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NEWSLETTER

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This month's Guest Contributor is:
Michael Drakeford

No 470

September 2019

September	
1st	Southern Area – Shere Hill Climb. contact Michael Drakeford 01903 872197
7th	LC S East Area Pub Meet Cooden Beach Hotel. Contact David Bracey 07710 423667
7th and 8th	Club Stand at Beaulieu Autojumble – Red 300. Come and visit
14th	LC Anglia Area Pub Meet. The British Queen Meldreth Contact John Stoneman 01353 649494
28th – 29th	Annual Gathering – Wokefield Park, Nr Reading. Contact Nigel Smeal
October	
6th	LC SE Area Pub Meet. 12:00 The Three Chimneys Biddenden. Contact David Bracey 07710 423667
12th	LC Anglia Area Pub Meet – TBC Contact John Stoneman 01353 649494
19th	LC West Midland Pub Meet. The Kings Arms Ombersley Contact Robin Balmain 01531 640166
20th	LC Southern Area Pub Meet. The Cricketers Arms Wisborough Green. contact Michael Drakeford 01903 872197
27th	LC SE Area Pub Meet. 5 Bells, East Brabourne. Contact David Bracey 07710 423667

The weekend 28th/29th September is the most important in the Club's calendar being of course our Annual Gathering incorporating The Annual General Meeting and much more besides. Attached please find two flyers which will tell you all you need to know.

In just a week's time the Club will be having its usual Stand, Red 300, at Beaulieu Autojumble (7th & 8th Sept) where we will be selling spares. If you order your spares in advance you can collect them for free on the day. Come and support us and stop by for a coffee and a chat. Len Cozzolino is looking for a volunteer to help man the stall on Saturday and or Sunday as Ken Painter has an unexpected family commitment so can't help this year. Free car park pass and entry ticket for the volunteer.

Len also needs volunteers for the Club stand at the NEC Classic Car show from 8th to 10th Nov. Again free entry for the volunteers or reduced entry cost for members. If you can help with either of these please contact Len on 01707 275133 or e-mail len@cozzolino.co.uk

Our letter this month comes from our ever enthusiastic Southern Area Secretary Michael Drakeford.

As a small boy living in Wolverhampton, my twin brother and I were fortunate to have a run in the back of a Le Mans style Bentley belonging to a school friend of my father, Felix Day. He and his wife Dorothy were stalwarts of the VSCC, being a member of the committee from 1963-73. I can recall suggesting to my father that he should get a vintage car, and he retorted that in no way would he ever do so. The thought of polishing the exhaust and the other things in the nether regions of cars appalled him.

The matter was laid to rest and the nearest I got to anything sporty was my purchase of an Austin Healy Sprite MK II with the 948cc engine and then later an MG Midget Mk II with the 1098cc engine. Travelling from Chailey in East Sussex to Guildford where I worked during week days, I recall testing the Healy to 80 mph, just to make sure she was running well. Once married the requirement for more than two seats arose as our family grew in number.

The next sports car was to be an Austin Healy 3000 MK1. The previous owner had started to renovate it but needed work on the body, particularly corrosion between metal wings and aluminium body. As a manager at my one and only bank branch before I returned to head office, I found customers friendly and willing to help at reasonable rates!

I did not really like that car, mainly because the previous owner had dropped the rear end to make it go faster (?). I managed to sell without losing money. The next was an MG B tourer. I purchased this car from a young and attractive solicitor. She told me that it needed an MOT. No worry said I, and she gave me the £50 to cover this. £400 later with new sills, she passed the MOT! I replaced the rubber bumpers with chrome, and yes it did leave the car rather higher than it should. My eldest son learned to drive on her and later I sold her to someone in Portugal – again for a profit.

At this point I decided to look for something older, and attended an Alvis Club meeting. Looking at the shinning cars, I fell for a Speed 25 tourer. What a good long car. Kean about more affordable larger engine cars I purchased an MG C tourer. Who said these cars do not go around corners? I pumped up the front tyres, and she was just as good as the MGB. The engine was excellent at touring, but I think the B was quicker off the mark.

The oil pressure was a bit low, so I borrowed a winch from a certain Tony Vokes. More about Tony later. I took the engine out, replaced the oil pump and the bearings, and put it back together. I forgot to mention, when brother Chris and I started to drive, our father gave us a 103E Ford Popular and said that was ours, and we should maintain it. That taught us how to de-coke and repair engines!

