



www.lagondaclub.com

NEWSLETTER

MEMBERSHIP SECRETARY:

Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
Tel 01252 845451
email: admin@lagondaclub.com

Written By: Benjamin Hargreaves

No 444

May 2017

May

- 7th VSCC Wiscombe Park Hill Climb Honiton, Devon
7th-11th LC Northern Gathering Gibbon Bridge Hotel Chipping, Lancs (Contact Roger Firth 0161 3039127)
12th LC Northern & Awards Dinner, Monk Fryston Hotel, Leeds (Contact Tim Gresty 01260 291830)
13th AMOC Oulton Park International Race Meeting Oulton Park, Nr Tarporley Cheshire (Pre-War Team Challenge Round 1)
17th LC Tour of AML Factory and Lunch Gaydon, Warwick (Contact Stephen Matthews 01189 700300)
19/22nd Fougères Rally Saumur Loire Valley (Lagonda is "Marque of Honour") (Contact Patrick Rollet: prkconseil@freefr.fr)
27/28th VSCC Loton Park Hill Climb Nr. Shrewsbury, Salop

June

- 3rd VSCC Harewood Hill Climb Harewood House, Yorks
4-8th LC Northern Tour of the Peak District, Izaac Walton Hotel Dovedale, Nr Ashbourne
10th VSCC Formula Vintage Race Meeting Round 2 Oulton Park, Cheshire
17/18th VSCC Brooklands Sprint & Double Twelve Brooklands, Weybridge, Surrey (Contact Michael Drakeford 01903 872197)

We start this month with a reminder for our Annual Gathering which this year takes place over the weekend September 30th /October 1st. Don't miss it - there is a booking form at the end of this letter.

Our guest editor Benjamin Hargreaves explains how he became an enthusiast for the marque.

Well, I blame a friend. Several years of playing with a pre-war 1½ litre Aston Martin with him, and then giving moral support to his burgeoning racing career with it, made me realize these pre-war cars were rather fun, a feeling enhanced by time spent with pre-war owners on the 2001 AMOC tour to Sweden. However I knew I wanted a different kind of car – for going across Europe to the Pyrenees or to Austria, rather than for going to the pub or on a circuit. Hitherto my interesting motoring had been mostly in cars from the 1950s to 1970s, Aston Martins, a Citroen SM and an inherited Ferrari 330 GT 2+2. The same friend complained that they were all the same kind of car. That was true, because that was the kind of car for which I had the best use living in London, namely for going long distances out of London either to my parents' home in Norfolk, or to the continent (such cars could be well integrated into my life). Besides they were often from different decades.

My shortlist became Derby Bentley, Alvis, Lagonda and 2 litre BMW. I tried a number of examples. In driving experience the most impressive was a Lagonda LG45 tourer – which however expired in a cloud of steam half way round the high speed circuit of Hyde Park; the young man minding me even had to borrow my mobile to summon assistance. When I saw that Cheffins had a LG6 drophead coupe at auction at Duxford in late 2004 I realised the chassis was very different, but the car looked striking – and had what has been called 'the Benjamin line'. On enquiry I was sent a set of copy invoices for work done an inch thick totalling some £60,000 with Arthur Archer, nothing trivial like bodywork or the interior. On arrival I found the car under the nose of Concorde, and when I first opened and shut the door, I repeated it two or three times because it shut so beautifully. 'Oh, this is serious' I thought. After my successful bid there was a round of applause, which was a little worrying ! (The last time that had happened I had been the underbidder at a Coys auction on a Talbot Lago T26 Surprofile that went to Michael Barrymore.) However a number of Lagonda Club members came out of the crowd to introduce themselves and wish me well. A friend who came to see the car soon after christened her 'The Grey Lady', and such she has remained.

The car's first serious shake-down run was on the Historic BMW Section's Spring Rally in 2005 incongruously chasing small pre-war BMWs round the Perthshire hills. After a week's hasty remedial work with Derek Green, we were off

to France for a week's cycling in the Marais Vert in the west of France, followed by the Grand Prix de Tours weekend, then joining the Lagonda Club at St-Leonard-des-Bois before going on to Le Mans to celebrate the 70th anniversary of Lagonda's win, which included laps of the circuit early on Saturday. I would like to be able to say it was on the Mulsanne Straight that I threw a tread, but in fact it was on the Monday.

