

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**

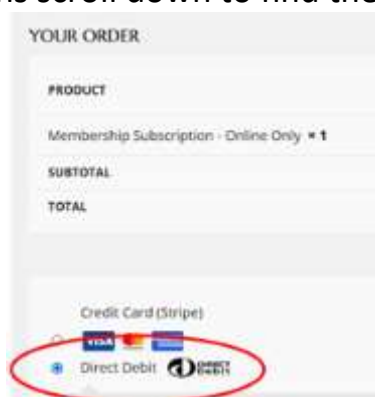
If paid via Direct Debit or recurring credit card payment £47

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

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

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 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. _____

Address _____

County _____ Postcode _____ Country _____

email address _____

Signature _____



www.lagondaclub.com

NEWSLETTER

MEMBERSHIP SECRETARY:
Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
Tel 01252 845451
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Newsletter compiled By: Tim Wadsworth
To include news items please email Tim at
newsletter-editor@lagondaclub.com
This month's Guest Contributor is:
Michael Nassim

No 497

March 2022

March 6 th	Thames Valley Pub Meet - The George On The Green Holyport, Maidenhead (contact Jeff Leeks jeffleeks007@gmail.com)
April 3 rd 9 th /10 th 10 th 16 th 16 th 16 th	Thames Valley Pub Meet - The George On The Green Holyport, Maidenhead (contact Jeff Leeks jeffleeks007@gmail.com) Goodwood Members Meeting LC Southern Area - Lunchtime meet at The Cricketers Arms in Wisborough Green from midday – Contact Catherine Monnington (cmontuc@hotmail.com or 07950 169684) Cadwell Park Race Meeting Brooklands Easter Classic – Brought forward from the cancelled New Year's Day meet
May 1 st 4 th 7 th 14 th /15 th 22 nd	Thames Valley Pub Meet - The George On The Green Holyport, Maidenhead (contact Jeff Leeks jeffleeks007@gmail.com) Lagonda Club Northern Dinner , Rossington Hall, Doncaster. Let me know if a contingent wish to head North for this popular event. Contact Nigel Hall, (nigelhallgb@gmail.com or 01457 762766) Open day at Formhalls Vintage & Racing Ltd , to include refreshments and light lunch. Details to follow. Contact Catherine Monnington (cmontuc@hotmail.com or 07950 169684) 14 th /15 th May – Beaulieu Spring Autojumble LC Southern Area lunchtime meet at The Star Inn at Waldron from midday.

Our treasurer, Brian Green, gives an explanation to the new Direct Debit scheme as follows:

Please Note:- Unfortunately, the new Direct Debit option for payment of subscriptions is currently only available to members with a UK bank account. Some members, who have opted to pay their subscription this way, have queried the date on which payment was taken from their account. In the first instance this is determined by the date on which the direct debit mandate was set up and usually occurs about 6 days after submission. Future payments for auto-renewal, whether by Direct Debit or Credit Card, will be taken on, or as close as possible to, the actual date of renewal. For the majority this will be the 1st April each year. New members who have joined the Lagonda Club in the last few months will have a renewal date twelve months after their date of joining.

Bitte beachten Sie: Die neue Option des Lastschriftverfahrens für die Zahlung der Mitgliedsbeiträge steht derzeit leider nur Mitgliedern mit einem britischen Bankkonto zur Verfügung. Einige Mitglieder, die sich dafür entschieden haben, ihren Beitrag auf diese Weise zu zahlen, haben das Datum, an dem die Zahlung von ihrem Konto abgebucht wurde, in Frage gestellt. In erster Linie wird dies durch das Datum bestimmt, an dem das Lastschriftmandat eingerichtet wurde, und erfolgt in der Regel etwa 6 Tage nach der Einreichung. Künftige Zahlungen für die automatische Verlängerung, sei es per Lastschrift oder per Kreditkarte, werden am oder so nahe wie möglich am tatsächlichen Verlängerungsdatum eingezogen. Für die meisten Mitglieder ist dies der 1. April eines jeden Jahres. Für neue Mitglieder, die dem Lagonda Club in den letzten Monaten beigetreten sind, wird das Verlängerungsdatum zwölf Monate nach ihrem Beitritt festgelegt.

