

2020/2021 SUBSCRIPTION RENEWAL

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WHEN DUE

1st APRIL 2020

Standard electronic Membership (Newsletters online – magazines by post) **£47**

Premium <u>postal</u> Membership (Newsletters and magazines by post)	£64
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SUSPENSION DATE **30th APRIL 2020**

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or

VIA CHEQUE/CREDIT CARD AS BELOW

IMPORTANT: If paying by credit card direct to the Membership Secretary please do **NOT** send details by e-mail as it is unsafe. We prefer members to use the Club website which is simple to use.

**To:- Hon Secretary, Lagonda Club Ltd., Wintney House, London Road, Hartley Wintney, Hants
RG27 8RN TEL: +44 (0)1252 845451 EMAIL: admin@lagondaclub.com**

Either:-

I enclose my cheque for **£47 or £64** made payable to **Lagonda Club Ltd** for the Club subscription year 2020/2021

- OR -

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www.lagondaclub.com

NEWSLETTER

MEMBERSHIP SECRETARY:
Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
Tel 01252 845451

email: admin@lagondaclub.com

Newsletter compiled By: Tim Wadsworth
To include news items please email Tim at
tim@lagondahire.co.uk

This month's Guest Contributor is:
Ken Jeddere-Fisher

No 475

March 2020

March 14 th	LC Anglia Area Pub Meet: The Axe and Compass, Arkesden, Saffron Walden CB11 4EX. Contact John Stoneman 01353 649494
April 4 th 11 th 18 th /19 th 19 th	Suffolk Rapier/Lagonda Dinner. See Flyer at end of Newsletter LC Anglia Area Pub Meet: The Queens Head Hawkedon, Bury St Edmunds. Contact John Stoneman 01353 649494 VSCC Formula Vintage - Silverstone LC Southern Area Pub Meet. Wisborough Green Pub. Contact Michael Drakeford 01903 872197

BEFORE YOU START READING PLEASE CHECK IF YOU HAVE PAID YOUR 2019 SUB, (DUE APRIL 1ST) BY CHEQUE, CREDIT CARD OR ON LINE. PAYING THROUGH THE WEBSITE IS SO EASY, WHY NOT DO IT NOW ? THANK YOU.

Now enjoy the Newsletter which this month is written by Ken Jeddere-Fisher

Well, this was going to be called "my life with Lagondas" but the story begins before my life did, and a lot of the more interesting stuff happened when I was too small to tell a Lagonda from a giraffe. So the early bits are a melange of family anecdotes, pictures in an old photograph album and some very helpful research into club archives by Len Cozzolino in search of cars owned by my parents. Thank you Len. You can find many of those pictures under my name in the member's gallery section of the club web site.

Immediately after the war my father Arthur drove a 4½ Litre Lagonda to Switzerland, where he met Marcia Clarence-Smith, also celebrating the end of the war with friends, and persuaded her to drive home with him in the Lagonda. They went to Ireland for their honeymoon in a high chassis speed model 2 Litre (OH 9290, reg UV205) with the petrol ration book from the 4½.

There is no more about the 4½ Litre but the high chassis 2L was their main transport for the next few years. It was raced and trialled, toured on the continent and later used to go camping with 2 very small children. I was the smaller of these. Giving nicknames to cars is not really something I hold with but it seems my parents were not so inhibited. Caractacus was also known as "Old Faithful".

Then there was Plautus, or "The Black Bastard". This arrived in 1949 looking very sorry and with no bodywork. It had started life in 1927 as a high chassis 2 Litre (OH8535 reg UO2551). At some time in its life it acquired a supercharged engine. Anecdotally it always gained an award in competition if it finished. But that was by no means certain. This lack of reliability might be explained by the possibility that the engine was not from a proper supercharged model but the original with a blower attached.

That is about all I know about the bigger cars in the early days, so now we move on to the light cars. It has been suggested that my father helped to fund his university education, which had been postponed by the war, by pulling Lagonda light cars out of scrap yards, getting them more or less roadworthy and then selling them on. This is a slight exaggeration but there is photographic evidence that the driveway of the family home resembled a scrap yard itself.

