



[www.lagondaclub.com](http://www.lagondaclub.com)

# NEWSLETTER

MEMBERSHIP SECRETARY:  
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Newsletter compiled By: Tim Wadsworth  
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This month's Guest Contributor is:  
**Andrew Howe-Davies**

**No. 508**

**March 2023**

email: [admin@lagondaclub.com](mailto:admin@lagondaclub.com)

**For full details of the events please refer to the EVENT's page on the Website**

**<https://www.lagondaclub.com/events/>**

**March**

18<sup>th</sup>

18<sup>th</sup>

**LC Anglia Area Pub Meet:** The Golden Ball Boxworth Cambs. 12:00 contact  
[Len.cozzolino@lagondaclub.com](mailto:Len.cozzolino@lagondaclub.com).

**Pre-War Wheels** at The Maybush, Witney, Oxfordshire OX29 7QD Contact  
Kenneth Jeddere-Fisher [kenjedfish@gmail.com](mailto:kenjedfish@gmail.com)

The editor has been suffering severe computer problems of late and apologizes to anyone who has e-mailed him and not received a reply. Please note all e-mails should be sent to [newsletter-editor@lagondaclub.com](mailto:newsletter-editor@lagondaclub.com) and not [tim@lagondahire](mailto:tim@lagondahire)

You will find another flyer for The Northern Dinner (Friday 28<sup>th</sup> April) at the end of this letter. Nigel Hall says the hotel is popular with other groups so members would be well advised to get their bookings in without delay.

The Fougères Rally (June 2<sup>nd</sup> to 8<sup>th</sup>) is another event advertised previously. Ken Jeddere-Fisher e-mails his firm endorsement having taken part last year. His verdict "relaxed and well organised"

Last month BBC Northern Ireland broadcast a programme called "Race to Disaster – The Ards TT" which is now available on BBC iPlayer. This gives an interesting account of the background to the event which started in 1928 and ended with the death of 8 spectators in 1936. There are some good period action shots and if you look carefully you might see a Lagonda. Thanks to Martin Whitehead for this information.

Our letter this month comes from Andrew Howe-Davies the owner of a fine 3 litre and many other interesting historic cars.

Before a Lagonda entered my life I was the owner of a varied collective of veteran cars, the earliest being a 1902 De Dion Bouton, which being the way these things happen is still a growing number.

These days I try to do as many enjoyable things with all the different cars and motorcycles as I can, well somebodies got to do it, mind you it's a full time job. I compete in my 1911 Scat which I love also I've just completed a 1914 Straker Squire (see *the Automobile March 2023 Ed.*) which gets its debut at Goodwood Members meeting in April, and I enjoy events like the pioneer run, I wish I could say the same for the very wet London Brighton runs!!! I'm Also delighted that my young 14 year old son Henry is starting to ride and enjoy both the cars and motorbikes

But the only real draw back with Veteran motoring is the same as it was in its day i.e. no roof, no lights and pretty random time keeping habits! So, I thought what I needed is a car with all the missing bits, so if service is slow at the pub, I could drive home with confidence and lights .... a real treat.

I started the process ....what if ?? a Bentley or an Invicta, an Alfa perhaps, or a Lagonda.

I was chatting over this enormous mind taxing problem with a friend who mentioned the name of a chap [Alan Hancock] I knew quite well as we had toured New Zealand together in my 1908 Renault Limousine. But he's not got one I insisted! as he never even hinted at owing one to me.

Oh yes he has! .. so I rang him.....indeed... Oh yes I have he confirmed but I rarely use it as I don't get on with the club hierarchy, in fact I've done precisely 500 hundred miles in it since I imported it from America and restored it 17 years ago!

You can borrow it if you fancy a go.... no need for a second invite so that's what I did for a year. Obviously I suggested to Alan that he should sell it, perhaps to me? .... No, I don't wish to sell it .... subject closed. 2 years later he reconsidered and finally produced a reluctant yes!!..... helped in hindsight I believe by his health issues. So, a deal was struck. It was now mine.

