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NEWSLETTER

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This month's Guest Contributor is:
Paul Ginnings

No. 516

November 2023

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

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

November

5 th	LC Southern Area meet at The Victory Inn, Staplefield to support the London to Brighton Veteran Car Run
18 th	Pre-War Wheels at The Maybush
18 th	LC Anglia Area pub meet – Axe & Compass Arkesden, Saffron Walden

December

9 th (TBC)	LC Anglia Area Christmas Lunch – La Pergola Harlton (TBC)
12 th	LC West Mids - Christmas lunch, contact Robin Balmain for details
Jan 1st	New Year's Day Car meets across the country.

With summer now a distant memory and the country firmly in the grip of a wet autumn, the prospect of an indoor car event is appealing. Furthermore, using the code N23CC140 will give you a discount of £4 on the adult day ticket price (£40 for Friday, less on Saturday and Sunday) at The Classic Motor Show, which this year is at the NEC in Birmingham from the 10th to the 12th of November. See www.necclassicismotorshow.com/tickets

Discounts are also on offer from the **Lagonda Shop** – as we move the clothing and other items, except for manuals, to Logo That Polo, we are now placing many of our clothing items ON SALE. Just in time for Christmas – particularly check out the children's polos and sweatshirts for your children/grandchildren.

A bargain is to be had – please view our shop on the Lagonda Club website - <https://www.lagondaclub.com/clothing/>

When they are gone then we will open further items for sale in Logo That Polo.

Please also take a look at <https://logothatpolo.co.uk/store/lagonda/> for a great range of items embroidered with the badge of your choice.

Those of you who have booked, or are thinking of booking, the **Orkney Rally** (30th May to 7th June) should look at the attached flyer for some revised information.

Our letter this month is from Paul Ginnings entitled "A lifetime of Irresponsible Motoring."

My earliest memory of irresponsible motoring is of careering round my uncle's farm in Devon on a variety of tractors. I imagine that there were motoring rules and regulations in those days, such as the requirement for driving licences and motoring insurance, but they did not seem to have reached Devon, and my cousins and I were free to do as we pleased with the various tractors and vans in the barn as well as the various guns hanging on the wall in the kitchen.

At the age of 12 or 13 I recall driving my father's first car, a rusty black Morris 14, in second gear through the lanes round Stoke Cannon in Devon with my father standing on the passenger seat with his head and shoulders through the sunshine roof, shooting pigeons and rooks over the hedge with a double barrelled side-by-side shotgun, showering me with spent cartridge cases. The roads were much quieter in those days (apart from the sound of gunfire) and the only other traffic on the road would have been tractors from my uncle's farm and, since we knew all the residents of the tiny hamlet, there was little chance of anybody either complaining to us or, worse still, reporting us to the policeman in the next village. They were carefree days – and the start of a lifetime of thoroughly irresponsible driving.

Let's stay in Devon for the next reminiscence where we have my father, mother, two sisters, a cousin and me squeezed into the rusty black Morris 14 on an adventurous drive to the next county of Somerset, where the over-worked engine

proved insufficient to get up the notorious 1 in 4 hill at Porlock; so we boys were unceremoniously dumped at the side of the road to walk up the hill, whilst our father (whose minimal motoring education included the fact that the car's lowest gear was Reverse) proceeded to mount the hill backwards accompanied by a plume of steam from the boiling radiator and the shouts and screams of my sisters. It seems incomprehensible now, but I think that there were just two other cars also attempting to get up the hill at the same time – so my father's unorthodox method was witnessed by just a handful of other people.

When the venerable Morris 14 went to the scrapyard, my father was a bit short of cash, so he bought another second-hand saloon nearing its demise, this time a Lagonda. Regrettably I can remember little about this car, except that it had a synchromesh on 2nd, 3rd and 4th gears – so I suspect that it was probably a DB 2.6. It certainly had more power than the Morris, but it also had more rust, and it did not serve us long before it was traded in, when funds permitted, for a new Ford Zephyr. But that Lagonda engendered a spark of interest in me, and I carried a certain loyalty for many years.