From Le Mans I went to visit a friend at Aubusson, and from there to Grasse via Clermont-Ferrand – well, for a Lagonda the south of France is only a short stone's throw from central France. I went by Clermont-Ferrand to acquire a new set of Michelin tyres. My French host in Aubusson spoke to his tyre supplier, who told him who to ring at Michelin. To the man at Michelin my friend said 'C'est une vieille dame mais formidablement belle' ('She is an old lady but formidably beautiful'). After making enquiries the man at Michelin rang back to say a M. Vincent of Vincent Pneus would have a set the following day, ending his call with 'You understand that everything that I have done is completely against protocol, but I am delighted to have been of assistance'. How very French ! I revisited M. Vincent a couple of years later after a puncture.

On the way back through Burgundy I was caught in a serious hailstorm. The hailstones really were the size of golf balls, one broke the small glass rear window and came through it, and there were dents on the bonnet, boot and radiator surround. In 3 1/2 weeks I had covered 3,000 miles and lost 3/4 stone – it is not clear whether this was from the heat, the quality of the food or the physical workout ! The attention of French passers-by and the frequent production of mobiles to take photos amazed me. I decided we must fulfil their idea of the eccentric English.

Later in the year I went on part of an AMOC 'Passes & Palaces Tour' to Switzerland, which included ten passes over 2,000 metres. On arrival I was mildly alarmed to find mine was the only car earlier than 1965 – was I overdoing it ? 'Voiture d'officier' ('Officer's car') said an admirer on the way there (at least I think he was an admirer – he was probably not officer material). Later climbing up out of the Doubs Valley crossing back into France a middle aged Frenchman bowed deeply and took off his deerstalker. In the first year of ownership I covered 8,000 miles.

In following years the Lagonda went to the Etrechat-Benouville hill climb, to the Circuit des Ardennes, Le Mans Classic, the Angouleme Circuit des Remparts and on to the Mas du Clos circuit at Aubusson, to a number of Continental Lagonda Club rallies and on several Historic BMW Club rallies. 'That beautiful car is so quiet I never heard it coming' said an English voice in the paddock at Etrechat. At Chanteloup-les-Vignes the car was described as 'une voiture epoustouflante' – and earned a trophy. Before going on a Historic BMW Club run to Munich in 2008 I asked the club chairman if one could go if not in a BMW. 'I think your car is a cuckoo', he said. 'Does it ever go on a Lagonda rally ?' (I have in fact since acquired a 1955 BMW 502 V8 Cabriolet.) He did say I might have to park round the corner occasionally, but at our Munich hotel the car was in pride of place in front of the entrance because she would not fit into the underground parking.

It is only fair to admit that I have found the continental breakdown recovery service included with classic car insurance works very well, and in particular that the 'garagistes' sent out to deal with problems have been very sound, practical people who understand exactly what I am talking about. There have been, you understand, one or two tantrums as Judith calls them. It is partly this kind of touring that gave rise to my photobook 'Cars in the Landscape' – with images both of our kind of cars and of old cars encountered while touring on the continent, above all in France. Some of the images come from the events referred to above. However the principal reason for driving these cars is, much as Warren King noted a couple of months ago, that they are so much more interesting to drive, so much more involving than more modern cars (even when the size of an LG6); there is a sense of clear feedback, the responsiveness of the car and the road surface talking to you. They are also beautiful and keep one in touch with history. In 12 years I have covered some 44,000 miles, despite some periods 'off games' (the car that is). Part of the pleasure too is that with an open car one is in so much closer contact with the outside world, and above all with nature. As one gets older, and as one's car gets older, one is released from the tyranny of taking the quickest route, and it is, is it not, one of the very best of ways to travel, above all on a sunny day loping across the empty country roads of la France profonde ?

Loping across the, perhaps not quite so empty, roads of England John Sword attended the Suffolk Dinner and reports as follows. The annual Suffolk Dinner, this year on the 8th of April, was a very special event. It was the 40th to be held, having been organised every year from the beginning by Mike Pilgrim, with much support from Ann, and Mike had announced in advance that it would be their swansong. A good turnout was therefore confidently expected, and was duly delivered, with a record 77 people sitting down for an excellent dinner at the Thorpeness Country Club.

