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NEWSLETTER

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This month's Guest Contributor is:
Bart Peerless

No 496

February 2022

GREAT NEWS. For years members have asked "can I have a Direct Debit" to pay their subscription – well now you can. The Club has recently finalised arrangements so that members can choose either a Direct Debit to their Bank Account or a Recurring Card Payment from their credit card. I have done this myself and it is incredibly easy to do. The benefit to the member is that you won't need to deal with the Renewal Exercise each year and the benefit to the Club is that we won't need to chase members who have inadvertently forgotten to deal with their reminder and get suspended. The Board strongly recommends members take up this option and it will certainly make the Membership Secretary's job much easier! You will find all the details in the accompanying flyer.

As the New Year progresses dates for your diary are coming in apace. On Sunday 19th June we are invited to visit Robert and Tanya Lewis's wonderful collection of cars at their home in Churt. Full details were published with the January Newsletter but be aware numbers are limited so contact Jeff Leeks NOW if you would like to be included.

Robert is going to have a busy month as he has entered his V12 for the Le Mans Classic on 1st /2nd /3rd July along with Martin Bugler and Florian Brandt in their LG 45's

The same weekend there is a reliability trial at the original venue of the very first Gordon Bennett Cup Race in 1903, in Athy, Co. Kildare, Ireland which runs on the original 92mile figure of 8 circuit. For more information please e-mail - 1903gordonbennett@mail.com

Looking further ahead don't forget our AG on the 24th/25th September. Everything you need to know is in the attached flyer.

Another piece of news is that the old Lagonda-Forum, operated by Peter and Anton Schirg will now be hosted on the Lagonda Club website. See the attached flyer.

Our letter this month is written by Bart Peerless who now owns the Le Mans 2 Litre PK9203

My introduction to Lagondas started at a very early age, virtually at birth to be precise as I travelled home from the hospital in Sutton where I was born in a Moses basket on the back seat of my parents' 1930 Low Chassis 2 Litre Lagonda (GF 9796); it was the only car they had at the time (in fact about the only possession) and had been restored to concours standard in the early 1960s by my late father with, of course, much advice (and many parts) from Ivan Forshaw. This was done alongside my late uncle's High Chassis 2 Litre and together they made a very fine duo once restored.

That car had replaced another 1930 Low Chassis 2 Litre, GF 1347, which Dad erroneously decided had been "boy raced" so had sold, but which it subsequently turned out had an interesting pre war competition history. After passing through one other owner it was bought by Bill and Margaret Evans who (and whose sons) became the greatest of family friends.

Over the next few years GF 9796 was edged out of the garage by other pre war cars and the daily driver became a very rusty Vauxhall Wyvern, sold to the unsuspecting boyfriend of our French au pair when my grandfather insisted it was no longer a safe conveyance for his daughter or grandchildren, only to be replaced by a Volkswagen Variant which rusted even faster and refused to start on damp mornings (we easily forget how awful some cars were then). The au pair's boyfriend crashed the Vauxhall virtually immediately and put it out of its misery, which was probably a relief for everyone.

GF9796 was sold in about 1972 (and now lives an active VSCC life in North East England, although is not in the Club). One of my earliest memories is of kneeling up in the passenger seat with Dad doing a test drive before it was sold, with the bonnet off and engine gleaming below. Dad regretted selling it (he tended to lose interest in cars once restored) as did my mother as she had helped upholster it and she loved driving it, whereas some of the bigger pre war machinery that replaced it was too heavy for her to drive. However the mid 1970s were not an easy time for stockbrokers (oil crisis, rampant inflation and collapsing stock markets) and several of the cars that had edged out the 2 Litre then had to be sold, although we retained a toe in the Lagonda world with a Blown 2 Litre in an awful lot of pieces (subsequently bought and restored many years later by Simon Carrell – see his Newsletters from last year, hello Simon!).

