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NEWSLETTER

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Newsletter compiled By: Tim Wadsworth
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This month's Guest Contributor is:
Mark Walker

No 469

August 2019

August 6 th	Witney Monthly pub meet The Lord Kitchener, Curbridge Rd, Witney OX29 7PD . From 7:00pm – Contact Ken Jeddere-Fisher 07982 134991
10 th	LC Anglia Monthly Pub Meet: The Warpole Arms, Itteringham. Contact John Stoneman 01353 649494
11 th	LC Southern Area – Meet at Robert & Tanya Lewis- Help the Heros. Michael Drakeford 01903 872197
17 th	LC Southern Area: Brooklands Relived contact Michael Drakeford 01903 872197
17 th	LC W Midland Pub Meet. The Kings Arms Ombersley. Contact Robin Balmain 01531 640166
September 1 st	Southern Area – Shere Hill Climb. contact Michael Drakeford 01903 872197
7 th	LC S East Area Pub Meet Cooden Beach Hotel. Contact David Bracey)7710 423667
14 th	LC Anglia Area Pub Meet. The British Queen Meldreth Contact John Stoneman 01353 649494
28 th – 29 th	Annual Gathering – Wokefield Park, Nr Reading. Contact Nigel Smeal

Before we get to Mark Walker's letter we have the little matter of Prescott coming up this weekend 3rd/4th August. Traditionally John Batt has organised the convoy (so we can have a good group of Lagondas in The Orchard) Mark Yeomans has taken up the mantle and suggests that if you are attending Prescott this Sunday and would like to be in the group, you should be in the car park of The Royal Oak in Gretton (up the road from what was The Bugatti Inn) from 8:30am and depart at 8:45am in convoy to Prescott. As J.A.B would say "be ready 8:45 sharp or we go without you!" If you intend joining the group please let Mark know. yeomansma@gmail.com

The following weekend is a busy one for Southern Area members with a visit to Robert and Tania Lewis car collection on the 10th and the Brooklands Reunion the following day. Then on September 1st is the Shire Hillclimb - 5 Lagondas taking part, and a week after that September 7/8 it is the annual Beaulieu Autojumble where we will have our usual stand.

For those living further West a final reminder for Nigel Patterson's visit to Mapperton House on September 1st. If you intend to come please let Nigel know nigelandkathypaterson@btinternet.com

At the end of September 28th/29th we have our Annual Gathering at Wokefield - see the flyer, and then in November 8th/10th we are exhibiting at the Classic Motor Show at the NEC Birmingham - see the other flyer. Both events require a number of volunteers. Please help out if you can. Contact Len Cozzolino [len@cozzolino.co.uk] for details.

Mark Walker writes

Early Spring 1963 was not a good time to rescue a neglected Lagonda. Those of you around then will remember that on Boxing Day it had snowed heavily, and a lot of it remained on the ground until March. The taps in my bedroom at Oxford froze up and remained frozen for nearly the whole term. But somehow I had to get the Lagonda which I had just bought through the middle of Guildford under its own power to the local garage where we could work on it.

Go back half a decade even further, and I was at school. I had just acquired an exciting volume entitled 'Gregor Grant's book of British Sports cars' and in it I spotted a photograph of the most beautiful car I had ever seen. It was a Lagonda V12 Rapide, with the registration number 'AT 1'. Perhaps one day I could own one like that.

Sorry to jump around, but in between the two, the local paper, the aptly named 'Surrey Advertiser' (good for the Staines area as well as Guildford) carried a small ad. 'V12 Lagonda for sale'. Following it up took me to Martins Garage, close to the River Wey.