My driving practice was done in a convertible Morris Minor 1000, named Theodora after the previous owner, which had been bought by my father for his three children. I was the youngest and after I passed my test, I selfishly forgot that my sisters had any rights to the car and did what all irresponsible young men did to their cars in those days, and proceeded to increase its power and noise, and this I'm sure was ultimately the cause of its demise. I had just added a new radio cassette to the Morris when I took a roundabout near Potters Bar too fast and spun the car broadside into an extremely tall lamppost. I was deposited on the grass together with the badly-installed radio cassette and looked up to see the top of the lamppost descending at speed to spear the driver's seat. I thumbed a lift home and arrived back with the radio cassette to announce to my parents that I had good news and bad news. Whilst they were grateful for the good news that the radio cassette had survived, their response to the bad news was to say that the next car I drove would have to be funded by me.

This is the reason why, a few months later, you would find me in the office of a manager of the National Provincial Bank, seeking a loan of £400 for a second-hand car. Since I was a student in London at the time and the car I was buying was a Morgan +4, I was put through a grilling before emerging with the necessary readies for the purchase. After that meeting, I would then be found in the office of a friendly insurance broker, dealing with the problem of getting a policy for an irresponsible student with a poor driving history and a sports-car. The solution was a policy with the Kingfisher Insurance Company, which, as the broker patiently explained to me, would provide me with a policy which would meet the governmental requirements, but it was on the tacit understanding that I should never claim on the policy as the company would never pay up unless it was taken to court. So, with an expensive loan and a dodgy insurance policy, I embarked on a student's life of drinking, driving, and pursuing the opposite sex, usually all at the same time.

The Morgan served me well in the 1960s – it was just the sort of car for driving round London with a hot-pants-clad blond to visit Carnaby Street or a club, and I recall on more than one occasion coming out of a show or bar, finding that it had been towed off to some car pound in the suburbs, so a protesting girlfriend had to accompany me to Tower Hamlets or Bromley before I could take her home – to suffer the admonition of her parents, who assumed that breaking their strict curfew was evidence of ungentlemanly behaviour.

The Morgan had a lovely Triumph TR4 engine with a second gear that could pull the car from 5 to 55 mph with a thrust sufficient to satisfactorily terrify the flimsies off the female passenger. Between Hertford and Ware there was (and maybe still is) an extraordinarily steep hump-back bridge, over which I would test the car by seeing if I could get all four wheels off the ground at the same time. On one occasion, I had typically allowed one tyre to lose pressure with the result that, on landing, the car did a neat three-quarter spin finishing up parked in the driveway of a roadside cottage. The squeals from the tyres and passenger brought out the woman of the house with her handsome son, who proceeded to admire the car and the red-headed passenger. The redhead decided that she was close enough to home to walk the remainder of the journey, which she did, accompanied by the handsome son. Afterwards, she stopped accepting my phone calls and I didn't get invited to their wedding the following year.

I am pleased to report that the Morgan's magic did work on a platinum blond who agreed to become my first wife, and a family followed so I will have to skip several years as I don't wish to bore the reader with an account of the succession of exceedingly dull family cars that followed. I'll just mention in passing the more interesting ones which were a Daimler V8-250 – a delightful engine in a classy Jaguar body, a split-screen VW Camper – a step up from the family tent, and a Bristol Brigand – a fuel-guzzling 6L turbo-rocket, impressive when driven in a straight line. There is still a dent in a barrier on the A4 that attests to what happens when it was not driven in a straight line.

Then we arrive at the Lagonda era. I was introduced to Lagondas by Rob, an equally irresponsible friend of mine, who took me (and my pipe) on a drive in his 2L to demonstrate that having the accelerator in the middle of the three pedals was not a big problem. All went well for the first hour and he was clearly demonstrating that even irresponsible drivers could adapt, but complacency finally got the better of him. We were approaching a set of traffic lights on red when the car in front decided to brake hard to let another vehicle out of a side road. Rob promptly slammed his foot on the accelerator instead of the brake and, as he confessed afterwards, went into a state of catatonic shock as the car careered towards the traffic. Still not quite understanding what was happening but, holding the steering wheel in a vice-like grip and with bulging eyes, he swerved behind the car entering from the side road, mounted the pavement with two wheels, passed the crossroads with the traffic lights still at red and then spun the rear-end so that the car joined the traffic proceeding right. By this time his brain had processed what had happened and he brought the car under control – and I discovered that I had bitten through the stem of my pipe.

