

2021/2022 SUBSCRIPTION RENEWAL FORM

WHEN DUE

1st APRIL 2020

Please renew quickly. Please use THE LAGONDA CLUB WEBSITE which is simple and secure. If you prefer, you may pay via credit card or personal cheque using the form below.

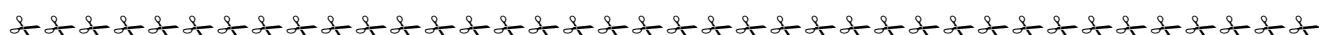
Suspension date 30th April 2021

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

Supplement for Newsletters by post inside UK **£18**

Supplement for Newsletters by post outside UK **£35**

IMPORTANT: If paying by credit card direct to the Membership Secretary please do NOT send details by e-mail as it is unsafe. .



**To:- Hon Secretary, Lagonda Club Ltd., Wintney House, London Road, Hartley Wintney
Hampshire RG27 8RN TEL: +44 (0)1252 845451**

1 I wish to pay my Lagonda Club subscription by Visa or Mastercard (delete as required) ***not American Express***

Please charge **£47/£65/£82** (*delete as appropriate*) to my account

My card number is:-

[illegible]

Expiry Date 3 figure security code

My Name **as on Card**

2 I enclose my cheque for £47/£65/£82 (~~delete as appropriate~~) made payable to **Lagonda Club Ltd** for the Club subscription year 2021/2022

Important : You must tick this box to confirm that you have read and accept The Club policy regarding privacy and protection of personal data and that you consent to your personal and car details appearing in the Website Register and Printed Edition of the Membership Register.

Please also check the information previously given regarding details of your Lagonda cars, which is to be shown in the Club Register, and inform the Membership Secretary if anything needs changing.

Name	Mem.No.
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Address

County	Postcode	Country
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email address

Signature _____



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:
Bernie Jacobson

No 486

March 2021

This applies to **YOU** if you have not yet renewed your subscription for 2021/2 which is due by the 1st of April. We would ask you PLEASE to renew your membership ON-LINE VIA THE CLUB'S WEBSITE, if at all possible. This is very quick and easy, and much less work for you than printing the form, filling it in, and then posting it. It will also save you the cost of a stamp ! More importantly, it will save work for our volunteers (mainly Colin and Valerie Bugler) who administer all of this.

The good news is that Motor Sport in the UK will re-start on March 29th which of course means that the first race meeting of the season, April Silverstone on the 17th is "on" It is expected that the VSCC will open the entry list next week and we may then learn what the position is regarding spectators.

Two other bits of good news. First, members may remember the case of a farm worker in Slovenia called Vnuk who was knocked off a ladder by a tractor. Mr. Vnuk tried to claim compensation but the tractor, being only used on a private farm, was not insured for accidental damage. The case eventually ended up in The European Court of Justice which resulted in an EU Motor Insurance Directive which would require all motorized vehicles from lawn mowers to F1 cars, whether used on private or public land, to have accident insurance, (I hate to think what the premium would be for a F1 car). The MSA (Motor Sports Association) has persuaded the government not to adopt the Directive in the UK. Well done them.

Secondly, After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade. Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. Suddenly it seems that common sense has broken out.

The not so good news is Nigel Hall has regrettably had to cancel the Northern Dinner at Monk Fryston He has cancelled the event booking at the hotel, and asked for all associated room reservations to be cancelled. (It may be that some members may wish to email the hotel themselves to confirm room cancellation as a backup but this shouldn't be needed.)

This month's letter is from Bernie Jacobson. Bernie lives in Australia but is a frequent visitor to this country. He has restored many cars, not just Lagondas and has often contributed to The Automobile's Finds and Discoveries.

Bernie writes : Fortunately (perhaps) for you I have decided that writing about all the cars I have owned would be simply too enormous a subject for a single Newsletter. Over a period of probably far too many years I have owned more Lagondas than any other Marque with the possible exception of Singers, but in terms of quality, they by comparison, must fade into oblivion. To most people, I simply say that I have owned at least one of every engine size Lagonda made in the 1930s, the one exception being of the 1928 Three Litre Tourer. I have however included the 1935 3.5 Litre Maltby Drop Head Coupe. This car, a barn find, passed through my hands rather quickly and went off to a new owner in the UK. Sadly, he decided that rather than restore it in its original form, It would be worth more with a replica Fabric tourer body. But I am digressing, the Lagonda that has had by far the greatest influence on our life is the Rapier, KG 5363.

