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NEWSLETTER

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This month's Guest Contributor is:
Roger Firth

No 468

July 2019

July 7 th 8 th 13 th 20 th	<p>Southern Area Pub Meet. The Cricketers Arms Wisborough Green. Contact Michael Drakeford</p> <p>S E area Pub Meet. Neville Crest& Gun. Royal Tonbridge Wells Contact David Bracey 07710 423667</p> <p>Anglia Area monthly Pub Meet. The Axe & Compass. Contact John Stoneman 01353 649494</p> <p>S E Area Pub Meet. 09:30 Meet at Woodmans, Ide Hill. Contact David Bracey 07710 423667</p> <p>Traditional Boat Festival, Fawley Meadows-Henley-On Thames-RG9 2HY (see www.tradboatfestival.com) or contact Jeff Leeks, email@jeffleeks.com 01494 563188</p>
August 6 th 10 th 11 th	<p>Witney Monthly pub meet The Lord Kitchener, Curbridge Rd, Witney OX29 7PD . From 7:00pm – Contact Ken Jeddere-Fisher 07982 134991</p> <p>LC Anglia Monthly Pub meet: The Warpole Arms, Itteringham. Contact John Stoneman 01353 649494</p> <p>LC Southern Area: Brooklands Relived contact Michael Drakeford 01903 872197</p> <p>LC W Midland Pub Meet. The Kings Arms OMbersley. Contact Robin Balmain 01531 640166</p>

This month's letter is from Roger Firth, one of the Club's longest standing members, now sadly restricted in his vintage motoring activities.

In the late 1950's I was serving my apprenticeship at British Rail, Road Motor Department. Preston Street. Manchester maintaining the rather ancient and dilapidating road motor fleet and one day each week attended Newton Heath Technical College. Bower Street. Newton Heath. Manchester. One of the Lecturers was Harvey Deardon who was a happy go lucky type of chap and in his spare time was trying to develop a Petrol Injector Unit, whether he succeeded I do not know. He informed us that he had a Lagonda and eventually turned up to the college in the car which was a rather nice Rapier and he is shown in the 1952 Register of Members and their cars. There is nothing in any future magazines that I can find, but I think later on he purchased 2.6 Saloon.

A Lagonda was then what I wanted. The name Lagonda stuck with me a bit like Velocette which I also admire. Sometime later when I had my driving licence I left B.R and started to work with my father who had a local carrying business. At the age of 46 when I was 22 my father suddenly and without warning died. My mother ran a grocers shop perhaps a touch of the "Open All Hours" situation, it did not make any money but in the years following WW 2, as a result of the shop we did not go short of much, my mother did not open the shop again.

All this was a blessing in disguise as unknown to my mother or me, we were not aware that father was trying to sell the Transport Business. It was left to me to carry it on. We ran 4 trucks a bit like those at B.R. on local work and household removals. As you were severely limited in what you could and could not do by the silly licensing system following denationalisation, after some time I decided to ditch the removal side of the business and concentrate on General Haulage. One day around 1967 I had visited one of our customers in Stalybridge where there was a temporary one way system in place and, as I was leaving, a rather large open car came in the opposite direction with outside exhausts. Afterwards I found out it was Herb Scofield in his LG45 Rapide. I knew Herbs Mother as she was involved with the WVS and occasionally in the early days we carted a few things for them. I mentioned the car to Herbs Mother the next time I saw her and she said, come up to the house and have a look at it. I took up the offer, it was parked in one of their garages and I was completely sold. I had to have one. When reality set in and I was aware of what they were worth, it was clear that I could not afford one and instead, purchased a rough LG45 rolling chassis

complete with engine and gear box front and rear axle from Jack Buckley of Oldham. DLY 901 was restored - where else but in the Northern Factory.

