



# NEWSLETTER

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Written By: Warren King

No 442

March 2017

## March

18<sup>th</sup> LC Anglia Area Lunch Meet – The Royal Oak Barrington (J Stoneman 01353 649494)

## April

7-9<sup>th</sup> 40th and Last Lagonda Suffolk Dinner and Weekend of Activities organised by Mike and Ann Pilgrim. Thorpeness Country Club Aldeburgh, Suffolk (Contact Mike Pilgrim 01394 382773)

9<sup>th</sup> AMOC Concours Lagonda Club Display RAF St Athan, S Wales (Contact Stephen Matthews 01189 700300)

15<sup>th</sup> LC W Midland Area Lunch The Kings Arms Ombersley

15<sup>th</sup> LC Anglia Area Lunch The Woodman at Nuthampstead (J Stoneman 01353 649494)

23<sup>rd</sup> LC Southern Area Pub Meet The Cricketers Arms, Wisborough Green W Sussex. (Contact Michael Drakeford 01903 872197),

**BEFORE YOU START READING PLEASE CHECK IF YOU HAVE PAID YOUR 2017 SUB, (DUE APRIL 1<sup>ST</sup>) BY CHEQUE, CREDIT CARD OR ON LINE. PAYING THROUGH THE WEBSITE IS SO EASY, WHY NOT DO IT NOW ? THANK YOU. NOW ENJOY THE NEWSLETTER.**

Our magazine editor, Roger Seabrook, offers his sincere apologies for not spotting that the printers had changed Wood-Muller to Wood-Miller in the heading for Rudy's obituary in magazine 251.

Editor of the month Warren King writes: At this time of year everyone is likely to be deciding their schedule of motoring events and activities for the coming season. And we have seen the extensive list that our Club has arranged.

You have to make a selection of those that appeal to you, or I dare say, your partner, or importantly your car. Like many people with more than one car I am involved with a number of Clubs, and as my life largely revolves around motoring events, my potential list tends to be long, there are lots of clashes, and the selection has to be more careful.

Most of us in the Club have a motoring history and I am often asked about my background. I have been a petrol head since I was knee high to a grasshopper. When I was about ten years old growing up in suburban Sydney, a favourite game with my friends was to crouch behind a wall and listen for passing cars. You had to identify the car, make and model, by the sound of the engine as it passed. I won't mention the penalty for getting it wrong! You could not do that today because modern cars are so bland and alike that the loudest noise is the sound of the tyres. My interest in cars and driving continued to develop. At the age of twelve I startled my father on a family picnic at a disused wartime airfield in the countryside by driving his car to catch up with him and the rest of the family after they had gone exploring at the far end of the runway. As a teenager I joined Clubs and became an active member. As navigator I took part in rallies, known then as Reliability Trials, which covered long distances with timing through pretty remote country areas. The only time I have been stuck in snow was in the Winter Alpine Rally through the mountains of southern NSW! Trials were not the stage races of today and we reached a successful national standard. With my own Fiat 1100 saloon and then an Austin Healey 100 I had a taste of rallies, sprints, hill climbs, and even racing. Then Jack Brabham dazzled everyone with a new Cooper Bristol, and I saw a quaint-looking car called a Lotus Mk 6 with an 1100cc engine demolish the much larger opposition at the difficult Mount Panorama circuit at Bathurst.

Clearly the essence of motor sport was on the other side of the world – in Europe, and more particularly in England where new clever car makers were coming to light. In 1958 a similarly-minded friend Tony Caldersmith and myself arrived in England to immerse ourselves in motor sport for a couple of years before returning home. We headed to Lotus Engineering at Hornsey in north London and found ourselves at very cramped and very busy workshops and sheds. This was Lotus! Rather to our surprise we were both offered jobs, although even a chair to sit on was in short supply

Within a couple of months I acquired the Lotus Seven with an 1172cc engine which had been the demonstrator and used in club racing by Mike Costin and Graham Hill. It was my everyday car, summer and winter, not only for the new Lotus offices at Cheshunt in 1959, but also for visiting motor sport events all round the country. The Seven was also my Club racing car in events arranged by many Clubs for 1172 Formula cars, controlled strictly by the 750 Club, including the Six Hour Relay Race at Silverstone. This is what a motoring life was all about for an impecunious enthusiast!