A shabby but original 4.5 Litre Bentley provided most of our pre war family motoring for the next few years. My sister and I spent many holidays, both in the UK and France, in the back seat, in all sorts of weather. We had a pretty effective routine – sunny days: shirt sleeve order, windy and cloudy: rug then tonneau to chests, rain (assuming Dad refused to put the hood up) we would do the tonneau right up to the back seats and disappear under it. Luggage was in a trunk strapped to the running board and suitcase squeezed between the spare wheel and back of the body, or variations on that theme. This was all well and good until it rained and we discovered the green suitcase was not colour fast. As it rained the whole of the journey out to the South of France one year we spent the rest of the holiday in clothes that had been dyed various shades of green. Of course none of this really mattered because after 3 weeks in a vintage car nothing retains its original colour or is ever truly clean again. That same holiday is principally remembered for interminable punctures caused I think by a batch of inner tubes having weak seams; we became very efficient at puncture repair with my sister and I balancing on the rim of the tyre whilst Dad worked the tyre levers, the problem only being solved by the purchase of some very heavy duty Michelin inner tubes “pour les camions” (Ettore Bugatti would have laughed) which had the longest valves you ever saw (presumably so you could reach them if it was fitted to the inner wheel in a double wheel set). The exhaust was also increasingly held together with French coffee tins held on with jubilee clips and gun gum. I could go on and on...the time the car turned right round a corner but the body tried to go straight on....

The car was a fantastic ice breaker wherever we turned up, and my sister and I were often met with a mixture of pity and amazement, and would be engaged in conversations in our school room French about this or that aspect or the car (we had various stock phrases such as “elle etait fabrique en mille neuf cent trente”). Everyone always wanted to know the fuel consumption in kilometres per litre, but got the answer in miles per gallon of course (I hasten to add only because we did not know the answer in litres and kmph, we were very polite!). We once memorably turned up in a village square as a wedding party was coming out of the church and all the men in the party came over to look at the car; the bride was very unamused. “Mon dieu c’est un Bentley” did not need much translation.

These sorts of reminiscences are I am sure very familiar to many readers (children and parents) who were active “vintage” motorists in these years. The cars were no longer cheap, but they were run on tight budgets. Dad had got into old cars after finishing his short service commission when a vintage car out of the back pages of Exchange and Mart was the best and cheapest way to get some fast and (with luck) fashionable motoring, and the classified sections of Motor Sport were always very eagerly awaited. The bug had never left him and much of my parents’ social world revolved around “old car people”. The cars were completely knitted into every day life – even to the extent that rebuilt engines sat under cabinets in the kitchen as being the warmest and driest place for them. There always had to be a “project on the go”. I do not know how my mother coped...

Roll forward to 1983 and a bout of “itchy wheels” (my mother’s phrase for when Dad wanted to buy a new car) meant an impending return to the Lagonda Club. Dad saw an LG45 Rapide for sale at Coys and realised if he didn’t buy one soon they would go out of reach forever. Not being someone who liked to pay Coys prices (albeit he was always happy to sell “high”!) he rang up the owner of a car he had known for many years who as luck would have it had just decided that having not used the car for well over 5 years, and just retired, the time had come to sell. And so Douglas Raincock’s Rapide FYW 998 came into our ownership. Inevitably a full restoration ensued (despite promises that it would not), but tragically in very late 1986, just as the rolling chassis was complete, my father was diagnosed with advanced pancreatic cancer and died just over 3 weeks later. He continued to make decisions about the restoration for as long as he could and the Rapide boot lid was propped up in the corner of his room at the hospice.

As luck would have it my father’s brother Clive – who later became Treasurer of the Club – had also bought a Rapide via Simon Carrell (Simon retold the story of that deal), the next door chassis number by pure chance, so he helped

guide the completion of the restoration of our car as the restoration of his also progressed, with painting, upholstery and other finishing touches passing to Herb Schofield so that the car was finally finished in about 1991.