In those days the Northern Factory was a hive of activity with The Northern Dinner, The Hull Area Christmas Dinner, and the Sand Toft Driving Tests, The Monthly Meeting at West Towers Marple, was so popular that Mrs Twist the owner of the hotel even joined the Lagonda Club ! Tommy Sale an ex-boxer who committed suicide was the Landlord of The Lower House Tavern, Derker Street, Oldham. On a Saturday lunch time we occasionally finished up there with a wedding party in the lounge, which we also frequented on Tuesday nights, and joined in eating up the selection of sandwiches which were the basis of the wedding breakfast, with curled up corners as they had clearly been made some hours earlier and more the likely from yesterday's Mothers Pride Bread.

I had by then come to know Herb and his knowledge of Lagonda's was second to none. DLY 901 had been owned by someone at The Northern Factory and used as a source of spares. I restored the chassis and all the other components, made my own body and had many years of fun with it, including some journeys into Europe. I then purchased a 2 Litre H.C Tourer which was in poor condition and completely restored this but it was not quite my cup of tea, as my yearning for a Rapide was still there, although I was informed that there were only 25 made.

One day in a rather strange magazine Collectors Bizarre was advertised a Lagonda LG 45 Rapide, one owner from new and 75192 miles on the clock. This was in the hands of a motor dealer, Richard Newsome of Keighley. West Yorkshire I mentioned it to Herb and he said shall we go and have a look at it, as he was not aware of the car, I made arrangements to do so. We went along the following Saturday morning, and low and behold it was the proper thing. We had a good look round everything and took it for a run following the railway (but did not see any of the Railway Children), There were a number of mechanical issues but nothing I could not fix, all the tyres were bald and needed urgently replacing. I tried to get a firm price from Mr Newsom but he was very vague, and eventually informed me that he may have a buyer and the following Monday had arranged to meet this person, who had a car he was interested in, and was meeting him on the A1 South of Peterborough. He would contact me the following week, but I did not hear from him so I contacted him towards the end of the week to be informed that the deal did not take place as the other person's car boiled and he had to return home

Negotiations were not easy which of course is quite normal with the motor trade. He was asking £7K and after thinking about this I telephoned him and he eventually accepted my final offer of £6.25k including £250 in cash as I did not have the total in my bank account. On the Saturday I went over to Keighley to pay him and collect the documentation. On the following Tuesday Herb ran me over to Keighley and I drove BYG 7 back to Oldham.

Hugh Dixon Carr of Ben Ridding near Keighley was the first and only owner, he was on the teaching staff at Bedford School, and connected with the Brown Mauff Family who had a number of departmental Stores of that name in the Yorkshire Area. During WW 2 It was suggested that the rather Germanic name should be changed and they became known as Browns Stores. Eventually as the last and largest shareholder he sold his holding to House of Fraser. At the age of 15, he became terribly crippled having suffered from polio as a boy, his then girlfriend dumped him. The car was not used during the war years and for the last 10 years of his life he was unable drive it. Glovers Garage of Ilkley visited his home each week to run the engine and keep the batteries fully charged. What work was required was quite easily sorted as it had been purchased from, and maintained by, Central Garage, Bradford (the Yorkshire Area Lagonda Agents) who also used Glovers Garage at Ilkley for minor problems. Little work was needed apart from the tail which, as with all the LG45 Rapides, tends to wag about, was corrected by Jack Buckley.

Beryl and I were frequent visitors to The Devonshire Arms at Bolton Abbey in the Rapide and decided on one occasion to stay over on the Sunday night and call into Glovers on the Monday morning. We were made extremely welcome by David Glover and he informed me that he still had copies of the service records in the form of copy invoices. He kindly offered to let me have these and the visit was certainly worthwhile as 2 weeks later he sold the Garage and retired.