One of the local jobs I did in Guildford was every May to collect cash from houses on our estate for Christian Aid. Everyone was enormously generous. I noticed at one house a car under a tarpaulin with what were obviously P100 headlights. Knocking on the door I asked if it was an Alvis. No, came the gruff reply it is a Lagonda. Indeed, it was part of the stable of Gordon Vokes, the filter man and founder of the first Lagonda Club.

Apparently, it had not been on the road since 1962, which was over 30 years. Being a fairly original M35R, it still had some very odd filters for water, oil and petrol. When this was purchased by our member Jacques Lafond, he had it restored keeping all the @Vokes' additions. Well done Jacques. Back to my story, I tried for months to get Tony to sell his father's car to me, but having come through a period of the depression in old-car prices, Tony chose not to notice this and was convinced his car was worth more. Alas, when he eventually sold it some years later, after auction fees, he received less than I had offered.

While with our eldest son, James at the Coys Silverstone in July 1997, I spotted a gorgeous Red Lagonda M45, AUL 720. I told James, that for the right price I would buy it. On the evening of the sale I was a telephone bidder, the estimate was £58k - £65k. I was just trying the system. Are you bidding sir? £40k, £45K "it has slowed sir, now £50K (brief thought, it will go much higher and I will bid to show willing before it hits the stratosphere). I said, £51K. Silence, "Well done sir, you are the owner of a Lagonda. We will be in contact on Monday for payment". OUCH! With commission and VAT that was £57K. "Georgina, I have something to tell you".

We received the car. Once I had worked out that the gears were not as shown on the original literature, I could now start in first rather than third and all was well. What a car. However, there were a few niggles to sort out. When the pack of car details arrived, there was no MOT. Coys replied to my enquiry to the effect that the owner had forgotten to get it done and they had not checked. The advertising details had advised good condition (?) and current MOT. I enquired why I had been allowed to drive a car that had no MOT and thus was uninsured! "No trouble sir we will collect it forthwith and have it tested".

Collect it they did, and with MOT complete, they advised they would send it back. To be fair to them, they admitted that their mechanic who collected the car had noticed a knock at the back axle. He had investigated and found wear that meant it could not safely be driven. I refused to receive back a car with a dud MOT. The vendor would not pay for the repairs; he had been led to believe that he would receive £10,000 more than he did. Coys refused to surrender their profit. An impasse prevailed. To their credit Coys eventually agreed to pay back my purchase cost in full. They did this and put the car up for sale in their showroom at a mouth-watering £68,000!

I was left bereft. I wrote to each M45 T7 owner in the club, explaining what had happened and asking if they, or anyone else they knew, wanted to sell an M45. Some would not sell for all the carrots in the world and others would at a ridiculous price! What did evolve was that judging by the cars out there with replica bodies, Alvis gearboxes, wrong engines etc., was the fact that AUL 720 was very special. Not only was it the first T7, probably the first M45 production car, and certainly the most unmolested car with all its body panels with the original paint under the red on each of them. I mulled this over, and again with son James ended up at Coys auction at Islington Design Centre in November that year. Coys were learning and had reduced the estimate to £48K-£60K. With permission I took out the tool bag I had left in the boot and tabled a bid for another M45 that needed work doing.

On Monday I rang to see if my bid had been enough. "No sir, you were £5,000 short. However, The Red Lady that you bought in July failed to sell. She had had the axle work repaired and Bob Threader who did it will gladly explain what he has done. We are willing to let you have the car for £5,000 less than you paid for it in July." Thought about it and I said, £10,000 less. "No sir, we have trade people coming to see it today". I rang at 4.00 o'clock, enquiring if was sold. "Not quite sir, but they are very interested". "So it is not sold?" "Correct, sir". We agreed on £8,000 less and I was very happy, and my esteem for Coys shot up. I am sorry if this upsets anyone who had a less happy experience with the firm. 'Uncle' Felix was delighted with my choice of car.

The upshot was that over 18 months I sorted the 'niggles' so she was able to complete the 1999 Champagne Rally with the Club. In 2002 I was asked to form the Lagonda Club Southern Area section, which has been going ever since. The cars are nearly two decades older, and attendance is thinner than when we started and often had 20+ cars at events. The Wisborough Pub meetings are now the best attended generating a welcoming atmosphere.

I look back with thanks for the most friendly of clubs, our marvellous cars and the friendships Georgina and I have made over the years. The club has done so much to keep our cars going by greatly improving the parts side for which we should all be grateful. Alas, having been told to stop driving for a while by medics I will miss the joy of driving The Red Lady, but there is always next year.