And so at about that time what I suppose I could call our “second” stage of pre war motoring began, with my mother being very kind (indulgent?) and allowing me to drive the Bentley almost every day in University holidays, or take a car on holiday to France plus girlfriend (now wife), often with the Evans’ 2 Litre now suffering its own interminable punctures...luckily there was an expert inner tube repairer on hand. Inevitably the cars played important roles on my wife’s and my wedding day and our last major outing in the Rapide was to the 2005 le Mans celebration when it behaved impeccably, of course. By amazing coincidence on that trip, on a small road in the middle of nowhere, we bumped into a former owner of the Rapide (Desmond Williams), who had owned it shortly after the war and was in France in his vintage Bentley. *“I don’t remember this car”* his wife said, Desmond said sotto voce to me *“It was a right bird puller that car, sold long before my wife was on the scene!”*. I am ashamed to say the last time I drove the Rapide was not long before my son was born, when I took a call from my wife after pulling over in a layby on the A272 when she memorably said that either she had eaten something funny or our son was going to arrive early...that was over 15 years ago.

Which takes us to the third stage of pre war motoring, familiar to many of my generation – when there basically isn’t any! The demands of a busy family life and busy career, plus living in London, have meant that it has been very difficult indeed to find much time for “old cars” over the last decade and a half. We have kept a post war car in town which we have enjoyed, but have done virtually no pre war motoring. But as the children grow up (even if the job is getting no quieter) I am now working hard to nudge us forward to the fourth stage of motoring, with the help of Keith Bowley and his very talented crew at Ashton Keynes (thank you Piers and others, you know who you are!) so the Rapide is now running again and we are finishing all those fiddly little jobs we never quite got round to in 1991. What I have not been able to do, to my regret – but possibly to my children’s relief – is offer the children the same experiences I had on high days and holidays in the back of the Bentley (sadly Dad never got to drive the Rapide, but that does at least mean I have never savoured the delights of back seat travel in it). I am also very lucky that my wife is no less enthusiastic than me, and has happily endured the usual travails of pre war motoring, normally armed with a good novel to keep her occupied in whatever layby we might have chosen to break down in (even better if it’s in the hotel car park and she can relax with a friend by the pool whilst the men get out the tyre levers again).

And so I come to why Tim asked me to write this piece, because he discovered that my wife and I have recently bought the le Mans 2 Litre PK9203. By now I hope that the answer to that question is self-evident, as Lagondas have been a large part of my life for the whole of my life, and it all started with a 2 Litre! I feel incredibly lucky to have become the next custodian of that car, which I remember seeing on my visits to Aston Service Dorset in the 1970s and 1980s. The plan is to get it running again properly then use it before embarking on further work to return it to something closer to its 1929 trim. But what a car, and such a wonderful history. I can assure you it is in good hands.

Before I finish I would like to end with a plea, which is that to ensure we can continue to enjoy these cars as we have in the past, faced by the twin challenges of changing public attitudes towards the internal combustion engine and the availability of fuel, we are going to have to get on the front foot. We must hope that the latter will not be problematic for a while (and then technology will help us with a replacement when petrol gets scarce), but for the former we must work hard to keep public opinion on our side, and not take our current freedoms for granted. Living in London I am more than aware of the menace of pollution from road and air and am firmly on the side of those that want to change that. We are all going to have to make the positive case for the eco-credentials of our hobby. Lagonda Club carbon offset scheme anyone? Why not. We will need to be imaginative, but if we are, here’s to many more decades of happy motoring.

Bart Peerless

Sadly we have to report the passing of two long term Lagonda Club members.