We have had many wonderful journey's both in the UK and on the Continent and everything ran smoothly until 2014 when we decided to extend one of our regular trips to Madeira and add on a sea journey travelling on the Queen Mary from Funchal to Cape Town to see a long standing Lagonda Club Member and friend Clifford Walmsley and his wife Irene. I must say Cape Town is lovely and one of my other passions, Church Organs, was somewhat expanded when I was invited to The Groote Kirk in Cape Town by Roucher Du Toit the Organist (who was trained in the UK) to play the Petz and Zoon Organ. This was built in Nikma. Holland at a cost of £17.500 in 1953 and funded

by The Dutch East India Company. This is the largest Pipe Organ in the Southern Hemisphere. What a memorable occasion that was. I have an open invitation to visit this organ again but these days it is out of the question.

As you may not be aware, all Emirates flights go via Dubai and that is the route we had to take. When in the Airport just after midnight on the escalator changing flights, for which we had 20 minutes, Beryl had a serious fall. This resulted in her being rushed into the state hospital in the centre of Dubai with multiple injuries and spending just short of 5 weeks in that hospital and the Canadian Specialist Hospital and eventually being repatriated to the UK overnight via Frankfurt. Stretcher, Doctor, Paramedic and me accompanying her. Since then our Vintage car Involvement has virtually come to a standstill as Beryl is very limited in what she can do. Do we miss not using the cars ? Certainly we do but with the expansion of the traffic in the last 5 years or so to me the enjoyment of driving is very much reduced and the responsibility of driving old cars has very much increased.

Lagonda Club members are notorious for leaving things to the last minute so Jeff Leeks should not be too surprised he has not had a lot of response to his flyer for the **TRADITIONAL BOAT FESTIVAL at Henley on Saturday 20th July**. This looks just the sort of event our members would really enjoy so the flyer is repeated after this Newsletter. Do contact Jeff sooner rather than later if you plan to attend.

There are two more great events for Southern Area members (and anyone else from further a field) On 10th August an invitation to visit Robert Lewis's wonderful car collection and on the following day take part in the Brooklands Reunion. Flyers for both attached.

Brooklands also hosts the Double Twelve, always popular with Club members, which took place this year on the 15th/16th June. On the Saturday, there was only one Lagonda runner in the Brooklands Sprint, being Andrew Cheyne in his 3 ½ / 4 ½ special, who had good runs but not sufficient to win an award, coming 3rd in his class. The Sunday was somewhat damp. In the Driving Tests there was a 3rd in class prize awarded to Dick Slaughter competing in his Lagonda 2 litre HC, following David Bracey, who was 1st in the same class but in his superb 1935 Aston Martin MK II. As for the Concours, the overall winner was none other than Peter Blenk in his Lagonda LG45 with a score of 87.5, beating David Bracey by half a point. Another Lagonda member, Christopher Hobbs was also present, and in his 1933 MG K1, took part in 2 events. The supreme winner of the Double Twelve event is chosen from those who enter two of the three disciplines. Of this number, Michael Drakeford is always willing to have a go and show how not to attack the driving tests. He kept up his normal aplomb and was the highest scoring and only Lagonda at 21st for the Double Twelve, with a 3rd position in his Concours class of three with an adjusted score of 89.14. He did not like to ask why this was higher than Peter's score. A fine time was had by all three Lagonda entrants; it is just sad there were not more at this very friendly and popular event.

The last Saturday of June, the hottest of the year so far, was the date for the V.S.C.C. Donington Park meeting. It is a long time since we have had 3 vintage Lagondas in one race. Starting on handicap Tim Wadsworth had to make up 5 seconds a lap to catch Tim Parker and Andrew Howe-Davies. The result was a win for Andrew by 0.5 seconds from Tim W with Tim P a few seconds further back. Also racing were Richard Reay-Smith, Trevor Swete and Nick Morley.