For many years this was a Rapier Register event, with Lagonda Club members being also welcome, and in more recent years it has been a fully combined affair for the two clubs. It was therefore appropriate that the Guest Speaker for the evening should be Colin Bugler, who has been a member of both clubs for well over 50 years. Colin

entertained us with stories (and slides) of his life with Lagondas, dating back to 1953 when he acquired Josephine, his Rapier DHC, which came back into Bugler ownership a few years ago. Following this, Tony Wood, who has been a pillar of the Rapier Register of nearly as long as Colin, gave warm words of thanks to Mike and Ann for their outstanding and unrepeatable contribution to the Clubs over so many years, and presented them with a gift that would give them a 'really good night out'. Finally, Tony Metcalfe, the only person (apart from the Pilgrims !) to have attended all forty Dinners, presented Ann with a large bunch of spring flowers.

On the 9th April Stephen Mathews travelled to the opposite side of the country as one of an eclectic mix of 10 Lagondas taking part in a huge indoor display of Aston Martins at the former MoD Site of RAF St Athan where three "super hangers" have been taken over by Aston Martin Lagonda (AML) to build a completely new SUV starting in 2019, known as the DBX.

In prime position the 10 splendid Lagondas ranged from a 1904 Tricar belonging to Chris Thomas to a DB 2.6/3L dhc bought by Hugh Hill. Our President, David Hine, headed up the Lagonda delegation and we were made very welcome by AML, AMOC and the general public. More detail on the event will follow in a magazine article.

The racing season opened on April 22nd with the Silverstone Spring Start Meeting (now called Formula Vintage Round 1) In race one, the Fox and Nicholl, Richard Reay-Smith just edged out Trevor Swete in 19th and 20th places respectively while Nick Morley was 27th Tim Wadsworth was 23rd out of a field of 27 in his race.

Still in competitive mode Michael Drakeford would like to see a good entry for the Brooklands Double 12 on the 17th of June. Full details are in the attached flyer. Michael also makes the point that he no longer has the Club's complete set of Magazines and PLEASE all requests for copies of technical articles should be made to the magazine editor Roger Seabrook, not to Michael.

A fortnight earlier, on June 3rd, and rather less testing, is the Pangbourne College Classic Car Show. With the College celebrating its Centenary they are hoping to make the show a very special one. In the past they have been very supportive of the Lagonda Club and are sure to make us very welcome. Please see <http://www.pangbourne.com/classic-car-show> for details.

If you are quick you may just have time to book a ticket for The London Motor Show from the 4th to the 7th May. The show is intended for all car enthusiasts, and members of the Lagonda club are offered a special 10% discount on tickets. Just add the promo code LAGONDA when buying tickets online from www.thelondonmotorshow.co.uk.

Sadly we have to report that The Rapier Register and Lagonda Club have lost one of our longest serving members. Malcolm Burgess who died on April 14th joined the Rapier Register in November 1958 with an Abbott Tourer and in 1995 acquired a 16/80. Malcolm's cars were always maintained in impeccable condition and won many concours prizes. He and Marion frequently took part in continental rallies and Malcolm contributed much to the Rapier Register. We have lost a most courteous, generous and compassionate friend. A full obituary will appear in the Rapier Newsletter.

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

WANTED

2.0 or 3.0 litre pre-war Lagonda. Member (D10) looking to buy either a 2.0 or 3.0 litre pre-war Lagonda, condition not important. Will be happy to consider meccano type kit of parts, restoration projects through to a decent but average running car. Please contact Simon on either 02078 248 1406 or email sjdrachman@ntlworld.com

2L or 3L Seats I am looking for a pair of vintage 2L / 3L front seats for 1929 3L tourer. Condition or state of completeness not important. Frames, covers or single seat only will be of interest. seats approx. 520mm wide with characteristic step in wraparound seat back. Please contact Kinlay Laidlaw at kinlaylaidlaw@btinternet.com / 01655 740054.