Philip Mayhew died in November after a brave fight against myeloma and a stroke. He Joined the Club in 1963 with a 3 litre Lagonda which had taken part in the 1933 Monte Carlo rally. He loved this car and also an AC Ace. Colin Bugler recalls that he first met Philip when, as a Bank Manager, he visited the farm belonging to Philip and his brother John in 1987. To his amazement and delight he arrived to find a 3 litre Lagonda as he had no idea that his former customers were like minded (John was a vintage Bentley man). What would otherwise have been a one hour business discussion turned into a full morning followed by lunch. The Club’s condolences go to Philip’s

widow, Azalea and his sons George and Angus. George will take over the AC and Angus the Lagonda and we look forward to Angus joining the Club.

Ron Gee died on 11th January. He dropped out of the Club 3 years ago after selling his Vanden Plas 16/80 (generally known as the "Crutty Sark"). He joined the Lagonda Club in 1956 and competed regularly in his 16/80 and also is probably the only person ever to race a DB 2.6 saloon. On the corners at Silverstone the rear suspension tucked the wheels partly underneath the car which caused consternation among the Marshalls and scrubbed off the Dunlop marking on the side of the tyres!

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

FOR SALE

V12 Saloon My V12 Short Chassis Sports Saloon is up for auction on the 12th of Feb with Dore & Reece Frome <https://auctions.doreandrees.com/catalogue/lot/a325d729c1f786a9ab1249f757fd54eb/ad74375b82a358e6eef0ce537def266d/classic-cars-lot-24/> Andrew Chisholm

V12 starting handle. Contact Graham Challenger lagonda3ltr@gmail.com



Lagonda Club Magazines Complete or nearly complete run of the Lagonda Club Magazines (ideally bound) plus the Newsletters. Contact David Davies 07884 182 313 Davidfadavies@aol.com

Assorted M/LG45 spares; many with original Ivan Forshaw labels! Having sold my LG45R I have a number of assorted spares, including king pin sets, timing chains, half shaft and more. Make me a reasonable offer. I also have a pair of long trumpet Lucas horns which I toyed with fitting but never did. Offers over £250, for these. Please use the following link to view <https://photos.app.goo.gl/ismDGZAV2kmYCKmN9> 07831 405628 - 01789 750265 Adam@milcote.uk

WANTED

Body to fit the M45 chassis I am restoring. The chassis is a standard 10ft 9ins so any 2 seater or similar body that has been on a M45, LG45 or later 3 Litre would do the trick. Please e mail David Hine on hinedavid@aol.com or 00447778509556

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

A1	ALLAN William	Classic Restoration & Services Ltd., Deeside 48, Fishbourne, West Sussex PO19 3QG N/O
B 29	BAREK Bernhard	Richard-Gebhardt-Gasse 3, A-3423 Wordern, Austria. 1931 2L LC Tr GO 5480
B 40	BITTKOW Frank	Schmiedeweg 17, D-27721 Ritterhude, Germany N/O
B 44	BLAKE Simon	87 Weeroona Drive, Wamboin NSW 2620 New South Wales, Australia 1937 LG45 De Ville CRO 645
D 4	DAVIES David	15 Leafield Copse, The Warren, Bracknell, Berkshire RG12 9YX 1963 DBR Rapide 897 GXO
T 22	TAYLOR Terence	Sheen Kitchen Design, 8 Brook Gardens, Kingston-upon-Thames, London N/O
V 1	VORISEK Josef	Krumlovská 2, 7007 České Budějovice Czech Republic 1930 3L Tr RX 6101

THE GAZETTE



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

I think most DB Lagonda owners will appreciate a pause in relation to the reporting of mechanical problems, but there will be more to follow. We are a long way from completing a review of the mechanicals, especially engine components.

After some continuing particularly nasty weather, we all deserve a chance to think about the next outing for the car, to DB dhc or not DB dhc!

Whilst putting mechanical items to one side, I must dwell for a few minutes on the particularly nasty weather we have experienced here in Aust during the last six months. High humidity and higher than average rainfall has resulted in accelerated growth of all sorts of plant life. Most obvious is the re-leafing of the nearly dead 600 eucalyptus varieties that stick up above all else. New growth is apparent everywhere through the bush.