They arrived in reverse order of manufacture. First came Wilbur, a 1924 12/24 and now the only "MC" coupé known to have survived, acquired by Ronald "Steady" Barker in 1949 but soon in the possession of my mother and being

used for shopping and family excursions. She tells of having to make sure there were no gentlemen within a short dash before starting the car on the handle because she could do this successfully while most men had more gallantry than technique. Driven by Bill Boddy it achieved a bronze award in the 1952 Lands End Trial. The plaque is still on the bulkhead.

Later the same year Titus, an 11.9, was towed home behind Wilbur. Driven by Hamish Moffatt this won a silver award in the same 1952 Lands End Trial. The plaque is in the possession of Alan Audsley's daughter Candy. Alan drew the wonderful cutaway illustrations of the 11.9 Lagonda for The Lagonda magazine and his wife Nancy owned Titus for some years.

In 1951 Giralda, a 1913 11.1 named after the 1909 steam launch for which Wilbur Gunn built the engine, was towed home behind Hamish Moffatt's 12/24, the car that was to be driven across the Sahara and on to Capetown three years later. The original Giralda was the fastest launch on the Thames. Her namesake was the official course car at the inaugural rally of the VSCC Light Car Section.

By the time the family, now with three children, departed for a new life in Fiji the J-F stable had been reduced to my mother's Lancia Theta ("Vincenzo"), The cyclecar El Pampero (named by its builder in 1913 so not their fault), an E Type 30/98 Vauxhall and Wilbur. Giralda had gone to Charles Elphinstone and Titus to the Audsleys. Charles' son James still has Giralda and last year I tracked down, through a chance conversation in a pub car park, the present owner of Titus in Curbridge, Oxon. where Candy has recently been to see the car.

The Vauxhall was shipped out to Fiji, the Lancia and Pampero lent to museums and Wilbur laid up in a neighbour's barn. Twelve years later, when I was nearly old enough to drive, Wilbur was dragged out of the barn and I was told he was mine if I rebuilt him under parental supervision. The leather hood took a gallon of Neatsfoot oil before it could be folded. The car became my everyday transport, driving between Oxfordshire and Devon in between getting me and my friends around numerous hostelrys in the vicinity of Dartmouth.

This was the top-of-the-range MC with wind up windows, advertised as having "hand regulators", and other extras that added so much weight the performance was certainly less than the more basic K and KK coupés. Nevertheless the gearing allowed it to climb anything as long as you had patience. I have driven it up Bwlch-y-Groes four-up, but we stopped half way to let the oil and crankshaft cool down for ten minutes, although it never boiled. The bottom end lubrication is the weak point of the car. Prolonged progress at the possible speed of nearly 50MPH would almost guarantee a big-end failure but it was and is still a very reliable machine if kept below 40MPH most of the time.

After a serious accident caused by another car losing control in icy conditions in 1970 the car passed to my brother Keith who managed the very considerable repair work and painted it a lurid shade of red. Well, OK, maroon, which was apparently in the catalogue. Keith later moved to Nepal and so Wilbur went back to my father, who returned the colour to that drab green it had been when he first had the car, although without the earlier cream wheels and a cream band around the passenger compartment. It was often seen at VSCC Light Car events being driven by various family members.

When my father died in 2007 I again took ownership but three years later a change in family circumstances led to the reluctant sale of Wilbur to the late Robin Aikman. Robin had the car retrimmed, painted it blue and replaced the, admittedly slightly tatty, original leather hood with vinyl. In 2017 I was, through the agency of Ken Painter, able to buy it back from Robin's widow Maureen. Since then we have enjoyed many miles of motoring in and around Oxfordshire and an annual drive to Wales for the Light Car weekend.

As a footnote, I was interested to see Ken Painter's article in the back of the Winter magazine. As you will see above I have located "Titus". Then there is the 1950s picture of a four-wheel braked 12/24, described as being run by my father. It might possibly be him behind the wheel but I have no recollection of this car (which does not necessarily mean too much – I was only little then) nor can I find any pictures of it in his photograph albums.

Ken Jeddere-Fisher

For those who can't get enough reading about Lagondas, Charles Good writes to say there is an excellent 6 page article in the March edition of Classic and Sports Car written by Simon Taylor on his uncle Alan Good who, as most will know, rescued the Company in 1935.