Chassis lubrication pump/box for LG6, as fitted to this model & V12 (& possibly LG45 though the attachment may be different) - in reasonable condition, i.e. not leaking when taken off car (mine is leaking badly). Benjamin Hargreaves tel: 020 7385 7757 or hargreavesbc@waitrose.com

FOR 1929 2 LITER LOW CHASSIS. Dynamo, front mounting and Petrol Gauge and Petrol Tank Sender Can arrange collection in UK. Graham Wallis lagonda29@earthlink.net

FOR SALE

1935 M45 Rapide Ex Peter Biggs who bought it c1968 BXC 113 appears in Arnold Davis excellent book on the 4 1/2. The car has been stripped and painted since those photos were taken. New weather equipment, interior remains as pictured. A good well cared for and unspoilt car. All enquiries to David Wall W48 who is handling the sale on behalf of his widow. Office 01603 782353

1933 Lagonda 16/80 Open Special A good, useable car, bodied in the 1950s. Very clean & tidy, smartly finished, running nicely, ready to go. £52,500 See website <http://www.realcar.co.uk/Arriving-Soon.htm> **Trade Member.**

2L parts. Pair of 1920s SU Model HV (dia. 1 3/8") bronze carburettors for 2 litre speed model. Original and complete condition. Includes bronze inlet manifolds and throttle linkage. New float needles, main jets and main jet needles. Were on my car until this year. £1,500 ONO. Also, 2 litre cylinder head. This has been a spare and in-storage for several decades. Comes with old-stock new valves in packaging. £600 ONO. Contact Paul Seller 07972 527193

2L splined clutch couplings. Wessexworkshops has a new batch of splined clutch couplings for 2L cars for sale and due to continued interest intending to make a batch of downdraught cylinder heads if you are interested please contact Alun Jones at- wessexworkshops@aol.com or 01373823513 **Trade Member**

Scintilla AP6 magneto. I have for sale a small six cylinder Scintilla AP6 magneto. Unknown history but sparks ok. £200 plus postage. David Hine on 01625 820309 or email hinedavid@aol.com

2litre low chassis supercharged model for sale at Richard Edmonds Auctions, 15th-17th June 2017 see www.richardedmondsauctions.com **Trade Member**

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. **(Trader)**

NEW MEMBERS

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

C6	Andrew Cale	59 West End Drive, Cleckheaton, W Yotks BD19 6JD	
		3Ltr Saloon	Z 9861 PN 7423
		Rapier	D11316 DW 9275
M43	Fred Meijer	Burgwal 89, Haarlem 2011BC, The Netherlands.	
S77	Elmar Schorpp	Theresienstrasse 9, Wörth, 76744, Germany.	
		12/24 Tr	9266 GER-07531
S 79	Myron Schuster	292 Cantitoe Street, Bedford Hills, New York 10507 USA	

Your New Membership Card

Please print off, complete with your details and cut out on the dotted line:

LAGONDA CLUB LTD	
Valid until 1 st April 2018 Membership No:	
Name:	
I agree to abide by the Lagonda Club Rules	
Signature:.....	



THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction watch several more Lagondas have come to my attention for sale over the past month.

Firstly, Bonhams are having an Aston Martin/Lagonda sale which includes a handful of Lagonda bits as well as this interesting DB2.6DHC with a headlamp treatment I've not seen before:

<http://www.bonhams.com/auctions/24119/lot/201/?category=list&length=100&page=2>

and a couple of Towns cars in same auction:

<http://www.bonhams.com/auctions/24119/lot/214/?category=list&length=100&page=2>

<http://www.bonhams.com/auctions/24119/lot/227/?category=list&length=100&page=2>

An M45

<http://williamianson.com/car/lagonda-m45-for-sale/>

A lovely looking Rapier tourer

<http://www.classicdriver.com/en/car/lagonda/rapier/1934/444485>

and a 16/80

<http://www.carandclassic.co.uk/car/C859947>

On the various post war DBL 2.6 and 3 Litre engines

I passed my bit on engines on to Barrie Robinson of the Aston Martin Feltham Club and he noticed the bit on black carburettors. He has had his recoated for the DB2/4 MkIII he is restoring and sent me this write-up he did for his group which might be of interest to anyone restoring their engines.

BLACK HEARTED CARBURETTORS

Originally the factory had the carburetors done in black porcelain but it was suggested that powder coating would be just as good. So NIC Industries, Inc in Oregon was contacted to gain information on how powder coatings were affected by petroleum. They said they would send swatches which we could test. So the well-equipped and staffed Research Department of the Club was instructed to undertake tests with no limit on costs. There were two swatches each for three different powder coated aluminum strips. A small brush was used to paint one swatch for the three types of polyester powder coating while the remaining three were immersed in petrol/gas. After 24 hours the swatches were examined. They showed no distress. The immersed ones revealed that they were totally unaffected – We liked and recommend Ink Black for no apparent reason. NIC sells worldwide with a 1 lb.minimum.

