



# NEWSLETTER

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

MEMBERSHIP SECRETARY:  
Colin Bugler, Wintney House  
London Road, Hartley Wintney  
Hants, RG27 8RN  
Tel 01252 845451

Newsletter compiled By: Tim Wadsworth  
To include news items please email Tim at  
[newsletter-editor@lagondaclub.com](mailto:newsletter-editor@lagondaclub.com)  
This month's Guest Contributor is:  
**Laurence Hannam**

**No. 510**

**May 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/>**

**May**

**14<sup>th</sup>**

**14<sup>th</sup>**

**20<sup>th</sup>**

**21<sup>st</sup>**

The Bluebells and Cowslips scenic drive Contact: Jeddere-Fisher  
[kenjedfish@gmail.com](mailto:kenjedfish@gmail.com)  
VSCC Suffolk Tour  
LC Anglia Pub Meet. The Plough Great Chesterford, Essex. CB10 1PL Contact Len  
Cuzzolino [len.cuzzolino@lagondaclub.com](mailto:len.cuzzolino@lagondaclub.com)  
VSCC Wiscombe Hill Climb

Alarming news just received that the Woskowski's M45 LM Rep has been stolen in Germany. The car is red (or at least it was when stolen), Reg BUW10 Car No Z11396 If you should see or hear of this car please inform Johannes on [woskowski@dental-team.info](mailto:woskowski@dental-team.info)



By all accounts the Northern Dinner at the end of last month was a good evening. David and Alan did a little duo followed by David giving a song. In all 48 sat down for dinner and there was a good selection of Lagondas in the car park.

Next up is the Suffolk Dinner on Thursday 13<sup>th</sup> July. The venue is close to Harwich which makes it very accessible for our continental members who will be most welcome. A repeat flyer is attached.

The Club's 2022 awards have been announced which are:

Bentley - First Lagonda in the BDC/Lagonda Race Silverstone  
Bellini - Best newcomer  
Densham - The most active 2 litre or 16/80  
Expensive Noises  
Fox-Mobil - Fastest 2 litre at Prescott  
Fox and Nicholl - Best Overall Racing Performance  
Gaber - Best performance by a V12  
Invicta - Best performance driving an Invicta  
Michael Trophy - Best performance in any type of event  
Night Trial - Best performance in a night trial  
Overseas Trophy - Best performance in an overseas event –

**Nicholas Morley (LG45)**  
**Peter Brown (2 Litre Le Mans)**  
**Tim Wadsworth**  
**Malcolm Simmonds (2 Litre)**  
**N/A**  
**Andrew Howe-Davies (3L)**  
**Mark Butterworth**  
**Trevor Swete**  
**Paul Tebbett (LG45)**  
**N/A**  
**Florian Brandt (LG45)**

Well done everybody.

This month's letter is from Laurence Hannam who now lives in France.

I have already described my journey into the world of Lagonda some 5 years ago, in our Club magazine. Thus, briefly! My brother started collecting Dinky cars, and amongst the first 3 was a rather handsome drophead Lagonda. The more I heard, the more I liked; joined our Club, advertised seeking a drophead LG6 or V12. Even at age 21 I realised that practicality made the LG6 preferable. So of course, I bought the V12. Drove it regularly until 1982, when 3 miles per gallon and vast smoke clouds accelerating away from lights (and oil consumption below 100 mpg) made an engine rebuild essential. Recommissioning the car continues, as I find more and more that needs work. Maybe ... next year ...

My Riley RMB, my first car, had been off the road since 1975, as the roof covering replacement had developed into complete restoration, which I didn't have the time for. By 1997 I was pretty fed up with having no proper car to drive. Then I saw the LG6 special advertised in the Newsletter, quite correctly advertised as a 4 1/2 Litre Lagonda for Rapier money. I am no lover of specials, preferring cars as originally built. However ... this looked attractive in the photos. New body, completely professionally rebuilt mechanically ... what could possibly go wrong? Viewing went well. The test drive was fine, other than the growing terror of the vendor as I approached 40 mph ... and the front end shimmying violently. Fortunately, I could see the offside front wheel ... and that it had been rebuilt out of round.