Looking a little further ahead Nigel Patterson writes to say a meeting for Lagonda members from the South West has been arranged at **Mapperton House, near Beaminster, Dorset, on Sunday 1st September**. Mapperton House is a fine example of a Jacobean manor house, originally built in the 1540's. It has featured in many films, including the most recent version of 'Far from the Madding Crowd'. It has a very good licensed café and has fine gardens. There is an entry fee of £10 (special rate for members attending this event) and is payable on the day at the ticket Office. The house can be visited, at set times, as a guided tour only (16 persons/tour). The tour at 14.30 has been reserved for Lagonda Club members. Places can either be pre-booked with me, or you can book on the day, provided tours are not fully booked. I've arranged dedicated parking for about 20 cars. Arrive after 10am, visit the house/enjoy a walk and have lunch, or just compare notes/seek advice with friends in the club. I will need to give Mapperton House an approximate number for those attending with cars. So, please let me know by early August if you are intending to come along and I'll send you some further details. Nigel Paterson 01460 258844, nigelandkathypaterson@btinternet.com

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

FOR SALE

Lagonda V12 DHC, very original car with two family ownerships, Lord Horlicks and then Michael Valentine, 87,000 miles from new. Engine rebuilt by Bishop Gray in 2012 who have maintained the car in my ownership. Electrics sensitively and reversibly modernised by leading auto electricians Rees & Allen. Can be seen in last magazine on the cover and within. Very useable and ready to go. Contact Jim Valentine 07771 865 674 xandj@btinternet.com



A variety of parts from Alan Brown. For more details contact Alan on 07884018301



ENV Pre selector gearbox. Fully overhauled professionally. £6,000. Contact Alan Brown 07884018301

Simms Y6 six cylinder magneto in need of full rebuild £30



Only one four bolt but several two, bolt Girling shock absorbers. Unfortunately no arms but a bargain at £20 each !! Plus p&p

A real, gem this one. Needs rechrome and glass but almost impossible to replicate for your M45.tourer or T7 / T8 body 3 LITRE £1000



WANTED

V12 brake drums. Has anyone got any spare V12 brake drums they would like to let go? If so please contact Alan Brown on 01457 820 267 or 07884 018 301

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*/

TBC	Arnold Stalker	Gutenbergweg 3, Culemborg, Gelderland The Netherlands 16/80 T2 tr S10617 AM-01-39
TBC	Jonnie Kendall	Barrington, 11 Hearn Close, Penn Bucks, HP10 8JT 2ltr S/C tr OH 9971 WH 3420

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

A Weymann bodied 2 Litre: <https://classicmotorhub.com/showroom/1929-lagonda-2-litre-high-chassis-honeymoon-coupe-by-weymann/>

1951 DB2.6 DHC which has had the larger engine fitted: <https://www.beamishauctions.co.uk/cars-for-sale/classic-cars/-/car2119>

Restored Cars and the Lagonda 2.6L convertible

One of the librarians at my local Sporting Car Club (said to have the largest motoring library in the southern hemisphere) pointed me to an article in the Sept-Oct 2009 edition of the Aussie magazine Restored Cars on the 2.6L "Convertible" by the late Robert Penn-Bradley (who wrote quite a bit about Armstrong Siddeleys as well as, to a lesser extent, Lagondas). In it he describes the company as a "phoenix of motordom" rising up time and again to create great and famous cars only to then die financially, and then rise up again. He goes on to tell some of the company's history, probably for the benefit of many readers who would have never heard of it. (How many times have you been asked "what's a Lagonda"?). He then goes on to describe some of the most notable racing history leading up to the introduction of the 4-1/2L six and V12 models, after the financial difficulties and save by Alan Good, design work under W.O. Bentley, then leading up to the design of the 2.6L model during WWII. The company "rising from the ashes" yet again with the buyout by David Brown. He relates an anecdotal story of a member of David Brown's London club asking for a car to be provided at cost. When he received the bill for the car, he was shocked to find what he was being charged was substantially above the price dealers were charging. How this was eventually resolved is unclear but does demonstrate that the company, at least at times, was selling cars below cost and was being kept afloat by sales in other, more profitable, divisions of the David Brown group.