By the mid-60s life at Cheshunt was all absorbing. The Seven had ceased to be an occasional club racer, and had been modified to become a more civilised touring car. Over several years during the annual two week summer break, the Seven took me all round the Continent – as far as Naples in Italy, Dubrovnik in Yugoslavia, Vienna in Austria, over roads which were often still pretty primitive, particularly through the Alps, and carrying camping and cooking gear, and a few clothes. Then I acquired my first Lotus Elan, an ex-development car, and motoring changed forever! No competition apart from Driving Tests, but spirited driving everywhere, UK and abroad. Lotus was doing well on road and track, and life was good! By the end of the 60s I was Chief Accountant and my first manager's car arrived – a Lotus Plus 2. I drove a Lotus for the remainder of my time at the company which saw me stepping aside from the direct management structure and taking responsibility for a succession of Company projects. I decided to postpone my return home a little longer.

So the rest of my working life was spent at Lotus. It was a business where there were always changes and developments, and I was fortunate in being involved in a range of different projects, from making motor yachts, closing down or starting up businesses in USA, to the establishment of Lotus Engineering as an industry consultancy service with Tony Rudd. What kind of man was Colin Chapman? He was a typical motor industry leader with a strong personality, strong leadership, and exceptional engineering abilities. Yes, he could be a hard taskmaster when he chose, and many associates and perhaps friends fell by the wayside over time, but he was also generous and very friendly towards those who were in favour. So he was not unlike the leaders of all the major successful motor manufacturers – think of William Lyons, Herbert Austin, William Morris, Leonard Lord. You did not dare cross any one of them. Colin Chapman had an exceptional talent for innovation which brought success on the track throughout the 60s and 70s.

I retired from Lotus in the mid 90s and so as not to be deprived of Lotus motoring, I purchased the then current model, a Lotus Elan SE. To everyone's surprise this car has been the most reliable car I have owned, requiring no more than routine servicing and replacements in 65,000 miles. I also acquired my first old car, a Lagonda LG45 Saloon, and a whole delightful new world opened up. Over the following six years the LG45 was joined by a Lagonda Rapier Roadster and then a Lagonda DB Three Litre Saloon. They are all in regular use over the season, although the LG45 is now waiting for its restoration to be completed. My events cover the whole range of motoring activity including much touring and a touch of sport with the Rapier, with a number of clubs from local events to national events. I particularly enjoy extended rallies and trips on the Continent. This year so far the committed long distance events are a tour of the Isle of Man with the Lotus and the usual Lagonda Continental Rally with the DB.

We all know that driving an old car is a quite different activity to driving a modern car, and yet we make a point of it. Why is that? For many it is the satisfaction of seeing their work over the off-season come to fruition. For many drivers it is the sensation and sound of the mechanical elements in operation - rotating, reciprocating, and meshing as they should. It is the feel of the car in contact with the road surface and the suspension doing its job. It is the positive response of the car to the driver's control – the steering movements, the fine adjustments with the control levers. It is the feel of barely comfortable seats, perhaps the aroma of leather seats and old upholstery, and the smell of hot oil. It is the satisfaction of coping with not very convenient foot pedals, and making a perfect gear change.

What joy! We all have our own feel for old cars, but you can't really explain it to a non-enthusiast modern car driver. Now it's back to mapping the season's events!

One event in particular to bring to your notice is a lunch the AMOC are organising at the Hotel de France, at La Chartre sur Le Loir on Friday 16<sup>th</sup> June, the eve of Le Mans. This is of course the Hotel that John Wyer made famous when his Aston Martin team stayed there from 1953 through to 1963 (and in 1954 the DB Lagonda team too) If you have a car with Le Mans history David Wright at [david@73harleystreet.co.uk](mailto:david@73harleystreet.co.uk) would very much like to hear from you. More information and tickets from [christine.events@amoc.org](mailto:christine.events@amoc.org)

Here at home Roger Firth, who is organising this year's "Fitton Tour" renamed The Lagonda Northern Gathering and based at The Gibbon Bridge Hotel in Chipping, Lancashire, from the 7<sup>th</sup> to the 11<sup>th</sup> May, has advised that there are still a few places left. See the flyer.