This was all I needed to convince me that driving a Lagonda would bring an excitement into my life that I have not experienced since the 1960s. My first purchase was a Rapier Special with the delightful ENV pre-selector gearbox. This car needed a bit of work to the engine which put it out of action for a time but, after an engine rebuild, the purchase of the necessary racing kit and obtaining the VSCC buff form, I put it up a few hill climbs. The problem with the Rapier is that its capacity is 1104 and that extra 4cc puts it in a class with hoary Rileys, against which it looks feebly underpowered. However, I managed to pick up a handicap pot or two at Prescott, Wiscombe and Loton Park which sit proudly on my bookcase. I should mention in passing that my education in the art of driving with the central accelerator went reasonably well – except for when I was driving along a single-track road in Devon when a motorbike appeared fast round a corner. The rider must have been slightly puzzled why I accelerated towards him in a seemingly aggressive fashion. He probably put it down to the temperament of North Devonians, but it might have had the beneficial effect of slowing down his future driving speed.

This car has been replaced by a Lagonda 16/80 tourer which was bought through an advert in the Lagonda magazine just before Boris Johnson told us all to stay at home. It has now done a few erratic miles in my hands including the VSCC Wiscombe Hill Climb in 2023 (the only car in its class not to win an award) and the VSCC Somerset Tour in the same year. It takes a bit more concentration to drive, with its crash gear box, reverse gate on the gear change and speedometer in front of the passenger, but it has been a pleasure to drive, and no speed cameras have yet been triggered.

I also bought an M45 Silent Travel Pillarless Saloon by mistake at an auction just a couple of years ago. The mistake was that firstly I had forgotten to inform my first wife, and secondly the intention of my bid was simply to push the price up since it looked as if it was going to sell for a bit of a bargain. Anyway, when I brought it back home in all its Art Deco glory, my first wife took a shine to it and unpacked her suitcase. This car is a total delight and is much admired by the locals – particularly the stone deaf who cannot hear the gear changes. Heat from the engine is quite sufficient to keep occupants warm so I don't quite understand why the previous owner fitted it with a heater which is plumbed in using 25mm household copper tubing. I think that this will have to be replaced by more conventional auto ducting in due course and I want to get the complex shock absorbers back into working condition but otherwise the car is not demanding at all.

Having two Lagondas necessitated changing our house to one with a larger garage – and this house also has a larger garden, so my first wife is still with me – proving that Lagondas are the cause of happiness to all – even the most irresponsible.

Please note: all the events detailed above are undoubtedly true, but they may not have happened in the order stated, or at the places named, or to me.

Sadly we have to report that Rodney Saunders has passed away. He had been ill for some months and died peacefully at home. Rodney was widely known to Lagonda Club members as a larger-than-life character who made a huge contribution to the club. He had been a member since July 2011 and joined the club's board in April 2020. He played a key role in organising a number of successful overseas tours, and he also organised several of our Annual Gatherings.

Rodney was, above all, an enthusiast, and he will be remembered for his energetic ebullience and, most notably, for the power of his voice - he was, amongst other talents, a professional toastmaster, and could dominate a gathering of hundreds of people. Rodney had been at school with Nigel Walder, who died in February 2021, whose well known M45 he shared on tours, and for the last eight years he owned a fine Abbott-bodied Rapier tourer.

Rodney will be sorely missed, and we extend our sympathies to Barbara and all his family. There were 180 people at his funeral last Monday and a good turnout of club members. Barbara was taken to the church in Rodney's Rapier which she said meant a lot to her. There will be a full obituary for Rodney in the Magazine in due course.