"KG" as it is almost universally known among my family and friends as the ex-Beatrice Shilling car. Today or to be even more correct, for the past 45 years it has simply been known as "that White Lagonda Rapier".

(For those who are unaware of the story, Beatrice Shilling raced both cars and motorcycles but is best known for her work at RAE on the Rolls-Royce Merlin engine. When either the Spitfire or Hurricane performed a nose dive the engine was liable to cut out due to the flooding of the carburetor. Shilling developed a small metal disk, similar to a washer, which would regulate the fuel flow, and prevented the engine from stalling. Ed)

When I first bought "KG" from the late David Seath it still had the last vestiges of the Beatrice Shilling two seat racing body on it. Having said that, by the time that I bought KG it was barely complete, missing such things as the carburetors and much of the body work. So much so that it had never been my intention to even attempt to restore it to a form that Beatrice Shilling would recognise. Even prior to buying the car I had on order one of a batch of just over a dozen (Replica) Eagle Two-seater bodies that a group of Rapier Register members had arranged to have built in England. This duly arrived in Australia by sea freight. But even this was not without drama. When I went to the Melbourne docks to collect it with my then almost new Volvo "wagon" towing a trailer, an over enthusiastic learner fork lift driver rushed up to load the crate onto my trailer. CRASH! Jezze mate, me foot slipped! Not much damage is there?

One tine of the fork-lift had neatly passed through the side of the crate, ripping a none too neat hole through the drivers side of the body. Fortunately as the crate had not yet left the dock-side, it was covered by the Marine Insurance. Being a brand new body it had not even been painted with undercoat/primer. When I ordered the body it was my intention to continue using the car for club competition and at that stage, I had not requested mudguards. At the time it was my intention to use the car as a "stripped sports car", i.e. without lights or mudguards.

It was with this thought in mind that right at the start of the "restoration" I had carried out a program of "lightening". Along both sides of the chassis I had drilled holes up to three inches in diameter, the front axle between the spring mounts was also drilled. Virtually anywhere that the structural strength would not be affected was "lightened! Initially I had just one bucket seat upholstered in dark green hide. The seats had been made for me by Austin Seven enthusiast Bill Sheehan, again with weight saving in mind I asked Bill to make them entirely from aluminium and particularly rigid, with fixed back-rests. At first just the one seat was fitted, this was bolted rigidly to the floor.

However I am sure that readers will know the various stories about the "Best laid plans of mice and men" After just two or three events, I had decided that the car was just too nice and too much fun to drive, for it's use be restricted to competition. It was crying out loudly, to be driven on the road!

With this in mind I contacted my friends at the Rapier Register and ordered a full set of mudguards. If the car was to be driven on the road it needed "proper mudguards" and a conscious decision was made that these would be the original "swept" mudguards rather than cycle type. This is a decision I have never regretted. Quite simply cycle type mudguards would never have survived the vast distances we have driven the car.

Within the first 12 months of our ownership, the car had been transformed into the elegant sports car, registered for use on the road. Due to the regulations at that time I could not obtain the full KG 5363 but had to settle for KG363. Subsequently it has been re-registered, using the Victorian, limited use, "Club Permit" scheme. Again a new number being issued, CH 1998. and it has been under that number it has done the bulk of its more than 100.000 miles.

Ever since the start of its new life as a road going sports car, it has been fully equipped with wet weather equipment, including both a hood and side screens. Even so it has been rarely driven with the hood raised or the side screens fitted. This so much so that I no longer carry the side screens in the car. The hood rarely comes out of the envelope it is stowed in. This is tucked away in the locker behind the seats. The hood "bows" are of my own simplified design, comprising just the two tubular steel "bows", hinged together and clipped in place, neatly secured into the same space behind the seats. Added to the cars original lighting, there are a pair of Lucas "Long-range" driving lights. Turn indicators are incorporated into the front parking lights and in separate amber lights mounted high on the rear of the body where they are easily visible.

