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NEWSLETTER

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This month's Guest Contributor is:
Peter Weir

No. 503

September 2022

For more details see EVENTS on the Club Webpage <https://www.lagondaclub.com/events/>

September

10th /11th

Beaulieu Autojumble visit the Club stand in Red field R306

Lagonda Club Annual Gathering.

24th /25th

Lagonda Club Annual Gathering The Mercure Hall Hotel & Spa, Warwickshire, CV35 9HG. Contact Rodney Saunders 07939 200071

October

1st

LC East Midland Pub Meet. The Wheatsheaf Inn, Woodhouse Eaves, LE12 8SS. Contact John Boyes. 01455 556015

September is the most important month in the Lagonda Club's Calendar. Few of you cannot now be aware that the ANNUAL GATHERING & AGM is being held on Saturday 24th and Sunday 25th September, at The Mercure Warwickshire Walton Hall Hotel & Spa, Walton, CV35 9HG, Warwickshire. All details of how to book accommodation, meals etc were in last month's Newsletter.

According to that very good little booklet, Facts and Figures for all Lagondas by Arnold Davey, approximately 1340 14/60s and 2 litres were built of which about 200 are still in existence and owned by Club Members. They will be this year's featured model, high chassis, low chassis, saloons, tourers & supercharged cars. So, if you have one, please bring it along. If it's not running why not take a picture, mount it on a pointed stick and let it take its place amongst the rest. To tempt you, James Baxendale is writing an interesting booklet on the 2lt, free to those who attend, but only available on the day. The booklet will contain a Register of all 2 Litres and 14/60s known to the Club (whether still in existence or not), as well as other information not previously published, road tests, advertisements, photos, etc. Be there or miss it.

However, before the AGM there is the little matter of the Beaulieu Autojumble on 10th 11th Sept. The Club stand has moved ever so slightly to R306 (Red field). The old oak tree under which the stand used to be has grown too large and Beaulieu can't use that spot any more. We are literally opposite where we used to be but at the end of the row. Do drop by for a chat, or leave your purchases securely while you shop for more goodies.

Looking well ahead to 2023 Alan Harrison has organised a tour of North Yorkshire based in Nidderdale in June. The original tour has been significantly oversubscribed, but If there is sufficient interest he is prepared to run the event again in the Aug/Sept timeframe. Pleased see the attached flyer for details.

Our letter this month is the second part of Peter Weir's Lagonda experience.

In the late 1990's after over 30 years of storage, moving locations a number of times, the M45 special came up to Oban and was stored, quite poorly I'm afraid, in the barn of the farm next door and the LG45 DHC in part of the storage shed at the caravan park we run on the West Coast of Scotland.

One of my new caravan park wardens Graham Sheen was a cabinet maker, highly skilled and had worked on such as cathedral altars and the finely veneered woodwork on the cruise liner Canberra and when he saw the Drop Head he was quite excited and offered to carry out work on the ash frame during his spare time and days off. A deal was struck and as the Lagonda Club Centenary Celebrations were coming up, work commenced to try and get the car ready.

The body frame was quite loose due to many of the curves being made up of a multitude of small pieces with half lap joints fastened with screws which move and wear with the flexing of the chassis. For example the rear hood frame surround behind the rear seat into which the hood drops was made up of 13 pieces and the rear wheel arches were

each made up of 9 pieces. In addition, many of the joints had little slivers of wood packers to smooth out the lines. During my (few) idle moments I researched some of the history of the car and confirmed, by the Factory Records which I purchased, that the DHC, Chassis No 12008 was the first LG45 DHC produced by the factory and was probably a prototype. It was the Scottish Motor Show exhibit in 1935, being produced too late to be exhibited at the London Motor Show. The factory had been reluctant to produce DHC bodies in the past as Frank Feely always thought that the weight of the large doors with glass would be too heavy for the frame and would drop. Sure enough he was quite correct and the frame had sagged and the doors dropped 2". Other problems were that woodworm had got into the ply areas and the front of the door frames, going up the windscreen pillars, were also loose and rotten at the bottom and as these have the aluminium wrapped round, they frequently crack where the windscreen pillar meets the scuttle, due to the stress at this point.

I purchased a couple of heavy seasoned ash planks and got them cut into ¼" thick strips by a local timber mill. I borrowed a long steam bending tube fed by a Calor Gas ring with a kettle and rubber pipe and purchased West Epoxy adhesive. Graham made moulds in the shape of the hood frame surround, wheel arches and hood frames, and production began using techniques used in the wooden boatbuilding industry.

