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NEWSLETTER

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This month's Guest Contributor is:
Alec McCann

No 498

April 2022

April 3 rd 9 th / 10 th 16 th 16 th 19 th	Thames Valley Pub Meet - The George On The Green Holyport, Maidenhead (contact Jeff Leeks jeffleeks007@gmail.com) Goodwood Members Meeting Cadwell Park Race Meeting Brooklands Easter Classic – Brought forward from the cancelled New Year's Day meet LC Southern Area - Lunchtime meet at The Cricketers Arms in Wisborough Green from midday – Contact Catherine Monnington (cmontuc@hotmail.com or 07950 169684)
May 1 st 4 th 7 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) LC E Midland pub meet , The Wheatsheaf Inn Leicestershire, Contact John Boyes john.s.boyes@btinternet.com 01455 556015 Beaulieu Spring Autojumble LC Southern Area lunchtime meet at The Star Inn at Waldron from midday.
June 19 th 29 th	Robert & Tanya Lewis' Car Museum collection in Churt, Surrey from 11am. Contact Jeff Leeks jeffleeks007@gmail.com 01494563188 Suffolk Dinner at Ufford Park Hotel followed by visit to Lagonda Spares at Saxmundham followed by a pub lunch. Contact Colin Mallet colin@fulvens.com 01728 688696

It is with great sadness that I have to inform members of the death of Ken Painter, Vice President of the Club. Ken will be remembered as one of the all-time greats in the history of the Club, in particular for his editorship of our quarterly magazine (the Mag) for more than 25 years (1988 - 2013) - an achievement that will surely never be approached again.

The Lagonda Club has over 800 members, and more than a third of you are outside the UK. Partly because of this geographic dispersion, most of you participate very little in the Club's activities, and therefore, for most members, the Mag (along with the monthly Newsletter) is all that you receive in return for your subscriptions. This means that for 25 years and through more than 100 Mags, Ken was responsible for the core of the Club's contact with its members, and for projecting the image of the Club all over the world.

The pressures on the editor in meeting quarterly deadlines, in an organisation that is entirely dependent upon voluntary contributions, are considerable and often unappreciated. Can enough arms be twisted to produce enough copy in time, and will the quality be adequate? Having put one edition to bed, the deadline for the next one then comes round all too quickly. To go through this process over such a long time, whilst continually raising the quality of the product and gradually increasing its size, at the same time keeping the costs under control (and the advertisers on board) and absorbing the new technology of computer/desktop publishing, is a phenomenal achievement.

As editor of the Mag, Ken was, of course, also a member of our Committee/Board, where he was a major contributor, in ideas and in wisdom, to the Club's development over these years. For much of this time he took the minutes of all of our meetings - an unloved role which he carried out efficiently and with distinction.

For all of this, and more, the Club owes Ken an enormous debt. Mike Heins, who has known Ken for over 50 years, has kindly agreed to write/organise a full obituary, which will appear in the Magazine in due course.

Our Area Representatives have been busy. From the **Southern Area** Catherine writes to say they have a revised date for their initial Spring Meeting at The Cricketer's in Wisborough Green. It is Sunday 24th April. This coincides with 'Drive It Day', an occasion when historic vehicle enthusiasts have the opportunity to celebrate the One Thousand Mile Trial organised in 1900 to prove the viability of the, recently developed, motor car. It is also a chance to raise funds for NSPCC's Childline Service by purchasing a Drive It Day Rally Plate. For more information and to order your Drive it Day vehicle plates please visit [Drive It Day | Yesterday's Vehicles Supporting Today's Children](#) Please let Catherine know if you plan to join in by Tuesday 19th April. Other events are organised for later in the year and details will be sent direct to all Southern Members.

If you are planning to take your car out on Drive It Day, Castle View Retirement Village (SL4 5GG) is providing a free 'coffee stop' for participants. Just a mile from the centre of Windsor, and easily accessed from the M4, Windsor Great Park, Legoland and Ascot, Castle View will enthusiastically welcome drivers of all types of interesting vehicles from 10.00 to 3.30.