Veillez noter : - Malheureusement, la nouvelle option de prélèvement automatique pour le paiement des abonnements n'est actuellement disponible que pour les membres possédant un compte bancaire au Royaume-Uni. Certains membres, qui ont choisi de payer leur cotisation de cette manière, se sont interrogés sur la date à laquelle le paiement a été prélevé sur leur compte. Dans un premier temps, cette date est déterminée par la date à laquelle le mandat de prélèvement automatique a été établi et survient généralement environ 6 jours après la soumission. Les paiements futurs pour le renouvellement automatique, que ce soit par prélèvement automatique ou par carte de crédit, seront effectués à la date réelle du renouvellement ou aussi près que possible de cette date. Pour la majorité des membres, il s'agit du 1er avril de chaque année. Les nouveaux membres qui ont rejoint le Lagonda Club au cours des derniers mois auront une date de renouvellement douze mois après leur date d'adhésion.

Forthcoming events are listed above and you will find attached flyers for the Northern Dinner and the AG.

Many of you will recall the success of "The Light Car Race" at Oulton Park last year (Richard Matthews wrote it up for the Autumn Magazine) This year Longstone Tyres are sponsoring a "Long Car Race" at Donington on Sunday June 5th This will be particularly suitable for 2 and 3 litre Lagondas. If you have ever thought about racing this "not too serious" race would be an ideal start.

The Club's UK Regions: note from The Chairman, John Sword

Those of you who read my piece in the January Newsletter will know the importance that I attach to the Club having a strong grass-roots organisation, with the objective that as many members as possible should have one or more events each year that they can attend without having to spend a night away from home. Whilst flagship events, such as the Annual Gathering and the Continental Rally are very important and provide a focus for members from a wide spread of geography, local pub-meets and get-togethers provide opportunities for more frequent socialising with like-minded people, and for most people there is more pleasure in joining with others to chat about our cars and to travel together, than there is in solitary driving around, enjoyable though that can be on a sunny summer's day. Whilst there are areas such as much of Scotland, where Lagondas are spread too thinly for local events to be possible, there are many areas where we could do more than we do today and, as always, we need volunteers to help to achieve this.

In this context, I am pleased to announce that Catherine Monnington has agreed to join the Club's Board. Catherine will be well known to many of you, having been an active member of the Anglian Region from 2016, and then, following a move back to her parents' home in the Surrey/Sussex borders in 2019 to care for her father, she has recently taken on responsibility for the Southern Region, following Michael Drakeford's retirement.

Catherine grew up with her father's 2 litre, which he had acquired as a teenager. As his advancing years took their toll and the Lag became unused, she persuaded him to pass it on to her whilst he was still able to teach her how to drive it. In 2017, after many months of car-prep and driving practice, Catherine and her husband Marc then took off on the Fougères Rally (Lagonda were the Mark of Honour that year), which they much enjoyed. Since then, her gear-changing has much improved and she has driven thousands of miles in the 2 litre (now blown) whilst becoming hugely enthusiastic about Lagondas and about the Club.

Catherine's role on the Board will be to help the regional representatives across the UK to strengthen the grass roots of the Club in the development and promotion of their local events and activities. Some regions, particularly those with a good population of Lagondas have been doing well at this for many years, but in regions where Lags are thin on the ground this has been much more difficult. Catherine will work to coordinate events across the UK, helping to spread ideas that work well in one region into others, improving the promotion of events (the Club's website is weak in this today), and helping to find volunteers to fill in the gaps in our coverage. I also hope that in areas where members are fewer, we might have joint events with clubs similar to us, and Catherine will help to explore this.

Catherine is being co-opted onto the Board with effect from the 1st of March, and she will be put forward for confirmation at the AGM in September.

I am also pleased to announce that John Boyes has taken over from Harry Taylor in looking after the East Midlands. I am very grateful to Harry for his work on behalf of the Club in this region over many years, and his retirement is well earned indeed.

Many of you will know John, who has contributed enormously to the Club over the years - he joined the Spares Committee in 2008, and then the Club's Board in 2011, before moving across to assist the Rapier Register with engineering new spares projects in 2013. John owns a fine Vanden Plas bodied M45 tourer and a Rannah bodied

Rapier. The East Midlands has only a modest number of resident Lagondas, and I hope that members from surrounding areas will join John in developing some lively events.