The people repairing my SUs now have 1lb of Ink Black and will be using it. NIC also sent me a sample of a powder for clear coating which I probably not use. They also sent a small bottle of liquid that can be sprayed on. This, according to them, will give a super hard clear coat finish. I am going to use it on my starter crank because the dampness causes it to get a small blush of rust when put back on my chassis - The dampness in the garage air is enough to effect the tool.

More on fuels

The most recent edition of Totally T Type 2 magazine, available free on line, has another (continuation) article on the Manchester tests on an XPAG engine relating to modern fuels and overheating problems. It's quite extensive, some 12 pages with graphs, photos and diagrams and most of the issues discussed would relate to many if not most old engines. Just a sample of some of the issues discussed include the changes needed to ignition settings, the fact that the original carb needles are no longer suitable, various suggestions on ways to minimise the amount of engine heat getting to the fuel system, discussion of various fuel alternatives, and the differences between fuels available at different times of the year, ie summer vs winter mixes. I've put the article into a Word file and can provide a copy if anyone wants it, just email me, or download the entire magazine at:

<http://ttypes.org/tt2/manchester-xpag-tests-modern-petrol-volatility>

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

The front outer engine mounts for the 2.6 and 3 Litre are available to order on the website and a final reminder, as it's bound to arise, the centre mount is the same as used on the Aston Martin DB2 and is available from Aston Service Dorset. Another new item, available from the 4th May - I cannot say exactly how soon it will be listed - is the accelerator pedal torsion spring. I have never heard of one breaking but on restoration projects, possibly exposed to the elements, it might be corroded and benefit from replacement. I am deeply involved in trying to have made a small batch of the grille starting handle hole covers; it's proving problematical, to say the least. Please let me know if you need one.

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 and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

Club and other websites The Club website, 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 run by Peter Schirg. Ron Press' Post-1945 website 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
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

SPARES NEWS – May 2017

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

NEW PARTS NOW AVAILABLE

	PRICE
CST210 - Water plate (machined) offside, LC, 2L.	£96.00
DBRBR11 - DB front outer engine mount for all 2.6L & 3L models.	£16.57
GRSX07K - Rear axle pinion spacers for 2L S/C heavy axle, 3L, 3LZM, M45, LG45 & LG6.	£58.00
GRSX08K - Heavy rear axle filler plug for 2LS/C, 3L, 3L ZM, M45, LG45 and LG6.	£1.25
GRSX09K - Axle drain plug seal 14/60 2 L H/C, 2L L/C, 3L, M45, 16/80, LG45 and LG6.	£2.00
GRSX10K - Axle drain plug, 14/60, 2L, 3L, M45, 16/80, LG45, LG6.	£7.50
VLV107 – 16/80 camshaft (picture to follow next month).	£1104.60

All prices quoted are excluding VAT and carriage.

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
CSTX03 - Ball end spare wheel spinner.
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
BRKV06 - Front hubs, V12/LG6.
GRS105 - ENV input coupling.
ENGVO2 - Sump, V12.
PMP206K - Low chassis water pump, 2L
PMP207K - High chassis water pump, 2L
PMP302K - Water pump, 3L
BDY231 - Interior door pocket securing latch
SSPX13 - U-Bolts Heavy Rear Axle
All cars - range of gaskets in 'Chieftain' material.
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.

BDY211 - Throttle Body lever bush & link.
CST111 - High Water pump, bottom elbow, 16/80.
CLT211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.
CST208 - Radiator cap T-bar.
CST302 - Radiator to head casting, 3L.
ENG130 - Flywheel for manual gearbox, 16/80.
ENG132 - Flywheel for pre-selector gearbox car, 16/80.
ENG218 - Flywheel ring gear, 2L.
GRS233 - Timing gear sprocket set supercharger, 2L.
GSK409 - Rear axle corks pair 4.5L.
SSPX10 - Andre Hartford fitting kit.
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.
Shock absorber mountings & pins, M45.
Rear spring U bolts, LG45.
Fuel filler cap, M45.
Kingpins, M45.
Rockers, 4.5L.
PMP103 - High water pump housing, fully machined, 16/80.
PMP104 - Low water pump housing, fully machined, 16/80.
ZM chassis - braking system (13 parts).