Starting with our first "overseas" adventure in "KG", to the 50th Anniversary of the UK's VSCC and the Rapier's 50th Birthday in 1984, our Rapier has become one of the most travelled Lagondas known! In recent years it has made the sea voyage from Australia to England and back again, no less than nine times. During these visits to the Northern Hemisphere' in addition England & France, "KG" has taken us to Spain, Switzerland, Belgium, Holland, Italy, and parts of Germany. In the process we have compiled an impressive list of Alpine Passes climbed in the Rapier!

Despite both its Driver & Navigator having passed their 80th birthdays, it is still on our "Bucket List" to make one last visit to Europe with "KG". Sadly while the current world wide Co-vid Pandemic prohibits any thought of International Travel, this does not prevent us from dreaming. In closing I should stress the important part played by my wife Helen both in planning these extended overseas visits and navigating our journeys through foreign lands on "the other side of the World!"

Bernie Jacobson

Sadly we have to report two deaths this month. Nigel Walder died peacefully in St Richards Hospital, Chichester on 9th February aged 78. Nigel was a regular attendee at Lagonda Club South Area gatherings, and at motoring events both in the UK and abroad, in his red Abbott replica bodied M45. He was a practical engineer "par excellence", always more than happy to share his expertise and facilities with any friend or acquaintance in need of help. He will be sadly missed by all who knew him. His friend for over 60 years, Rodney Saunders will be writing a fuller obituary for the Spring Magazine.

From Australia comes the news that our rep there Nick Proferes passed away on 28th January, quite unexpectedly. Nick was the editor of the 'Post 1945 Gazette' for many years and his friend Peter Henson has written an obituary in this month's Gazette (see below) Peter will now take up the job of Australian rep and editor of the Gazette.

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

FOR SALE

DB PARTS Due to my advanced age and an impending move I have a number of used spare DB 2.6 DHC parts for sale: - DHC Wind screen frame in need of re-chroming, but complete; Gear box; differential with inboard brakes and propshaft; - front wings; rear wings; radiator; Christopher Zimmerli, Membership number Z 4, Contact me either by phone (01832 358678, mobile 07835 717 500) or by email (zimmi1@tiscali.co.uk)



Lagonda M45 Saloon 4.5 Litre with Lagonda ST34 coach work £ 68,000. The previous owner acquired this, relatively low mileage, car in the 1960's. It was running well but had problems with woodworm. The car was sent for a total body rebuild including a new timber frame and repairs to the metalwork. However the car was then left in primer paint and dry stored for the next 50 years. Over the last six months extensive work has been done including all the electrics. Now MOT'd ,taxed and driving well, it requires painting, trimming and some chrome plating to complete. For a detailed write up of all the restoration work done please contact David Hine. hinedavid@aol.com

3ltr Tourer. In good condition. An excellent long legged tourer ready for this summer's release from Covid internment. £80,000 For more details contact Len Cozzolino 01707 275 133 or len@cozzolino.co.uk



Lagonda 2.5 litre engine complete with all ancillaries for sale Offers invited. **Lagonda 2.5 litre gearbox** for sale Offers invited. Mark Walker W33 facelvegauk@aol.com Tel: 01621 818608

DB PARTS Contact Jeff Leeks- <mailto:Leeks--memail@jeffleeks.com> or phone 01494 563188