This month's letter is from Michael Nassim -

The child, some say, is father to the man. Or there is Haeckel's famous aphorism on foetal development: "Ontogeny recapitulates phylogeny", i.e. every developing embryo has to go through the successive phases of its evolutionary development. And if that is not bad enough, we humans have to go through exactly the same thing all over again once born, and undertake a halting and hazardous journey from ignorant savagery to some higher level of civilised wisdom. Not that it is entirely up to us; context and circumstance inevitably colour and shape our early experience in such a way that we can't blame it all on our parents, families and peers.

My own early childhood environment was in many ways magical- a large rambling Edwardian house well set back from a leafy road, replete with a coach house, billiards room, veranda and a large decaying greenhouse in a large garden replete with jungles and thickets, where all sorts of fanciful creatures lurked. Every conceivable type of aircraft filled the sky, in part thanks to the de Havilland factory nearby, and in those days the range and variety was extraordinary. The steamy glories of Watford Junction and bluebell-laden Tunnel Woods beckoned, and serious men could be seen busily mending and driving gleaming lorries, trolleybuses, steamrollers and cars of all sorts. Working barges busily plied the local Grand Union Canal and lock. To cap it all, off I went as one of two boarders in a start-up school of six pupils in an old sporting lodge above a valley, through which our very own mainline train set ran below us. The house had been occupied by the Polish Resistance during the war, and its large grounds were a wilderness which we explored and helped reclaim as the school grew. My own fate was in part sealed by finding a large set of pre-war Model Engineering magazines in the common room, and family nature walks with our doctor father did the rest.

This then was a verdant and idealistic world, inhabited by almost as many marvelous machines as exemplary human beings, and so some of us longed to design and make them ourselves, usually starting with model airplanes. To fulfil such dreams, however, one needed tools and instruments of all sorts as passports to that creative freedom. More urgently, post-war austerity forced many to make do and mend- a grand excuse to examine, dismantle and try to fix just about anything. Restoring a lovely something to full working order for a fraction of the resources and efforts required to make it in the first place always was, and remains, intensely satisfying. And never better than: "First restore tool and instrument, then do the job." So one can assemble a decent workshop out of neglected treasures very reasonably albeit slowly, even if one also gathers all sorts of stuff that might "come in useful one day"...

Though I ended up running the Engineering Society and spending more time in the workshops than on the games field at my next school, the art of engineering gradually merged into the wider realm of science, and medicine won the day. But I remain fascinated by other people's interests, sheds, workshops or whatever, and what motivates them, e.g. do our Lagondas drive us rather than we them? (That's a good subject for someone else's newsletter, so I'll just add that a wide range of interests hurry me from job to job without tidying up properly afterwards, putting me firmly at the messier end of the spectrum.) It is one of the happiest parts of discovering kindred spirits, and teasing out the common strands of experience which unite so many of us so strongly. A love of fine artefacts, sometimes of one special sort, can draw in others more directly. But behind every case lies a common appreciation of fundamental virtues and values which underpin and inform the whole fabric of our society. Sharing those is fellowship indeed- as notably in the Lagonda Spares Committee. If you are similarly minded, or have a pet project which you think the Club might assist, why not work with or in the Committee and get it into the spares list? Which of you clever birds in the Prime of Life are up for a bit of that?

As a student I began by fully restoring my first car, a 1934 supercharged MG PA which I still possess. But small higher performance cars are very unforgiving unless everything is just right, and it is surely better to have something in hand and be more relaxed about it all. What is more, there are few makes of car with as many different varieties as Lagonda, ranging from tri-cars, cheekily innovative 11.1s and 11.9s, the more mature 12/24, the beautifully built 14/60s and 2 litres, the sweeter refinements of 16/80s and three litres followed by the sheer muscularity of the 4.5 litre Meadows-engined cars and ground-breaking DOHC Rapier before climaxing in the pre-war V12. An equally diverse and distinguished post-war range of interesting cars followed, initially with engines by Bentley and bodywork by Lagonda's Frank Feeley. How handsome they generally are, and with the demise of the vintage Bentley and under the influence of Brigadier Metcalfe, Lagondas became the archetypal English sporting cars of the 1930s. It all

makes the Lagonda Club a varied and unstuffily friendly organisation, and with good reason a growing number of international members. But without dedicated Committee members, the website, shop and publications, and not least the excellent Spares Team at Johnson's Farm none of this would exist. Something more than money keeps it all going- reader, that surely includes you.