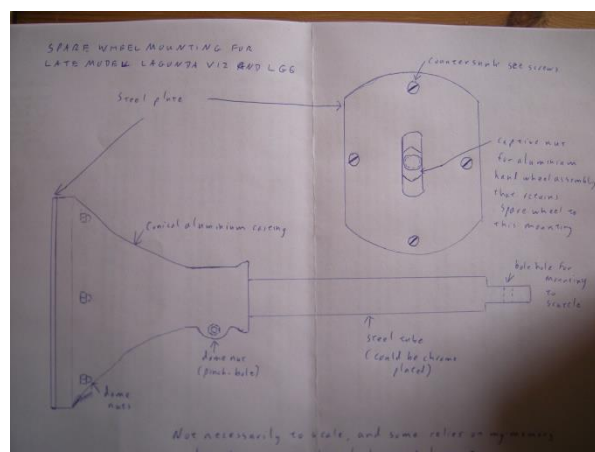
The Federation of British Historical Vehicle Clubs (FBHVC) acts in the interest of owners of all historic vehicles and is at present in discussion with the DVLA on the registration of re-bodied historic vehicles, amongst other matters. If this is your problem or you want to learn more about the FBHVC, have a look at their website [www.fbhvc.co.uk](http://www.fbhvc.co.uk) or, better still, join as an individual member.

Alastair Gunn, our Scottish Representative, sends the sad news that Muir Laidlaw (L13) passed away on the 6<sup>th</sup> of February. He was 84 years young, a very talented chap who did beautiful work in both metal and wood and owned a 3 Litre amongst other vintage cars.

**ADVERTISEMENTS:** All advertisements should be sent to Len Cozzolino ([len@cozzolino.co.uk](mailto:len@cozzolino.co.uk)). No fee for Club Members except Traders

## WANTED

**Late type V12 / LG6 spare wheel mounting.** To replace my original, which seems to have got lost in the course of the engine rebuild. The late type is a conical shaped aluminium casting with a steel plate retaining a captive nut (early ones have a steel disc; I have an early one to swap if preferred). See drawing! Also need one Berkshire wiper knob (brown bakelite) and one Scintilla Vertex earth/kill terminal nut (brown/black bakelite with "P" embossed). Can collect at the Lagonda Annual Gathering in September. Contact Laurence Hannam (H14) email best; [lhannam@live.co.uk](mailto:lhannam@live.co.uk) Tel: 0033 (0)549504126 (France; happy to call you back).



David Brown gear box or parts of: Club member requires a David Brown gear box or parts of. Also a rough DB Lagonda car to restore into a convertible. Please call Jon 0753 333 3606

**T8 Gearbox.** I am looking for a T.8 Gear Box in good condition and ready to fit a M.45. Roger Firth 0161 3039127 [rogerfirthvin@gmail.com](mailto:rogerfirthvin@gmail.com)

## FOR SALE

**1935 M35R T9 body Tourer** for sale. Recent bare metal repaint. Generally refurbished and in very good mechanical order. Full set of weather equipment. £110,000. Contact Brian Griffin at [griffin.be@gmail.com](mailto:griffin.be@gmail.com) for full details, photos etc.

**Mike Farrow's Garage clear-out.** Call Mike on 01544 267 371:

- 18"x3.25 wheels with 600/650x18 tyre/tube. Small number remaining, various spoking, most are restored (BRG)
- Pair of rear doors sound restorable believed ex M45 pillarless saloon
- Various LG45 body pressings/parts – please phone for details
- Hinges (probably not Lagonda)- Quantity of very large/heavy unusual hinges. Some brass(or bronze) some steel. Origin unknown but possibly large Edwardian car/commercial. Photos on request.Help identify appreciated.

**LG45 Special** for sale. After 20+ years of successful racing, hill climbing and rallying, I am hanging up my helmet and boots. As a result, my well known, "Bentley beating", LG45 Special (Wotsit) is available for sale. It was featured in the club magazine 244 on page 7, and can also be seen in full flight at Le Mans in "The year of the Specials". I am offering her here first to see if there is a club member who wants to "hit the track running" with an extremely competitive, and some say beautiful, race prepared Lagonda. Interested persons should contact Nick Hine for more information 0044 7860848270 [nickhine@aol.com](mailto:nickhine@aol.com)



