



NEWSLETTER

MEMBERSHIP SECRETARY:
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Tel 01252 845451
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Written By: Robin Balmain

No 450

November 2017

November 5 th 21 st	London to Brighton Veteran Car Run LC Anglia Area Pub meet. The La Pergola, Harlton Cambridge. Contact John Stoneman
December 2nd 16th	LC Midland Area X-mas Lunch. Kings Arms, Ombersley Droitwich. Contact Robin Balmain LC Anglia Area Pub Saturday meet. The Axe & Compasses in Arkesden CB11 4EX. Contact John Stoneman
January 2018 1st	LC New Year's Meet in the New Forest. The White Buck at Burley BH24 4AZ. Contact Philip Neate.

NOW THIS IS IMPORTANT Colin Bugler thanks all those members who have sent their Register Forms to him and the Form is once again appended for all those who have not yet done this. You have until the 30th November to record your details and Lagonda(s) – any later is too late as the new Register will go to the printer at the beginning of December.

Our Chairman John Sword announces changes to the board as follows :

Richard Reay-Smith has done sterling work for the Club as our Competition Secretary for the last six years, but he is now facing other important pressures on his time and has decided that he must relinquish this responsibility, although I am glad to say that he is continuing as a member of the Club's Board. Many thanks to Richard for all his work.

Most fortunately, however, we have a volunteer to take over as Competition Secretary and I am happy to announce that Tim Parker will be joining our Board and stepping into Richard's shoes. Tim has been involved with Lagondas since 1974 when he was 3 and his father owned a Rapier. He recalls meeting James Crocker at VSCC Silverstone in the mid-80s, being impressed as JC held the engine at 7000 rpm in the paddock! He was involved with the rebuild of his father's 2 litre before buying his own 2 litre in 2003. Tim has raced in historic competitions since the early 2000s, first in a Feltham Aston, then in his Lagonda 2/4.5 special. He inherited his late father's cars in 2013 and has competed in them as his father had intended. 2014 saw him participate in the Benjafields 24 hour race in Andrew Howe-Davies's 3 litre, and in 2016 Tim drove the 2L to Angouleme for the Circuit des Remparts race. He is a barrister, is married with three children aged 6, 5 and 2 and lives in London.

Continuing with the competition theme we have now had the final speed event of the year, the Rockingham Sprint (replacing Goodwood) where Nigel Hall LG45, furthered his successful season gaining a 2nd handicap. Earlier in the month at Castle Combe Trevor Swete's race ended early when his Invicta lost a wheel but Tim Wadsworth 2Ltr finished 24th from 25 and came 2nd in Class for the season in the ODM Series.

Our Midland Secretary Robin Balmain writes of his early motoring memories

An interest in cars started for me in 1949 when my father bought a 10 horsepower Lanchester saloon- yes I know I don't look that old. Lanchester made some very powerful cars but this wasn't one of them. A heavy Mulliner body and pre-select gearbox soaked up much of the power available such that anything

more than 40 m.p.h. needed a long downhill run. In those days lorries were limited to 20 m.p.h and overtaking one was a lengthy process much like today when one lorry struggles to pass another on the motorway - except there were no motorways. The 300 mile bi-annual journey from home in Kent to family on Tyneside was once accomplished in 12 hours but 15 was more usual. With four up plus dog and luggage it was not unknown to set off from traffic lights only to be overtaken by a pedal cyclist. However for me it was heaven to kneel on the back seat (no seat belts of course) and gaze in wonder at high powered machinery coming past including Bentleys, MkV Jaguars, Jowett Javelins and on one memorable occasion an L G 45 Rapide with aero screens and driver wearing goggles and flying helmet. I was sure it must be Biggles. When my father told me that the new Jaguar XK 120 was so named because of its top speed I fondly imagined it would be able to complete our journey in 2 1/2 hours.