Little of this did I know when visiting Norfolk with Charles Atkinson to see his grandfather's old re-bodied 3 litre into which I couldn't fit, and was instead seduced by AMT717, a larger, nicely restored but original M45 ST34 bodied pillarless saloon. With hindsight this design has emerged as the quintessential English Art Deco large sporting car. But that doesn't wholly explain the peculiar place which AMT717 has earned in many peoples' affections, even taking Dougal Cawley's piratical fancy at Longstone Tyres such that you are now sick of the sight of it in the Magazine. Arnold Davey confirmed that its first owner was the wealthy and influential Colonel Horlick of malted drinks fame, who had a new Lagonda every few years, followed by RFC Captain Ernest Claude Winkley and sons, who eventually sold it to the young Viscount Dunluce during his London sojourn in 1959-60. Perhaps it initiated the Antrim family's subsequent love of Lagondas, but a year later he sold it to enthusiast and dealer Maurice Leo, who owned it for several years, and as Maurice's son Jon and Colin Bugler have confirmed even competed in it. Jon has kindly given me a number of interesting family photos from this period. Thanks to 2 litre owner Ian Mackay, we now know Maurice supplied a photo of the car in Beaconsfield Old Town for a Lagonda feature in the Spring 1964 issue of Cars Illustrated. More remarkably still, Jon has kindly identified and photographed the very spot where that photo was taken. Two Norfolk farmers next owned the car, the last of whom, John Hendrie Neill, kept everything on his estate in the same fine order as he conducted himself. A young David Wall spotted it around the county, and vowed that one day he too would own a Lagonda. Now he has three in his stable, and to our great benefit runs Toad Hall Workshop near Wroxham. Of course David assisted John Neill in restoring and later me in maintaining AMT, and has generously passed on many photographs taken over the years. Clearly any owner of AMT now has a lot to live up to.

AMT717 is hardly unique among Lagondas in making friends and influencing people. But there is something especially appealing about the M45 ST34 pillarless saloon. It is at once uncompromisingly vintage in character, undeniably Art Deco both inside and out, and yet it shares some of the rakishly flowing lines of the 1930s. Once in the driver's seat there's even an aviator's cockpit flavour: "Ki-gas prime, retard ignition, start, close down rich mixture, check oil pressure, coil and mag, and chocks away." Then according to your mood it can be a real brute with firm suspension, old-fashioned 'crash' gearbox, bags of torque and all the right noises, if sometimes a screech to get round corners. Or it's a big pussycat which you can drive lazily 'on the spark' for miles on end in true vintage style without bothering to change gear. And yet all the while the car is communicating with you in an almost living way, thus commanding first your attention and then your respect. The long bonnet view as framed in the ST34 windscreen is second to none, and if you use them carefully the backs of the P100 lights are surprisingly good extended view rear mirrors- just as well given the size of the rear windows. Also delightful is the quick-action driver's window lever, which even when fully open is entirely free of wind buffeting at any speed- tourer or saloon in an instant; just take your pick!

Undoubtedly the biggest mistake Lagonda made in going from 3 litres to M45s was leaving the fuel lines and pump on what was now the exhaust side. They soon doubled up on pumps, without fully solving the problem. Lagging the exhaust manifold and down pipe also helps, and also keeps the passenger's feet cooler, but still the SU suction pumps are chronically stressed. SU 'HP' pressure pumps at the rear, or more modern makes supplemented by forward pressure regulators where necessary promise a more definitive solution- just beware the pressure from behind on the Ki-gas pump and one-way valves. One also suspects some people have given M45s up in despair because the clutch and its brake have not been set properly, with too much pedal travel before disengagement, and waiting ages at traffic lights for everything to spin down in a warm gearbox, which makes driving exhausting and gear-changing a real ordeal. Re-setting these transforms the car, and the increased inertia of linings transferred to the driven plate to heat-protect it doesn't seem to delay upward changes perceptibly. Add properly adjusted brakes and steering, and the standard M45 is still good for anything. And now you can improve performance even more if so you wish. Who in their right mind would ever want to forsake such a happy heritage?

Michael Nassim

The editor is always looking for new authors so, if you have a story to tell – and which one of us doesn't, please e-mail him on newsletter-editor@lagondaclub.com or call 01666 860368 to discuss.