**3Ltr Radiator.** I have for sale a Complete 3 Litre Radiator which comprises, A Fully professionally repaired Shell and complete set of Shutters (All require plating) and Linkages together with a New Smith O State and re-cored radiator and new Bonnet Landing Tape, also there is a nice and fully operational filler cap, drain tap etc. Roger Firth 0161 3039127 [rogerfirthvin@gmail.com](mailto:rogerfirthvin@gmail.com)

## SERVICES TO MEMBERS

Vintage and Classic mechanical car clocks rebuilt, restored, overhauled and repaired. Please contact Simon Drachman (member D10) for further details. Vintage Watch Store, our shop is located in Hampstead, London NW3. We also sell Vintage and Classic clocks and watches and offer a full restoration and repair service. Contact 0759 830 1277 or [info@vintagewatchstore.com](mailto:info@vintagewatchstore.com). **(Trader)**

## NEW MEMBERS

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

D 42	Susan & Bob Colson	Firecrest, Furnace Lane, Broad Oak, Rye, East Sussex TN31 6ES	
		1934 Rapier Tr	BLP 79
F6	Gary Foster	16 Cramers Close, Belgooly, Co Cork, P17 VX77 Ireland	
		1936 14/60 Tr	PF 1761
G 8	A van Genugten	Bergstraat 32, 5298VK Liempde, the Netherlands	
		1931 2L LC Tr	OG 8059
J24	Eric Jefferies	86 Heritage Drive, SC 29710 Clover, South Carolina, USA	
		N/O	
L17	Alexander Ludbrook-Miles	Little Danewood East, Church Lane, Danehill, Haywards Heath, West Sussex RH17 7EU	
		N/O	
P16	Francisco Parreño Vidal	Avenida Generalitat Valenciana , Calpe Alicante Spain 03710	
		3Lt Tr	Z10093 PJ 4399
S75	Rupert de Salis	Gaisbergstrasse 42, Heidelberg, 69115 Germany	
		N/O	

# THE POST 1945 GAZETTE

## Lagondas the proper touring cars



**Auction watch** Only one more Lagondas has come to my attention for sale over the past month.

A Towns car:

<http://www.bonhams.com/auctions/23850/lot/185/>

### **More on fuels**

I've owned T-Type MGs since the early '70s and follow a great on-line magazine (Totally T-Type 2) which had a great article in January on fuels in older engines. It involved some sophisticated bench testing of an XPAG engine using modern fuels. Well worth a read if you are experiencing problems with modern fuels and there is a section on the use of ethanol.

<http://ttypes.org/ttt2/modern-petrol-and-classic-cars-the-manchester-xpag-tests>

Another article on overheating problems may be useful to those people experiencing same:

<http://ttypes.org/ttt2/xpag-overheat-an-unexpected-but-common-cause>

### **On the Lagonda Show Chassis**

I made the trip east and north to Gosford a few weeks back to see the Lagonda Earls Court and Australian show chassis which is now on display at the Gosford Classic Car Museum (<http://gosfordclassiccarmuseum.com.au/>). "In the flesh" it is a terrific job by Anthony De Young and Clarrie Robinson to get it to this standard compared to the pre-restoration photos I was sent. It had deteriorated quite a bit since I last saw it in the early '70's with its years in storage. I posted some photos on the Lagonda owners Facebook page which prompted a flurry of comments over differences between the chassis and original factory fitments and options but all in all, it is great to have it once again in the public eye and it was attracting interest at the museum, as does the restored 2.6L engine which has been on display since shortly after the museum opened. I'm still trying to find out where the motor and gearbox ended up through the various Aston Martin clubs and the search has led to more questions on the meanings of the part numbers cast into the various cylinder heads. Mine and that of the display engine in Gosford are RM019343 and F50134, those of a 3L 1957 Aston Martin DB2/4 MkII being restored in Canada are F72019 and RMO79343. So I'm wondering what numbers are in between and what they indicate. There were a number of engine variations for the 2.6L engine as well as for the later 3L one. The engine on the display chassis has quite a different cylinder head. It clearly doesn't fit the block correctly as four of the head studs didn't line up and were removed, yet the rest of it, though different, does seem to align. The head has the number LBS112 cast into it along with a CBS logo and one of the very early DB2.6L cars here has CBS in a circle and also LBS 373 though looks identical to the

later heads. The cam covers on the display engine have more nuts on each side and lack the two part nearside fitting which carries the spark plug wired to their respective cylinders. They also have part number LBS 148/ 2JD cast into them. Could it be that this head is one of the early prototype engine parts? It looks like the head on the prototype engine in Basdown. If you can shed any light on any of this please email me, I'd be interested to know of different cylinder head part numbers, which are cast in between plugs for cylinders 4&5. I expect to find different numbers for the Vantage engines and for those fitted with tachometer drive at the rear of the camshaft.