For me, like many of us, car ownership started with an Austin Seven. I desperately wanted an MG TC. The pages of Exchange and Mart were full of them - all at £150, which I didn't have and anyway the insurance would have been prohibitive. At £45 the Austin was expensive but it had the added attraction of a Ford 8 engine, twin downdraught Zeniths and an Aquaplane head. Unfortunately the half shafts didn't like the extra power but at least fixing them was an early introduction to how things worked.

Subsequent motoring involved a succession of old bangers which were all I could afford on £3 a week as an articled clerk but on qualifying I could afford a TR 3A which was great fun. Lagonda motoring came along much later, but 2 years competing in Clubmans racing (unsuccessfully) with a Mk 11 Mallock was a great introduction to motorsport. Two of us bought it together with a trailer that resembled a gun carriage - the car fell off it coming back from Thruxton, thankfully with little damage. I well remember testing at Silverstone and passing a very much modified Porsche 911 through Copse corner which demonstrated the gulf between a road car and a purpose built race car. Having bought and restored to working order a water mill there was no money for proper motoring and family life intervened, although I still managed to acquire and enjoy a Singer 9. Eventually circumstances enabled me to buy a 1935 T9 bodied 3 1/2 litre Lagonda. There could be no other make having remembered the sight of the LG 45 Rapide but buying the car was a big mistake. I should have got advice, joined the club and bought a car but I did it the other way round! The car looked wonderful with patinated coachwork and original leather interior but mechanically it was a disaster. John Ryder did sterling work in repairing it but I felt well miffed with the attitude of the "Lagonda specialists" who sold it to me as being in excellent condition. Happily they are now defunct but not before I sued them successfully. John came to my aid as my expert witness and we both knew I would win when the delightful Judge enquired during John's evidence "do you by any chance do Citroens?" I would strongly advise against litigation other than a very last resort but I was not prepared to have the owner and the garage who were his agents, metaphorically sticking their fingers up at me when I offered to settle at a very small proportion of what it eventually cost them. The car was then very reliable and great fun Jennifer and I took it to Le Mans with the club in 1995 for the 60th anniversary of the Lagonda win. We were given two laps of the track before the race and the sight of the flag waving marshals the applause of the spectators and the sound of a V 12 team car coming past us at Mulsanne will live long in the memory. Actually we got 3 laps but having gallantly given Jennifer the second lap she then got two laps to my one!

Shortly afterwards I discovered that Geoff Seaton had died and his 3 litre T2 tourer was for sale. I had to have it and so the 3 1/2 was sold and I became the fortunate owner of one of the most recognisable 3 litres in the club. Geoff's records show that he did about 320,000 miles in the car in his 45 years of ownership and my estimate is that the car has in all covered over 400,000 miles. We should be telling the politicians that when you amortise the manufacturing costs over such mileage it shows that our cars are pretty eco- friendly. Most years the Lagonda takes us abroad and has proved very reliable apart from a recent habit of developing punctures. Vintage tyres have told me that the signs suggest rubbing of the tube by the Dunlop tyres and they have not experienced it with other brands. If any member can comment I would be interested to hear. One of the trips abroad was another club trip, this time to Epernay in the champagne region. Who will forget a special visit to the Mercier champagne house and a wonderful dinner in their subterranean dining hall hewn out of the chalk followed by a walk back to the town on a balmy evening and brandy and coffee at a traditional cafe straight out of 'allo allo. More such Mr Chairman?

The 3 litre is not designed for competition but I am fortunate to own a 1931 Aston Martin International with Riley 16 engine. I had designs on a Rapier but the Aston was available and too good to miss. It has provided over 20 years of great fun in hill climbs and the opportunity to make good friends. I will never win my class but the occasional win on handicap including this year at V.S.C.C. Wiscombe is special.

Our bi monthly lunchtime pub meets at The Kings Arms Ombersley near Worcester is another opportunity to meet friends and we have an excellent Christmas lunch which will also be at The Kings Arms, on 2nd December from noon onwards. This has been a very successful event for many years and you will need to book with me as soon as possible as space is limited so do contact me early. The menu will be a traditional one and I will circulate more information shortly. Special dietary needs can be accommodated.