One other place, where rust promoting fungi really get a go on is in the unprotected brake wheel cylinders of DB Lagondas, or any other model using older Girling front and rear hydraulic systems. You will not realise that the pistons in these cylinders rust and corrode over time, particularly if you have had the cylinder bores sleeved in stainless steel. The brake pistons are originally cadmium plated to resist corrosion and inhibit growth over time. The cadmium slowly degrades. This allows fuzz and rust to form. Leaving the car parked for six months is sufficient time for corrosion to form on the pistons and cause the brakes to 'bind on' when you drive the car again! This occurs because the brake shoe return springs cannot pull the brake pistons back into the cylinders to allow brake shoe clearance at the brake drums.

For those who drive these cars episodically, say to annual gatherings, this brake binding problem can be very annoying. It usually displays as overheated brake drums and the odour of Feredo. The cure is the tear the brakes apart and have the brake cylinder pistons replated with cadmium, if you can find any, and reassemble with a silicone added grease. Ignoring the smell will lead to smoke, fire and huge expense!

NOTE. You will not diagnose this particular brake problem by assessing 'pedal feel'. The brake pedal will remain high. The only way to assess the severity of this particular problem is to raise the vehicles' wheels clear of the ground and attempt to turn them by hand. Any binding is cause to inspect!

Back to the proposed road trip . . .

The 'lucky country' is in a state of confusion, temporarily, regarding Covid rules as a visiting world famous tennis player has recently discovered. The largest state, Western Australia, is keeping its borders closed, pro-tem!

My outing will not involve travel between countries, simply between states in this country. Seems simple, one does not yet require a passport to cross state borders but one must have a 'certified travel pass' to cross and then a Doctor's letter to return! You can believe this or not, but it's true and it changes from day to day which is even harder for us to plan for.

I live 50 klm from a state border and once thought nothing of driving north over the border to visit family or simply take a few days away. We have not been able to do this for 2 years. I missed a serious University Graduation ceremony and may soon enjoy a visit from the Graduating Granddaughter, 2 months after the event, if we can prove we do not have covid, if we can afford the testing kits and so on. I don't know about

the rest of the world but what used to be the 'luckiest country' has gradually morphed into the 'confused country'!

Back to the choice of transport and direction of travel. I can use a 4WD diesel safe, slow, reliable – has rescued a DB Lagonda on three occasions - but the co-driver objects to black exhaust smoke! I object to the rough but reliable suspension!

So we will settle for the slower but more comfortable DB 2.6 Lagonda that sticks to our roads and is petrol powered which means we can travel almost anywhere, so now we come to direction. Fortunately, the incessantly inclement weather has cycled through and we may drop the hood for a change.

North is no longer out of the question due to State border restrictions being eased at last. East is simply the Pacific Ocean so it must be North, West or South, about 2 days driving in either direction until we come to another border so we will probably head up onto the GDR, that's the Great Dividing Range, once again and let the Lag have its head generally, pulling up at the first decent town with a winery nearby and spend a night or two away from home.

I've had some interesting news regarding DB 2.6 saloons. One observer reports that many are being gutted for their mechanicals and the bits flogged off to Aston Owners and 'specials constructors'. Yet another reports that a very early saloon complete with Cotal electro hydraulic transmission, all original and ready to restore, has recently changed hands and that work may commence within the next few years!

Finally our Auction advisor reports that the dreaded Lagonda 'brass plates' have become collector's items. It seems that 'specials builders' value them for their intrinsic identification information. I think I'll hide mine!

To conclude this Gazette let me say I have had two responses to the crankshaft wobbling and seal leaking article. I would like more comments, especially from anyone who has tried and failed to come to terms with this problem. Soon I'll be looking at cheeses and discussing novel methods of managing oil leaks.

Please write to me if you have discovered any recent products that might help.