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

Enquiries have been received regarding availability of the leather strap and buckle assembly in the left side boot area of the 2.6 used for retaining some of the tools. I have a good, original example and I will do some preliminary investigation to see if we could have a small batch made. Another item under consideration is the flap on the grille of both the 2.6 and 3L which one lifts to insert the starting handle. As will usually be the case with these low quantity odds and ends the unit Club retail price may end up being prohibitively expensive - but we do not know till we try and sometimes we are pleasantly surprised!

Apologies for raising your hopes over the arrival of the front outer engine mountings; our supplier tells me they just missed the container we thought they were in and they are still somewhere on the high seas. Docks arrival date is scheduled for 26th March and then there will be customs clearance and onward courier time to reach Leah and Robin in Suffolk.

I have heard that Barrie Robinson has, or is about to have made a few of the small Tickford bodywork badges. These are used on the 3 Litre thought not, as far as I am aware, on any of the Tickford bodied 2.6s. Anyway, if you need some please contact Barrie via his website, [www.AMFCclub.com](http://www.AMFCclub.com) for details.

If you are having difficulty sourcing or repairing DB chassis or body parts that you think we could reasonably have made please let me know - we will at least look into it.

**If possible please order parts via the website.**

**DB Archives** Please send any information on your car(s) that you have not already submitted, to Arnold Davey, Registrar of The Lagonda Club. Arnold's address is in the Website or Member's Register. In addition I recommend sending the same information to Alan Heard for his Post 1945 Archives. He is also collecting body numbers. Alan's email address is: [alandheard@yahoo.co.uk](mailto:alandheard@yahoo.co.uk) and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

**Club and other websites** The Club website, [www.lagondaclub.com](http://www.lagondaclub.com), is fully operational and continually being developed with information on spare parts for most models of Lagonda. The Newsletters, including the Post 1945 Gazettes, are archived here.

Also of great interest is the [www.lagondaforum.com](http://www.lagondaforum.com) run by Peter Schirg.

Ron Press' Post-1945 website [www.lagonda1949-1958.co.uk](http://www.lagonda1949-1958.co.uk) for DB Lagondas has a huge number of photos, with more being continually added and other information, including members who have parts for sale. A section for technical items was added some time ago.

For the 2.6 & 3 Litre visit [www.DB-Lagonda.com](http://www.DB-Lagonda.com)

For DB Rapide information visit <http://lagonda-rapide.com/>

For the William Towns V8 visit <http://lagondanet.com/>

Compiled by Nick Proferes. email: [nproferes@internode.on.net](mailto:nproferes@internode.on.net)



## SPARES NEWS – MARCH 2017

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

### NEW PARTS NOW AVAILABLE

	PRICE
GSKV06 - V12 inlet manifold gasket. Improved design manufactured from Lamons high temperature mica material.	£23.80
ENGX04 - Ki-gass pump non-return ball valve spring.	£3.60
SPK405 - Scintilla PN/MN/GN magneto 'get you home' kit (contains 2 contact breaker main springs & 1 big contact breaker reinforcing spring).	£8.40
SPK406 - BTH CE6 magneto "get you home" kit, M45 (contains 3 main contact breaker springs).	£8.00

All prices quoted are excluding VAT.

### NEW PARTS IN PROGRESS.

CST104 - Low water pump, side elbow, 16/80  
CST105 - High water pump, front head offtake, 16/80  
CST106 - Low water pump, bottom elbow to radiator, 16/80  
CST111 - High water pump, bottom elbow, 16/80  
CSTX03 - Ball end spare wheel spinner.  
CST210 - Water plate (machined) offside, LC, 2L  
CLT211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.  
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.  
BRKV06 - Front hubs, V12/LG6.  
Low chassis water pump, 2L  
High chassis water pump, 2L  
Water pump, 3L  
Shock absorber mountings & pins, M45.  
Rear spring U bolts, LG45.  
VLV107 - Camshaft, 16/80.  
4.5 axles – differential units, small gears, cross to which they are fitted & large gears.  
Various half-shafts.  
Scintilla springs, brushes and contact screws, 4.5L.  
Rear axle pinion spacers for 2L S/C heavy axle, 3L, 3LZM, M45, LG45, and LG6.  
Heavy rear axle filler plug for 2LS/C, 3L, 3L ZM, M45, LG45 and LG6.  
Axle drain plug seal 14/60 2 L H/C, 2L L/C, 3L, M45, 16/80, LG45 and LG6.  
Various DB parts, please see Nick Proferes' Gazette for details.