Another major event for the Southern Area (in fact for all Club Members) is the visit to the Lewis Collection on the 19th June. Numbers are restricted. Please see the flyer with the January Newsletter for full details.

John Boyes, who has recently taken over the reins as Area Representative for **The East Midlands**, has arranged a pub meet at The Wheatsheaf Inn, Woodhouse Eaves, LE12 8SS on Saturday 7th May. From midday onwards www.wheatsheafinn.net The inn is in a particularly attractive part of the county and hopefully members from Derbyshire, Leicestershire, Lincolnshire, Northamptonshire and Nottinghamshire will consider coming, but of course everyone is welcome. It would be helpful if those who intend to come could e-mail John at john.s.boyes@btinternet.com

In the **West Midlands** Robin Balmain has booked The Cross Keys in Ombersley, for a lunch on Saturday 14th May from noon onwards. If you have not been before and need more details, please contact him. robinbalmain@gmail.com You can just turn up, but if you intend to go, a word with him will help with numbers. Robin has also received invitations to events at Crothorne on May 1st and Bosbury on May 2nd

If you don't normally get details of West Midlands events Robin would be very happy to add you to the mailing list for details of these, and other future events.

Just a reminder that the Northern Dinner, an event not to be missed, is on the 4th of May and your dinner can now be booked on the Club website. (On the the website, click on "Events", then "Northern Dinner" then click on the TEXT under the photo of the meal.) There is a new venue for 2022 Rossington Hall, Great North Road, Doncaster, South Yorkshire DN11 0HR. Book your stay at the hotel either via their website – press "book a room" or calling directly on 01302 866822, and mention the Lagonda Club. 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.

The Suffolk Dinner (shared with members of the Rapier Register) has been going for more than 40 years now, during which time it has established itself as one of the Lagonda Club's three 'national' events (the others being the Annual Gathering and the Northern Dinner), attracting Lagonda owners from all over the country. Following the typical covid-break, the Dinner is being re-launched this year, kindly organised by Colin Mallet (colin@fulvens.com or 07920 053517). It is on WEDNESDAY THE 29TH OF JUNE

The venue will again be the Ufford Park Hotel, near Woodbridge (IP12 1QW – see www.uffordpark.co.uk), where we have enjoyed staying before and there is secure parking. Ufford Park is a splendid venue which includes a golf course and a spa. A special room rate has been negotiated for members of both clubs. Full details of the event, are in the attached flyer. On the following day there will be 'open house' at nearby Lagonda Spares, hosted by Robin, Leah and Francis, with a pub lunch to follow.

The Aston Martin Heritage Trust are once again pleased to invite the Lagonda Club to participate in their Festival which will be held at Brooklands on Sunday 14th August 2022. They plan to have a huge gathering of pre-war Astons and Lagondas in addition to more modern cars. There will be a dedicated area for pre-war Lagondas who may participate in a run up the Test Hill. Tickets and more information can be found at <https://astonmartinheritagefestival.co.uk>

Our letter this month is from Alec McCann

I can't claim to have coveted a Lagonda at any point in my life but I was chuffed to inherit my 1929 3 Litre Tourer after my father's passing in 2009.

As a skilled engineer he enjoyed his time tinkering. My brother and I grew up on a 16th century Essex farmstead which provided the perfect isolation and acreage for countless projects. The Lagonda was always there although in various states of being tinkered with. In fact, it never really moved for the first 20 years of my life, only when the 1987 storms brought the barn down, mercilessly sparing the Lagonda bar a radiator dent, did it then actually move to a new shed. Although stagnating, compared to the fate of the Daimler 250's littered about it had fared relatively well. It was at least spared target practice and cannibalism.