- 2.6 & 3.0 Litre New Stainless Steel exhaust systems complete-also Stainless Steel Manifolds
- 2.6 & 3.0 Litre Wiring Looms complete to original design colour/cotton coated
- 3 Litre DB Pre-Owned 1957 Parts-some are inter-changeable with the 2.6 litre DB-please enquire for advice
- Grille complete/undamaged/great chrome with starting handle cover; Steering Wheel-needs refurbishing; Bonnet Lagonda Badge, restored ,un-used, no damage, perfect condition; Saloon Front + Rear Leather Seats – Set restored in light grey; 16" Wheels-set of 5 undamaged-good condition; 16" Inner Tubes-New; Instruments-Rev Counter + Speedo in excellent condition; Brake Drums –set of 4 excellent condition/black 2 packed; Chassis-shot blasted +black 2 packed; Many Chassis Components; Window Surround-chromed-set of 4; Differential + Rear Prop Shaft-black 2 packed; Fuel Tank –very good condition-black 2 packed; Steering Rack; Lower Sills-new aluminium N/S + O/S pair; Distributor; Starter; Fuel Pumps Twin SU's-AUB 650-new + used; O/S Cam Cover; Heater; Horns-Lucas Pair; Fuse Box-Lucas; Interior Roof Lamp-Glass Star design; Silver Cigarette Case-fits in Glovebox; Smiths Cricklewood Dash Clock-mid/late 20's to early 30's in excellent condition-silver face 3.5" /pewter bezel 4"
- **2 litre Cylinder Head in good condition**
- P100 Headlamp glass's

Wanted

For a 52 Drop Head. A Driver's side door handle mechanism plus door handle. I'm sending a photo of the passenger side mechanism for an idea but opposite. Cheers, Andrew Tellez, member from the USA andrewtellez47@icloud.com



Parts wanted for LG45 Fitted with G10 gearbox if that makes a difference): 2 x Front seat runners; 2 x Torpedo outside door handles; 1 x Interior light lens; 1 x Lucas RJF70 Regulator; 2 x Front wing support (Horizontal chrome support between turret and aluminium bulkhead); 1 x Front windscreen rubber; 1 x Fuel cap lid; a rear ashtray (fits in armrest) and a boot lid handle or a spare wheel cover handle (they're both the same). Contact John jbzlimousines@aol.com (01279 793000 or 07860 664424)

Lagonda 2.5 Model. Door cards and complete rear seat preferably grey. Mark Walker W33 facelvegauk@aol.com
Tel: 01621 818608

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

C24	Bob Compiet	Hof te Zandeplein 13, 4587 CK Kloosterzande, The Netherlands 1948 2ltr Tr HRT 789
* H28 *	James Harrison	Grange Farm, 1 Hermitage Road, Brampton Ash, Northants LE16 8PE 1934 M45 Tr ABT 508 1936 M45 Sln CUC 174
L 6	John Lawson	Little West Farm, Melford Road, Lawshall, Bury St. Edmunds, Suffolk IP29 4PX 1931 2L Tr GN 4840
L 10	Gabriel Loperena	504Woodland Street, Houson, TX 77009, Texas,, U.S.A. N/O

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome - all

To a solemn, Post 1945 Gazette.

As Nick himself might have written – one post-war member is missing!

Nick compiled the Gazette for over five years, commencing in July 2015 and concluding in February 2021. What an onerous task, to present this issue of the Gazette as a Memorial to Nick Proferes who did so much to support and promote interest in the post 1945 DB series Lagonda cars. Nick and other owners have had FUN with these cars over the years, sometimes actually driving them.

Nick was always ready to recognise the abilities and interests of others and to encourage owners to write about their special efforts and activities. He also kept useful historical and technical records, sometimes enhancing provenance of the cars.

Most readers would know that Nick was not born in Australia and that he spoke with a rolling twang, yet he fitted very well into the Aussie way of life. Nick was born and attended school in the USA. He qualified as an Aero-space Engineer and later migrated to Australia in about 1970. I never asked him why, but I also never heard him express any regrets for leaving the 'land of the free'. There is no doubt that relocating to Oz was beneficial to both Nick's and Sherry's career choices and this also enabled him to indulge his passion for British cars!

I could lapse into a long list of messages of sympathy and deep regret at Nick's sad and untimely passing. Instead, as a fellow DB 2.6 Lagonda owner who completely understands the foibles of Classic car maintenance and motoring, I will describe one of Nick's saddest Lagonda motoring, well almost motoring, experiences.

