007@gmail.com or phone 01494 563188

- See Jeff's extensive list of DB and Early Lagonda parts in the Classified ads on the website.

WANTED

For my M45: Andre Hartford Telecontrol Shockabsorbers. Condition unimportant as will refurbish. Anything considered or other parts that come from the tele-control system Contact: Mark Yeomans (Y2) on 01386 750251 or yeomansma@gmail.com

Set of four metal doorstops and the front passenger window winding mechanism for an M45 saloon. Any help gratefully received. Nick Bell 07713 800291 or 01865736160 or email nickbell3098@gmail.com

Wanted for my M45: pair of Lucas 'new alto' horns to replace the short trumpet horns currently fitted. An FT 37 spotlight in good condition is also sought. David Westall (tel 07879 88179)

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

B 29	BAREK Bernhard	Wordern, Austria. 1931 2L LC Tr GO 5480
B 40	BITTKOW Frank	Ritterhude, Germany N/O
B 44	BLAKE Simon	Wamboin NSW New South Wales, Australia 1937 LG45 De Ville RO 645
B 43	BULMER Philip	Mathon, Malvern, Worcestershire N/O
F 04	FOSTER Gary	Kinsale, Cork 1926 14/60 Tr PF 1761
G 18	GRINTER James	Naughton, Ipswich, Suffolk 1939 LG6 Sln SN 8865
H 46	HALLER Pascal	Sarnen, Switzerland 1931 2L Tr DSV 202
H 31	HEWITT Peter	New Town, Fareham, Hampshire
L 5	LEBBERES James	Franklin, Tennessee U.S.A 1931 2L LC Tr W 330
L 29	LITCHFIELD Nigel	Ewhurst, Surrey 1928 2l HC Tr PK 2611
L 30	LONDON Christopher	Grove, Canterbury, Kent N/O
M 67	MURDOCH Geoffrey	Hawthorn, Victoria, Australia N/O
N 12	NORRIS Mark	Cults Aberdeen, Aberdeenshire N/O
S 31	SATINK Laurens	Hengelo, The Netherlands N/O
S 27	SCHILS Dennis	Bilzen, Belgium N/O
S 67	SEUMEREN Jan Van	Maarssen, The Netherlands N/O

THE GAZETTE



Gazette prepared by Peter Henson E. octane1@bigpond.com

The DB 2.6 rear crankshaft oil seal.

Following a previous Gazette, you may recall that whilst stationary, I lost half of the sump full of oil from the hole in the rear where the crank emerges! One experienced Australian former DB2.6 owner I spoke to talked me down - 'WO Bentley would never have designed an engine that would do that'- was his only comment!

I had to fix this. At the time I had no access to the reports of others who had experienced something similar, oil simply departing the sump. In retrospect, having read the reports of others who have attempted to deal with this problem, I'm pleased that I hadn't any preconceived ideas of how to go about it. I'm also surprised that the seal problem was not dealt with by David Browns at time of production or that Tony Tocock, the DB owner's 2nd best friend, had not seized on another opportunity to highlight a problem with the engine. It rates just one obscure mention in his book.

I removed the engine but did not dismantle it. I built a sealing surface on the crankshaft, covering the scroll of the labyrinth by using a common, steel, 'Speedy Sleeve' available as a repair item for truck axle housings. I had used these very effectively in a previous career. The task was not without difficulty, as it involved 'parting off' a section of the sleeve to the required length. To accomplish this I turned a wooden mandrel in my lathe and mounted the speedy sleeve on it, then I used a tool post grinder to part off the section I did not require.



You can see the witness mark of the seal on the face of the 'speedy sleeve' that covers the scroll of the 'dynamic labyrinth', designed to carry oil away from the rear main bearing vicinity.

The sleeve butts against the 2 piece slinger attached to the crankshaft drive flange by the eight bolts that also mount the flywheel.

This sleeve and the seal I chose was in service for two years and did not leak.