### PARTS UNDER CONSIDERATION.

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

Steering wheel bosses. ZM 3L - LG45.  
Fuel tank senders (3-terminal type), 2L, 3L.  
Baffle plate for flywheel (oil thrower), 2L, 3L, 14/60.  
Pinion bearing for CWP, 2L, 3L, 16/80.  
Fuel filler cap, M45  
Kingpins, M45  
Rockers, 4.5L  
PMP103 - High water pump housing, fully machined, 16/80  
ZM chassis - braking system (13 parts).  
All cars - range of gaskets in 'Chieftain' material.  
Various DB parts, please see Nick Proferes' Gazette for details.

**Second-hand Spares** We have recently put on the website a large quantity of 'new' second-hand spares covering a wide range of models.

# *Lagonda Club* – Southern Area

**Spring Meet at The Cricketers Arms, Wisborough Green, West Sussex (on the A272), on Sunday, 23th April 2017, 12 noon onwards**

This year our first pub meet falls on 'Drive it Day' so why not take the opportunity to celebrate this event and gather for a lunchtime meeting at The Cricketers Arms, to enjoy good pub food and fine ales? For most of us it will be nearer than the official events at Beaulieu and Gaydon.

This is always a good opportunity to blow a few cobwebs away and savour the warm spring sunshine. You can listen to the purr of the Lagonda engine as she whisks you along the highways and byways of the Sussex countryside, enjoying the moment when your smile touches both ears. This is the time to check things are working properly before your summer activities.

For Georgina and me it is a race to get the Red Lady fit for a trip to France in May for the Fougères Rally. The winter restoration of the steering box, an action rather of caution than a necessity has made the visit to Wisborough Green a target. Will she be ready in time? As with all things Lagonda there is always a hiccup or two with what we would imagine would be a simple exercise of removing the old scroll and shaft, sending it away for a new one to be fitted, and buying a new peg. This proved far from simple. With the constantly available help of fellow members and Robin Cooke I feel sure it is not an insurmountable problem, just a challenge that can be overcome.

The 2017 events planned for the Southern Area start in April with this pub meet at **Wisborough Green**, followed by the **Brooklands Double Twelve** on 17/18<sup>th</sup> June, then a joint **pub meet** at the invitation from the **Rapier Register**, mid-week on 26<sup>th</sup> July. The ever popular **Brooklands Reunion** takes place on Sunday the 13<sup>th</sup> August. These events are followed by the '**Annual Gathering**' at Wokefield Park Hotel on the Weekend commencing 30<sup>th</sup> September. On 22<sup>th</sup> October we return to **Wisborough Green**. Flyers with full details for all Southern Area events will be in the club newsletter.

The lack of appetite for recent summer picnics means that there will not be one this year.

We hope to see you at The Cricketers Arms, with family and friends next month. All Lagonda members and our Rapier Register friends will be most welcome.

If you have any queries or comments, please contact **Michael Drakeford** on **01903 872197** or Email **michaelwdrakeford@hotmail.com**.



## JOHN AND JOAN FITTON'S 2017 LAGONDA SPRING TOUR

As you may now know, John and Joan are taking a well-earned rest from organising next year event as they will be visiting their family in Australia, but will be hopefully joining us. I have agreed to take on the organisation in 2017. There is a slight change in the name of the event to give some uniformity to the past