My father first spied the Lagonda on cricket tour in 1959. It had been repurposed by a Somerset farmhand as a hay tractor. The negotiations for a swift purchase began post-match in the local pub with the aforementioned farmhand. Calls were made but no deal was struck. The following day an improved offer of £55 was met with a handshake from the seller himself, the Sheriff of Somerset, Mr Edmund Rees-Mogg of Cholwell House. I can imagine my father really struggling with the idea of an improved offer all night, he didn't part with his money easily. It may have been the opportunity to meet the seller in person and find an affinity that secured the deal, both Mr R-M and my grandfather had served in the Royal Army Service Corps in WW1, my grandfather being invalided home from gas exposure and losing the use of a lung. A pint in a pub is always a good place to start when trying to secure a deal. Mr R-M had the car fueled, inflated the tyres and delivered it to the pub with one seat and no headlights from which it was driven back to South Woodford, East London.

And so the 64 year long family ownership began. The first registered owner has always been a mystery but the Bristol Cigarette family EA Morris appears to be written into some of my father's scribbles. If anyone knows of this firm/family I would be interested to know, I wondered if they were part of the Lagonda Fete in 1930 and purchased the car from there?

I think my father must have really enjoyed the 60's. He was 6 when war started and 21 when rationing finished, living on the outskirts of the east end of London in South Woodford could hardly have been a bundle of fun. The blitz made nightly viewing and often came close, my grandfather and father having extinguished a Luftwaffe incendiary bomb in the attic during one air raid, I still have it's 'tail'. Come the end of the 50's he was a fully qualified marine engineer, he played Football for his beloved Chigwell and Cricket all summer. With his newly acquired gentleman's racer and his bestie with his 3L Bentley, the Epping high road made the perfect runway for trips into the West End. During one such sojourn late at night, apres a few light ales no doubt, the Lagonda and Bentley were stationary at a set of West End lights when my father was approached. Sat admiring the sights the young lady shouted "wheres your pipe" to which my father retorted "same place as yours". It must have tickled him for years for him to remember it, I am still unsure of what he was implying. 60's West End sounded like fun though, I'm not sure I would be tempted now. Much amateur racing was had especially at Brands and the Lagonda swapped swept wings for lighter GRP cycle wings and an Alvis box, shaving seconds off no doubt.

By the late 60's my mother had been seduced by the charms of what I could only describe as the Leslie Phillips meets Fred Dibnah character that was my father. The Lagonda and aforementioned Bentley providing the VIP carriages for their wedding at Chelsea Old Church. The super 8 film taken driving up the Kings Road at the time should belong in a museum. Soon after rural Essex beckoned, the farmhouse was bought, my brother arrived and so did I 2 years later. Private Schooling and Thatcher's 80's was not kind to the McCann finances, Engineering jobs evaporated and my mother and father made a little go a long way, usually from overseas contracts of varying length and discomfort. During this time the Lagonda just seemed to take on a mythical existence under makeshift covers, surrounded by a graveyard of donor lawnmowers and washing machines (our washing machine did 25 years before it finally went to the tip). There was little joy in Lagonda ownership during this period but my father had always maintained that of all

the cars he had owned he wouldn't let the Lagonda go. Countless offers from friends to buy and restore her were made, probably out of sympathy for the hard times, but to my father it was just 'too special' a car.

Once my brother and I had progressed to adulthood and my parents had downsized to a nearby cottage there came a window in the early noughties to refocus on project Lagonda with finances marginally improving. The deadline to aim for was our cousins wedding, I can't remember the timescale but ambitious it seemed. The day arrived and sure enough the car that had sat idle since the late 60's did the northern stretch of the M25 to Berkshire and back to the joy and surprise of many a doubter. Ignition achieved by shorting 2 thick cables under the dashboard. Simple. It was soon to be followed up as the carriage of choice for my brother's wedding.

My father's health then deteriorated from the mid noughties, first the hips and then cancer. Although largely physically incapable of doing much you could see the Lagonda still occupied an asymmetrical amount of grey matter. The engineering conundrums filled the time, the correspondence with fellow club members brought much joy, it was the neverending School project. The home designed coil ignition system was never successful and the magneto sat under the pew next to the AGA in the kitchen never got close to a look in. But it didn't matter, the Lagonda was his happy place, albeit largely hypothetical by now.