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

FOR SALE

Various Wheels for sale by Mike Farrow (F20): 01544 267 371

- 18" x 72mm hub- 36 centre and 18 outer spokes. Refurbished, new spokes repainted BRG.
- As above c/w new rubber rim band: - matching pair ready for use.
- 18" x 72mm hub- 40 centre and 20 outer spokes. Refurbished, new spokes repainted BRG c/w rim band
- Rim only, reasonable condition red oxide painted ready for 42 inner and 28 outer spokes
- 2 off 72mm hubs (slightly different profiles, (1 red oxide and other BRG) drilled for 42 / 28 spokes
- Wheel, slightly rusty needs preparation re-spoking. 18" x 3.25" with 72mm hub. All outer spokes = 60

1934 Lagonda 3 Litre Tourer. Extensive history with photographs, sent new to Australia with saloon body and in the 60s the sports tourer body was fitted. Registered back in England in 1989 and for the last 16 years has been regularly used by me doing shows, rallies and French rallies. Recent new door trims, hood and tonneau, and clutch. Reluctant sale, £97,500. David Hill, 01246 768538, davidandmaryhill@gmail.com

1926 Lagonda 14/60 Tourer Very original, well fettled and reliable 2 litre high chassis tourer, 1st registered 4th January 1927. Completely original upholstery, with a protective leather loose cover over the front seat. Fitted with a



full Auster screen, Barker manual headlight dipping system and folding rear luggage rack, all in good working order. Full length hood and two piece tonneau cover. Dunlop artillery wheels and tyres in good condition. Recent work includes a new stainless exhaust system, rewinding of the BTH magneto and servicing of the Autovac fuel pump, re-lined rear brakes and period style rear brake lights and indicators added. The car is fitted with a higher ratio rear axle for relaxed touring with the original crown wheel and pinion retained. Some useful spares and manuals are also included. Owned since 2012 and regularly used on local and Lagonda Club and other international tours in recent years. Inspections are welcome and

sensible offers are invited. The car is located in Bedfordshire. The owner Barry Halton can be contacted on 01234 720572 or 07748 933590.

WANTED

Pair of SU H4 AUC556 carburettors and linkages to suit 1950 Lagonda DHC. Contact Brett Haines (H 50) brett252@bigpond.com (Australia)

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

B57	Burnett, Mike	29150 Port Launay, France V12 Sln 14066 BCA 613
F 5	Fishfader, Scott	Same Playa Del Rey, CA 90293 US N/O
H 5	Haines, Brett	Oakdale, New South Wales, 2570, Australia
H 48	Hobbs George	North Adelaide, South Australia, 5006, Australia N/O
L 42	Lloyd-Bisley, Kevin	Windlesham, Surrey. England DB 2.6Ltr DHC LAG/50/345
P 31	Pohl, Andreas	D-35059 Marburg, Germany Numerous Lagondas
R 4	Rolph, Dudley	Drayton, Portsmouth, Hants. England

THE GAZETTE



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

I planned to take the DB 2.6 out for a long run as soon as the weather changed. It didn't. So we simply explored other forms of recreation. The cricket quickly lost its appeal, gardening became hard work so while we were waiting for a break in the 'particularly nasty weather', we watched an Italian production of 'Inspector Ricciardo.'

Set in Naples in the early 1930's. Great scenery, plausible story line and some interesting Italian cars featured in every session. I have little knowledge of Italian cars and so I attempted to identify those used in this production. Can anyone help me? I managed to find some images of a Fiat Balilia saloon, a Ford model Y saloon and Lancia Augusta saloon, all black, just as in the film. Black seemed to be a very popular colour. This was about the time of the advent of Fascism becoming a force in Italy. Reference is made to this in the film. Whilst the story line was simply there to provide a flow, the scenery, and of course the rather opulent interior décor held our interest, as did the performance of the actors. Naples is interesting too.

We live in a part of Australia that was inadvertently settled by Italian migrants from the north of that country. There was an opportunistic Spanish real estate developer named De Ray, a Marquis in fact, who conned would be migrating Italians to travel to the 'lucky country' in about 1880. They initially got to an island off the coast of New Guinea and were told they had arrived in Australia. The Marquis simply deposited them and then went back for another ship load.