Robert then describes the car, its innovations, and "drivability" in great detail, probably more so than I have read in other similar articles. He writes about the shortage of steel post WWII and the decision to use aluminium (which was plentiful with aircraft no longer needed in great numbers) as the company did not produce cars in great numbers which led steel to be directed to companies like Morris. He finishes with some nice photos of a Victorian DHC being restored and a list of DB2.6L cars he has been able to identify in Australia at the time (he sent me copies, after our local group formed, of all his Lagonda records) which totals 14. He also mentions another 11 he had heard or read about but had no recorded chassis numbers or other info. on. This has proven to be a valuable resource for me as local historian despite a few errors which have become evident over the years.

Invitation

For those Aussie members who are not members of our LAG, we have received an invitation from the AMOC of Victoria to join in their next national meet. Email me and I'll send a copy if you are interested in attending.

Painted inside of guards

I've only had a few responses to my request to look inside your DB2.6 and DB3L mudguards but all of those who did contact me had paint on the inside of their mudguards except one.. So far, added to the one Alan mentioned, only two cars known with mudguards which are unpainted on the insides. So, it appears that some cars were left unpainted for some reason.

Lost and found

A DB2.6 Saloon formerly owned by an Aussie, now living in the UK, and a club member, which has been missing for around 20 years has been found here in Oz thanks to some diligent detective work by one of our local group. A photo of the car in a salvage yard in country New South Wales (which also had some other interesting metal) that appeared in an edition of Automobile from late last year. One of our Lagonda Australia Group was able to track down the relevant people and get permission to visit the yard and take a couple photos. He was able to confirm that the car was pretty complete, missing only a couple minor parts, and was indeed the long-lost car of the UK member. It is, unfortunately, in poor shape having been left in the weather for all these years.

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

Nothing new this month apart from the possibility of the addition of a small quantity of DB 2.6 jacking point rubber stops to the website's DB Spares offering. They are reproduction parts, left over from a large batch made a long time ago.

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.

Please order parts via the website if possible.

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 – July 2019

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

NEW PARTS NOW AVAILABLE

	PRICE
GRSV05 - V12 cardan shaft location pin. These are as original and have been reground by Fiennes Engineering.	£112.00
CST301 - Front Head Offtake 3L, fully machined.	£189.50
ENG522Z - Sump/oil pump access plate with drain plug boss, M45, LG45 & LG6.	£15.00
ENG521Z - Block to crankcase nut 9/16", for later Meadows engine.	£3.00
SPK409Z - Dynamo drive coupling. Meadows.	£85.00
ENG524Z - Bearing to magneto sprocket spacer washer. Meadows.	£25.00

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 for 2L, 2L, 16/80 handbrake ratchet.
CST105 - High water pump, front head offtake, 16/80.	All cars - range of gaskets in 'Chieftain' material.
GRS215/217 - Light axle half-shafts.	V12/LG6 ball joints for steering/suspension.
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L. .	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.

Rear spring U bolts, LG45.	Rockers, 4.5L.
ZM chassis - braking system (13 parts).	Fuel tank senders (3-terminal type), 2L, 3L.
PMP103/4 – High/Low water pump housing, fully machined, 16/80	Various DB parts, please see Nick Proferes' Gazette for details.

NEW PARTS AVAILABLE



V12 cardan shaft location pin.



Front Head Offtake 3L, fully machined.



Sump/oil pump access plate with drain plug boss, M45, LG45 & LG6.



Block to crankcase nut 9/16", for later Meadows engine



Dynamo drive coupling. Meadows.



Bearing to magneto sprocket spacer washer. Meadows.

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

SPECIAL OFFERS

These parts are new and unused, but they have been acquired from the trade and were not manufactured by our normal suppliers. They are sold without warranty. There are very limited stocks available of these items. All prices are excluding VAT and Carriage.



Offer price £2. Block to crankcase stud, 9/16", only for use on LMB crankcases & blocks



Offer price £2. Block to crankcase flange nut, 9/16", only for use on LMB crankcases & blocks.