My brother and I lost both our mother and father to Cancer in 2009. They had been married 39 years. My brother hadn't ever really shown an interest in the Lagonda so in the frenetic period that followed my mother's somewhat sudden departure, funerals, probate, house sale and dealing with 40 years of hoarding (the Fred Dibnah bit and my mother's penchant for antiques), he kept the watch and I kept the Lagonda. To be honest I hadn't really thought it through but as my brother lived in Queensland it seemed the sensible thing to do.

Any ideas of a swift rebirth were inhibited by the arrival of my 2 daughters and a struggling career as a head hunter during the global financial crisis. The bucket had numerous holes and the tap was only in drip mode. However, slowly but surely we addressed the fundamentals and by 2012 the car started and stopped (sort of) as she should. I have only Steve Mansfield of BSA club fame to thank, my father and Steve understood the world of oily rag motoring and thankfully he continued on with assisting me, I paid the bills and tried to learn where I could. Learning how to fit and time a reconditioned Magneto was just the kind of project I like.

Technically I find prewar cars far more stimulating than moderns and I am lucky with the Lagonda in that it just feels like it was well put together. I have had my breakdowns for sure, the worst being in the middle of the M25 with the handbrake fully engaged on, but that is part of the challenge.

Sadly I only get to use it 2 or 3 times a year. We have done some memorable trips to Goodwood, Mont St Michel and the New Forest and ending up thoroughly wet in the process (currently no hood). I am unsure about the future and also not that bothered. I think the EV revolution will accelerate over the next 3 years and by 2030 the majority of road going cars will be EV's. I will never buy another ICE car. Which is great, EV's are quite superb, but it also leaves plenty of black stuff left over for my 3L.

Alec Mccann

Do have a look at the flyer for the, recently published, book about the Rapier which has received very favorable press reviews.

Finally for those of you, like me, prefer hard copy to constantly having to switch on the computer, the 2022 printed Membership List is available to purchase through the Club website.

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

FOR SALE

'Lagonda' by Holthusen, English edition, in slip-case and with the publisher's publicity flyer. Copy numbered 69 (of 1,000 copies). Little used £850. Arthur Brend (member B1), Dorset. 01929 471493 or agbrend@gmail.com.

3 LITRE DB PARTS/SPARES. I now have an Updated List available which include; Chromed Grille complete with starting handle flap, Chassis + many chassis parts shot blasted/2 pack black, Fuel Tank, Steering Rack, Cam Cover-Nearside, Smith Speedo + Rev Counter. email@jeffleeks007@gmail.com

DB 3 LITRE 1958 RECREATION - if you'd like a challenge I have a Chassis which is shot blasted & painted two pack black with the original chassis plate, log book, reg no 36 HK. email@jeffleeks007@gmail.com for more details or latest List

14/60 Two Litre Lagonda Semi Sports Tourer, registered April 1928. Old English White on black, with maroon chassis and wheels. Flat screen conversion. Lively high compression engine, all new valve rockers. SU carb. New radiator core. New brake shoes and cables. New tyres. Full weather equipment. Completely re-upholstered in Rexine or some such. Well-finished engine with aluminium parts polished and screws, etc., plated. Auster screen for rear passengers. Generous rear footwell giving ample room for touring clobber or the bridal train. £45,000 for quick sale. Arthur Brend, Dorset (member B1). 01929 471493 or email agbrend@gmail.com



LC 2ltr tr The car is NOT concours but is a well-loved, well-known, delightfully preserved car with lots of history. Easy to drive, many thousands of miles of pleasure motoring, 60 + races, numerous rallies, and static events. Was awarded the Rolex Award for presentation and performance at the Monterey Reunion in 2010. She has competed in the Monterey Historic. Price is \$95,000 delivered to the docks in Oakland and shipping can be arranged. The car is at Fantasy Junction in Emeryville, more details will be on their website. Graham Wallis email lagonda29@earthlink.net



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

WANTED

2 litre supercharged: Hello, I am in the market for a nice 2 litre supercharged car. I owned one back in the early 1970s when I joined the club the first time. Any help appreciated. Thank you!...Greg Parsons California, USA