Nick's fondest wish was to have his daughter Miranda conveyed to her nuptials in the family Classic Saloon car. Shades of 'Her Maj' one might suppose? In Nick's case, preparation for the journey was commenced in good time, to ensure that all proceeded well and that all was presented well, after all it is a LAGONDA! At the Nuriootpa, South Australia, Lagonda gathering in 2017 prior to the wedding, we had not seen the proposed wedding car, it was still a work in progress. We saw the halls where the wedding would be celebrated, a very traditional local winery, but not the car.

A short time later Nick and Sherry had a decision to make. Cancel the wedding or use their MG TD as the wedding car! Reason prevailed and the TD was prepared as a replacement, presenting very well indeed. The wedding went off without a hitch and I was later shown a picture of the Bride and Groom, Simon and Miranda, grins all over their faces, looking like they had just won LOTTO as they sped away in the MG TD, ribbons streaming, honeymoon bound! A sad day for the DB 2.6 Lagonda Saloon. But hey, that's Classic motoring for you!

In time, Nick, sometimes a rather dour chap, was able to grin about this incident. I felt a certain sympathy for him as many Lagonda 2.6's have a stop/start history!

Nick, we are devastated to learn that you have departed life's huge stage, but you will be remembered with kind thoughts and much respect, well into the future. You will be remembered for your efforts on behalf of the Lagonda Club to publish a monthly Gazette, highlighting the Post 1945 DB series of cars. It would be a fitting tribute to see other Post 1945 owners writing for the Gazette and as well, for the Lagonda Club quarterly Magazine.

It seems pointless to attempt to list all of the persons who have contacted the Lagonda Club, expressing sympathy and deepest condolences – you will all know just who I am referring to, so, on Nick's behalf and on his family's behalf, thank you all.

It is suggested that some evening, soon, at about sunset, those of us that knew Nick could raise a glass of red wine, preferably from McLaren Vale, but any decent red will suffice and sip a slow toast and remember Nick Proferes, a LAGONDA owner and enthusiast.

Nick passed away 28th January 2021. May he rest In Peace.

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

Assuming you have read this Newsletter in order the shock and sad news of Nick Proferes' passing will have already hit home. Though this adjunct to the main body of the Gazette is supposed to be about spare parts I first must say a few words about our long time author of the DB section of the Club Newsletter. Well over five years ago Nick offered to take on the writing of the Gazette as he was passionate about continuing to give the post 1945 Lagonda owners their voice within the Lagonda Club even though he realised it would be a difficult task. Input from members, supportive and enthusiastic though they are, is often conspicuous by its absence. I had not met Nick in person but nevertheless regarded him as a good friend having exchanged so many emails with him over the years, mainly about Lagondas but on a good many other subjects too and always valued and enjoyed his well-informed opinions. On many occasions Nick sent me copious photos and notes on how he had carried out some task on his 2.6 to aid me in doing the same one on mine; so generous with his time. His contribution to the Club has been enormous and we will all miss him greatly.

As I anticipated, with the lock down continuing, there are no DB spares range additions to announce this month. The vaccination program and the road map out of lock down provides more than a modicum of hope that some semblance of normality will return during the spring months.

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.

SPARES NEWS – March 2021

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

The Spares office continues to be undermanned due to COVID restrictions. Therefore, we politely ask members to avoid phoning the office. Instead, please e-mail any enquiries to spares@lagonda-club.com, and use our smart new website for researching and placing orders - www.lagondaclub.com.

NEW PARTS NOW AVAILABLE

PRICE

VLV422N – Cam follower, LG45 S3 & S4 (improved design).	£21.67
GRSV07 – Timing chain set (3), V12.	£110
GRS106 – Front gearbox mount, 16/80.	£330
GRS107 – Rear gearbox mount, 16/80.	£275

All prices quoted are excluding VAT and carriage.

NEW PARTS IN PROGRESS

- 2L, 16/80 handbrake ratchet.
- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.
- All cars - range of gaskets in 'Chieftain' material.
- U-bolts for all road springs that are not already covered.

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.

ZM chassis - braking system (13 parts).
PMP103/4 – High/Low water pump housing, fully machined, 16/80.
Rockers, 4.5L.