Offer price £10 each. Misc. Clevis forks. Sold individually,



Offer price £25. Dynamo junction box top, LG45.



Offer price £5. Misc. tension spring.



Offer price £35. Brake link arm, raw casting. All low chassis models, 2L, 3L, M45.



Offer price £250. Special bronze timing gear, right-hand, 2L. (See GRS201 for standard fibre equivalent.)



Offer price £250. Special bronze timing gear, left-hand, 2L. (See GRS202 for standard fibre equivalent.)



Offer price £18. Vernier coupling (rubber) magneto drive, M45 & M45R, 20 teeth.



Offer price £10. Magneto drive Vernier coupling 14 teeth. Unmachined.



Offer price £10. Magneto drive Vernier coupling 15 teeth. Unmachined.



Offer price £10. Magneto drive Vernier coupling 19 teeth. Unmachined.



Offer price £2000. V12 Crankshaft.



Offer price £1100. Carillo-type Connecting rod Set, M45



Offer price £20. Bonaro filler cap unmachined castings

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



Offer price £600. (list price £784.40). Crown wheel & pinion, 3.3:1 for the heavy axle.



Offer price £10. Carburettor air trumpet.



Offer price £250. (list price £500). Inlet manifold for non-Weslake Meadows engine (thick M45R type)



Offer price £40. (list price £175). Oil Pump drive gear, without shaft, Meadows engine



Offer price £60. (list price £175). Oil pump drive gear, with shaft. Meadows engine.



Offer price £42. (list price £105). Engine mount front, M45 & LG45.



Offer price £42. (list price £105). Engine mount rear, M45, LG45.



Offer price £20. (list price £62.50). Radiator bottom elbow, LG45



Offer price £55. (list price £165). Water pump adaptor plate, Meadows.



Offer price £50. Brake Shoes lined, will fit later LG45 (Pair).



Offer price £40. Brake Shoes unlined, will fit later LG45 (Pair).



Offer price £40. Door Lock, Driver side.



Offer price £40. Door Lock, Passenger side.



Offer price £4000. Rapier block, 1500cc.



Offer price £750. Special Rapier conrods for the 1500cc block (4).

LAGONDA CLUB, SOUTHERN AREA

Brooklands Relived on Sunday, 11th August 2019

All Lagonda Club members have been invited back to Brooklands Museum for the annual Reunion, now known as Brooklands Relived. It is a celebration of the all things that went on before the end of racing in 1939.

Lagonda owners will have the opportunity to compete for the 'Robby Hewitt Brooklands Memorial Trophy' annually awarded to the best Lagonda present.

The event at this historic circuit will again be limited to pre-War vehicles, which will be parked up as spectators' vehicles would have been on race days. This will engender the pre-war atmosphere of club meetings in the 1930s with some of the actual cars, motorcycles and bicycles that were using the race circuit at the time. Capturing the atmosphere of a Brooklands race day, the new style Brooklands Relived sees us take a step back in time to the heyday of the track.

There will be an opportunity to participate in various activities such as Test Hill ascents, "Race Starts" on the restored finishing straight, aircraft fly-ins and a cavalcade on the Mercedes-Benz World circuit.

This is a fine opportunity for those that do not participate in the VSCC races to find out what it is like to start on a grid with other cars in an event that is quite informal and not the hustle and bustle of the Double Twelve.

There is free admission for the driver and a passenger of participating cars subject to pre-booking the event. Only pre-war vehicles can enter via the Campbell gate. The organisers will be pleased if drivers and their guests are dressed in period costume to add to the atmosphere of the event. Food and liquid refreshments will be available for purchase during the day.

This year Michael Drakeford will be forcibly detained by his wife Georgina as they travel around the British Isles on the Queen Victoria. David Rowe, winner of the 2018 Robby Hewitt Trophy will be in charge on the day.