There I discovered the younger of the two partners was called John Scholey, and that he had done his apprenticeship at the Lagonda factory just before the war. 'We were selling the car on behalf of a customer' he said, 'but he has changed his mind. It has a different body from the usual one, and it's here if you would like to look at it.' It was in fact a Rapide, painted black. If I had failed to buy the car, I did however persuade them to let me work there for a few months. Most of the time I was selling petrol and servicing lawn mowers, because the car side was run by a very union minded character who would have gone on strike rather than let someone like me into his closed workshop. However, the Scholey brothers became great friends, and lunchtime companions at the conveniently placed public house across the road.

A few months later, the seller of the Lagonda changed his mind again, and I agreed to buy the car. I discovered that he had bought it from the factory in 1949, (and not from him) that he ran a teashop, and this splendid car helped to recruit a number of waitresses, the activities of some of whom were not confined merely to waiting in the teashop.

A new battery got it started and running on about eight cylinders I made back to the garage. A lot of work followed, under John Scholey's expert eye. He remembered testing V12s from the factory in 1939. 'Sometimes we took them to Salisbury Plain (where there is of course a dead straight road for miles) to get them up to 90+mph, when we had to take our hands off the steering wheel, apply the brakes hard, and the car had to pull up straight!' He also said that you could lock the rear wheels at 30mph with the handbrake. Not many more modern disc braked cars could get anywhere near that even now. He gave me two spanners which as part of his apprenticeship he was required to make from old leaf springs. They were for adjusting the tappets.

Later I got to know Maurice Leo well. Maurice ran a garage in Beaconsfield, and had bought all the remaining Lagonda spares from the works manager of Lagonda who had in turn acquired them when David Brown, the new owner of Lagondas had decided to part with all the prewar spares. Previously he had acquired the firm of Aston Martin, and buying Lagonda Motors provided him with the engine he so badly needed to power the new range of DB Astons. It had of course been designed by the great W O Bentley, who had remained at Lagondas until after war. I always thought what a shame it was that W.O. had decided that post war Britain did not need a car with a big engine, so there was no future in refining the Lagonda V12 engine which had showed so much promise. Indeed, more than just promise, as the two racing V12s had come 3rd and 4th at the 1939 Le Mans, where he told the drivers 'just make sure you finish, and next year you can go and win.' Sadly the next year was 1940, and there was no Le Mans again until after the war.

Maurice Leo became the garage and restorer of choice for Lagondas, with a meticulous approach and a great feel for the V12. He owned a blown 2 litre and between us we spent quite a lot of time touring the Buckinghamshire countryside, which at that time boasted a much greater quantity of alcoholic hostelry than it does now. A number of interesting V12s passed through his workshop, including the special four seater drophead with twin sets of sidelights, by special order of the Tunku of Singapore or a Maharajah (I can't remember which) so that there would be blue set illuminated when he was driving and a red one when the Tunku's wife or the Maharanee was on board.

He ended up with another V12 Rapide with faired in headlights instead of Lucas P100s, which I thought rather ugly. The lights were not much more effective than the P100s anyway.

Maurice had all the factory records, and I managed to persuade him to let me have mine.

Quite rightly he then decided to try to keep the set complete, and refused to part with any more, and Arnold Davey confirms that his son still has them.

Reading through the record, I discovered the car had been ordered by a Mr. Harrison, of Beverley in Yorkshire, with a special stainless steel dashboard, black lacquered woodwork with a pewter inlay, in a striking colour combination of scarlet and grey. Not like my black car, then. But wait. Reading on, my jaw dropped. I read 'Fit special number plate AT 1.' I had bought the very same car that I had seen in Gregor Grant's book as a schoolboy.

Mr. Harrison had acquired the number plate AT 1 in 1904, by sending his chauffeur to queue to get the very first number plate to be issued in Kingston upon Hull. Sadly he died soon after acquiring the Lagonda, and his widow said she had sent car back to the factory, on the condition that it was not to be re-sold. Apparently the factory did not keep their side of the bargain, and the car was used by Dick Watney (the Chairman of Lagonda) and later was owned

by Lord Selsdon (driver of the Le Mans car which came 4th in 1939) before being sold. She did however retain the number plate. In the mid-sixties it was advertised for £250. I rang the number, and the seller turned out to be Mr. Harrison's son. I explained that I now owned the Lagonda, and how much I would like to reunite it with the number, but I could not afford £250, which was then a great deal of money then. 'I have been told that is what it is worth' he said, and sold it to someone else. With the wonderful benefit of hindsight, I should of course have begged and borrowed enough to buy it, but who knew that special number plates would become a huge industry, when the DVLA could have scrapped the lot for a new system, which they once very nearly did?