Once in my ownership I did the normal pub rally outings, but this was no ordinary 3 litre. It had a Brooklands track record having taken part in JCC events and was well documented by its first owner Cecil Vokes. Cecil drove it as his favourite touring car, being one of 6 he owned which were used to test his filters.

What I needed was a challenge. Well up pops a 24-hr race organised by the Benjafield Club in Portamio. So that's what we did..... I found 3 fellow minded humans and off we went .....t'was brilliant fun .... but oh, so close to a disaster as on the second lap a worrying tingling sound emitted from the engine on overrun. I pulled into the pits and we peered in. We removed one by one various covers and parts exposing more and more to finally discover that the valve cotter pin had sheared, and the valve was dropping down the guide and bouncing on top of the head of the piston at TDC.... Erm, well by luck or Lagonda foresight the valve precariously hung on the lip of the bore and didn't drop in the bore so we extricated the valve and set about making a new cotter pin.... but with what?

A search in the various competitors pits produced zero outcome but when walking back forlorn I spotted a suitable donor washer on the floor, oversized and a bit bent but just maybe? With a power drill and a file we reduced the prized item to the right shape and diameter. We were ably assisted by David Ayre who was enrolled for the event as a Lagonda helper by Benjafields..... wow !! So, in it all went and up she started and the rest is history. We did the remaining 23 Hours flat out on that washer, then got very, very drunk on vodka I think!

I should mention the car was mildly prepped and gone over by John Ryder and I was sold their uplift overlap cam, but on their driving the car, they announced "it's the fastest one in the club already!" It was their opinion that it had work done to that effect in its early days for competition. I still have the unused camshaft as they would not take it back! That's what it's all about..... bonding.

Since then I have used the car to tour the South of France driving through the Pyrenees, stubble racing, driven it to Spa and toured Scotland. We've done some VSCC races against a most determined Tim Wadsworth and in my rear view mirror I think I spotted Tim Parker!

I love the car in that it has real style and to my eyes is far prettier than a Bentley or Sunbeam and has a real presence. When I drive it in London to commute to my work it always draws wows and thumbs up from all generations and ages, what's not to like?

What's it like to drive you ask ?

Well, it certainly likes B roads best where one can float along, but you have to work really hard to go fast, its worst attribute being the Z gearbox. What evil mind dreamt that up? The ratio being 3 good changes to 1 horror. Going down requires enormous amounts of courage to raise the revs before double declutching and low and behold the hand speed of an Olympic fencing champion to whip it in! I never got the spring settings or the shocks right to give me the floating ride I would dream of but I've only had the car 10 years! I do very much like the car and it is now quite a reliable thing.

Early on I had a lot of oiling plug troubles but that's all over now I've fitted hotter ones, you should all do that; it transforms the car! The body is a factory tourer very elegant; although I do feel sorry for the rear passengers as they perch high above the axle and have the pleasure of the full force of the weather. The Hobsons telegauge has never worked and I assume never will !

Alan had found the car in America. He was at the airport returning from Hershey reading a motoring magazine in the waiting lounge and saw the advert for it. He missed the plane and went and bought it! Impressive stuff. The car had been exported there after the sale following Cecil Vokes death. Mr Gerald P Openlander bought it but for some reason was having work done on the engine and sent the bits away only for the garage to say some months later that the scrap man had taken them by mistake! I assume a scene followed as Mr Openlander was a top lawyer. I have in the huge file on this car letters galore to Ivan Forshaw asking for replacement parts and help. All this is pre technology so years went by and having finally assembled the missing elements he strangely went back to the same garage for the

rebuild, only to discover that the garage had found the missing parts! There is also a lovely picture of the car with Vokes at the wheel on the Brooklands track which I received in the car files with a letter describing Cecil's event. I now finish with it verbatim. Happy Lagondering

Andrew Howe-Davies

Sadly we have to report the death of Clive Reynolds, of Horton, Nr Leek, Staffordshire.