Deal done, collected the car, changed that wheel for one of the V12's, and drove back to Thames Ditton from Suffolk very happily. On hindsight, I should have thought very carefully before buying, as that wheel turned out to be my introduction as to how bad the "professional mechanical rebuild" had been.

Indeed, the next few years experience indicated that the rebuilders must surely have had the intention of doing everything as badly as they possibly could. One of the wings fell off, no great disaster as I then had V12 Le Mans style ones made and fitted, with very adequate mountings, and these suit the car well. The Vertex magneto ceased to function, despite having been rebuilt by a specialist. Just as well that I had repaired the non-functioning distributor by fitting the original Lucas rotor arm in replacement of the modern Park version fitted (which burnt through, just as the spare Park one did).

On the drive to Rheims for the Centenary Champagne Rally in 1999, I had to stop, and disconnect the dynamo, as smoke from that was choking. Fortunately the battery was more powerful than it needed to be, which allowed us to drive the car whilst I investigated the problem. Transpired to be an insufficiently tightened terminal on the voltage regulator. This had burnt away, necessitating bodging a temporary connection to the underside. Fortunately this was a non-original RB106 regulator, which I have subsequently swapped for an earlier RF95 (actually a spare one for my Riley).

The steering was appalling, very tight. Dismantled the steering box, and found that the "rebuild" had simply involved tightening the column bearings, grinding the balls into craggy lumps. Took it to a Marles specialist, who rebuilt it. Still too tight. He had replaced unavailable roller bearings with plain bushes, so suggested I get components ground to size to enable modern roller bearings. My local engineering company lost those parts, only finding them six years later. By now it was 2006 and our move to France was imminent. Finally got the car back on the road in 2016 ... and still the steering was too heavy, and the box leaking. Dismantled it, to discover that my rebuilder's second rebuild had insufficient shims, meaning the bearings were holding the front cover away from the case, and the cross shaft was also maladjusted. The fourth rebuild I did myself, and at last, smooth light steering and no leaks.

That didn't resolve the tyre squealing or nervous cornering. Took it to Haynes Motor Museum workshop for geometry check, and they found one front wheel cambered in, and the other, cambered out. Yet another "joke" by the vendor's rebuilders. Since purchase I have covered less than 20,000 miles. In that time, the LG6 has had new rear springs made, these reset three times, and eventually replaced by another new set. Gearbox has been re-built, rear axle has been re-built ... and the engine is currently being re-built.

Not bad going for a car which I bought largely because it brought the promise of trouble free vintage motoring with nothing other than routine servicing for many years to come. On the plus side, the LG6 has always been reliable, the only breakdown occurring just 3 miles from home; now that's polite!

Mind you, do note, not quite as polite as the V12, where the only failure to proceed was in my own driveway.

Some of the faults I have encountered have been obscure. Adjusting the rear brakes proved impossible. The braking system has a compensating assembly on a cross shaft behind the handbrake lever. Simmonds locking nuts on this indicated that the nuts were not intended to be fully tightened. Yes, the "professionals" had wound them up all the way, locking the assembly. Unfortunately, that didn't resolve the problem. Drums off yet again, I thought I'd compare the internals with those on the V12. I noticed that the steady posts had 3/4" washers fitted, whereas these had been replaced by 7/8" ones on the LG6. This didn't appear to be a problem, but "appear" is apt! Drums off, everything fine.

But, when you put the drums on, the shoes move, and I realised that the larger washers were preventing full movement of the handbrake linkage. Changed the washers, and the brakes are now fully adjustable. Had I not had the V12, I doubt I'd have figured that one out.