Fuel tank senders (3-terminal type), 2L, 3L.
Various DB parts, please see Nick Proferes' Gazette for details

FROM THE SPARES OFFICE

FOR SALE – G10 Gearbox. Recently overhauled and in very good working order. Checked over by a well-known specialist (invoices included). Price - £8500. In the first instance, please call or email the Lagonda Spares office for more information.



NEW PARTS AVAILABLE

VLV422N



Cam follower, LG45 S3 & S4.
(Improved design).

GRS107



Rear gearbox mount, 16/80.

GRSV07



Timing chain set (3), V12.

GRS106



Front gearbox mount, 16/80.



2021 ANNUAL GATHERING

The Mercure Warwickshire Walton Hall Hotel & Spa
Saturday 25th and Sunday 26th September

Bookings can now be made for Saturday evening's Gala Dinner and the Sunday Buffet Lunch.

GALA DINNER - SATURDAY 25th SEPTEMBER

£39.95 PER PERSON

CHOICE OF STARTERS:

- A Ham hock terrine**, with Piccalilli, ciabatta crisp and pea shoots
- B Warm mature cheddar cheese tartlet**, with pickled grapes, walnuts, and watercress **(V)**
- C Watermelon & cucumber salad**, with sunflower seeds and honey & mint dressing **(V, Vg, Gf)**

CHOICE OF MAINS:

- D Braised feather blade of beef**, with creamed potato, and smoked bacon & baby onion jus **(Gf)**
- E Pan fried chicken breast**, with thyme & sea salt roasted new potatoes, and port & shallot jus **(Gf)**
- F Herb crusted cod**, with crushed potato, and lemon & caper sauce
- G Asparagus, roasted plum tomatoes & basil risotto**, with Vegan cheese **(V, Vg, Df)**

CHOICE OF DESSERTS:

- I Glazed lemon tart**, with raspberry sorbet and vanilla sauce
- J Sticky toffee pudding**, with sticky toffee sauce
- K Roast pineapple**, with dark rum caramel, and vanilla ice cream **(V, Vg, Gf)**

COFFEE & MINTS

V = Vegetarian, **Vg** = Vegan, **Gf** = Gluten free, **Df** = Dairy free

WINES (Price are per bottle pre-ordered)

RED		WHITE	
1 El Velero Tempranillo Tinto, Spain	£18.90	5 Elvira Verdejo Blanco, Spain	£18.90
2 Eleve Pinot Noir, France	£22.50	6 Corte Vigna Pinot Grigio, Italy	£19.80
3 Errazuriz 1870 Teno Block Merlot, Chile	£23.40	7 Short Mile Bay Chardonnay, Australia	£21.60
4 Rioja Crianza, Spain	£30.60	8 Son Excellence Sauvignon Blanc, France	£25.20

N.B. These wines are currently available. In the event that your chosen wine isn't available on the day, a similar alternative will be offered.

The Club's board has tasked the event coordinator with achieving the largest ever attendance at a Gala Dinner by exceeding the 122 who dined at this event in 2012

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BUFFET LUNCH - SUNDAY 26th SEPTEMBER

£19.50 PER PERSON

A wide choice of hot and cold food, salads & desserts,
including some dishes suitable for vegetarians.

Booking for these events, and advising your menu and wine selections for the Gala Dinner, are done through the Club's Spares Department.

Please log in to the Club's website (www.lagondaclub.com), follow the links to Spares and Annual Gathering, and provide details as required. If for any reason this is not possible, you may phone Leah Knee on 01728 604040.

Please note that payment for these events can be made by:

- Debit card, or
- Bank transfer to Sort Code 16-57-10, Account No 33184859, reference "Annual Gathering", or
- Cheque payable to the Lagonda Club with "Annual Gathering" written on the reverse, posted to Lagonda Club Spares, Johnson's Farm, Carlton, Saxmundham, Suffolk, IP17 2QW, England,

You will receive your tickets for these events in your welcome pack when you register your arrival at the Club desk in the reception area of the hotel.

If you have any queries please contact the event coordinator, Rodney Saunders, preferably by email to rodneysaunders@clara.net, or alternatively by telephone on 01444 811598.