As is our usual practice there will not be a Newsletter in December so the editorial team take this early opportunity to wish you all a Happy Christmas and much enjoyable Lagonda motoring 2024.

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

FOR SALE:

1934 Lagonda Rapier drophead coupe. The car is well known to the Rapier Register having been restored by a member, who I believe is also a coachbuilder, in the early 1990s. The Rapier was repainted during the restoration in pine green having originally been dark red, but the colour suits it. The body work is in fair to good condition with small rust spots on the front wings and a dent in the near side rear wing. I believe these can all be repaired easily without removing the wings. I have had the car thoroughly checked over by vintage car specialist "Ted Riley Classics" of Aberchirder, Aberdeenshire. Ted Riley's report showed up two issues:- (1) Front wheel bearings needing replaced, this has been done. (2) King pin bushes worn, these have been replaced.

The chassis, engine, gearbox and all other mechanical parts are in excellent condition. The interior of the car is largely original in dark red and has been generally left alone barring the odd repair carried out over the years. The dash board is original still mounting its correct instruments all of which are in working order. The rev counter has been cleaned and restored with a new drive cable fitted. The hood looks original with no leaks and operates correctly. One or two changes have been made to the car, largely in the name of reliability and safety. (1) The magneto has been replaced with an electronic ignition system. (2) All minor lighting has been replaced with LED units. (3) The exhaust manifold has been replaced with individual headers. The car drives well and straight. I am looking for about £45000.00 for my car. If you are interested please contact Edward Riley

Meadows Spares for sale from Alan Brown: mobile 07884018301

- | | |
|--|------------|
| • New machined unused Sump | £1,900 ONO |
| • New unused spin on filter head with filter and bum bit
ideal start for converting M 45 | £ 500 ONO |
| • Front timing chain cover | £ 800 ONO |
| • Oil pump complete but gears too small but support shaft ok
and will fit onto normal size gears. | £ 150 ONO |

16/80 spares for sale by Norman Opie: 01263711894 or Opiees@gmail.com Offers

- Block sound condition
- Head
- Crank
- Front aluminium brake back plate
-

Vintage and old tools plus Lagonda accessories for sale by Mike Burnett, on michael.burnett@sfr.fr (Member)

Large open spanner; 'Squirter' type oil can with long spout; Pair of 'Lagonda of Staines' foot treads; Large box spanner; Small grease gun; Small copper and hide hammer; Ratchet screwdriver; Pair of rear light lenses in as new condition; Vintage wooden mallet; Lagonda spare light bulb holder; 18 inch flat headed screwdriver; Vintage adjustable spanner; Chrome plated syringe type hydraulic oiler (for cables?); Selection of open ended small BSF spanners; New Lagonda key-fob with gold plated logo; Weight of parcel, 4.5kgs. Courier fee from France to England by UPS, for example : £28.90, depending on buyer's post code Price : £600. Note, please, I will not sell the parts separately.



4½Ltr camshaft for sale by Newman Cams. The cam was made for a member and is fast road spec. 20-60-60-20 timing with 0.330" camshaft lift. Come with new pulley nut. Price is £950 + VAT and delivery. Contact Ken Newman 01689 857109 or ken@newman-cams.com (Trade)

Books for Sale: Illustrated history by Geoffrey Seaton; A History of the Marque by Arnold Davey&Anthony May; Gold Portfolio 1919 – 1964; Lagonda 1899 - 1999 compiled by Arnold Davey. All as new. Contact Andrew Ashenden on 07788712666 or Email: andrew.ashenden@outlook.com (Ex Member)

Interesting Man-cave wall display. I am the proud owner of complete front end (approx. 18 inches deep) Lagonda 1948 - 53. 2.6 Lt. - which at present is displayed on the wall of my "Man Cave" ! it has been lovingly restored to almost original condition , and is a great talking point. However, we are now moving and need to down size. Price £950. Contact Des Murphy on 01305835194 Mobile 07483836614 (Non Member) Weymouth.Dorset.