The Lagonda V12, quite apart from its amazing engine, was well ahead of its contemporaries, with its independent front suspension, as anyone who has driven the contemporary 3 ½ and 4 ¼ litre Bentleys with their fixed front axles can confirm. Rolls Royce also produced a V12 in the Phantom III which was quite advanced, but usually appeared only in very heavy coachbuilt saloons, and in the USA V12 engines and even a V16 appeared. None has quite the appeal of the Lagonda V12, in my view, and the long ownership of my car has given me more pleasure than any other car I have ever owned.

Mark Walker

Finally, we are invited to take part The Incredible India Rally 2020 (17th February – 10th March 2020). Preceded by a Concours d'Elegance. It does sound a most opulent event - once you have got your car out to India. If anyone is interested check out the website <http://incredibleindiarally.com/wp-content/uploads/2019/07/incredible-india-rally-2020-brochure.pdf>

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

FOR SALE

Set of new re-lined brake shoes for late LG45 (not M45 nor very early LG45). I purchased a car-set (4xpairs) of unlined steel brake shoes from the Club for my early LG45 and had them professionally lined with soft, woven, non-asbestos material (selected for improved braking and reduced pedal pressure as compared to the hard LMB linings). Total cost (excl. carriage) was of shoes and re-lining £432 for the 4xpairs. Then I found that shoes did not fit my early LG45 so cannot use. For sale at £350, a major saving when adding total carriage costs. Contact Mike Farrow 01544 267 371

Various spares from Charles Milne Atkinson: **Post war:** DB Lagonda spares radiators, bumpers, hub caps, brake drums, hubs, dynamos, cam covers, cam shafts, heater vents, etc! **Pre war:** 3 litre crankshaft, LG45 fan pedestal casting with drive pulley assembly. Ki gas pump mounting casting which clamps to steering column, front & rear bumpers from a V12.

Please email or send for a full list and prices and specific requests for photos. Charles Milne Atkinson, charles.atkinson1@btinternet.com. 07971 883083

DB2.6 DHC 1953. Superb condition throughout including underneath. Engine rebuilt by Aston specialist. £90,000 Contact Tony Blandon, 0118 976 7668



WANTED

11¼" head light glass for Lucas 100R part number 506508. Charles Milne Atkinson, 07971 883083 charles.atkinson1@btinternet.com.

SERVICES TO MEMBERS

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

NEW MEMBERS

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

C 60	Roger Corry	28 Clanbrassil Rd, Cultra, Holywood, Co Down. BT18 0AR 16/80 Tr S10711 AYL 431
D 13	Alfred Dalpke	Binnenweg 1, D-32584 Loehne, Germany. LG45 DHC 12100 AE 3245
M6	Peter Mc Fetridge	2006 NW 104th Way, Gainesville, Florida. USA 3Ltr Tr Spl Z10010 YFH 134
O 12	Max Oatley	42 Swanage Road, London, SW18 2DY N/O
S 39	Adolf Schacherleitner	Steinwand 17, A-4852 Weyregg am Attersee, Weyregg, 4852, Austria 3ltr Tr Z10351 APF 632
	David Westwood	La Panorama, 57 rue Grimaldi, Monaco, MC 98000 16/80 VdP S 10250 MG 2195

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

No vehicles have come to my attention but this interesting sales brochure for the 2.6L car I've never seen one of these before.