SPARES NEWS – May 2017

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

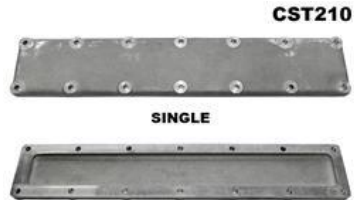
4.5 axles - differential units, small gears, cross to which they are fitted & large gears.

Various half-shafts.

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.

NEW PARTS AVAILABLE



CST210 - Water plate
(machined) offside, LC, 2L.



DBRBR11 - DB front outer
engine mount for all 2.6L & 3L
models.



GRSX07K - Rear axle pinion
spacers for 2L S/C heavy axle,
3L, 3LZM, M45, LG45 & LG6.



GRSX08K - Heavy rear axle filler
plug for 2L S/C, 3L, 3L ZM, M45,
LG45 and LG6.



GRSX09K - Axle drain plug seal
14/60 2 L H/C, 2L L/C, 3L, M45,
16/80, LG45 and LG6.



GRSX10K - Axle drain plug,
14/60, 2L, 3L, M45, 16/80,
LG45, LG6.

Lagonda Club Annual Gathering

70th Anniversary Meet on 30th Sept & 1st Oct 2017



David Brown expects



to see your car at the
Annual Gathering

To commemorate the 70th year since David Brown purchased Lagonda the featured car of this year's Lagonda Club Annual Gathering are the Post 1945 Lagondas. The Annual Gathering is again at **Wokefield Park on the Saturday 30th September and on Sunday 1st October 2017.** As those of you who came last year will know we had an amazing turnout of Lagondas, 90, many of which were never seen at the Annual Gathering previously. Last year we had some very special cars attending. The centre display was of Macko Laqueur's original LG45 Team Car together with 4 David Brown cars flanking the new Lagonda Taraf. This year we are aiming for equally impressive "must see" cars.

Booking:

Don't forget to book one of the 40 double rooms reserved within the main building of the Hotel at a preferential B&B rate of £116.40 (inc VAT) for a double occupancy room and a single occupancy at £105.00. As with last year bookings for accommodation only should be **direct** with the Hotel on 0118 933 4100— please mention the Lagonda Club to get the preferential rate. This rate also applies for the Friday before and the Sunday afterwards..

Saturday Event, Evening Dinner and Sunday Lunch:

There will be an event on Saturday afternoon followed by the Annual dinner. The cost of the dinner will be £41.00. On Sunday the AGM is followed by a buffet lunch costing £18 p.p. Details of the Menu and Wines and Sunday buffet are available on the Club website from now at <https://www.lagondaclub.com/shop/agm-2017/>. Also see menu attached to the Newsletter.

Sunday Concours Event:

This will be the first Annual Gathering where the Post 1945 Lagondas are featured so we would like to encourage all members and to reach out to non-members to bring their cars to make this a special day.

Lagonda Club Annual Gathering

70th Anniversary Meet on 30th Sept & 1st Oct 2017

Book via Club Website <https://www.lagondaclub.com/shop/agm-2017/>

Saturday Evening Meal @ £41.00 (inc VAT) per person

Starters

Name/Quantity

Smoked chicken and mushroom cream soup.

Pear, Stilton and beetroot salad with olive oil and lemon dressing.

Wild mushroom & artichoke tartlet glazed with goats cheese & rocket pesto.

Mains

Grilled chicken breast with ricotta spinach stuffing, sweet potato & vegetable cassoulet with dill oil.

Mustard caramelized pork fillet, pommes puree, sauté beans with a mustard cream sauce.

Oven roasted sea trout with dill mash, grilled leeks & roasted almond dressing.

Desserts

Orange and champagne torte, blueberry coulis.

Chocolate truffle with strawberries.

Tiramisu with biscotti.