2.6 saloon steering rack: Does anyone have a serviceable 2.6 saloon steering rack they would be willing to part with to continue the restoration of my 2.6 saloon Neville Jamieson call 07917798718

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

K 6	Klement, Timo	Steffensrott 1, Jülich, Germany LG45 DHC 12135
R 7	Rawlings, Jim	21 Stylman Road, Norwich, England N/O
W 28	Williams, Andrew	165 Gun Club Rd, Connecticut, USA. N/O



THE GAZETTE

Gazette 4-22

Was it 'the ides of March' that induced nightmares in former times? Whatever, I hope this Gazette is instructive, rather than frightening. I've found that as I age, almost any topic can induce strange dreams!

We have a short follow up regarding DB crankshaft support replacement which should be interesting to every DB owner and is not too hard to follow, especially if you have access to Dicko Dixon's papers.

Firstly, I will draw your attention to a modification that is available to DB owners that, I am assured by an experienced UK owner, will correct the dispersal of lubricating oil that finds its way out of the rear main oil seal, amongst other places, on the 2.6 and 3 litre DB engines.

The fix is a DIY construct which I am told is currently the subject of a patent application in the EU. The device simply stores escaping engine lubricating oil in a sturdily constructed steel container, complete with periodic release plug and baffle plates and is mounted just below the dreaded labyrinth at the rear of the 2.6 engine.

Below is an image of the device, those wishing for more information could contact me after the 1st of April.



You might want to study this image momentarily, prior to making a decision to invest. It works by being firmly secured to the rear of the lower bell housing, as it were, by the two cleverly fabricated brackets that locate on bolts selected at random from the rear of the engine. A sump plug is incorporated into the pan to drain this superbly designed device. It is easy to recognise skilled workmanship and finish in this prototype.

To conclude this Gazette I want to refer once again to the 'dynamic labyrinth' seal at the crankshaft rear of the DB Lagondas. Most engines designed by, or adapted from other engine makers by Lagonda over the many years of production, in fact all engines built or adapted by Lagonda, exhibit engine lubricating oil leaks from adjoining surfaces, ie; head gaskets, sump gaskets, seals and the rest. The 2.6 engine however is unique in that the rear crankshaft seal only operates when the engine is running, hence use of the term 'dynamic' as a descriptor.

It is easy to confuse the use of the word 'dynamic', in this case it is not an illusory term, simply a definition of state. ie; moving or not moving.

Curiously it seems, the front crankshaft seal, possibly subjected to more operating stress with oil being churned in every direction by chains and sprockets, operates with almost nil leakage.

If you want to control engine lubricating oil leaks from this engine at a meaningful level, you will simply have to correct the crankshaft wobble and install a 'lipped' seal at the rear of the engine. The path through this modification is difficult to comprehend and seemingly very expensive, but the result is very much worthwhile. The modifications, including replacement of 'cheeses' and line boring should not be undertaken except by very experienced fitters and machinists.

All other modifications, there is a recommended list, such as 'o' ring support rings at cam covers, changing the countersink at the block face where oil travels to the camshafts and checking all retaining stud lengths is essential if you wish to render the DB series engines 'oil leak free'.

I have attempted to cover most aspects of rectification of oil leaks on these engines over the past Gazettes. If you want to add to my observations please contact me.

It seems to me that over the fifty or so years I have owned LAG/8, reliable technical information has been difficult to source. It still is. The Dixon papers are essential reading.

And now for some Auction News from Antony Bowie.

This is Hughie Hill's car, LAG/50/503 1953 Tickford DHC, coming to auction in April at South Western Vehicle Auctions, Lot 67 [29th April 2022 Archives - Page 3 of 3 - South Western Vehicle Auctions Ltd \(swva.co.uk\)](#) Guide price is set at £60-65K.