Another issue was cutting out at speed, especially when the tank was much less than full. No leaks, or so I thought. Eventually I decided to check the reserve/main petrol tap, which is not original. This has been brazed to a brass screw, which is bolted to the chassis crossmember ahead of the tank. I removed and dismantled this, and discovered that the heat of the brazing had distorted the brass housing, only slightly, but the witness marks told the story. I ground the inner and outer together with fine emery, then toothpaste, until marking was even. No more cutting out!

Brakes! V12/LG6 brakes are Lockheed dual circuit hydraulic, and despite what you might read, are very good indeed. The only issue is that the pistons, being aluminium and brake fluid, being hygroscopic, tend to stick with corrosion in their cylinders, even after a fairly brief lay-up. I wasn't surprised to find most of the wheel cylinder pistons seized, when recommissioning the car. The pistons are separated with springs and fragile tin spreaders, so pressing the pistons out with a vice or press was out of the question, if damage was to be avoided. I found that the bleed screws have the same thread as some grease nipples. Screwed one of those in, attached lever type grease gun, pumped, and out came the pistons. Messy, but it works. Just don't think of re-using the seals.

The V12's cylinders were quite corroded, and eventually I decided to have these sleeved with stainless steel plus the LG6's master cylinder. All good, except the firm doing the job didn't keep to their deadline. I had the LG6 entered for the Fougères Rally. What to do? Many vintage cars rely solely on rear wheel brakes only, and the handbrake is pretty effective. Drive carefully and all will be fine. What can I say? Try it some time! (Tongue in cheek). In the event, stopping the car was more problematic than expected. Slowing: fine ... actually stopping ... hmm. My right arm ached for weeks afterwards. Reading the road ahead was paramount, and of course, I had to keep the speed in check. Concentration was such that I had an ongoing headache. I couldn't possibly recommend it, but it was truly a lesson in reading the road and driving very carefully indeed. 900 miles, no incidents. Needless to say, the new cylinders were waiting for me on our return, and I immediately got on with fitting the master cylinder. Took the rear drums off ... and the shoes were soaked with oil! Little wonder the brakes had been worse than expected. The guy who rebuilt the rear axle must have forgotten he'd filled it, as, when I drained it to check the content, 7 pints came out where 3 1/2 pints should be.

Even if it doesn't feel like it at the time, part of the "fun" of owning an old car is resolving issues and making improvements. The people you get to meet, and the friends you make; that's a big part of it, too.

**Laurence Hannam**

We are very sorry to report the death of Mike Heins. Mike will be well known to many as an active participant in numerous tours and rallies and was always willing to help others, whatever the problem. He joined the Club in 1990 and had a number of Lagondas ending up with 3 Rapiers. Our sincere condolences to his family and friends.

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

### **FOR SALE:**

This speedo is of unknown origin as actually rescued from a scrapyard many years ago. Offered for sale £150. David O'Connor 07860558141 or [davidioc@hotmail.co.uk](mailto:davidioc@hotmail.co.uk). (Spilsby, Lincs) **(member)**



### **2 LITRE LOW-CHASSIS SPEED MODEL -1932 TYPE 2B-T3 FOR SALE**

I bought this car in Singapore in about 1980. I shipped it to the UK and it was completely restored over the next few years by the late Peter Whenman, at his Hartley Wintney premises. The work included a new body in original style finished in dark green, a retrimmed interior also in green, a retrimmed convertible top and tonneau cover in black, new aluminium wings, new 21" wheels, new brake drums, an engine and gearbox rebuild, restoration of the original instruments. The engine rebuild included a new cylinder head and the Scintilla magneto was restored. The car retains its original super charger. The original UK registration was reclaimed and the car has been licensed and lightly used since then. It has never let me down and it is immaculate. I fitted new tyres about four years ago. I must sell the car, which is at my home in North Yorkshire, since I now live in Australia. I will be in the UK for a few months from mid-May, during which time interested buyers may inspect the car and make offers. Please contact me by email at [roybrittain@gmail.com](mailto:roybrittain@gmail.com). Roy Brittain (member)