Meanwhile, back in the mosquito infested jungle, Italians started dying from all sorts of tropical diseases. The Government of Australia sent a boat to take the settlers away from this dreadful place, bring them to New South Wales and sort of gifted them a piece of land suitable for growing sugar cane. It is known as 'New Italy' to this day. The Italian families prospered, slowly acquired more land and finally became part of the NSW North Coast's successful Sugar, Dairying, Macadamia and Grazing Industries.

Today there is many Italian family names spread through our community. Some have sort of Anglified their names, but most have retained family names, Spinaze, Pagotto and Zambelli are common. It was surprising to us, to hear actors with 'local' Italian family names spread through this recent film series that we watched.

Back to reality! When I took over the Gazette from Nick Proferes about a year ago I was at a loss to decide just how to run a plot hoping to engage owners of DB series cars to read and to contribute to this Gazette. It seems to me that most DB owners are content to leave the words and therefore the leadership and future of these cars simply to others, or fate. This is lamentable.

DB Lagonda owners need to become involved, within the Lagonda Club, to attend and document attendances by taking an active part and then by writing about their cars. Yes I realise that there is more Lagonda owners, generally, than DB Lagonda owners, but come on chaps, surely DB owners can afford time for a few drinks at the Pub once in a while, take a couple of pictures and jot down a few names?

It's no use DB owners simply saying that they are not included by the Lagonda Club. DB owners must get their acts together and attend meetings and functions just as other Lagonda owners do! I rarely see reports of DB cars or DB owners attending when the Lagonda Club arranges an outing.

As DB owners we seriously need to do more to keep the marque alive. It is lamentable that the DB cars are being scrapped simply because they are no longer seen as desirable automobiles by some. Yes they are expensive to restore and the wood framing is difficult to replace, but surely there is a place for these cars in our collective automotive history?

Let me know what you think about this situation. Journalists in Britain's Motoring Magazines are noting the dearth of restorable, bulbous, DB 2.6 Lagondas!

Now I will continue with the thread of information regarding dealing with oil leaks on the DB engines. I referred to some articles written by Dicko Dixon that might be purchased from the Aston Martin Club or other sources. Every DB owner should obtain copies of these documents that detail the topic of crankshaft rigidity and alignment, the root cause of oil leaks in these engines.

I am not qualified to criticise the design, however one does not need to be a mechanical engineer to understand what happens to a crankshaft inserted into a lightly constructed cast iron housing and finally located by aluminium support spacers.

The concept was not new in 1944 and in fact was still being used in diesel engine design of the 1970's. The engines built in the 70's used cast iron support housings, not aluminium, nor duralumin. The diesel tractor engines that employ this design are sought after and have a reputation for reliability. They are made in Japan. There is a message here. Line boring of engine blocks and cast iron support 'cheeses' might be the final answer to oil leaks in troublesome DB engines in the future.

Anyone care to comment? Next month I will report on some attempts to deal with lubricating oil collection/dispersion problems that have been tested in the UK.



Here, for your critical appraisal is a DB 2.6 DHC, built in 1948, pictured in a grove of Eucalyptus planted in 1992. Image captured 22-2-2022.

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

After reviewing old projects, one now removed from the list is the rubber elbow pair on top of the 2.6 Smiths heater box supplying air to the demister vents. The reason for abandoning this comes down to the cost of having even a small batch made, the lack of interest and more significantly the availability of suitable (? - I think) substitutes. I bought a 30mm diameter pair from JJC Race and Rally on Ebay, their range no. JJC90. They are a little wider than 90 but easily bend to 90 degrees and the glossy surface appearance was satisfactorily reduced to matt using fine abrasive paper. It's necessary to trim a little off each end and, of course, you lose the lip or ridge at the ends of the original Smiths part.

I hope there will be one new item coming soon - dumb iron anti rotational pins - they may appear on the website before next month's full details.

Please order parts via the website if possible.

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.

FROM THE SPARES OFFICE

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

NEW PARTS NOW AVAILABLE

PMPV01 - V12 water pump

PRICE

£1800

SPK410K - M45 Alternator

£1475

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



V12 water pump, a very accurate copy of the original but with modern seals and bearing. does not include impellor as these rarely need replacing.

M45 Alternator, a direct replacement for the original dynamo comes complete with new gear for distributor.