Clive was a long-standing member of the club and was the proud owner of a 1930 2 litre Low Chassis tourer. He found the car in a barn in the 1960's, complete but dismantled. He brought it home in crates, a few at a time and then ended up moving house and had to move them all again! His youngest daughter, Wendy, remembers spending many hours as a youngster in the garage, passing spanners to him as the car was slowly brought into commission. He eventually got it on the road in time to drive his eldest daughter, Julia, to her wedding in 1979. Over the years he attended many shows and meets across North Staffordshire and East Cheshire. The car is now based in South Cheshire with daughter Wendy. Our condolences to all Clive's family.

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

## FOR SALE:

**1925 12/24 S saloon. 1479cc.** this unique car is the only saloon of this model known by the Club to have survived. Lovely original patina and mechanically excellent. Over the last few years, rebuilt engine, new radiator core and fabric roof. Light Car eligible and did the 2015 Light Car French Rally. £24,000. View in Derbyshire. David Hill 01246 768 538 [davidandmary@gmail.com](mailto:davidandmary@gmail.com)



**1934 M45 Saloon.** Immaculate condition and ready for Immediate use. Affectionately known in Lagonda circles as "Herbs Car" named after previous owner Herb Schofield. Total engine rebuild £9,000 miles ago, with much money spent since. F.S.H. with 40 years of invoices. Competed in many rallies and tours ,including France, Ireland, Isle of Man and Le Mans. Present ownership for 31 years. Continuous log of all journeys since 1982. Known history from new. All matching numbers. Enquires Alan Whitehead , 07770 582300 or 01204 491737 . Now entered in Bonhams auction at Goodwood on Sunday April 16<sup>th</sup>. Full details and description and photos in Bonhams catalogue and web site



**Items for sale by Iain Wilson [iw@laser.co.uk](mailto:iw@laser.co.uk) 07798 555777**

- **Original LG45 Rapide crankshaft + cam** Please images of the crankshaft and cam that came out of my car prior to an engine build. Feel free to contact me for any further information. £500 + VAT for the pair
- **2ltr downdraft head** I have an as new downdraft cylinder head for the Lagonda 2.0 litre engine. The undisputed easiest way to get the essential additional power from this engine. Next day UK carriage included. £3500 + VAT

**Tim Parker has a 2ltr kit of parts to build a supercharged engine and 2 ZE gearboxes** for sale at the Richard Edmonds Auction on 5<sup>th</sup> March. See <http://richardedmondsauctions.com/> See also the Classified ads on the website for more details or contact Tim on 07966 466 605

## WANTED

**Jacking point** that is fitted to the front axle of the low chassis 2L and the 16/80 models. John Breen. Tel 01462 677129. Email [breen@tiscali.co.uk](mailto:breen@tiscali.co.uk)



I'm looking for a water pump housing/cradle for a High Chassis 2 litre. If anyone can help please let me know. Thanks.  
Mike Fountain. [michaelfountain1949@btinternet.com](mailto:michaelfountain1949@btinternet.com) 01858 880 733

## NEW MEMBERS

We welcome the following new members:- \* Rejoin\*

G 1	Richard Gibson	Culloden, Inverness, Highland, IV2 7DY Rapier DHC D11239 BLP 73
*P 7*	Juan Pascual	Exafan, 50840 San Mateo De Gallego, Zaragoza, Spain N/O
S 5	Beanie Sturgis	Great Somerford, Chippenham, Wiltshire. SN15 5JA 16/80 Tr S10457 WD 6391



## THE DB GAZETTE

Many readers will wonder just what purpose this Gazette fulfils. I personally think it can provide a place where knowledge is shared amongst owner/enthusiasts of this portion of the marque Lagonda, whatever this means to each individual.

A great pity is that the Gazette only officially reaches those who are involved with ownership of the cars within this small but interesting section of the marque generally. It seems one must join the Lagonda Club to be on the mailing list.

My plea to encourage DB owners to write about their experiences seems to have been noticed by the few, but the many have yet to subscribe.

I have dwelt upon this anomaly for some time and I have concluded that not enough is known about the engineering and development of the DB series cars.