For many years Terry and Margaret Brewster ran the Midlands Section very successfully. Many of you will know Terry's delightful red Team car replica built if I am correct in the Northern Lagonda Factory, and which is also hill climbed regularly. For the last few years I have run the pub meets so do get in touch and come along. You will be very welcome.

Looking a little further ahead The New Year's Day gathering in the New Forest, Hampshire will be very much alive again for 2018. The Venue is The White Buck at Burley BH24 4AZ just as it has been for over a quarter of a century!! Arrive any time after 10.00am, hot beverages and bacon rolls will await you. If you wish to stay for lunch then it is essential to book a table direct with the hotel - see their website for details. Contact for this if necessary is Philip Neate as per members list.

We have recently been informed that John Walker died in September. He joined the Club on 28th September 1970 and had been a very active member. His cars were always immaculate, the blown 2 litre and the very interesting LG45 Saloon with a Gardner engine. Fortunately his son, Richard, intends to take them over. Our sincere condolences to his wife Sue, his family and his many friends.

This is the last Newsletter of 2017 so, from all our editors, Len and myself a Very Happy Christmas.

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

WANTED

Rotax Starter Spring. Desperately seeking correct size spring for Rotax starter motor in Rapide engine. Length 60mm including hooks, 45mm O/D. 30mm inside diameter. Graham Lawrence, Australia, lawrenceg@bigpond.com

Wanted by novice new member. 2 litre low chassis tourer. To be in good condition both mechanically and bodily, non-supercharged would be our preference, however may consider S/C. Ideally from a long term ownership, not trade. We are in no hurry, however I would just like to sow the seed for consideration. Please contact Robin Froude 07775952221 froudes@btinternet.com *Many thanks.*

FOR SALE

1932 Lagonda 2 litre low chassis tourer (PJ 4790). This well-known car was purchased in 1956 and has been used regularly ever since. A reluctant sale as the owner is no longer physically able to drive and maintain it. The car has entered many club events and driven to many countries as well as used as everyday transport. It is mechanically sound, having been maintained by the owner and is a very good example of a well-used original car in good order. The car is fitted with an S3 gearbox which makes gear changing a real pleasure. The current owner would like the purchaser to be an enthusiastic club member who will enjoy driving and maintaining the car.



I (Mike Heins) have assisted with the maintenance of the car over the last few years and have agreed to assist in finding a new owner for the car which is offered for sale at £85,000. Please contact me directly on my landline 01270 780656, mobile 07816570254 or E-mail m.heins@btinternet.com

Garage sale of DB Parts and Spares. I have a large collection of spares collected over the years which I now wish to dispose of, many are already restored or re-chromed. Please email me for a full list of parts/spares. The main items include, DB3L CHASSIS include chassis plate/ V5C log , 3L bare ENGINE c 36k miles, needs freeing/strip down, GEARBOX c 36k miles,etc. Also I can provide, to order, EXHAUST SYSTEMS/MANIFOLDS in Stainless Steel, WIRING LOOMS to original braided/coloured design for all DB cars, both 2.6 and 3 litre. Probably a complete car of other parts. Contact me initially please , email@jeffleeks.com or call to discuss 01494 563188

Aluminium bulkhead one of several cast years ago, so no cracks. As new never fitted. I guess £3000.00 must be reasonable when compared to the cost of other new parts. David Wall W48. Office. 01603 782353 or 07765836271. I think this fits all cars late vintage to 1935

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)

Lagonda Instrument Restoration

Professional restoration service and supply of pre-war Lagonda instruments. Also vintage racing type instruments supplied to order such 6" Rev.Counters etc. Contact Patrick Henry. Phone 07342 306690 Email:- vintageinstruments@hotmail.co.uk (Trader)