### **Items for sale from Alan Brown: contact Alan on 07884 018301 or email [alanbrownemail@icloud.com](mailto:alanbrownemail@icloud.com) (Member)**

Twin SU pumps; one new modern SU pump; Horn similar to Klaxon; Mechanical petrol pump; LG dual gauge; M45 rev counter; capillary temperature gauge; 2 inch dual temperature and oil gauge; oil pressure gauge for 2 Ltr; Rev counter for 2 Ltr 100 mile an hour speedo for 2Ltr; 4 gauge panel for V 12; 0 to 25 lbs blower gauge

### **1932 Lagonda 2L LC SML - PJ 2843**

A delightful car to drive, well maintained, with strong engine, excellent brakes, precise light steering with rebuilt 21" wheels and Blockley Tyres. Well maintained, with new Club gears, recent brake relines. Complete with tools, full hood, tonneau and side screens. Owned over 20 years, reliable fun enjoyment on Club, Brooklands 12/12 and Vintage events! Plus family outings, friends weddings! Including Hill Climbs, Driving Tests, touring in France! - winning a few trophies on the way, with lots of fun motoring! Well-known 2 Litre LC Tourer - Owned by Peter Densham in the 1940s as he started the 2 Litre Register - PJ 2843 is No. 66. Motoring picture of this fine Lagonda, painted by Roy Nockolds, as a gift to Densham from the Members. He then gave it to the Club as the 2 Litre 'Densham Trophy'. A large History File. However, Pre War History still unknown so far - believed Factory registered, with Long VdP wings, as a direct Customer Order. Restored in '80s by Jack Wright, the Yorkshire engineer and Lagonda enthusiast. Used by his family for many years. Offered with spares, photos back to the late 1940s and ready for more fun Lagonda motoring. Priced at £79,500. Based in Thames Valley - Christopher Hobbs H1, [christopher.hobbs@chco.co.uk](mailto:christopher.hobbs@chco.co.uk) - 07775 847811 for discussions.



**Lagonda M45 door screens, 2 x front and 2 x back.** Original metal frames reupholstered in navy blue with acrylic screens. The acrylic is not in perfect condition, but they are good overall condition. Pictures available on request. Located in Derbyshire, can courier at your cost. Open to sensible offers. Jez m 07752 365859 e [jezstuff800@gmail.com](mailto:jezstuff800@gmail.com) (non-Member)

**Centric (Shorrock) supercharger model 400.** This is identical to one on the 4.2 litre Railton of the previous owner, who races it with success, so it would be suitable to the larger engine. I bought it for my 4.2 litre Railton project that ill health forces me to sell. The supercharger is at my house in Northern Brittany, France and comes in a strong plywood box for delivery, which is at the buyer's cost. It weighs, with the case, 32kg and measures 47cm x 47 cm x 30 cm. Price £700 contact [michael.burnett@sfr.fr](mailto:michael.burnett@sfr.fr) (Member)



**V12 Saloon.** It breaks my heart to part with it but I need to sell my 1938 4.5 litre V12 Lagonda. The engine etc. are restored and I have just restored the starter motor and fitted a new fuel pump. Stainless steel exhaust throughout. There remains the upholstery and a respray. The body is very sound and loosely fitted by the owner when the car was in Australia so it will be easy to remove the wings, etc. for respray. The car is at my workshop in France thought it is British registered and I have the V5C in my name. I have just been diagnosed with motor neurone disease, which is progressive and incurable, so I will not be able to do anything more to the car, therefore, the asking price is £55,000. Please contact michael.burnett@sfr.fr **(Member)**

**1933 Lagonda 16/80 Saloon.** Owned for many years by 16/80 guru Brian Savill. Featured in The Automobile April 2021 and in Arnold Davey's book Lagonda 2,3 and 3½ Litres in Detail. Huge file covering Brian's meticulous mechanical restoration as well as much technical information as written by Brian for the Lagonda Club magazines. Wonderfully patinated both inside and out. Also included is an extra complete set of hardly worn Blockley tyres. Offers on £55,000. Mike Hallows 07721 420489 or [mike@tentenths.co.uk](mailto:mike@tentenths.co.uk) **(Member)**