<https://online.doningtonauctions.com.au/m/lot-details/index/catalog/29/lot/1321>

"Aston Trend-Setter"

I started looking through 1977 issues of Autocar for information on the release of the William Towns designed Lagonda, often simply referred to as the "WT" or "the wedge". In order to cut down search time, I looked in the new car prices guides at the back of each issue for a Lagonda price. I soon discovered that it was not listed under Lagonda but under Aston Martin, following the two V8 model Astons, and simply called Lagonda. I was then able to work backwards until the price listing for the Lagonda no longer appeared in new car prices. My search led me back to October 23, 1976 when the intended new Lagonda was first shown at the Earls Court show. What was on show was not a finished motorcar by any stretch, but rather a partially built prototype which, it was reported, did not even have pistons in its engine. Still, this represented a mighty effort to hand build such a thing in the time given as William Towns had only started design work on the car in February that year. The work ahead was even more daunting, as the car was meant to be in production by May, 1977. Now, my years experience in the motor industry taught me that the time frame from initial design to start of normal production (called "Build One") is typically 3 to 5 years, that being for a new design and not a facelift. One of the best time frames achieved was by Honda for their NSX of 18 months. But those lead times for cars which involve tooling and other machinery for volume production, the WT was to be hand built, so that an important factor with such a new and different model. In addition, it was to be built on the V8 chassis with some modifications, but a lot of the work already tried and proven. Still, this model on show in late 1976 had not been wind tunnel or road tested, which usually leads to further design modifications. The car retained the basis of the original design of the 2.6L design of W.O. Bentley, the similarities being that it had rack and pinion steering and a De Dion rear suspension with inboard disk brakes replacing the original drum brakes. But that, and the aluminium body, is where the similarities ended. The wedge shape was not new with this Lagonda, it had already become popular, albeit in smaller form, with such cars as the Lotus range, BMW M1, the TR7, and the DeLorean V6. Where this model took car design steps further were with such features as the way the headlamps were built into the bonnet lid (it was not even clear at this time if that were legal) and the arrangement of the fog and spot lights. The real innovations however, and the thing which excited the motoring press, was the arrangement of the controls and instrumentation. Described in this article as a "New era of instrumentation" which was only presented at the show in mock-up form, included the use of electronics such as touch switches, which only required a light finger touch to activate, plasma screen display instead of the normal analogue instruments, foreshadowing the sort of electronic instrumentation we have today. The systems were designed for Aston by Willis Electronics of Leeds, and the plasms displays by Burroughs Corporation of New Jersey, USA. The article also foreshadowed "the new Lagonda offers some threat of electrical problems" though reported that "(Chief Engineer) Mike Loasby says he does not foresee any

grounds for unreliability here.” Other features which impressed the reviewer included the pop-up radio/tape unit, the central locking feature which was activated by removal of the ignition key, the soft upholstered leather seats designed by KAN of Toronto, Canada, and the illuminated ashtrays which each contained a cigarette lighter in each of the four doors. At that stage (Oct. 23, 1976), the factory was producing 5 cars (Astons) a week and anticipated adding two Lagondas a week to that production. The price was estimated to be around £20,000. A week later, in the October 30 edition of the same magazine, in a report on the motor show, it was announced that, at a price of £24,570, the company had received orders for over 100 vehicles, so about a year's worth of production. More to come at some point in the future as the prototype gets fully fitted out and the author takes it for a test drive as a pre-production model.

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

DB 2.6 jacking point rubber stops referred to last month are on the website for you to order. The tooling has been retained by the manufacturer so the option exists to have another batch made but that's by no means certain.

I could do with the help of owners of 3 Litre models regarding over riders. Those on the DB 2.6 had a hole in the front centre for use of the manual jack while those on the 3 Litre had no hole and a flat plate at the rear of the upper half. But a few were made without the hole or plate. I have one in my possession - they exist! I am attempting to get an idea of just how many cars had these “in-between” versions fitted. Possibly just the 2.6 Mk II but more likely a few others around the changeover period from 2.6 to 3 Litre. No need to let me know if you have either of the conventional types. Thank you in advance for your feedback.