NEW MEMBERS

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

A 18	Ronald Albers	Wijnegemsteenweg 110, Wommelgem, 2160, Belgium N/O	
C 41	Graham Challenger	182 Cardigan Rd, Birdlington, Yorks, YO15 3NB N/O	
C 26	Allan Chamberlain	Oakwood, 19 Heath Road, Locks Heath, Fareham SO31 6PH 1938 LG6Sln 12345	FMA 52
L 51	Charlotte Lewis	Eden House, 3 Church Lane, Brimfield, Ludlow, Shropshire, SY8 4NF 1934 16/80 Tr S10879	SB 4444
C 27	Nigel Cousens	The Boathouse, Beach Way, Dawlish Warren, EX7 0NF 1937 LG45 Sln 12007	DUC 494
F 21	Robin Froude	Stable House, Stoke, Andover, Hampshire SP11 0NP N/O	
J 23	Robert Johnson	9 Beatty Road, Matamata, 3400 New Zealand N/O	
L 4	Philippe Lambert	Rue du Vivier l'Agneau 4, Assesse, Namur 5336, Belgium 1935 M45Tr Z10790	AXO 773
M 16	Jeffrey Milsom	The Forge, Hollow Lane, Wilton, Marlborough, Wilts, SN8 3SR N/O	
O 1	Richard Mark Ordish	Old Diary Cottage, Charlton Marshall, Blandford Dorset DT11 9NF 1935 M35R Tr Z11449	DPB 713
P 5	Gregory Parsons	2634 Rainbow Valley Blvd, Fallbrook, California 92028, USA N/O	
T 22	John Thring	Flat 4 Witley, 387 Sandbanks Rd, Poole, Dorset, BH14 8HR. 1935 M35R Tr Z11228	BTO 536
W 42	Bryan Wyborn	16 Jacaranda Road, KURRAJONG, New South Wales 2758 Australia 1928 2Lr HC tr OH 9167	60891 H

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

No new post war owners joining this month.

Auction watch

A DB2.6L just a body, huge price IMO Not for the faint hearted.

<http://www.ebay.co.uk/itm/LAGONDA-DB2-RESTORATION-PROJECT-ASTON-MARTIN-LAGONDA-1952-VERY-RARE-/322702695231>

And a 1932 16/80

<http://www.ebay.co.uk/itm/202065937768>

More on fuels

Alan Heard kindly sent me a two-page article on the life of petrol in fuel tanks, how and how quickly, fuel deteriorates over time when exposed to air (or ultraviolet light as it turns out). The article, from BP Australia rather than UK, describes the drop-off of the more volatile elements over what can be a very short time, weeks in fact, resulting in harder starting, a denser fuel which can effect engine performance, especially during cold starts, and even possible engine damage or carbon deposits. It goes on to describe why fuels differ with seasons, as I've mentioned here previously, and provides a chart of how fuel deteriorates over time. It also makes some recommendations for vehicles or equipment which are only used occasionally:

- 1) Always add some fresh fuel when the equipment is to be used if it has not been used for more than a week. This will provide additional volatile components and protect from cold start high revving detonation and piston damage.
- 2) Always keep the tank half full to stop water vapour from being sucked in and condensing.
- 3) Use a fuel that contains anti-oxidants, metal deactivators and corrosion inhibitors to protect metal surfaces such as BP Ultimate
- 4) Using a hotter spark plug will help to reduce carbon deposits

You can access the full article at: www.bp.com/content/dam/bp-country/en_au/media/fuel-news/petrol-life-vehicle-tanks.pdf

DB Spares news

Jeff Leeks, who was the Lagonda Club DB Registrar for c 15 years and also still offers Technical Support to Club Members is now disposing of all his very large collection of DB Parts / Spares that he has from 2 1957 3 litre saloons, one of which he was restoring, but regrettably did not complete because of other projects.

A large proportion of the items, now for sale, have been restored including all the chassis parts which have been painted in black two pack paint. Also he has a large proportion of re-chromed items available.