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

FOR SALE

Lagonda Club Magazines, all in pristine condition. Complete run of magazines from volume 193 (2007) to 242 (2014). Free to good home. Call Richard Bush contact r.d.bush@hotmail.co.uk or tell 01252 703325

DB2.6 spares. one crankshaft and conn rods to suit., one crankcase. 2 differentials. rear brake parts. please contact me on 01946 830254 after 7 pm or email @ k.martin36@btinternet.co.uk

1930 2lt L/C Speed Model tourer in excellent condition. Owned for over 60 years, all weather equipment + P100 bullseye lamps. Contact Clive Reynolds (R3) 01782 502433



SKYHI jack 7.5" closed height Sadly don't have the handle. £100. Contact Allan Fogg (F 25) allanliz1947@gmail.com Or 02920 485331

Numerous 1957 DB 3 Litre Parts/Spares List For Sale/new To Order from Jeff Leeks email@jeffleeks.com or phone 01494 563188. Prices on application.

- **New to Order** EXHAUST SYSTEM –in Stainless Steel for saloon or drophead complete system and/or S/S exhaust manifolds free flow twin & WIRING LOOM to original braided/coloured design
- **Used Parts/Spares:** CHASSIS-shot blasted + many chassis parts painted black two packed; CHROME TRIM - various used incl door and window handles, body trims; WINDOW SURROUND set of 4; RADIATOR GRILLE Front Bonnet Badge restored/ un-used; UPHOLSTERY –4 Seats re-finished in light grey; INSTRUMENTS Speedo /Rev Counter + wiper switch + panel switch etc; LAMPS -Rear + Head + Head Bowls; DIFFERENTIAL-two packed-latest type; PROP SHAFT-two packed; BRAKE DRUMS/BACKPLATES –two packed; BRAKE SERVO ; FUEL TANK –two packed; STEERING RACK; CARBURETTOR AIRBOX –two packed; SILLS –new aluminium N/S + O/S lower side pair; SUSPENSION –various - some restored/painted black two packed; CHASSIS COMPONENTS –various used or restored/two packed in black; WHEELS – 5 set good un-restored ; DISTRIBUTOR ; STARTER; AIR VENTS-Bakelite ; JACKALL FLUID TANK ; JACKALL CONTROL ; WASHER FLUID GLASS BOWL; FRONT SPRINGS-Suspension Pair ;HEATER ; TORSION SHAFTS- short & long pair ; BRAKE SHOES set ;BONNET HINGES-pair ;DOOR /WINDOW Mechanisms ;FUEL BOWL Glass ;FUEL TANK- Restored/black two pack painted; BRAKE SLAVE set; DRIVE SHAFTS-pair ; DOOR HINGES-2 sets ;PLUG CAPS-Bakelite set of 6; INNER TUBES 16" New + Wheel Inner Sleeves 4 off new; SHOCK ABSORBERS-Rear 2 pairs ; HORNS- Lucas pair; All items sold are as viewed and seen/ inspected. FUSE BOX –small; DECARBONISING GASKET SET-excl Cyl Head ; OIL FILTERS new; FAN BELTS –new; SPARK PLUGS –new; FAN –5 Blades ;INTERIOR ROOF LAMP/Glass Star ;STARTER SOLENOIDS; ON/OFF ISOLATOR ;VOLTAGE REGULATOR ;FUEL PUMP Twin AUB650 –new + used; CAM COVER (Near Side)

Various Rapier items & a T8 gearbox for sale by Jonathan Oppenheimer 07774 213864 jwsopp@gmail.com

- For very reluctant sale on behalf of my sons, 2 of whom are abroad and the third a med student: Rapier 1500 special in excellent condition, Scintilla "Horizontex" mag, Riley manual gearbox, lightweight pointed-tail body, Blockley tyres, PLUS complete Volumex blower kit including carburettor and drive and connecting parts, PLUS Armstrong close ratio preselector gearbox rebuilt by Bill Morris PLUS 4-branch manifold for external Brooklands-style exhaust. Prefer to sell as one lot. POA
- Another pointed-tail Rapier Special body kit comprising ash/ply frame, walnut dashboard, ply/aluminium bulkhead c/w chassis brackets, radiator and chromed shell & chromed headlamp frame all shortened to suit body, used but serviceable wiring loom. For sale as one lot only, £1500.
- Free to buyer of body kit: Rapier bonnet tops & sides, poor condition but repairable, with usable original hinges.
- Set of 16" Rapier racing wheels, offset rears, fitted Dunlop Racing tyres £400.