The closing date for applications to take part in the track and site activities is the 29th July. Applications are available from Steve Castle at stevecastle@brooklandsmuseum.com or Michael Drakeford at Michaelwdrakeford@hotmail.com. Owners taking part are asked to arrive by 10.00am and stay until 5pm.

LAGONDA CLUB

A visit to Robert Lewis' Car Collection at Churt

On Saturday 10th August 2019

Many members will recall that Robert and Tanya Lewis have a fantastic collection of well over 50 cars at their home at Churt, near Farnham. This includes the Lagonda V12 Le Mans Rep frequently raced by Robert, an M45 Saloon, and a 16/80 tourer and some tremendous automobilia.

To appreciate fully what is there to see at the ever growing collection do visit Google at: Images for robert lewis car collection churt.

Bi-annually they hold this event drawing in several hundred fabulous cars and they would very much like to see as many of our Lagonda and Rapier cars there as possible.

As previously, money is collected in aid of **Help the Heroes**, which everyone appreciates is a wonderful cause in aid of our service personnel who need support from the public at large.

The event has grown to be akin to a small country show but centred on the car enthusiast. There will be an auction of fabulous gifts donated to the cause, food and drink available during the day and unlimited parking. The food stands are sponsored by Aston Martin, Mercedes and Porche.

This year it has been decided to run this through Farnham Lions and entry will be by ticket only. The charge is £25 per car and it does not matter how many passengers are in the car.

These are available on line at www.farnhamlions.org.uk/helpforheroes.html.

The site is well signposted off the A3 between Farnham and Hindhead and the address is: Rotherwood, Jumps Road, Churt, GU10 2JZ

For further information contact michaelwdrakeford@hotmail.com

TRADITIONAL BOAT FESTIVAL
20 JULY 2019
FAWLEY MEADOWS-HENLEY-ON THAMES-RG9 2HY

This is the biggest & most exciting Boating Event in Europe on our doorstep.

It's an exciting, fun day out for the whole family. A celebration of all that's best in British wooden boatbuilding and craftsmanship evoking the nostalgia from a bygone era.

The Lagonda Club Members can dip their feet into the Thames on Saturday 20 July so if you'd like to attend then please let Jeff Leeks know your plan to attend, ideally by email so we know how many have pre-booked + your chosen option below:

You have two options to book online;

- Upper Meadow adjacent to the Thames subject to Pre Application before 14 July. Click on the website/go to Take Part /then flick down to Vintage & Classic Vehicles. Complete the Form + submit 2 photos online for TBF Committee approval or not-cost for the 3 day Event is only £12 incl parking, driver + passenger--under 12's free, 13-17 £6. Access by 10.30am or you may be refused due to H & S regulations with many attendees
- If you do not wish to complete a pre Application or are refused due to no space available there will be a Lagonda Enclosure + Flag/Pole in the Main Car Park- free parking, £13.00/adult paying on-line, under 12's is free, juniors 13-17 years £6.00.

Gates open @ 9.30 hours. I strongly suggest you get there as early as possible as this is a Big Event and Henley gets very busy. Avoid the approach on the A4130 via Hurley as you have to cross Henley Bridge which will be a nightmare. The best route is through Marlow on the A 4155

The Event includes c 150+Vintage/Classic Wooden Craft, Flying Display, Military and Amphibious Vehicles, Gloriana, Dunkirk Boats, Vintage/Classic Cars, Bicycles & Motorbikes, Stalls, Beer/Wine + Food Marques + many Stalls selling fashions, jewellery, boats, art etc

Bring your own Picnics (no BBQ's) and sit or just wander by/along the Thames listening to the running commentary about the craft floating past on display. Don't forget your bucket & spades!

View all the details on www.tradboatfestival.com with the 2018 Running Order Programme as a guide of the activities throughout the day-the 2019 Programme will be out shortly

If you stay late you'll see a stunning Boat Parade @ dusk with craft lit up+some owners + guests dressed in period dress @ 21.45 hours

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