Lagonda V12 DHC Wolfgang Kunkel, Contact carolcorliss@hotmail.com +44 1778 423629 (Member)

All previous owners are documented. The present owner has purchased the car in 2000. This vehicle is not an exhibition car that has been restored to condition 1 but has been permanently driven and maintained by a vintage car specialist. Over time, technical improvements have been made again and again, so that the car can now be moved very reliably and safely. It is very original in many areas and has a charming patina. The vehicle has the original engine, which has been rebuilt by a specialist company. At that time the odometer has been set back to zero. The vehicle has total mileage of 106,473



mls and the rebuild engine has a mileage of 43,000 mls. Reinforcement of the oil pump and an additional fuel pump has been installed. Conversion to electronic ignition. Central lubrication was replaced by lubricating nibs. Various chassis parts have been improved with modern components. All modifications or improvements were carried out in such a manner that it is possible to return to the original. This car is for sale at GBP 406,000.00 negotiable!

Items for sale from Jeff Leeks- jeffleeks007@gmail.com (Member)

LAGONDA BOOK LISTING-CHRISTMAS SALE. All these Lagonda related books are for sale and are all in excellent condition, with original bound covers when initially supplied + no tears or finger marks-some have the Authors original signature

- Lagonda 2/3/3.5 Litre In Detail incl 16/80 1925-1935 Arnold Davey 192 pages
- Lagonda-An Illustrated History 1900-1950 Geoffrey Seaton 318 pages
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual-an Original Aston Martin Lagonda Ltd Publication 165 pages
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual-1st Reprint-Aston Dorset 165 pages
- Lagonda 2.6/3.0 Litre DB Models Workshop Manual 1st Reprint-Aston Dorset spine-back 165 pages
- Lagonda Gold Portfolio 1919-1964 Road Tests 172 pages
- Lagonda 1899-1999 Images Of Motoring Arnold Davey 128 pages
- Lagonda Heritage Richard Bird 128 pages
- A History Of The Marque-Lagonda Arnold Davey & Anthony May 497 pages

2 lire parts

- bare cylinder head in undamaged condition with no cracking evidence
- ML Type RF4 magneto which has been restored by the expert Tony Stairs many years ago and then just found safe in my airing cupboard in the last few days unused since then- £600 ono

WANTED

Original Lagonda 2 ltr club badge. I am looking for the original Lagonda 2 ltr club badge number 8a which belonged to my car. The history of my car, registration number GT 910, goes back to 1947 as yet no prewar records have been found. I've owned the car for about 8 weeks so this is rather encouraging for my quest to complete the car's history.

I live in hope of finding the car's badge but an original 2ltr club badge would be acceptable. Contact Alan Faggeter tviracing@googlemail.com or 07757 409389 **(Member)**

NEW MEMBERS

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

B 19	Christopher Bugler	Sevenoaks, Kent N/O
D 22	Sébastien & Bénédicte Dufour	Versailles, France 16/80 Tr S10997 US 6751
S 11	Jack Sandall	Padgett Motor Engineers LTD, Lincolnshire N/O
T 18	Matthew Treis	Bridgeton, Missouri, USA N/O
T 3	Ian Turner	Antingham, North Walsham, Norfolk. N/O
W 30	Hans Van Wortel	Meer, Belgium V12 saloon 16059 HPG 589



THE DB GAZETTE

Greetings all,

Greetings once again!

The change of seasons here in Australia has prompted a surge in outings for LAG/8, the DB 2.6 coupe built in 1948 and sold into Australia from the floor of the 1948 Earls Court Motor Show to Brown and Dureau, the Australian agents for Lagonda at that time.

There is much history of this car available and anecdotal evidence of the car's subsequent ownership. Sadly, personal papers and statements from those owners has not been preserved but enough evidence is to hand to support the history of this example of Sir David Brown's entry into the realm of car manufacturing.

The car was delivered by sea in early 1949, never registered in the UK and first registered in Melbourne, Victoria, in 1949. The DHC came into my possession in 1960.