- Pair rear wings & rear apron for Rapier Eagle body, all aluminium, painted Brewster Green. Apron needs small repair, £300.
- T8 gearbox in excellent condition, complete with mounting casting and clutch stop, £10000.

3ltr with a M45 style tourer body. An attractive combination of an M45 styled body on a 3ltr. In good condition £105,000. Contact Len Cozzolino for details: len@cozzolino.co.uk or 01707 275 133



NEW MEMBERS

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

M4	Gert Jan van der Meij	Lage Engweg 4, Putten (GLD), 3882 BD Netherlands N/O
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THE POST 1945 GAZETTE

Lagondas the proper touring cars



Finally, "The Wedge" reaches production status and deliveries start

Having finally uncovered the first road tests of a real production WT (with help from Arnold) I dug out two 1982 road tests, one in the August, 1982 edition of Road and Track, the other in the January, 1982 edition of Motorsport. The latter describes the car as "Simply superb" and goes on to note that, despite a number of changes to the car during the transition from prototype to its current production spec., the major specifications are unchanged. The article goes on to heap praise on the quality of the build and finish as well as the driving experience with the car on a road trip through rush hour London traffic, onto the M4, the next day onto the A4 and onto various roads around the country and into Wales before heading back to London with some follow-up short journeys for a total road test of some 800 miles. This was the first road test I had seen with a full diagram of the electronic instrument layout and it noted an issue with the car locking itself some seconds after the ignition key was removed (and while they were still in the car writing notes). Pressing the unlock button on the driver's door failed to unlock the car until the ignition key was placed in the switch. This could be a problem with someone left in the car if the driver gets out with key in hand. On return, they noted fuel consumption of 13.5mpg and a dodgy fuel gauge but blamed poor road conditions and suggested the average owner should see 15mpg.

The 1982 Road and Track test of a production car (with the LHD version going on sale in the US in November that year) notes that as of the test date, some 170 vehicles had been delivered. It also notes that, though power and torque figures are not quoted by the factory, they expect the US version to be somewhat down on power compared to the European version due to emission standards. The writer goes on to praise the instrumentation and note that the styling of the car was somewhat controversial around the office. They echo the praise for its sumptuous interior, acceleration, and low levels of road noise at all tested speeds. The test car took a bit longer to stop from 80mph-0 than expected but they noted significantly less pedal pressure than required for an Aston Martin they had tested earlier, and good control during the stops.

I went on to find the test of a special model in the February 16, 1980 edition of Autocar. It was a twin turbocharged WT. Not for sale but a "serious project" which grew out of an effort to turbocharge an Aston Martin Vantage, using a single Garrett TO4 supercharger sitting between the cylinder banks, in order to recover some of the power lost to US emission standards. The low Lagonda bonnet voided this option so two TO3 units were fitted ahead of the engine, forward of the front chassis and driven by a modified exhaust system. The radiator had to be enlarged by 10% and mounted at a finer angle with two electric fans and full flow oil coolers needed to be fitted. As usual, power and torque are not quoted but torque estimated between 450 and 500 ft-lbs with power estimated to be in line with the AM Vantage (though an increase in torque was said to be the object of the exercise). Maximum speed was unknown but believed to be in excess of 130mph and not restricted by the standard tyres and wheels as the car was fitted with Vantage alloy wheels and VR rated tyres. They claimed the car was quieter than the standard Lagonda, even under turbo boost with only a slight whine evident within the cabin. So far as I'm aware this was the only one of these US market cars ever built.