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

A 20	Richard Atkin	595 5th Ave NE, St Petersburg, FL 33701, USA N/O
D 10	Dominique Delabarre	9 rue Robert Canivet, Orgemont, 91590 CERNY, France M35R.CH Z11299 AON 892 (FP-127-SK)
*D 6*	Roland Duce	Thurgarton Priory, Main Street, Thurgarton, Notts, NG14 7GY LG45 Rapide Rep 12053 AWD 231
E 5	Steve Ewen	Drumkinnon Cottage, Old Luss Rd, Balloch, W Dunbartonshire G83 8QP
*G 39*	Kerstin Gronkowski	Spiesheimer Weg 39, 55286 Wörrstadt, Germany 2L S/C Tr OH 9882 GO 4495 (W-KAL 3) LG45 LMRep 12045 DPH 769
H 9	Hans-Joachim Hauschulz	Willy-Brandt-Platz 5-7, Schlegel-Haus, 44787 Bochum, Germany 2L SM OH9115 YW 9207
H 33	Robert Hodgkins	18 Wood Green Road, Wednesbury, West Midlands, WS10 9AX DB 3L sln LB/290/1/166
M 7	Edward McNabola	1094 Fisher Lane, Winnetka, IL, IL 60093, USA N/O
M 8	Graham Moss	R C Moss Ltd, Knotting Road, Melchbourne, Bedford, MK44 1BQ N/O
S 6	Adolf Schacherleitner	Steinwand 17, 4852 Weyregg am Attersee, Austria n/o





## THE DB GAZETTE

My search for information relevant to the history of Lag/8, the 1948 DB 2.6 dhc I have owned since 1960, has led me to some strange sources. Why would I bother you ask? Well, many persons have written about the beginnings of production of these cars, the involvement of various persons from design to actual production and sales.

I believe Lag/8 is a very early car and has not been stripped and rebuilt except by myself during the long period from 1960 to current times. When I bought the car it came with little paperwork to prove its history. The first owner was Keith Dureau of the Australian Import and export company Brown and Dureau Ltd, offices in Sydney, Brisbane and Melbourne. Dureau initially registered this car in 1949 in Melbourne.

Sadly, little is now known of this company who were also involved in the Broome, WA Pearling industry. There is evidence that the company imported cars, boats, aircraft and machinery into Australia and probably exported pearls, amongst others things including timber products.

Australians of a certain age would recognise B&D Roller Doors, sold all over this country from the fifties onwards. Every modern house had at least one!

Small aeroplanes and many other types were imported and sold by Brown and Dureau's Aviation Services.

David Brown and John Deer tractors were distributed by B & D. Sadly no paper trail exists to permit amateur historians to glimpse into the past. Legend has it that the company was taken over during the early sixties. A few items of advertising have survived.

There was no stock of spares kept locally. Various others became involved in distribution but orderly marketing did not thrive, it seems.

When Aston Martin needed a base in Australia, the company established a David Brown presence selling tractors, cars and machinery. The tractors and machinery operation went very well for some years, not so the Aston Martin/Lagonda distribution.

I believe that these cars could only ever have had a very limited market share. The basic selling prices were three times the market price of locally produced cars but the latent problem was lack of after sales backup over this very wide country. Customers still purchased fully imported cars but had difficulty maintaining them.

Evidence for this statement can be found when one considers the number of DB Lagondas that were simply parked in haysheds or barns and forgotten until recently, when interest was revived and engines and a few other parts became valuable items. The cars themselves are slowly being restored in some cases or simply sold off to scrap for their engines.