There were no Lagonda entries to cheer up the hill at Prescott, but our friends in the North did better at Harewood Hill Climb where Nigel Hall LG45 was first overall in the combined classes 4,5, and 6 and Keith Dobson 2 litre picked up the handicap prize.

At the Brooklands Sprint Tim Metcalfe fired up the Eccles Rapier to come first in class 13, racing cars up to 1100 cc and Dick Slaughter took a 3rd class award in the Driving Tests.

We don't see many rally successes but congratulations to Nick Bell for a first class award in the VSCC Hertfordshire Eastern Rally.

We only had one entry at Shelsley but Andrew Cheyne 3 1/2 /4 1/2 upheld the Lagonda name with a first on handicap as did Robert Lewis V12 in the pre-war race at the Silverstone Classic.

Finally, the old car magazine "The Automobile" has approached our member Tom Willcox about an article on his 2 litre CCS to be written by John Warburton and photographed by Tony Baker. It will probably be published in the November issue, although that date is not yet absolutely certain. Be sure to get your copy.

See you all at the A.G.

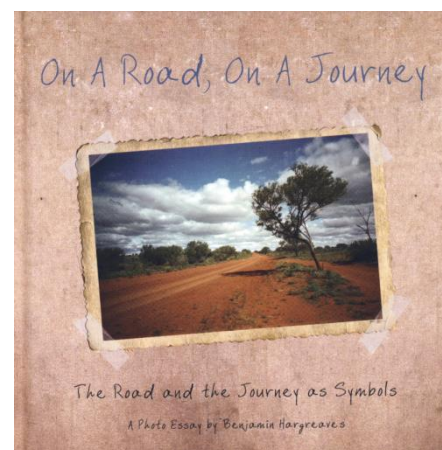
ADVERTISEMENTS: All advertisements should be sent to Len Cozzolino (len@cozzolino.co.uk).

FOR SALE

Lagonda 3,5 litre from 1935. Front and rear wings in aluminium. Never used, as I find them too broad. Rear wings in perfect order. Front wings suffer from damage during transport. The wing part of the front wings in perfect order. Damage is located to the part of the wings going from wing to chassis. Please offer. Mogens Bessermann mogens@bessermann.com



A present for someone ! On A Road, On A Journey, a second photobook by Benjamin Hargreaves. A celebration of travel with images from journeys through the UK, Europe, India, Australia, the USA and Cuba evoking both a literal journey and a metaphorical sense of life as a journey emphasizing how the idea of the road has meaning for us. Available from the author at the reduced price of £20.00 (+p&p £2.00 for the UK). Benjamin Hargreaves e/m: hargreavesbc@waitrose.com or Tel: 020 7385 7757 www.benjaminhargreaves.co.uk



DB2.6 DHC 1951 Owned by same family since 1969, all complete, well maintained and loved. Offers in excess of £60,000. Contact Peter Davis on petersndll@gmail.com or 01225 859858 or 07913962615

M45 T8 Gearbox in bits. 95% complete. My car now has a new set of shafts and gears in its original box and this one is ideal for a leisurely rebuild. Casing and brackets excellent but it needs a new third gear set and selector fork, both available from the club. All other and gears shafts seem fine. There may also be some other small bits missing but nothing significant. Offers please. Could deliver to Beaulieu autojumble. Colin Mallett (M34) 01728 688696 07920 053517(m) email colin@fulvens.com

1930 Lagonda 2 litre low chassis tourer. In absolutely beautiful condition, with in excess of £100,000 spent during its restoration and beyond, complete with a fabulous photographic record to go with. With work carried out by Bishopgray and the late John Batt to name a few. A truly stunning vehicle and a joy to drive. £110000.00 or sensible offers. Contact Robin Froude Email: Barndoorone@gmail.com Mob: 07775952221



WANTED

.Wanted:

Lagonda LG45, LG6 or V12 – Preferably with an original touring body, but a handsome saloon will also be considered. I am a private individual, based in Bedfordshire. I already have a post war Lagonda and now seek a pre-war model to add to my garage. I hope to find a 'project car'. Something that is complete (or almost complete) and is in need of restoration or re-commissioning. A project that I will enjoy restoring in my workshop at home. I have no commercial interest in the process. This is my hobby and I take pride in achieving the best result I am able. So, if you are looking for your car to go to a 'good home', perhaps I might be a contender? I am not intimidated by distance. Nor would I be daunted by a description that would befit 'Barn find'. Please contact me, Keith Currington (Lagonda Club Member C20), on either 07 887 780 100 or keith@glenbourne.co.uk