Unlike many of the examples of these cars sold into Australia, LAG/8 was discovered by a sympathetic owner, prior to being abandoned and left to simply rot away, as became the fate of ten or more other examples. No reliable records exist but I have a record of 34 DB Lagondas once living in Australia. Anyone interested in this list?

I still get a thrill out of driving and displaying this car whenever possible.

Last weekend for instance we took LAG/8 into New Italy! Never heard of it? I'm not surprised. You have probably never heard of the Marquis de Ray, a French spiv that touted the settlement of hundreds of Italian 'would be migrants' onto an Island off the coast of East New Guinea in about 1880. Many simply died from Tropical diseases.

You could research this episode of history and be amazed. Dial up Wikipedia, the 'History of New Italy, NSW, Australia' and be stunned by the whole story. Also be amazed at the resilience of these settlers who were granted a selection of land to continue their settlement, near Lismore NSW by our Government of the day. Their families continue to flourish in the region.

As usual the planned outing of our 75yo W O Bentley conceived motor car was not without incident! Rough, unsealed roads frequently encountered hereabouts shake the passengers and car no matter how one drives. I thought I detected an intermittent engine misfire on the trip out so took the longer way home on sealed surfaces to carry out a dynamic investigation.

Sure enough there was an intermittent engine miss when the engine was at operating temperature. Cooling off restored power and permitted us to reach home.

Plugs? Fuel? Points? Cadenza? Nar, had to be the still original coil, surely.

Without the benefit of a CRO, (Cathode Ray Oscilloscope), dead reckoning and years of intuition, coupled with an accurate multi meter was my guide.

I had plenty of experience with ignition systems to fall back upon. I had also decided years ago to stay with Kettering's system figuring that I could always get out of trouble with a spare condenser and a set of points when the going got tough!

So back to basics and to simulate operating conditions I took control of the family oven to heat the original Lucas ignition coil up to operating temperature.

The next bit still has me stunned! The coil resistance readings, within spec's, did not change over the tested range . . . 4ohms and 8ohms respectively, but . . . a circuit from the low tension windings to ground did come to life as the temperature rose!

None of my years of experience could help me to diagnose this anomaly.

So I purchased a new Bosch 12v coil, not ballasted and fitted it. This changed the engine immediately. Easy starting and return to full power when hot.

Any one like to comment on my experience? The original Lucas coil had never let me down. When the circuit, with a resistance to ground of 17ohms appeared only when hot, on my multi meter, I was stunned. Could this coil have developed a hitherto hidden internal ballast winding? Perhaps only Lucas engineers will know. I have not destroyed the coil in case I can one day explain just why it appears to have developed an anomaly. Also I am informed that certain early coils were filled with liquid containing PCB's and are to be disposed of in a responsible manner.

This car is still a pleasure to take on a long drive, if weather permits!

Feel free to comment to me. Peter Henson H62 octane1@bigpond.com

This will be the last Gazette for 2023. I hope all have a safe and enjoyable Festive Season and I hope to make contact again in 2024.



After a mention of 2.6 fuel filler to bodywork gaskets / seals by one member we are collecting odd, used remnants of these to try to work out what the factory fitted, we think more than one style. That may be a tall order as many cars have likely had home made seals fitted. It would not be hard to fabricate a flat gasket using thin rubber sheet. A doughnut rubber ring between the filler tube and the hole in the body may be a better solution. I do not think this will lead on to a reproduction parts project but let me know what you think. I'm unable to dismount a 3 Litre fuel filler as I don't own a 3 Litre so will take advice from others about them. They will be included.

As the winter break - no December Newsletter - approaches I am including one further reminder for the **3 Litre windscreens**. These are still available at a discounted price to Club members from Pilkington Classics. See July or August Newsletters for details.

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 – November 2023

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

NEW PARTS NOW AVAILABLE

PRICE

BEN204 – Bendix Starter Assembly, 2L & 3L
ENG105G – Zenith Fuel Filter Washer Cork

£641.42
£ 2.00

(All prices excluding VAT and carriage)

BEN204 – Bendix Starter Assembly, 2L & 3L. We have now taken receipt of the new 2L & 3L Bendix Starter Assembly. We aim to dispatch units to all our pre-order customers in early November and encourage our 2L & 3L members to make this modest investment to ensure that your Lagonda will stay on the road. Please contact the spares office for further information.