I mounted this in place, covering the labyrinth, after applying a Loctite product. Then I machined an aperture in the aluminium bell housing to take a seal. I did not weld a ring into place, I simply made an interference fit of .008" for the seal and pressed it in, leaving approx. 2+mm on each side exposed. I used another Loctite product to help hold the seal in place in the bell housing. The rubber of the outer seal casing held the seal in the bell housing quite firmly. Then I assembled all and ran the engine. No oil leaked. Many overlook that there is no pressure in the sump, simply splashes!

I do not recommend that any owner attempts to carry out this modification, but it worked for me. If you own machinery that is a little out of the ordinary, Lagonda, and you live remotely in the 'lucky country', you sometimes need to be self-reliant.

Two years later I burned No 6 exhaust valve. Also, I was not happy with the low wall tension, multi-segment piston rings that I had fitted previously. The engine came apart yet again and I inspected the rear main oil seal. It had not leaked.

I used this opportunity to fit a weld ring and new oil seal to the bell housing. I also fitted a new crankshaft that I had purchased some years previously and new bearings. .

Why am I reporting on all of this? Well, I found when I removed the 'bush mechanic's repair' that the seal I had fitted was still locked in place, the 'speedy sleeve' I fitted to the original crank was also still locked in place and the seal was not leaking. However, I had experienced difficulty purchasing an oil seal of the required dimensions when I carried out this 'home built repair' in that I had no choice in the matter of seal quality or seal material composition. It was not a common size.

The next bit is very interesting; Detailed examination of the seal revealed that the 'rubber' the seal was manufactured from had developed serious micro cracking at the lip area, indicative of breakdown of material. I had the seal examined by another experienced fitter and we agreed that the seal composition had deteriorated over the 2 years of service. The same seal used for an axle bearing might not have deteriorated. 'Oils ain't oils anymore', so if you need to get this deeply into seals and crankshafts, take care.' Viton' is recommended. Someone will query shaft speed and temperature. I have an oil temperature gauge fitted, it matches, roughly, engine water temperature. Where was the seal manufactured? Your right, Taiwan!

Now I am not recommending that the average artisan DB Lagonda owner takes on a task like this. I just want to make the point that it can be done, if you have machining skills and a lathe and are not under pressure to complete the job, which in fact, might best be carried out on your behalf by someone more experienced.

I believe one may now purchase a weld ring and seal in the UK. Check with Aston parts suppliers. You can certainly purchase Speedy sleeves, remember that is where this job starts. Unless you have access to a new crankshaft, made to take a seal!

Next, I want to direct your attention to the writing of Keith Dixon who has published a very interesting set of articles dealing with the DB rear crankshaft oil seal. I will not run off into detail, but simply say that every DB owner should attempt to obtain a copy of 'The KBD articles' focused on crankshafts, upper and lower main bearing housings, 'cheeses', seals and how to make this engine reliable and leak proof. After studying these, you will probably understand a lot more about oil pressure and other aspects of DB engine design, including camshaft profiles. Aston Martin owners seem to have access to lots of technical articles that DB owners never see. I wonder just why this is so?

Few DB 2.6 owners can afford to engage cult mechanics to fettle their steeds and most trained mechanics in Australia have never been called upon to delve into these engines. It's also why many Lagonda 2.6's were stripped for their mechanicals and broken down for scrap, engines flogged off to Aston owners.

The engine can be made reliable if owners can afford time and funds to sort out a few obvious design related problems. Future Gazettes will attempt to arouse your interest in some of these.

I trust that the Season has been kind to all and hope that 2022 is kinder to all Lagonda owners!

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

Having heard that November's reminder about the availability of the heater water valve diaphragm from Classic Alfa Spares was helpful, to at least a couple of members and as I don't have any news about new DB Club parts here is another reminder about a discovery made some years ago. The holes in the bulkhead through which the clutch and brake pedal shafts go are sealed with substantial felt washers. To save time making replacements from 10 mm felt sheet, Stagg (staggmusic.com) stock felt cymbal washers with the correct outer (35 mm) and inner (12 mm) diameter. SPRF1-4 is the reference. Easier to find on their Ebay shop than on their website. No doubt available from other suppliers. The washer thickness, like the inner dia. is 12 mm which puts excessive pressure on the pedal shafts. I trimmed mine to 10 mm for a better fit. If you discover other good substitute parts please send in details and source information.