And to wrap up this saga, *The Last Lagonda*. From an article in the November, 1993 edition of Motorsport by Mike Cotton running briefly through the history of the company leading up to some history of the development of the 4-door Lagonda Vignale as an offshoot of the Aston Martin Virage, he describes the WT as “ the long, low razor edge saloon of the 1980s is the epitaph that designer William Towns wished for. It was a quirk of the market at that time that made it the choice of Arab sheikhs and wealthy Americans and, when the recession came, it was curtains for the rakish car.” He goes on to describe the wind up of the model (some sources say the production actually finished in 1989, others that the last car was produced in January, 1990 with the last car delivered May, 1990) - “After persevering with it for 14 years, during which time 645 examples were built, then chief executive Victor Gauntlett finally pulled the plug in 1990 when the recession bit the world markets.”

For a wealth of info on this vehicle, see:

<http://www.lagondanet.com/index.htm>

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

Gaskets, oil seal and, if we can obtain a good price, bearings for the steering rack assembly are likely to be added to the website soon. Its left hand end, rubber grease plug had been under consideration too until the discovery by one Club member of a possible substitute plug which may be better than the original. More on this next month. While on the subject of the steering rack the early 1990s Vauxhall Astra gaiter we have been using as a substitute is now obsolete with old stock harder to find. Since the Club has one new old stock Lagonda gaiter, to provide a pattern, we will seek quotes to have a batch remanufactured.

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 in to 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 – February 2020

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

NEW PARTS NOW AVAILABLE

	PRICE
GSK233 - Cylinder head gasket 2L, composite. An alternative to the traditional copper gasket, using modern composite material.	£140.40
GSK420 - Cylinder head gasket 4.5L, composite. An alternative to the traditional copper gasket, using modern composite material.	£230.00
DBBRK10 - Brake shoe hold down spring for DB2.6L.	£4.60
BDYX29 - Windscreen wiper blade peg.	£1.30

All prices quoted are excluding VAT and carriage.

PARTS NOW BACK IN STOCK

	PRICE
GRS215 - Half shaft light OH axle right hand short (28 1/4").	£339.60
GRS216 - Half shaft light OH axle left hand long (29 ").	£339.60
GRS217 - Half shaft Z heavy axle (29 1/2") 2L s/c, 3L, 3.5L.	£339.60

NEW PARTS IN PROGRESS

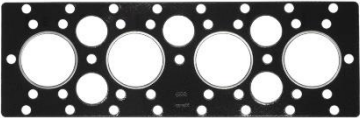
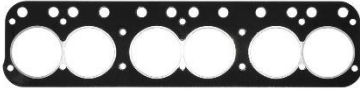
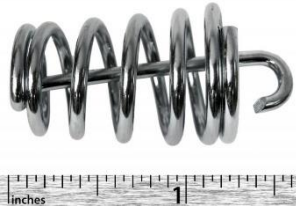


CLT209 - Clutch drive spider & shaft for 2L.	V12/LG6 ball joints for steering/suspension.
2L, 16/80 handbrake ratchet.	All cars - range of gaskets in 'Chieftain' material.
BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.	DB Override.

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

<p style="text-align: center;">GSK233</p>  <p>Cylinder head gasket 2L, composite. An alternative to the traditional copper gasket, using modern composite material.</p>	<p style="text-align: center;">GSK420</p>  <p>Cylinder head gasket 4.5L, composite. An alternative to the traditional copper gasket, using modern composite material.</p>	<p style="text-align: center;">DBBRK10</p>  <p>Brake shoe hold down spring for DB2.6L.</p>
<p style="text-align: center;">BDYX29</p>   <p>Windscreen wiper blade peg.</p>		

Lagonda Club - South Area

Spring Meet at The Cricketers Arms, Wisborough Green, West Sussex (on the A272), on Sunday, 19th April 2020, 12 noon onwards

We have had a long wet winter and need something to cheer us up. What better idea than the thought of seeing your fellow members as we gather for a lunchtime meeting, to enjoy good pub food and fine ales at The Cricketers Arms.

If you have not already done so, you have the opportunity to blow a few cobwebs away and savour the warm spring sunshine. You can listen to the purr of the Lagonda engine as she whisks you along the highways and byways of the Sussex countryside. This is the time to check things are working properly before your summer activities.

The 2019 events planned for the South Area start in April with this pub meet at **Wisborough Green**. Four further events are planned, and are well worth noting in your diaries.