As I stated earlier, little evidence of dealerships or histories is extant, however I leave you to consider the times; No internet, slow communication over vast distances, unpredictable market, threats of another Global Stoush emerging and fairly tough times during sixties and seventies worldwide.

I've included evidence of difficult communications in the form of an image of a letter sent from Australia to the UK. You can let your mind wander around just how tough it must have been to conduct international trade during these times!



Definitely a collector's item, but indicates just how difficult communications were in the fifties. Could this have been an order for another DB 2.6 or two or for some urgent spares, who knows?

I have a few more items of interest that I will share with you over time including letters that I treasure from Ivan Forshaw who encouraged me to continue to restore Lag/8 all those years ago.

Now I must thank those that have recognised that this Gazette has a purpose, ie; to focus attention on little known or published features of the DB Series cars.

You can help me in this quest by forwarding stories or information suitable for publishing in the Gazette. One item drawn to my attention recently is the title of a book I omitted from the list of essential reading for DB owners. It is, 'Still Life with Cars' written by John L Lumley, ISBN 0-7864-2053-7. I include this book on the recommendation of New Member, Kurt Bierkan B63, who resides in the USA. Kurt actually owns John Lumley's (RIP) DB 2.6 drophead and has it restored.

Once again I urge all Lagonda owners to write about their cars and send stories to Roger Seabrook or myself. Peter Henson H62 [octane1@bigpond.com](mailto:octane1@bigpond.com) Cheers!

Finally, another interesting contribution from Antony Bowie, many thanks Antony.

[1951 Lagonda 2.6 Litre Saloon For Sale by Auction \(carandclassic.com\)](https://www.carandclassic.com)

**DB Spares news** from Martin Peters, [mjpeters@supanet.com](mailto:mjpeters@supanet.com), tel: 01480-212657

Something looked at a long time ago but worth revisiting is the probability that some components of the chassis and bodywork of our DB cars were used on other makes. Electrical and braking components of the era are well catalogued so we have a good picture of which other makes / models used those Lagonda employed parts but what about miscellaneous door and window pieces, for example? Most of these would have been bought in. Unfortunately finding out this information occasionally gets us no further forward, e.g. some DB 3 Litre petrol filler assemblies being used on Austin Sheerlines - not many of them about either! If you have any leads on commonality please share them.

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 – May 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

(All prices excluding VAT)

### BACK IN STOCK

- SPKX05 - 4.5L starter motor Lucas manufacture, fully reconditioned.
- SPKX04 – Scintilla Earth Connector
- GSKV04S – Exhaust Gasket, V12
- VLV402 - Guide inlet & exhaust M45 LG45 S1 & S2
- SPKX06 - M45 Rotax Starter Motor, fully reconditioned.
- GSK421 - Gasket for water rail, 4.5L Meadows
- GRS201 - Timing gear, right hand 2L

### USED SPARES NEWS

You'll now find a good selection of used parts and "new old stock" available in the "Used Spares" section of the website, including V12/LG6, 16/80 & DB sub-categories. We're now beginning work on processing the club's 2L stock, with M45, 3L & 11.9 categories to follow.

Please visit <https://www.lagondaclub.com/used-spares/> for more information.

### \*USED SPARES SPOTLIGHT\* – Original Invicta Crankcase



Original Invicta crankcase, fully crack tested and pressure tested, with certificates. Suitable for M45s, but it does not have the improvements in the casting alloy, main bearing arrangements, and bolting arrangements to the block that were introduced by Lagonda for the M45R and LG models.

**£5500 excluding carriage.**

Delivery fee to be confirmed subject to the buyer's location.

Please contact the spares office for more photos and further information.

### NEW PARTS IN PROGRESS

- 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).
- Rockers, 4.5L.