Now, from Antony Bowie, the Ace Auction Adviser, the following, thankyou:

VB6H/688 - [1957 Lagonda For Sale by Auction \(carandclassic.com\)](https://www.carandclassic.com)

[1952 LAGONDA 2.6 DHC Convertible For Sale by Auction \(themarket.co.uk\)](https://www.themarket.co.uk)

I can personally recommend VB6H to any buyer. Both of these latest advices from Antony are very interesting examples of the DB series cars.

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

No new items this month, partly due to my being temporarily unwell with no chance of getting out to visit potential suppliers and this is likely to continue for some weeks more. I'm taking the opportunity to review some previously stalled projects, one of which is handbrake cables. The short section from the driver's release grip to the pivot in the engine bay may exist in two different lengths! Just a couple of 'shorter by about 3 inches' examples found and it may only be that some cables were reproduced incorrectly, perhaps by someone who ran out of adjustment on the adjusting nut and wanted to compensate for a stretched main cable? If you happen to have one off the car and could send me the length plus the chassis number it came from I would be most grateful.

Please order parts via the website if possible.

SPARES NEWS – February 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.

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.

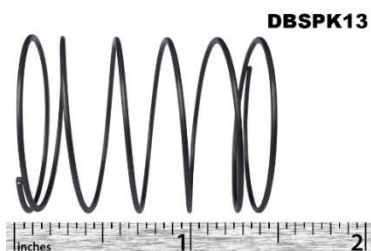
NEW PARTS IN PROGRESS

- 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 SET!)

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



2022/2023 SUBSCRIPTION RENEWAL

Most members of the Lagonda Club joined prior to the new rolling annual subscription regime instigated in the last 12 months. This means that most of you will have the old subscription renewal date of 1st April. Those that joined in the last 12 months will have a renewal date 12 months after the date of joining and can ignore this notice.

Please use THE LAGONDA CLUB WEBSITE to renew your subscription which is simple and secure.

Your Board has reviewed the subscription rate and despite the higher than normal inflation rate we are currently experiencing we have decided to only raise the Subscription rate by £1 per annum to £48. For those who choose to pay by Direct Debit or by Recurring Credit Card Payments the Subscription will remain at £47 per annum

Annual Membership (Newsletters online – magazines by post)	£48
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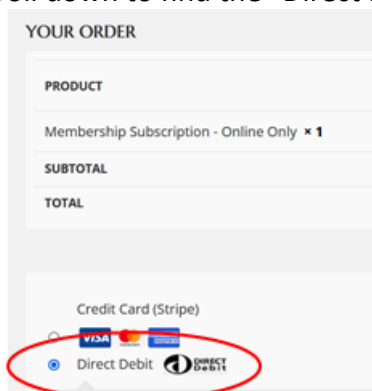
<u>If paid via Direct Debit or recurring credit card payment</u>	<u>£47</u>
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Supplement for Newsletters by post inside UK	£18
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Supplement for Newsletters by post <u>outside</u> UK	£35
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For those who wish to pay via Direct Debit or Recurring Credit Card Payments follow the steps below:

1. Login to the website
2. Go to Dashboard on the top bar and from the drop-down box that appears select “My Account”
3. On the page that then opens select “My Subscription” from the list on the left
4. On the page that then opens select click on “Renew Now”
5. On the page that then opens scroll down to find the “Direct Debit” box.



A form will open to allow you to fill in your banking details. This will be automatically sent to your bank.

For those members who wish to pay by cheque or credit card details direct to the Membership Secretary see overleaf.