13-14 th June	Brooklands Summer Festival of Motor Sport
21 st June	Weald and Downland Living Museum at Singleton*
9 th August	Brooklands Relived
18 th October	Wisborough Green Pub Meet

*Nigel Walder has kindly offered to organise the Weald and Downland trip and will be inviting Rapier Register members to join us.

Flyers with full details for all Southern Area events will be shown in the club newsletter.

We hope to see you at The Cricketers Arms, next month. All Lagonda Club members and our Rapier Register friends will be most welcome to this and the other events.

If you have any queries or comments, please contact **Michael Drakeford** on **01903 872197** or Email **michaelwdrakeford@hotmail.com**.



Suffolk Lagonda Weekend

Ufford Park Hotel Woodbridge Suffolk

The 43rd Suffolk Dinner will take place on Saturday 4th April 2020

6.45pm for 7.15 pm

Cost £39.00 per head

Menu choices include:-

Starter:

Coarse Ardennes Pate; Warm chicken & Bacon salad or Leak & Potato Soup.

Main:

Roast beef sirloin; fillet salmon or filo boat filled with spinach, apricot & peppers.

Afters:

Sticky toffee pudding; Vanilla and raspberry cheesecake (V) or cheese & biscuits.

Menu choices to Leah Knee at 01728 604040 spares@lagonda-club.com . Special dietary requirements can be accommodated, please ask.

Payment: bank transfer or debit card preferred. Closing date 26 March.

Space is reserved for Lagondas at the Saturday lunchtime rally at Lower Ufford.

The spares operation in Carlton will be open on Sunday Morning and we will then meet at a pub on the Sunday - the Mill House at Saxtead.

The hotel is offering a special weekend B&B rate. Please contact Ufford Park direct on 01394 383555 or reservations@uffordpark.co.uk. quoting "Lagonda" The hotel also has special spa and golf packages which can be reserved at the same time. To avoid disappointment please book these straight away.

Secure parking available.

The Lagonda Club Northern Dinner, Friday 15th May 2020

**This traditional event will once again take place at
Monk Fryston Hall Hotel, North Yorkshire LS25 5DU**

Please make your room bookings direct with the hotel, (01977 682369) and mention the Club, as we have reserved the rooms. Good value accommodation is also available nearby at the Best Western South Milford (01977 681800). Many of us will stay on the Thursday night and take part in the outing on Friday morning. This year we will driving to Wood Hall Spa for morning coffee before going on to Temple Newsam, a fine Jacobean house near Leeds, which also has a rare breeds farm to visit. Scenic and direct return drives will be proposed, together with route directions and lunch suggestions.

The dinner menu appears below. Please print it off and mark your choices, showing who's having what, and any special dietary needs – there are vegetarian options – then send it to the Northern Secretary, Nigel Hall, Mile End House, 32, Broadbottom Road, Mottram, Cheshire SK14 6 JA; with your cheque for £38 per head made out to 'Lagonda Club Limited '

Dinner Menu, Friday 15th May 2020

Ham hock terrine, wholegrain mustard dressing, toasted croutons
Broccoli and blue cheese soup, toasted pinenuts
Smoked salmon platter, chopped shallots, egg, charred lemon
Tomato & Mozzarella salad ,seasonal leaves, pesto

Roast sirloin of beef, Yorkshire pudding, chateau potatoes, glazed carrots
Pan fried seabass fillet, Pommes Anna, braised fennel, Pernod cream
Corn fed chicken supreme, chorizo & bean casoulet, deep fried kale
Breaded escalope of veal, game chips, wild mushroom & Madiera sauce
Twice baked goats cheese soufflé, white onion puree, radish/onion salad

Sticky toffee pudding, clotted cream, butterscotch sauce
Milk chocolate parfait, raspberry and mint granola
Blueberry crème brulee, shortbread
Selection of British and Continental cheeses, pear and wine chutney

Coffee or tea

Wines will be available to order before dinner as usual, and will be on the tables when we go in for dinner at 8.00pm; we will have assembled in the bar from about 7.00pm onwards.

For any enquiries phone Nigel Hall at home 01457 762766 or mobile 07831 638383;
email: nigelhallgb@gmail.com