Wine List

A 10% Discount is applied to the wine if paid for with the meal and before **15th September 2017**

White Wine:

	Full	Discounted	Quantity
The Spee'wah Pinot Grigio	£23.50	£21.15	<input type="text"/>
Nyala Sauvignon Blanc	£22.50	£20.25	<input type="text"/>
Miolo Family Vineyard Chardonnay	£34.00	£30.60	<input type="text"/>

Red Wine:

The Paddock Merlot	£23.50	£21.15	<input type="text"/>
Gran Ducay Gran Riserva Tinto	£26.00	£23.40	<input type="text"/>
Lagrimas de Graciano Rioja	£34.00	£30.60	<input type="text"/>

Lagonda Club Annual Gathering

70th Anniversary Meet on 30th Sept & 1st Oct 2017

Sunday Lunch a fine selection of French Cuisine: £18.00 per person:

Mug of Soup – celeriac & parsnip veloute, Open sandwich on a artie bread with Smoked Salmon & Cream Cheese with Chives, Chicken Caesar in a Tortilla Wrap, Mature Cheddar with Red Onion Comfit & Salad on a White Baguette, Prawn salad – north Atlantic prawn salad pot , cos lettuce , bloody Marie dressing, Cherry tomato & basil salad – baby cherry tomatoes , basil , pesto & red onion, Mini burger of angus beef in a soft bun, Mini quiche of English asparagus , shallots topped with boiled hen egg, Mini shoot of classic Eton mess, Pineapple fingers with English figs & summer fruits coulis

Total Cost

	Cost per Person	Number/Wine	Total Cost
Saturday evening Meal	£41.00		£
Wine	As itemised		£
Sunday Lunch	£18.00		£
Grand Total to be paid			£

PREFERABLY PAY EASILY ONLINE THROUGH THE LAGONDA CLUB

<https://www.lagondaclub.com/shop/lagonda/>

or

VIA CHEQUE/CREDIT CARD AS BELOW

To:- Leah Knee, Lagonda Club Spares. Johnsons Farm, Carlton, Saxmundham, Suffolk IP17 2QW.

TEL: +44 (0)1728 604040 Email – spares@lagonda-club.com

I enclose my cheque for £..... made payable to **Lagonda Club Ltd**

Name	Mem.No.
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Address _____

County	Postcode	email address
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- OR -

I wish to pay by Visa or Mastercard (delete as required) **not American Express** - please charge
£..... to my account

****My card number is:-**

[illegible]

Expiry Date _____ 3 number security code _____

**My Name as on Card

Signature _____

PAYMENT MUST BE RECEIVED BEFORE 15TH SEPTEMBER 2017

Lagonda Club Southern Area

Brooklands Double-Twelve

Celebrating 110th anniversary of the Opening of the Brooklands Race Track and the

RE-OPENING OF THE FINISHING STRAIGHT

In association with the Vintage Sports-Car Club, the Brooklands Museum through this event celebrates Brooklands' rich motoring history, and is held on the weekend closest to the Anniversary of the original opening of the Brooklands race track in 1907. The two-day extravaganza features Speed Trials, Driving Tests, the prestigious Double Twelve Conours and Test Hill ascents, alongside family-friendly entertainment and activities.

This year it is extra special. After the removal of the historic hanger on the finishing straight there will be a celebration on the Saturday to open this newly renovated part of the track. Car owners that have a vehicle with a Brooklands history, that is having raced there or can be validated as taking part in one of the pre-war annual Lagonda summer fetes, will be invited to take part in the ceremony. Please contact Steve Castle at the Museum on 01932 857381 ext. 244 as soon as you can if you have such a car.

The format in 2017 will again be with three stand-alone events:

- Double Twelve Speed Trials on the Mercedes-Benz World circuit on Saturday 17th June
- The Double Twelve Conours held on Saturday 17th and Sunday 18th June
- The Double Twelve Driving Tests on Sunday 18th June

Each event will have its own class and overall winners, but to achieve a Brooklands Double Twelve award, an entrant must compete in any two of the three events and the combined scores of these two events will decide their Double Twelve placing.

As well as the main competitions, the Test Hill Challenge will also take place on Saturday and Sunday afternoon.

With family entertainment once again planned throughout the site and lots more attractions yet to be announced, this is a weekend for everyone!

Please apply directly to either the VSCC or the Brooklands Museum for your tickets. The latest you can apply is the 6th June.

A good turnout by Lagonda Club members will make for a great event. For any questions please contact Michael Drakeford on 01903 872197 or michaelwdrakeford@hotmail.com