It is my intention to publish a reading list to enable all owners to become familiar with the whole range, but especially DB owners, in the hope that some may become proud of the example of the marque that they own and others will become interested in learning about other cars with the name Lagonda that appear to be the focus of general attention for most Club members and the public at large

Interestingly, it seems to me that the larger the headlights, the greater the interest and enthusiasm for sections of the marque from both the public and Club members!

Russel Brockbank is probably to blame for most of this sort of subtle education, just as James Bond is to blame for educating the later masses.

I'm not suggesting that you must agree with my observations, simply that owners, especially 'artisan owners' should all do something about researching the history of the DB series cars and deciding just who the heroes of that era truly are.

As well, we may discover just who was responsible for the flaws in initial design and later production of the car we call the DB 2.6.

In defence of production of this section of the marque, I have observed that this series was the first attempt to use semi 'production line' techniques to build cars, either by David Browns or Lagonda.

It is noted that about 500 sedan and DHC styles were constructed in this manner. I have observed that some portions of construction were fairly slipshod. Welding for example was not carefully inspected and much other fettling was poorly executed.

I wonder about engine design and development and from what I read, little was done to enhance engine design or mechanicals generally. I was stunned to read about the obvious

design flaw in the setting up of the 3 litre rear axle, a mistake that stopped this magnificent car, the Rapide in its tracks, so to speak!

As to the basic engine design, whilst it was a far cry from all other production cars, Jaguar took the step of making a similar engine stronger and consequently, reliable.

Today's owners of the DB cars are faced with expensive engine modifications if they wish to achieve ultimate reliability over long periods.

So my ultimate purpose in scrambling this Gazette together is to promote discussion and share knowledge, not to bag a car that was designed and built under trying conditions in a changing world after years of conflict.

If you read this far, spare time to drop me a note regarding some of the points I have raised. Together we may save a few more of these pleasant old cars from the scrappers!

**PETER HENSON H62 OCTANE1@BIGPOND.COM**

Now for a list of essential reading for DB owners, but anyone else is welcome to take up this cause! Most books listed will be available from libraries or for sale online.

Not every book listed here is a research tool!

- LAGONDA. A history of the Marque. Arnold Davey & Anthony May. ISBN 0-7153-7695-0
- W O Bentley - Engineer Donald Bastow ISBN 0-84529-215-2
- David Brown's The story of a Family Business. Desmond Donnelly (No ISBN)
- Aston Martin and Lagonda Michael Frostick ISBN 0901-564-24-9
- LAGONDA GOLD PORTFOLIO Clarke Brooklands ISBN 1-85520-1550
- A MECHANIC'S DREAM Tony Tocock (No ISBN)
- W.O. Bentley The Man behind the Marque Bobbit ISBN 1 85983 3527
- David Brown & Sons Aston Martin & Lagonda Alan D Heard (No ISBN)

This is not published as the only reading list you might acquire but is generally accepted by owners as an essential start to gaining knowledge of the marque.

There is much un-published material available from various sources, most of it simply anecdotal jottings with little relevance to engineering standards. Take care not to be led astray by unsupported observations regarding engine modification.

Changing camshaft profiles does not remove main bearing rumble nor stop oil leaks!

I hope you enjoy your research!

This announcement may come a little late for some.

I have to assume that ALL DB owners received this notice Dated 17 February and that at least some readers will have taken the opportunity to attend! With any luck, a report might follow in time.

'Richard Branch, together with Steve Waddingham, Aston Martin's historian have arranged a small gathering at Whitewebbs Transport Museum from 10:30am Thursday

2<sup>nd</sup> March. The museum is located at Whitewebbs Road, Enfield, EN2 9HW just off the M25 Junction 24.'

**Now some interesting recent sales advices. Thankyou Antony Bowie.**

[1951 Lagonda 2.6-litre Drophead Coup by Tickford For Sale by Auction \(carandclassic.com\)](#)

[1955 LAGONDA 3-LITRE MARK II DROPHEAD COUPE For Sale \(carandclassic.com\)](#)

[1951 Lagonda Drophead 2.6 DHC Coupe For Sale By Auction \(carandclassic.com\)](#)

<https://www.ebay.co.uk/itm/185771744220>

[1952 LAGONDA SALOON REG 'OMB 114' ASTON MARTIN DB2 ENIGINE For Sale \(carandclassic.com\)](#)

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

February has been a quiet month with just some work on sorting out a few used DB parts being donated to the Club which I will endeavour to list next month. I recommend checking the list of used parts on the website regularly.