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 – August 2019

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

NEW PARTS NOW AVAILABLE

	PRICE
GRSV05 - V12 cardan shaft location pin (improved design).	£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
CST416Z - Tappet cover plate, milled and drilled, Meadows.	£95.00
DBRBR13 - DB 2.6 Mk I (1948-53) synthetic rubber (EPDM) jacking point.	£14.80

All prices quoted are excluding VAT and carriage.

GRSV05 - V12 & LG6 cardan shaft location pin. Further information:

These are the alignment pins that are fitted at each end of the engine to gearbox cardan shaft. These are tapered at one end and have a sphere at the other end which runs in a bored hole in the shaft. They have been made slightly longer so the ball is located on an unworn part of the bore. This pin's main purpose is to hold true alignment of the shaft but will also help to prevent the cardan shaft moving out of line in the event of a fabric coupling failure. The pins are turned and ground and then case hardened. They may not be fitted on your car as in the past they may have been cut to allow shortcutting the correct process for changing the fabric couplings.

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.	DB Override, post-war.
DB Beehive brake shoe spring.	

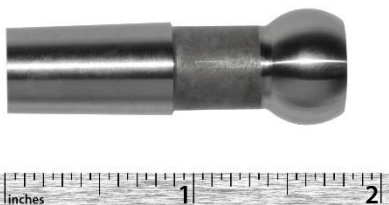
PARTS UNDER CONSIDERATION.

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

GRSV05



V12 cardan shaft location pin.

CST301



Front Head Offtake 3L, fully machined.

ENG522Z



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

SPARES NEWS – August 2019

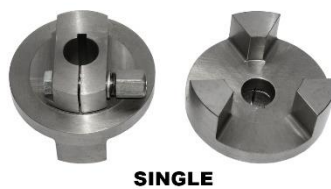
E-mail; spares@lagonda-club.com, website: www.lagondaclub.com

ENG521Z



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

SPK409Z



Dynamo drive coupling. Meadows.

ENG524Z



Bearing to magneto sprocket spacer washer. Meadows.

CST416Z



Tappet cover plate, milled and drilled, Meadows.

DBRBR13



DB 2.6 Mk I (1948-53) synthetic rubber (EPDM) jacking point.

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.



PAIR

Offer price £500. M45 aluminium light weight brake drums with ribs, pair.



Offer price £60. Front cylinder head to rad, water casting, M45. Milled & drilled aluminium.



Offer price £40 each. Front cylinder head to rad, water casting, M45. Unmachined aluminium.



Offer price £20. Fan spacer, Meadows. Shop soiled.



Offer price £60. Water rail, Meadows. Fully machined.



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

SPARES NEWS – August 2019

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



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 £4000. 1500cc Rapier block, fully machined.



SET OF 4

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



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 £5. Misc. tension spring.



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



The Lagonda Club 2019 Annual Gathering 28th & 29th September 2019



Be part of something special this year

Sunday – a rare collection of most models Lagonda produced drive past you

This year, to celebrate Lagonda's 120th birthday, we are organising a special historic time-line display featuring selected Lagonda's produced over the entire 120 span of years. For your enjoyment and appreciation, we have organised a special drive past of all of these cars in action with a live commentary.

Where else will you see nearly every model of a Lagonda built drive past you? This will be a unique event and we are having a professional recording made of the drive past which will be for sale, details to follow.



Additional tours on Saturday

We have two tours booked; the first is a picturesque drive through the country lanes to BishopGray for afternoon tea and cake. The other will be by minibus from the hotel to a place of interest from which members will either be taken to BishopGray or return to the hotel.

Accommodation:

40 double rooms of high standard in Wokefield Place are reserved at a preferential B&B rate of £116.40 (inc VAT) for a double occupancy room and £105.00 (inc VAT) for a single.