Please order parts via the website if possible.

SPARES NEWS – January 2022

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

Please note our new email address: spares@lagondaclub.com

Happy new year to our customers, old and new. We wish you a happy and healthy year ahead – Robin, Leah & Francis.

NEW PARTS NOW AVAILABLE

PRICE

DBSPK13 - Starter Motor Pinion Retaining Spring for all 2.6, 3 Litre and DB Rapide models.

£4

All prices quoted are excluding VAT and carriage.

NEW PARTS IN PROGRESS

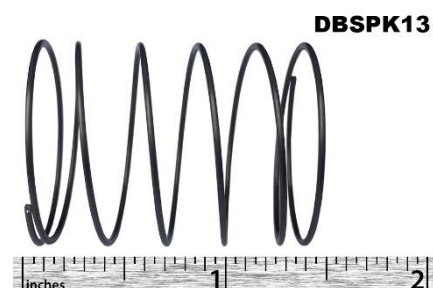
- V12 Timing chain tension spring set
- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.
- All cars - range of gaskets in 'Chieftain' material.
- U-bolts for all road springs that are not already covered.

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 16/80.
- Rockers, 4.5L.

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

NEW PARTS AVAILABLE



Starter Motor Pinion Retaining Spring
for all 2.6, 3 Litre and DB Rapide models.

SPECIAL OFFER (LAST 2 SETS!)

A very limited quantity of chrome early (pre-1931) plated spinners, embossed Rudge Whitworth (set of 4) are on offer at the heavily reduced price of £399 excluding VAT & carriage. Condition new, NQP. Please contact the Spares Office for further information by e-mail spares@lagondaclub.com

BRK222





**Robert & Tanya Lewis' Car Museum Collection,
Churt, Surrey on
Sunday 19th June 2022**



The Lagonda Club have been personally invited by Robert & Tanya Lewis and they would love to see as many of our pre and post war Lagonda's and Aston Martin's attend their Car Museum Collection as possible.

Aston Martin Owners Club has also been invited to share this unique recently extended Collection and new Showroom Display areas, probably the largest private Collection in the UK.

These types of Events draw several hundred Vintage & Classic cars throughout the year and we hope to encourage many of our Members to join this exciting opportunity.

You may recall that Robert & Tanya are Lagonda Club Members, who now have a Collection of 75 cars at their home. This includes a Lagonda V12 Le Mans Replica frequently raced by Robert, an M45 Saloon and Earl Howe's V12 Lagonda with some superb extensive automobilia.

To appreciate fully what there is to see at their ever growing Collection and Showrooms, which includes c 20000 sq. ft. of Barns / Dioramas / Garages / Scenic Displays, visit their son's website @ www.zachsgarage.co.uk To help you navigate this site above 'Click Here to Enter' / 'Find a Venue' heading & click / Select 'The Garage's' / Click the circle below 'Take A Look' / Click 'Move' / and click full screen icon and you are off walking forward or backwards , left or right using your mouse and scroll wheel intuitively into the different Marque Garages. Alternatively go to Google Images UK and enter Robert Lewis Car Collection- you'll be amazed by what you see.

There is no admission fee, but a Donation will be collected per car on arrival from 11.00 am onwards, primarily in aid of Challengers-a children's Charity and other nominated Charities.

These Events have grown since 2005 and are akin to a small Country Show, but centred on the Vintage & Classic car enthusiast and their families. Parking on grass makes bringing your own picnic lunch an extra treat. Dogs must be on leads at all times. Tea, coffee and cold drinks available on-site.

The Museum site is based in Churt, Surrey -- the address will only be given out to you when you pre-book.

For further information and/or to pre-book, which is essential by email, contact :
jeffleeks007@gmail.com