Please get in touch with any other suggestions for DB chassis and body components you are in need of.

**Please order parts via the website if possible**

## SPARES NEWS – March 2023

E-mail: [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

### PRICE

ENG525K - Crankcase for Meadows engine £12,000

### GASKETS

GSK234 - Water pump to support casting to crankcase, 2L	£4.10
GSK235 – Water pump transfer pipe to radiator, 2L	£2.05
GSK423 – Oil distribution block, 4.5L	£2.35
GSK424 – Elbow, rear of block, 4.5L	£1.34
GSK425 - Oil lid, 4.5L	£2.10
GSK426 - Flywheel access cover, 4.5L	£2.40
GSK427 - Sump access cover, 4.5L	£4.30
GSK428 - Oil pick up access plate, 4.5L	£3.72
GSK429 - Crankshaft oil housing, 4.5L	£5.64
GSK430 - Breather tower (fan housing), 4.5L	£3.72
GSK431 - Adaptor plate, carburettor, 4.5L	£3.56
GSK432 - Take off, oil filter adaptor, 4.5L	£3.56
GSK433 - Oil filter housing, 4.5L	£3.56
GSK434 - Water pump elbow, 4.5L	£1.50
GSK435 - Water pump, 4.5L	£7.50
GSK436 - Water pump adaptor plate/jack shaft carrier, 4.5L	£15.60
GSK437 - Water pump plate, 4.5L	£7.20
GSK438 - Magneto gearbox assembly, 4.5L	£18.40
GSK439 - Lid gasket, rear of magneto gearbox, 4.5L	£1.74
GSK440 - Rear camshaft bearing, 4.5L	£4.00
GSK441 - Rocker supply pipe, 4.5L	£0.82

(All prices excluding VAT)

### BACK IN STOCK

- SPKX05 - 4.5L starter motor Lucas manufacture, fully reconditioned.
- SPKX04 – Scintilla Earth Connector
- SPKX06 - M45 Rotax Starter Motor, fully reconditioned.
- GSK421 - Gasket for water rail, 4.5L Meadows

### USED SPARES NEWS – **\*V12 CATEGORY UPDATE\***

We're pleased to inform our members that the V12 used spares category is now live on our website, with photographs and prices for all available parts. This represents the vast majority of our V12 stock, though there will be further additions in the coming months.

Visit <https://www.lagondaclub.com/spares/v12/> to browse all of the available stock.

You'll also find a good selection of parts available in the "Used Spares" section of the website, alongside the V12 stock, including 16/80 & DB sub-categories, with all Lagonda models to follow.

### NEW PARTS IN PROGRESS



## SPARES NEWS – March 2023

E-mail: [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

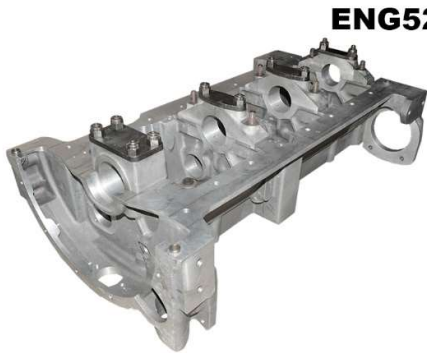
- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L
- U-bolts for all road springs that are not already covered

- Gasket range now launched, please advise Robin of any additional requirements.

**Please e-mail Robin Cooke if you are interested in any of the following parts. Your support will influence the Committee's decision to proceed or not:**

- ZM chassis - braking system (13 parts).
- Fuel tank senders (3-terminal type) 2L, 3L.
- PMP103/4 – High/Low water pump housing 16/80.
- Rockers, 4.5L.
- Various DB parts, please see the Post-1945 Gazette for details.