[1954 Lagonda 3 ltr Drophead Coupe De Ville For Sale \(carandclassic.com\)](#)

This entry is worth opening looking through, TKS ANTONY. [original \(bonhams.com\)](#),

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

Simon Constable suggested Austin Healey Spares part no. CHT165 which appears to be a good bet for a different (from the JJC product mentioned last month) heater demister elbow - though he hasn't tried one yet. Their website: www.ahspares.co.uk

I regret that the anti-rotational bumper mounting post pins are not quite ready but will be very soon.

We are always eager to receive suggestions about parts it may be possible to have reproduced though I would remind you that these should not include engine or gearbox components.

Please order parts via the website if possible.

SPARES NEWS – April 2022

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

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

NEW PARTS NOW AVAILABLE

GRSV08 – Cam chain tensioner engine set, V12 S1	£160.48
GRSV09 – Cam chain tensioner engine set, V12 S2	£85
GRSV10 – Oil/water pump/dynamo drive chain tensioner assy. V12 S1 & S2	£98.60
PMPV01 - V12 water pump	£1800
SPK410K - M45 Alternator	£1475

All prices quoted

are excluding VAT and carriage.

NEW PARTS IN PROGRESS

- 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





THE EAST MIDLANDS PUB MEET

SATURDAY 7TH May 2022. 12.00 Hours Onwards.

The Wheatsheaf Inn,
Brand Hill,
Woodhouse Eaves,
Leicestershire.
LE12 8SS.
www.wheatsheafinn.net

The East Midlands chapter of the Lagonda Club, will be very pleased to meet members of the Club at a pub gathering to be held at The Wheatsheaf Inn, Woodhouse Eaves, LE12 8SS on Saturday 7th May 2022.

The inn is in a particularly attractive part of Leicestershire, towards the North of the county, close to Bradgate forest and Old John, a beacon from which, should you wish to, looking East, the next highest point are the Urals!!

I hope members from Derbyshire, Leicestershire, Lincolnshire, Northamptonshire and Nottinghamshire will find the location reasonably central and provide an agreeable drive from their garages. Members from the mini county of Rutland would also be welcome, but regrettably we have no Lagonda's residing there!!

What better excuse to get your Lagonda out in early Summer than to drive to a good pub in a lovely setting, have a relaxed, informal lunch and a nice chat to fellow Lagonda Club members and admire an elegance of Lagonda in our reserved section of the pub's car park.

As above, it is proposed to meet at midday onwards. We will have our own area to congregate in and to sit down; refreshments and food may be ordered from the bar as required.

John and Alison hope to see as many members from the East Midlands as possible, but of-course all members are very much welcomed. As an aside, anyone travelling South after the Northern Dinner held on the 4th May, might want to extend their adventure and have lunch with us at The Wheatsheaf on the way home.

To assist the lovely Vicky, the pub's landlady, think about numbers, it would be helpful to drop me a short email as below if you think you might be joining us.

John Boyes.
East Midlands Area Representative.
The Lagonda Club.
john.s.boyes@btinternet.com
01455 556015 (h) Preferred.
07921 890061 (m) In extremis.

Northern Dinner



& Tour

Wednesday 4th May 2022 - Rossington Hall

If you are able to join this event at the new venue, please book your meals through the Club website at Spares - Events, as we do for the Annual Gathering. The full menu is on line. The hotel have to have the final numbers by 26th April, so please don't delay!

There are one or two rooms still available at Rossington Hall - 01302 866822 - and plenty of space at the Best Western Mount Pleasant, an excellent alternative only half a mile away - 03330 03245.

Both hotels have Googleable websites, and both are accessed from the old Great North Road, A638. We hope the midweek date should ease the Friday traffic problems and make our tour a pleasure - the outline details are:

We have now confirmed the tour for Wednesday. This year's tour is a gentle 66 mile round trip. As there are some people traveling up for the dinner from the South of England, we are suggesting a start time of 10:00hrs from Rossington Hall to arrive at our coffee stop for 11:15hrs. This will entail a leisurely drive through The Dukeries and Clumber Park, in the heart of Robin Hood's Sherwood Forest. We are passing close to "The Major Oak" which allegedly gave him shelter and allowed him to evade the Sheriff of Nottingham's men.