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*/

B 12	Julian Batt	16 Hartwell Gardens, Harpenden Herts AL5 2RW LG6 Spl 12510 AFN 432
B 20	Wolfgang Brittner	Warnemünder Straße 24, D14199 Berlin, Germany N/O
F 9	Pedro Fernandes	Wilhelm-Stein-Weg 20, Hamburg, 22339 Germany N/O
M 21	Antonio Messina	Via Lacco Ameno, Baia di Ulisse, Agrigento, 92100, Italy 16/80 Sln S10286 ME 95639
P 9	Juan Pascual	Poligono Industrial Rio Gallego Calle D, Parcela 10, San Mateo De Gallego Spain N/O
S 89	Juraj Schwarz	MPS system, Pri vinohradoch 326, 831 06 Bratislava, Slovakia LG45 Sln 12174/G10 DLR 5

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Auction Watch

A very timely sale of a WT Lagonda

<https://www.bonhams.com/auctions/25455/lot/683/>

and another

<https://www.bonhams.com/auctions/25454/lot/263/>

and a couple “replicas”

<https://www.bonhams.com/auctions/25454/lot/215/>

<https://www.bonhams.com/auctions/25454/lot/217/>

and a Rapier coupe

<https://www.bonhams.com/auctions/25455/lot/695/>

And a lovely Rapier tourer

<https://www.dukes->

[auctions.com/auctions/138/lot/30/LAGONDA+RAPIER+ABBOTT+TOURER+1935](https://www.dukes-auctions.com/auctions/138/lot/30/LAGONDA+RAPIER+ABBOTT+TOURER+1935)

and finally, something every home should have, a Lagonda table

<https://www.bonhams.com/auctions/25454/lot/121/>

(thanks for the heads up Len)

Alan's Book

Alan Heard has advised my he is organizing a second (and probably the last) printing of his Book on Lagonda and Aston Martin. He has five not spoken for as I write this, so if you want one and missed out last printing, contact him quickly.

alandheard@yahoo.co.uk

“Aston Trend-Setter”

Following on from last month's article on the William Towns Lagonda prototype (really more of a model) which was on show at Earl's Court, the December 25th Motor carried an article by the same journalist (Stuart Bladon) on his visit to the Newport Pagnell works for a road test (of sorts) of the car. Subsequent to its introduction at the London show, it was stripped down to its chassis and rebuilt for testing, the response at the show being sufficient to satisfy the company that the car would find a small but adequate section of the luxury market. He found the car “bristling with electronic test gear” and a well advanced development programme with production still set to start in the spring of 1977. By this stage the car had been tested in the MIRA wind tunnel and recorded “an impressive drag figure” better even -- it was claimed -- than Rover's SD1. He describes getting into the comfortable seats, but notes that all the electronics had not yet been fitted in, the car still being very much a work in progress. The spring rates and other important suspension and handling functions had only been worked out by hand by chief engineer Mike Loasby, but Bladon says the suspension as fitted to his calculations works well on the road as regards handling and ride. He could find no cause for criticism on any of the road surfaces he tried. Bladon does note some areas for improvement in the prototype test vehicle, he notes road noise and camshaft chatter coming through at a high level but also that no sound proofing was fitted (which also would affect vehicle weight and thus possibly ride and handling to some extent). He notes

the tightness and rattle free doors and body but comments that the rear doors do not open far enough for easy access but that the company intended, on the next model, to increase the leading edge of the rear doors and decrease the trailing edge of the front doors to improve this condition. In driving position, he notes the car seems wide as you are sitting so close to the road (in fact it is narrower than the Aston Martin V8) but that visibility is so good that this is not a problem. He contrasts the "light and responsive" Burman two stage power steering with the heaviness of the Aston V8 he had tested the previous year and praises the smoothness of the Torqueflite transmission. It is clear the car he drove was far from complete and he was unable to complete a full test drive with the usual 0-60mph, braking and high speed tests, but his impressions were good enough for him to declare it "a car that must be worth waiting for" and certainly not a publicity stunt, as some skeptics were claiming after the London show.