### ENG225K – Crankcase for Meadows Engine – NOW AVAILABLE TO ORDER



#### ENG525K

This crankcase is an almost exact copy of an LG45 crankcase (Sanction 4 spec.), but it is superior in being made from a high-grade modern alloy and fully heat treated. It is superior to anything that has been on the market before. It is also almost identical to an LG6 crankcase. It can be used satisfactorily for M45s (inc. Rapides) but modifications may need to be made to the cylinder block studs. To be safe, you should take expert advice on fitting to your engine, as many engines have been modified and upgraded over the years and are not as originally supplied by Lagonda in the 1930s. The crankcase will not require any modifications in order to be

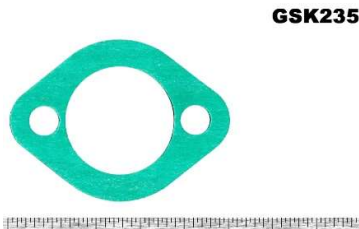
fitted to an M45, though a new set of special stepped studs will be needed. We are confident that these crankcases can be fitted satisfactorily to any Meadows-engined Lagonda (and to Invictas).

**NB: Though pictured in our stock photos, main bearing caps and studs are not included with the crankcase.**

These crankcases are made to order, and on a 3-month lead-time. Delivery fee to be confirmed subject to the buyer's location.



**GSK234**  
GSK234 - Water pump to support casting to crankcase, 2L



**GSK235**  
Water pump transfer pipe to radiator, 2L



**GSK423**  
Oil distribution block, 4.5L



**GSK424**  
Elbow, rear of block, 4.5L



**GSK425**  
Oil lid, 4.5L

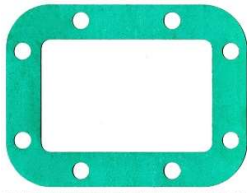


**GSK426**  
Flywheel access cover, 4.5L

## SPARES NEWS – March 2023

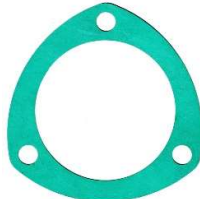
E-mail: [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

**GSK427**



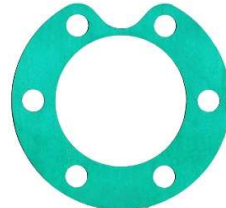
Sump access cover, 4.5L

**GSK428**



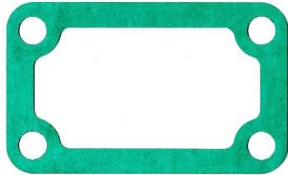
Oil pick-up access plate, 4.5L

**GSK429**



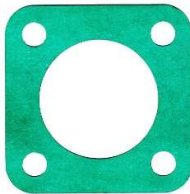
Crankshaft oil housing, 4.5L

**GSK430**



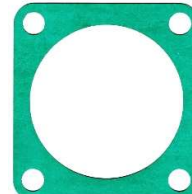
Breather tower (fan housing), 4.5L

**GSK431**



Adaptor plate, carburettor, 4.5L

**GSK432**



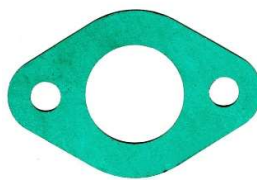
Take off, oil filter adaptor, 4.5L

**GSK433**



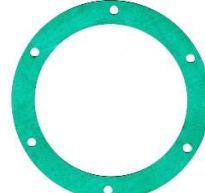
Oil filter housing, 4.5L

**GSK434**



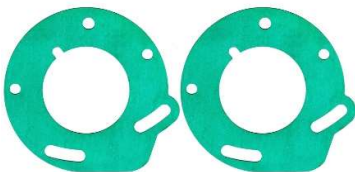
Water pump elbow, 4.5L

**GSK435**



Water pump, 4.5L

**GSK436**



Water pump adaptor plate/jack shaft carrier Set, 4.5L

**GSK437**



Water pump plate, 4.5L

**GSK438**



Magneto gearbox assembly Set, 4.5L

**GSK439**



Lid gasket, rear of magneto gearbox, 4.5L

**GSK440**



Rear camshaft bearing, 4.5L

**GSK441**



Rocker supply pipe, 4.5L

## **2023/2024 SUBSCRIPTION RENEWAL**

Your Board has reviewed the subscription for the coming year and, due to the increasing cost of goods and services, has approved an increase in the basic **rate from £48 to £52, with effect from 1 March 2023.**