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





2022 ANNUAL GATHERING

The Mercure Warwickshire Walton Hall Hotel & Spa
Saturday 24th and Sunday 25th September

Bookings can now be made through the Club's Spares Department for the Saturday evening Gala Dinner and the Sunday Buffet Lunch.

Please log in to the Club's website (www.lagondaclub.com), click on the links to **SHOP** and **ANNUAL GATHERING**, and on the text (not the picture) for Gala Dinner, Additional Wines and Buffet Lunch and provide choices as required. Alternatively, or if you encounter problems in doing this, please phone Leah Knee on 01728 604040. Please note that payment can be made by:

- Debit/credit card, or
- Bank transfer to
Sort Code 16-57-10, Account No 33184859, reference "Annual Gathering", or
- Cheque payable to the Lagonda Club Ltd with "Annual Gathering" written on the reverse, posted to Lagonda Club Spares, Johnson's Farm, Carlton, Saxmundham, Suffolk, IP17 2QW, England,

GALA DINNER - SATURDAY 24th SEPTEMBER

£44.95 per person

CHOICE OF STARTERS:

- Broad bean and mint soup with crème fraîche, crisps, and crusty roll (Vegan available).
- Duck and orange pate, homemade chutney, and toasted brioche.
- Smoked salmon, caper berries, horseradish cream and buttered brown bread.

CHOICE OF MAINS:

- Pan-fried sea trout with watercress, pea shoots and mint sauce.
- Lamb rump with garlic and rosemary, spinach polenta shallots jus.
- Fusilli pasta with mint, watercress and pesto, Parmesan. (Vegan available).

CHOICE OF DESSERTS:

- Strawberry Eton mess, with gingerbread crumbs.
- Dark chocolate brownie, with vanilla ice cream.
- Selection of ice-cream.
- Cheese & biscuits.

CHOICE OF WINES INCLUDED

- Half a bottle of white wine (El Velero Verdejo Blanco, Spain)
- Half a bottle of red wine (El Velero Tempranillo Tinto, Spain)

COFFEE & MINTS

ADDITIONAL WINES (IF REQUIRED)

Price per bottle if pre-ordered

RED		WHITE	
El Velero Tempranillo Tinto, Spain	£18.90	Elvira Verdejo Blanco, Spain	£18.90
Son Excellence Syrah, France	£20.70	Corte Vigna Pinot Grigio, Italy	£19.80
Eleve Pinot Noir, France	£22.50	Short Mile Bay Chardonnay, Australia	£21.60
Errazuriz 1870 Teno Block Merlot, Chile	£23.40	Kleine Zalze Cellar Selection, South Africa	£22.50
Rioja Crianza, Spain	£30.60	Son Excellence Sauvignon Blanc, France	£25.20

N.B. These wines are currently available. In the event that your chosen wine isn't available on the day, a similar alternative will be offered.

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BUFFET LUNCH - SUNDAY 25th SEPTEMBER

OPTIONS

Two course hot/cold buffet lunch
Sandwich and soup buffet lunch

£18.00 per person.
£15.00 per person.

Your tickets for the Gala Dinner and the Buffet Lunch will be given to you when you register your arrival at the Club desk in the reception area of the hotel.

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

They're all charging to the Northern Dinner



Northern Dinner – Wednesday 4th May 2022

Rossington Hall Hotel
South of Doncaster DN11 0HW

A new venue for 2022, and a midweek date, by which we hope to minimise the dreaded Friday traffic and avoid the date clashes with hotel wedding bookings.

The hotel is characterful and has excellent rooms - these are now bookable by telephoning the hotel directly and mentioning the Club dinner date.

The various rooms can be viewed on the website (Rossington Hall; press 'book a room' to see the pictures). Phone 01302 866822.

The hotel adjoins the Northern Racing School, off the old Great North Road - A638.

Alternative accommodation can be booked just over half a mile away at the Best Western Premier Doncaster Mount Pleasant Hotel, DN11 0HW 01302 868696; again, say you're with the Lagonda Club.

Forms for the dinner booking, with menu choices, will appear in the New Year, together with a tour, yet to be organised.

A tour of the area will take place on Wednesday morning. More information will be given once the details are firmed up but it is intended to stop for morning coffee at around 11:00 south of the hotel to allow those travelling up from the south to join the tour there.

Further information from Nigel Hall, nigelhallgb@gmail.com or 01457 762766 (home) or 07831 638383 (mobile)