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

I have had exploratory discussions with a firm who bond metal to rubber. If you have replaced the transmission mount at the front of the torque tube and still have the old one may I request that you do not consign it to the scrap bin just yet and keep it for a while? Though it may come to nothing the possibility of a refurbishment / exchange program exists which will need a reasonable core number.
No other news this month.

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 – September 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
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, hardened and ground. 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, 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 Overrider, 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



SPARES NEWS – September 2019

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

CST416Z



Tappet cover plate, milled and drilled,
Meadows.

DBRBR13



SINGLE

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. Front cylinder head
to rad, water casting, M45.
Unmachined aluminium.



Offer price £4000. 1500cc Rapier
block, fully machined.



SET OF 4

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



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



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



The Lagonda Club 2019 Annual Gathering

28th & 29th September 2019
120th Anniversary of Lagonda



It's now only 4 weeks until the 2019 Annual Gathering which will once again take place at Wokefield Park. Over 75% of the reserved rooms have now been taken so we urge you to get in touch with the hotel as we are trying very hard to get 120 members, and guests, to sit down to dinner on the Saturday night to commemorate the 120th anniversary since Wilbur Gunn started the Marque off. Do please make every effort to attend as it's the premier event on the Lagonda calendar and the very best opportunity to meet, catch up with and talk to friends old and new plus it would be truly memorable if we can hit our 120 member target for Dinner.

Accommodation:

To recap: 40 double rooms have been reserved within Wokefield Place at a preferential rate of £105 inc for a double occupancy room including bed and breakfast and a single occupancy at £116.40 inc. As with last year bookings for accommodation only should be **direct** with the Hotel on 0118 933 4100 Do please mention the Lagonda Club to get the preferential rate. You can also book a room at the same rate for the Friday before and the Sunday afterwards.

Saturday Event and Evening Dinner:

There will be an enjoyable tour of the surrounding countryside on Saturday afternoon and a visit to Basildon Park organised by Bishop Gray allowing you to return in good time for The Dinner. **Details as per attached.** Those attending the dinner can book via the Club website from now on. The cost of the dinner will be £44 p.p. Details of the Menu and Wines are available on the Club website from now at <https://www.lagondaclub.com/shop/agm-2019/> The Dress code is smart casual.

Sunday Concours Event:

The Board has decided that for the 2019 Annual Gathering the featured car in the Concours will be models produced between 1898 and 2019. There will be a very interesting parade of 25 selected cars across the front of the Mansion House shortly after the AGM and we hope to produce a DVD memento of this which will be on sale to members after the AGM weekend. As always, we would encourage all members and reach out to non-members to bring their cars to make this a special day.

Sunday AGM and Lunch

There will be a buffet lunch on Sunday after the AGM the price of which will be £18. This can also be pre-booked through the Club from now.

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



The Lagonda Club 2019 Annual Gathering

28th & 29th September 2019
120th Anniversary of Lagonda



AFTERNOON TOUR AND VISIT TO BASILDON PARK September 28th, 2019

Bishopgray have kindly organised a visit to Basildon Park on Saturday 28th September. Basildon Park being a National Trust Property an entry charge of £11 per head will be payable but any club members who are also National Trust members will enjoy free access.

Two options will be available

Firstly, for those who don't wish to drive, a dedicated minibus will be available to transport people from Wokefield Park to Basildon Park leaving at 13:30 (this can be earlier if members let us know). We will be in touch with everyone w/c 9th September to get an idea of numbers interested so final details will be announced closer to the date. The same minibus will transport members back to Wokefield Park in time to change for dinner.

Second option will be an interesting tour of the local countryside enroute to Basildon Park where some splendid photographic opportunities will present themselves given the imposing architecture. There will be a separate route back to Wokefield Park during which members will have a pleasant but undemanding opportunity to enjoy their cars. This also gives members arriving by minibus the opportunity to return to Wokefield Park in a Lagonda if seats are available.

Bishopgray have kindly offered to provide picnic boxes for each member (please let us know, when you register your interest, of any food allergies). The picnic box can be collected from the Reception area in Wokefield Park where the Club reception desk will be situated for the entirety of the weekend. Your welcome packs will contain full details and maps for the journey to and from Basildon Park.

In addition to the above Bishopgray have generously offered to provide a support vehicle able to help with minor breakdown issues during the afternoon tour. Should anyone suffer any major problems Bishopgray will, if necessary, assist in organising recovery to a place of safety whilst owners decide where they wish their vehicle to be transported for repair.

This promises to be a very enjoyable afternoon and we hope as many members as possible will take part.