He can also offer, to order, new stainless steel exhaust systems, including manifolds for both the 2.6 and 3 litre cars along with complete wiring looms made to the original coloured cotton coated, but with modern wiring to look totally original---many Members can vouch for the quality of the new items Jeff has supplied in the past. He also commissioned Triplex to make windscreens for Members from the original bucks and has 1 new unit left for sale still in its wrapping.

If you'd like a List of the Parts/Spares for sale ranging from an engine, gearbox to instruments and wheels, many are suitable for both 2.6 and 3 litre cars, please contact him initially by email, email@jeffleeks.com The list however is not exhaustive, so if you have a spare which is not shown please enquire.

All the items you request can be photographed, if required, and priced accordingly, excluding any delivery charge. Viewing of the items are welcome by appointment---see L 9 in the latest Register of Members for his address and other contact details, near High Wycombe.'

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

There is not much to report this month. The small batch of radiator grille starting handle sliding covers are now awaiting the plating process.

I hope that during the next couple of months we can add a few more of the small service items lacking from the Club's DB offering, eg various bearings, seals, gaskets and so on.

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 – November 2017

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

NEW PARTS NOW AVAILABLE

	PRICE
DBSTG05 - Steering rack lock washer for outer sleeve bolts, DB 2.6L/3L.	£0.88
DBSTG04 - Steering rack lock washer opinion shaft, DB 2.6L/3L.	£0.63
DBSTG06 - Steering rack lock washer for rack guide sleeve bolts, DB 2.6L/3L	£0.88
DBSSP09 - Front suspension, lower ball joint lock wash, DB 2.6L/3L.	£0.74
DBBRK09 - Lock washer, special, brake pedal, intermediate lever pivot boss, DB 2.6L/3L.	£0.62
DBSSP08 - Front hub attaching bolt lock washer, DB 2.6L /3L.	£0.62
DBENG01 - Thermostat positioning brass bolt/pin, DB 2.6L.	£2.02
DBCLT02 - Lock washer, special, clutch pedal, intermediate lever pivot boss, DB 2.6L/ 3L.	£0.76
DBSSP05 - 0.5mm caster shim, front suspension, DB 2.6L /3L.	£1.38
DBSSP06 - 0.9mm caster shim, front suspension, DB 2.6L /3L.	£1.56
DBSSP05 - 2.0mm caster shim, front suspension, DB 2.6L /3L.	£2.34

PARTS NOW BACK IN STOCK

	PRICE
VLV402 - Guide inlet & exhaust M45 LG45 S1 & S2. *PRICE REDUCTION*	£16.60
VLV419 - Cylinder Head Studs M45 Set (14). *PRICE REDUCTION*	£61.20

All prices quoted are excluding VAT and carriage

NEW PARTS IN PROGRESS

CST211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.
CLT209 - Clutch drive spider & shaft.
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.
CST208 - Radiator cap T-bar.
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.
BDY211 - Throttle linkage – original shape.
BRKV06 - Front hubs, V12/LG6.
BRKV05IB - Inner bearing for V12 front hub.
BRKV08 - V12/LG6 lock ring for hub.
ENGV02 - Lower sump for V12.
GRSG902 - G9 2nd speed gear.
GRSG903 - G9 3rd speed gear.
GRSG905 - G9 constant mesh gear.
ENG114-6 - 16/80 high water pump impellor.
BDY231 - Interior door pocket securing latch.
SSPX13 - U-Bolts Heavy Rear Axle.
STGV02 - V12 kingpin top seal (pair).
All cars - range of gaskets in 'Chieftain' material.
Various DB parts, please see Nick Proferes's 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.

CST302 - Radiator to head casting, 3L ZM.
GRS233 - Timing gear sprocket set supercharger, 2L.
SSPX10 - Andre Hartford fitting kit.
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.
M45 shock absorber mountings & pins.
Rear spring U bolts, LG45. Rockers, 4.5L.
PMP103 - High water pump housing, fully machined, 16/80.
PMP104 - Low water pump housing, fully machined, 16/80.