Coffee, tea and biscuits will be available at Rufford Park Golf Club from 11:15 to 12:00 after 30 miles or so. There will be a nominal charge of £3 per head for the room and refreshments at the Golf Club, payable on the day. We will have the chance to gather and have a natter. (Something that we have all been starved of in recent times). It will be entirely possible to join the tour at this point if travelling from the south. The post code for Rufford Park Golf Club is NG22 9DG - Tel 01623 825253

We have earmarked The Eyre Arms at Rampton for a bite to eat and a wet. There is a decent sized car park off the road and the management know to expect us from 12:30 onwards. Without definite numbers, it has not been possible to make reservations. Late arrivals for coffee could head straight to the pub for luncheon and onward journey to Rossington Hall. The post code for The Eyre Arms, at Rampton is DN22 0HR - Tel 01777 248771

Alternatively, you could drive on main roads straight to Bawtry, where there are plenty of places to eat.

We will return to Rossington Hall via the charming market town of Bawtry. The cobbled marketplace is a convenient place to park up and indulge in some retail therapy or a cuppa before completing the tour back to Rossington Hall.

What follows are a selection of roads based on maps provided by Google Maps. It is not a rally, race or organised outing, rather a meander, a series of suggestions, for those who do not know the area to enjoy a day out in South Yorkshire and North Nottinghamshire. There are many A road alternatives available. The distances shown are all approximate, and you participate at your own risk

	Miles
Rossington Hall to Rufford Park Golf Club	30
Rufford Park Golf Club to the Eyre Arms for luncheon	18
Eyre Arms to Rossington Hall	<u>18</u>
Total mileage	66



Suffolk Lagonda Event

Ufford Park Hotel Woodbridge Suffolk

The 43rd Suffolk Dinner will take place at 7.30 pm on Wednesday 29th June 2022

Menu choices include two starters, three main courses (meat, fish & vegetarian) and two desserts. £39.00 per head.

Details to follow.

As a change, we are holding the event in the middle of the week during the summer. This is a good tourist area many local attractions including museums and the Adnams brewery so visitors can enjoy a mini-break touring the countryside.

Continental visitors are especially welcome. Easy drive from Harwich.

To book the hotel, please contact Ufford Park direct on 01394 383555 or reservations@uffordpark.co.uk. quoting "Lagonda." The hotel offers special spa and golf packages. Secure parking is available.

To find out more or book the dinner, contact Leah Knee 01728 604040 spares@lagondaclub.com or Colin Mallett 01728 688696 colin@fulvens.com. Payment: bank transfer or debit card preferred. Rapier Register Members can contact Iain Whyte iaingwhyte@gmail.com for further information. Closing date 15th June.

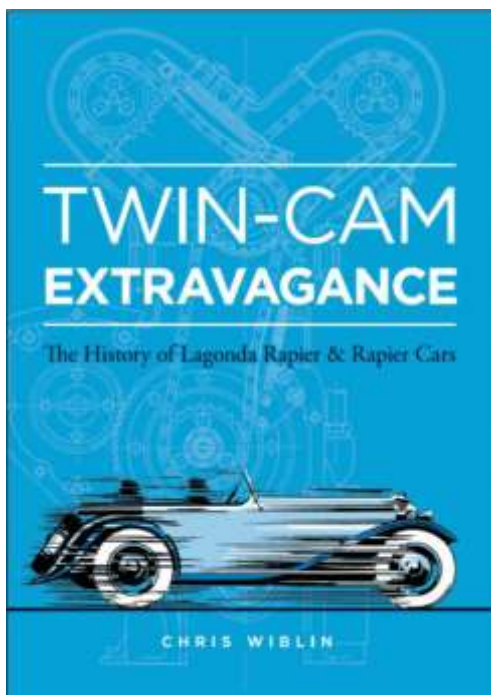
The Lagonda Club website <https://www.lagondaclub.com/events/> will be kept up to date and can be viewed by non-members.

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