Members who pay the basic rate will receive 11 monthly newsletters on-line and 4 quarterly magazines by post. If you would like to receive your newsletters by post, there is a supplement to cover the additional cost, and this is reviewed each year at the same time as the basic subscription rate.

From 1 March 2023, the cost of delivering Newsletters by post will be **£20 for members living in the UK and £39 for members living elsewhere.**

All Members should receive an automated renewal reminder prior to the anniversary of their date of joining. However, many members who joined prior to 1 April 2021 will have a subscription renewal date of 1st April and this means that there is a lot of work for the Administration team during the period immediately before and after this date.

**Please help us to minimise this effort by using THE LAGONDA CLUB WEBSITE to renew your subscription.**

**Renewing via the website is very secure.**

**However, if you do not wish to use the website, please complete the form below and send it directly to the Membership Secretary**

## 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 £52/£72/£91 (***delete as appropriate***) to my account

My card number is:-

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Expiry Date \_\_\_\_\_ 3 figure security code \_\_\_\_\_

My Name as on Card \_\_\_\_\_

**2** I enclose my cheque for £52/£72/£91 (***delete as appropriate***) made payable to **Lagonda Club Ltd** for the Club subscription year 2023/2024

**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 car(s), 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 Northern Dinner — Friday 28<sup>h</sup> April, 2023

The Izaak Walton Hotel, Dovedale, Ashbourne, Derbyshire DE6 2AY

More information this month, with a short description by Tim Gresty of the Friday tour which he has kindly arranged - many thanks Tim. Fuller details by *email* beforehand if we know you're joining in, or on the day at the hotel some of us are staying Thursday night.

'Our informal Northern Dinner tour departs the Izaak Walton from 10.30 on Friday 28<sup>th</sup> April. The 50 mile itinerary can be split into morning and afternoon 25 mile sections, or you can join in at any of the villages en route. Directions will be simple and straightforward.

'We wend our way through Ilam village, passing the evocative ruins of Throwley Old Hall, and on via Waterhouses to Butterton, with its elongated ford. Then we climb to the scenic B5053>>B55054, passing the northern terminus of the Leek and Manifold Light Railway at Hulme End, with its Infocentre and adjacent cafe. After Dartington, with duckpond and petrol, we drive the 12 miles of a road race circuit proposed in 1952 as a rival to Le Mans. The Bulls Head Inn and Old Smithy cafe in adjacent Monyash cater for all lunch appetites.

'We then pass Arbor Low and Magpie Mine before descending to the Peak district's most scenic village, Ashford-in-the-Water; after Tissington village and ford, we pass through Thorpe, with its garage for petrol, and back to the Izaak Walton Hotel'

Please book your room direct with the hotel, mentioning the club; 01335 350981.

Here's a squeezed- in version of the Dinner menu; E37 per head; Print, tick choices and send to me with a cheque, or book on the Club website - 'Events- Northern Dinner.'

**Starters:** Prawn crayfish avocado cocktail, buttered rye bread / Leek and potato soup /crispy chicken, garlic aioli, lime salad

**Mains:** Rolled feather blade of beef, tender stem, savoy, buttered mash / Pan fried chicken supreme, petit pois, wilted baby gem, mustard cream sauce/ Wild mushroom arancini, spiced tomato ragu, parmesan crisp

**Desserts:** Double chocolate brownie, mousse, chocolate sorbet/ Lemon posset, raspberry, biscotto biscuits/ Vanilla cheesecake, passion fruit sorbet, poached berry compote: Coffee.

**Contact:** Nigel Hall, Mile End House, 32, Broadbottom Road, Mottram, Hyde, SK14 6JA  
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