SPARES NEWS – November 2017

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

ZM chassis - braking system (13 parts).

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's Gazette for details.

NEW PARTS AVAILABLE

DBSTG05



DBSTG05 – Steering rack lock washer for outer sleeve bolts, DB 2.6/3L.

DBSTG04



DBSTG04 – Steering rack lock washer opinion shaft, DB 2.6/3L.

DBSTG06



DBSTG06 – Steering rack lock washer for rack guide sleeve bolts, DB 2.6/3L .

DBSSP09



DBSSP09 – Front suspension, lower ball joint lock wash, DB 2.6L/3L.

DBBRK09



DBBRK09 - Lock washer, special, brake pedal, intermediate lever pivot boss, DB 2.6L/3L.

DBSSP08



DBSSP08 - Front hub attaching bolt lock washer, DB 2.6L /3L.

DBENG01



DBENG01 - Thermostat positioning brass bolt/pin, DB 2.6L.

DBCLT02



DBCLT02 - Lock washer, special, clutch pedal, intermediate lever pivot boss, DB 2.6L/ 3L.

DBSSP05



DBSSP05 - 0.5mm caster shim, front suspension, DB 2.6L /3L.

DBSSP06



DBSSP06 - 0.9mm caster shim, front suspension, DB 2.6L /3L.

DBSSP07



DBSSP07 - 2.0mm caster shim, front suspension, DB 2.6L /3L.

NEW 2018 REGISTER OF MEMBERS AND THEIR CARS

*Closing date for return of this form is **30th NOVEMBER 2017***

We are happy for you to fill in this form and return to (admin@lagondaclub.com) We do not have a fax machine.

We intend to send to all members a new Register of Members in January 2018 and in order to keep accurate and up-to-date records on the Lagonda Club database, which is invaluable when trying to trace the history of a car and its owners, we should be most grateful if you would give below as much information as possible. If you have more than one car please would you use a separate sheet for each vehicle - preferably a photocopy of this form. Photographs (JPEG if email) welcome if you have not sent one previously or if modifications to the body have been carried out. Three photos are best - front nearside, rear offside and one of the dashboard. This makes for easier identification. Please none of the headlamps and radiator alone!!

Very importantly we are concentrating on the exact "Type" details of your Lagonda which appear on the Identity Plate as seen below. Although this means lifting the bonnet, that is the only way we can identify the model as **originally** produced. Any later modifications are irrelevant for this exercise – it is only the **original** details we want. It is also important to let us know if you have sold or bought a Lagonda – keeping track of these cars is of great historical importance.

MEMBERSHIP DETAILS IN **BLOCK CAPITALS** PLEASE

Membership Number _____ (see old Register)	Plus forename as to appear in new Register
Name & Initials Plus partner's forename (if a member)
Address	E-mail – <u>block capitals please</u>
_____	Tel.No. _____
_____	Fax No. _____
_____	Mobile _____
County/Country	

CAR DETAILS

Model & Model type	Type of Body
_____	_____
Date first registered	Maker of Body
_____	_____
U.K. Reg.No.	Overseas Reg.No

Please fill in opposite the information on the car's Engine number as found on <u>identity plate</u> and <u>not</u> from the paperwork which is frequently wrong.	Type..... Engine Number..... Car(chassis)Number.....
Number actually found on the <u>engine</u> (often on timing case):-.....	

Previous owner's name and address if known _____

Special or Non-standard features and any known history _____

Please indicate if you want this information to appear in the next Club Register when it is next printed.

Telephone number - YES / NO

Car details - YES / NO

cmail YES / NO

PLEASE POST or EMAIL THIS FORM TO:- Colin Bugler, Hon Secretary, Wintney House,
London Road, Hartley Wintney, Hants RG27 8RN Tel: 44 (0)1252 845451
email: admin@lagondaclub.com