**THE 2017 LAGONDA GATHERING TOUR WILL BE BASED AT**

**THE GIBBON BRIDGE HOTEL. CHIPPING. LANCASHIRE, PR3 2TQ**

**IT WILL COMMENCE ON SUNDAY 7 MAY, AND WE WILL LEAVE ON THURSDAY 11 MAY**

THE HOTEL IS BASED WITHIN THE FOREST OF BOWLAND WHICH IS DESIGNATED AN AREA OF OUTSTANDING NATURAL BEAUTY (AONB) MOSTLY OWNED BY THE DUCHY OF LANCASTER (OUR QUEEN) AND THE DUKE OF WESTMINSTER, MANY OF THE ROADS WITHIN THE FOREST ARE OWNED BY THE ESTATES, AND IT IS QUITE RECENT THAT THE PUBLIC WERE GIVEN PERMISSION TO USE THEM. PRIOR TO THAT, THEY WERE RESERVED FOR ACCESS TO THE ESTATE GROUSE MOORS AND FOR MILITARY TRAINING.

LANCASHIRE HAS A LOT TO OFFER, AND ITS IMAGE OF COTTON MILLS CONSIDERABLY DIMINISHED MANY YEARS AGO AND EVEN THOUGH THERE IS A FINE EXAMPLE OF A WORKING COTTON MILL PRESERVED IN BURNLEY, THERE IS ALSO A FINE AND LARGE COLLECTION OF GILLOW FURNITURE OPEN TO THE PUBLIC. I MUST OF COURSE NOT MISS OUT THAT FAMOUS SEASIDE PLACE CALLED BLACKPOOL, THAT'S NOTED FOR FRESH AIR AND FUN, AND MR & MRS RAMSBOTTOM WENT THERE WITH YOUNG ALBERT, THEIR SON. I WILL STICK MY NECK OUT AS I THINK LANCASHIRE HAS SOME OF THE BEST BREWED BEERS IN THE COUNTRY AND FOOD WHICH IS THE ENVY OF MANY, NOT FORGETTING THE LADIES OF COURSE, WE ALSO HAVE BOUNDARY MILL. AT COLNE FOR SOME RETAIL THERAPY, TOGETHER WITH ITS M & S OUTLET, RESTAURANT AND FISH AND CHIP SHOP. COSGROVES AT RIMMING SELL POSH FROCKS, AS I HAVE FOUND OUT.

## A ROAD BOOK WILL BE ISSUED AND PLACES OF INTEREST PROVIDED FOR THE THREE DAYS.

AS USUAL, WE HAVE A LIMITED NUMBER OF ROOMS AND THESE ARE AVAILABLE ON A FIRST COME BASIS, AND TO GATHERS WHO ARE STAYING THE 4 NIGHTS. THE RATE WILL BE £110 PER PERSON PER NIGHT INCLUDING A SMALL NUMBER OF SINGLE ROOMS. THE PRICE INCLUDES WELCOME RECEPTION DRINKS, DINNER, ROOM AND BREAKFAST. TO RESERVE YOUR ROOM, PLEASE TELEPHONE RECEPTION DURING THE DAY ON 01995 51456 WHICH IS HELD IN THE NAME OF ROGER FIRTH (LAGONDA), THE HOTEL WILL REQUEST A DEPOSIT OF £100 PER ROOM, THEN, WILL YOU KINDLY SEND ME A CHEQUE FOR £50 PER CAR MADE PAYABLE TO ROGER FIRTH, AT MOTOR HOUSE. 20 FERN BANK CLOSE. STALYBRIDGE. CHESHIRE. SK15 2RZ, (01613039127) TO COVER THE VARIOUS EXPENSES. IF YOU ARE UNABLE TO OBTAIN A ROOM AT GIBBON BRIDGE, PLEASE LET ME KNOW AND I WILL TRY TO SUGGEST SOME ALTERNATIVE ACCOMMODATION, BUT IT IS VERY THIN ON THE GROUND IN THIS AREA.

THERE WILL BE LIMITED TRAILER PARKING IN THE HOTEL GROUNDS IF ABSOLUTELY NECESSARY AND BY PRIOR ARRANGEMENTS WITH ROGER FIRTH.



NAME.....TEL NO.....MOBILE.....

I ENCLOSE MY CHEQUE VALUE £50, AND I CAN CONFIRM THAT I HAVE RESERVED MY ROOM AT GIBBON BRIDGE.

NUMBER OF PEOPLE.....CAR.....

PLEASE FORWARD TO ROGER FIRTH. MOTOR HOUSE. 20 FERN BANK CLOSE. STALYBRIDGE. CHESHIRE. SK15 2RZ