## SPARES NEWS – May 2023

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

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

### **\*NEW SPARES SPOTLIGHT\* - 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.



# Suffolk Lagonda Dinner

## Ufford Park Hotel Woodbridge Suffolk



The 44<sup>th</sup> Suffolk Dinner will take place at 7.30 pm on Thursday 13th July 2023

Holding the event in the middle of the week proved a great success last year. Many local attractions can also be booked so visitors can enjoy a mini break touring the countryside. It's also an easy drive from Harwich and we were very pleased to welcome a number of Continental visitors. We hope more will come this year.

Visitors are invited to bring their cars to *Friston Classics On The Green* which takes place from around 1 pm on the 13<sup>th</sup> July. We will try and keep all the Lagondas together in one place. There will be a coffee morning at the Club spares operation at Johnson's Farm at Carlton near Saxmundham followed by a pub lunch in the Friston Chequers on Friday 14<sup>th</sup> July.

To find out more or book the dinner, contact Leah Knee 01728 604040 [spares@lagondaclub.com](mailto:spares@lagondaclub.com) or Colin Mallett 07920 053517 [colin@fulvens.com](mailto:colin@fulvens.com).

Menu choices are attached. £45.00 per head. Payment: bank transfer or debit card preferred. Closing date 29<sup>th</sup> June.

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

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

### **Starter**

- Cream of vegetable soup, herb roasted croutons V, VG
- Duck liver pate, orange and cranberry chutney, rocket and lambs leaf salad
- Prawn and smoked salmon platter with a lemon infusion

### **Main course**

- 12-hour slow cooked shin of English beef, creamed potato, honey roast root vegetables, French beans, bourguignon sauce GF
- Grilled organic salmon fillet, lemon and dill crushed potato cake, creamed savoy cabbage, asparagus, hollandaise sauce GF
- Chargrilled Vegetable tian with glazed Vegan mozzarella, sautéed new potatoes, black olive tapenade, sun blushed tomatoes V, VG, GF

### **Dessert**

- Baked vanilla cheesecake, chocolate ice cream, salted caramel syrup
- Eton "Tidy" Mess, meringue pearls, champagne jelly, seasonal berries, vanilla cream, raspberry coulis
- Sticky Toffee Pudding, Butterscotch Sauce, vanilla ice cream or clotted cream

# Member's Register of Services

Dear Members,

I have been tasked with creating a register of services and suppliers so that members who wish to contact a recommended specialist to fix their "clutch, brakes, wheels or need white metaling etc" have contact details from someone recommended by a fellow member. There are many of us who like to fettle our cars but dependent upon expertise it is likely that we need to turn to a professional at some stage in the proceedings.

Now I **need your help** and assistance in compiling a document that can be of benefit to all members.

This Register is not intended for just UK members but **all members**.

For those of you who live outside UK I would be very grateful for your input also.

Naturally lists like these will need constant updating as new suppliers are discovered, some will no longer be in business or have retired etc so it will be a living list. This will rely on members updating the Club.

Ideally I would like to place your name in the document but please advise if you would rather not. There will be a Club disclaimer on the website.

Please email me with the service and supplier that you recommend

[martin.bugler45@gmail.com](mailto:martin.bugler45@gmail.com)

Examples shown below

Service	Supplier	Recommended by	Notes	Updated
Brakes, Clutches, Flywheels	Orca <a href="https://www.orcaclutch.co.uk/">https://www.orcaclutch.co.uk/</a> <b>Address:</b> Lynton Rd, Bordon, Hampshire, GU35 0AY <b>Phone:</b> 01420 477613	Martin Bugler	Very friendly, knowledgeable and at a reasonable price. Clutch overhauled 2021, brake shoes relined 2023	March 2023
Wheels	Motor Wheel Services <a href="http://www.mwsint.com/">http://www.mwsint.com/</a> <b>Address:</b> Units 1-4, Elder Way, Waterside Dr, Langley, Slough SL3 6EP <b>Phone:</b> 01753 549360	Martin Bugler	Wire wheel rebuilds or new from scratch. They will, if requested, use the good parts from your wheels, paint them and fit new <del>tyres</del> as necessary. Not cheap but excellent quality.	February 2023