IMPORTANT

**IF PAYING BY CREDIT CARD DIRECT TO THE MEMBERSHIP SECRETARY PLEASE DO NOT
SEND DETAILS BY E-MAIL AS IT IS NOT SAFE.**

**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 £48/£66/£83 (***delete as appropriate***) to my account

My card number

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 is:-

Expiry Date _____ 3 figure security code _____

My Name **as on Card** _____

- 2** I enclose my cheque for £48/£66/£83 (***delete as appropriate***) made payable to **Lagonda Club Ltd** for the Club subscription year 2022/2023

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 ☐ 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. _____

Address _____

County _____ Postcode _____ Country _____

email address _____

Signature _____

The Lagonda Forum Migration/Relaunch

As you may already be aware, we are currently in the process of migrating the Lagonda Forum developed over many years by Peter and Anton Schirg onto a new platform. This will in future be hosted by the Lagonda Club but continue to be accessible to both club and non-club members and we are hoping to "go live" sometime during February 2022.

The forum was originally launched in 2008 and I believe that most that have used it, have found it to be a tremendous asset. The forum platform software was quite ahead of its time when launched, however now it is largely unsupported, which has led to the decision to migrate it to a more widely used software package. Hence, before going any further, on behalf of the club and all those that have used it, I would like first to thank Peter and Anton for the tremendous job they have done launching and maintaining this forum over the years, which has now captured some extremely useful information, that I'm sure will be very valuable going forward. All of the old posts will be retained in the new site so nothing will be lost.

The plan in future is that all club members should be able to automatically access the new Forum once logged into the Lagonda Club website and that their username will be the same as that used for the club website. For those that are already members of the forum, they will have a choice to either log on as above, or if they wish to continue to use their old username, then to log on directly without first logging onto the club website, which is also the route that non members will use.

We hope that the advantage of having a forum, is that the posts that are made, should be easily searchable by future generations (those on social media can be difficult to find), which might hopefully avoid members repeatedly asking the same questions over forthcoming years when trying to maintain their vehicles. It is also a great mechanism to capture the considerable knowledge of many members in a structured format.

A potential problem with any forum is that if members make posts and get no response, they tend to lose interest. To try to address this, we plan to introduce a couple of features on the new forum:

- 1) The facility will be available to automatically email any member at a chosen frequency with a summary of new posts made on the forum. This is a feature already fairly widely used by other car forums and I think pretty important, otherwise the forum is reliant on members logging in when they have an idle moment..... which nowadays, probably isn't very often.
So when you log in, the facility to set the notification system up to meet your specific requirements should be available through a link on the top left of the screen. I think it will be key to the success of the forum that most members make use of this facility and opt to receive summaries on a daily (ideally) or weekly frequency. If you are able to "give this a try", if it doesn't provide you with any value, then it should be easy at anytime to just go back to the link and switch this feature off.
- 2) A number of the Club's "Subject Matter Experts" have agreed to take advantage of the email notification system, which we hope will help towards keeping the discussions timely and interesting.

The site structure whilst similar to the old forum will look different, so it may take you a little while to re-orientate yourself, plus there maybe some initial "teething problems" which if so, please bear with us.

I very much hope that with everyone's help, through this forum we will be able to continue to build a database of information that will be useful to future members..... even those that are yet to be born !

Once launched if you have any specific concerns or ideas for improvement, please don't hesitate to email me at forum@lagondaclub.com .

David Humphreys



2022 ANNUAL GATHERING & AGM

For the Club's 2022 Annual Gathering & AGM, on **Saturday 24th and Sunday 25th September**, it has been decided to return to the venue used for the 2021 event, i.e.

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 problems experienced with the 2021 event, particularly with telephone booking of accommodation, have been discussed with the Hotel's senior management and appropriate assurances have been received that these will not be repeated.

The weekend will follow the usual format, i.e.

Saturday afternoon	To be arranged
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 24th September, and a few for Friday night 23rd and Sunday night 25th. The agreed rate is £125.00 per room per night double occupancy (£115.00 per room per night single occupancy) including full English breakfast.

To book accommodation, please use the direct line to the Events Office at the Hotel,

01789 472513, which we are assured will be manned continuously during normal business hours, quoting "Lagonda Club".

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 in March 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.