As always **Bookings** for accommodation only should be **Direct with the Hotel** on **0118 933 4100** and please be sure to mention "**Lagonda Club**" when booking

The formal Saturday evening dinner will be £44.00/person. Details of the Menu and Wines are available on the Club website at <https://www.lagondaclub.com/shop/agm-2019/> The Dress code for the dinner will be smart casual. As this year will be the 120th Anniversary we want as many members as possible to attend so we can get 120 of you present. Please do try to make this date to meet with friends old and new.

Sunday AGM and Lunch

There will be a buffet lunch on Sunday after the AGM the price of which will be £18.00. This can also be pre-booked through the Club from now.

For General Enquires please contact Nigel Smeal **020 7251 8972/07711-666504** or Email: cowcomm98@aol.com



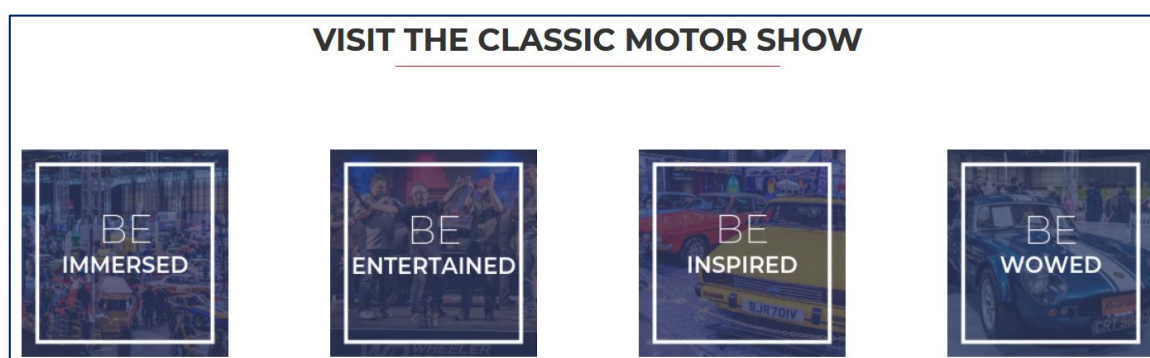
Lagonda Club Stand Classic Motor Show - NEC Friday 8th to Sunday 10th November



This year the Club has a stand at the Classic Motor Show , NEC Birmingham from Friday 8th and Sunday 10th November 2019. The Classic Motor Show has over 300 classic and vintage vehicle clubs displaying their cars and Club activities, specialist traders and sponsors, all contributing to the massive 3,000 motors glistening across the weekend.

There is the “Workshop”, sponsored by SkillShack where their team are giving demonstrations for you to witness and plenty of time for you to ask all your pressing practical questions. This really is the place to go to develop your skills.

On top of all that there is the Silverstone auction on the Saturday or Sunday of the show with a huge array of cars (and automobilia) up for sale.



The Lagonda Club stand will be in Premium Hall 1 between the AMOC and ALVIS Clubs stands. We have a swanky hospitality suite and we will have 4 or 5 cars on display. So come and join us on any of the 3 days.

Members are eligible for discounted tickets. Follow this link to make your booking and use the code **CC8536**. <https://www.necclassicismotorshow.com/club-tickets>

	Friday	Saturday	Sunday
Lagonda Club discount Prices	£ 36.50	£ 25.50	£ 25.50
On the Dorr Prices	£ 36.50	£ 31.00	£ 31.00

Free Entry for Volunteers!

Volunteers are needed to help set up on Thursday 7th and help remove the display and cars on Monday 11th. We also want to have members manning the stand on the various days. We hope to have at least 4 members on any one day to give each plenty of time to wonder around the show. In return for volunteering you will get **free entry and free car parking a potential saving of ~£46!**

Please contact Len Cozzolino (len@cozzolino.co.uk or 01707 275 133) stating which days you are prepared to help.