BACK IN STOCK

- BDYX08 - Bonnet/chassis washer brass
- CLT410 - Clutch stop lining, 2L, 3L, 3.5L

BACK IN STOCK SOON – CLT207 – 2L CLUTCH CONVERSION.

The club is pleased to announce that CLT207 (Clutch Conversion Kit) will shortly be available again. The kit will be priced at £2400 (exc. VAT and carriage) and will be ready to ship in approximately 2 months. As owners know, the 2-litre clutch is a poor design, which easily overheats. This problem is worse, of course, on the 3 and 3.5 litre cars which use the same clutch. This conversion, which uses a diaphragm design, completely eliminates the problem, giving worry-free operation of the clutch. It is reversible, should one wish to do this. Please contact the spares office if you wish to place your pre-order: spares@lagondaclub.com

USED SPARES NEWS

3 & 3.5L UPDATE - We have just updated the used spares page to include a selection of 3 & 3.5L parts.

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 M45 stock, with 2L & 11.9 categories to follow. This project is very much a "work in progress" – "found" and newly discovered parts will be added to all existing sub-categories on an "as and when" basis! Please visit <https://www.lagondaclub.com/used-spares/> for more information.

NEW PARTS IN PROGRESS

- Winged radiator badge (curved)
- U-bolts for all road springs that are not already covered.
- Bishop cam steering scroll
- Winged radiator badge (flat)
- 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.
- Rockers, 4.5L.
- Various DB parts, please see the Post-1945 Gazette for details.

NEW PARTS AVAILABLE

BEN204A



Bendix Starter Assembly, 2L & 3L

ENG105G



Zenith Fuel Filter Washer Cork



THE LAGONDA TOUR OF ULTIMA THULE

To coincide with the quasiquicentennial of the founding of the Lagonda marque by Wilbur Gunn in 1899 and the twentieth Shetland Classic Motor Show, Bill Spence is coordinating a Lagonda Club Tour of Ultima Thule, exploring the magnificent scenery of the highlands and islands between 30th May and 7th June 2024.

The event commences on 30th May in Aberdeen and finishes in Inverness after breakfast on 7th June 2024. The Tour is restricted to 20 Lagonda cars and 40 people. Participants will travel by ferry from Aberdeen to Lerwick and then from Lerwick to Kirkwall and finally from Stromness to Scrabster (Thurso). There will be an opportunity to visit the Clan Gunn Museum in Latheron, Caithness en route from Scrabster to Inverness on NC500.

For the 3 nights in Lerwick accommodation is reserved in The Shetland Hotel; in Orkney three nights are booked in the Lynnfield Hotel on the outskirts of Kirkwall. In Inverness accommodation is reserved in The Drumossie Hotel for overnight 6th June with a private room for a farewell dinner that evening. (The Drumossie Hotel is the first and last Hotel on NC500, just south of Inverness on the A9)

Costs will be quantified early next year after Ferry fares for 2024 are fixed.

To secure a place on the Tour members should send a deposit of £100, together with details of their Lagonda, to Bill Spence, Alton House, KIRKWALL, Orkney, KW15 1NA. Numbers in excess of 20 will be placed on a standby list. Bill's email is: bs3920@yahoo.com and his mobile number is: 07885 200860.

Car Transporter Bolt On

Indigo Blue Car Storage can transport cars from their base at The Wagon Yard, Drift Rd, Blackmoor, Liss GU33 6BP. Cars can be stored for up to a week prior to leaving on 27th May and they will arrive in Aberdeen at lunchtime on 29th May. Cost will be £400-£600 depending on number of cars booked.

Please contact Catherine Monnington as soon as you have confirmed your place on the Tour to secure your place on the transporter. cmontuc@hotmail.com 07950 169684.

If there is sufficient demand to have the cars returned on the Transporter at the end of the Tour then similar costs will be involved. Please let me know.