Strips were steam heated and then quickly put onto the moulds and tightened with ratchet straps and G cramps. Left to cool and dry and then released and lo and behold they were the right shape. Three laminates were then glued and re-fitted to the mould and securely clamped and this produced the U shaped hood frame surround. Similarly, the wheel arches and hood frame curves were produced. Unfortunately, shortly after the parts had been laminated Graham was head hunted and went away, so work on the body stopped.

I sent the engine away to Alan Brown to be checked over and overhauled where necessary and I commenced the mechanical restoration and, having a workshop at the caravan park equipped with centre lathe, universal milling machine, metal rolling and folding machines and every kind of welding machine, made life easier.

I didn't have the time or skill to work on the timber frame of the body and as the car was partly dismantled I eventually sent the car away to a firm who had restored several similar bodies and had photographic records of how things went back together. The car body has now been fully rebuilt, painted and all chrome work refitted and is now away for re-trimming and should be complete by the summer. Herb Schofield did once say it was the longest rebuild known to man.

As there was no way the DHC would be ready for the Centenary Celebrations, I dragged the very bedraggled Special out of the next door barn. Katy gave me 6 weeks off work and working 8.00am to midnight with some of the staff coming in after work we carried out much work to put the car back on the road 'borrowing' the reconditioned engine from the DHC and late Friday afternoon before the Centenary Celebrations were due to start next day, the car was loaded onto a trailer and Katy drove 530 miles through the night to Brooklands, stopping off en route to get the car MOT'ed at a Halfords just off the M6. The engine had 0 hours running so the run up Test Hill was very carefully done but Tim and I did run the car up the open part of the Brooklands embankment to get the real feel of what racing would have been like in the pre-war days.

After using the Special for social runs, competition called again and I entered the Scottish Hill climb Series. This is twelve hill climbs, four at each of the three Scottish hill climb tracks being Doune, Forrestburn and Fintry and I ran in the Pre-war and Pre 1965 class. This is a handicap class with the winner of each hill climb being the one who beats his previous best time by the largest amount.

Due to a Foot and Mouth outbreak only one event was run in 2001 at Forrestburn. It was a brilliant sunny day, unusual as it normally rains for every Forrestburn event, and the car flew up the hill getting a fantastic time.

Next year the full series ran, but I could never beat my previous Forrestburn time. However at the last event of the series at Doune, any one of three drivers could have won the series. After the final run I was 2nd, behind an Austin Healy 100/4 and in front of a Mini Cooper S. No excuses but the Scottish Hill climb tracks are so narrow and the turning circle for the 4 ½ 's being so poor, I couldn't get round the hairpin bends unless I could drift the rear end round.

I entered the Bentley Club Silverstone meeting but the 950 mile round trip and two days travelling and two days at the circuit for one 5 lap handicap race just wasn't worth the effort. We also had very enjoyable trips to Northern Ireland to compete at the Craigantlet Hill climb.

About this time an M45 saloon body was advertised For Sale in the Newsletter. The M45 saloon had been on the road but the body was getting tired and during a trip with the owner and his wife and children the doors came open while rounding a bend. That was the end of family outings in the car and it was dispatched for sale at the auction. The body was removed and a Le Mans replica body fitted and I understand that this car now resides in the Le Mans Museum. I purchased the body thinking how appropriate that when I'd finished competing in the Special I could return the car to what it had been when it left the factory, a handsome saloon. After a 1000mile return trip to Norfolk the body resided on a stout timber frame in my workshop. Nothing so simple!

At about the same time a hoard of Lagondas was found in a lock-up garage near Cardiff stored since the 1950's comprising an M45 T7 tourer, an M45 saloon and the chassis, axles and many other parts of an M45 saloon broken

up to provide spares for the other two cars. The cars were sold on and the parts advertised for sale. Another 1000 mile trip later, the parts were also stored in my workshop. Also about the same time I heard that Alan Brown had a replica T7 tourer body for sale at Knarr Mill and I subsequently purchased it. Decision time!

After much discussion the skimpy two seat body was removed from the Special, the engine was returned to the DHC and the rolling chassis was taken down to Duncan Buckley at Knarr Mill for him to restore the Special as a T7 tourer. Quite appropriate as his Dad had made the body some 15 years before. The chassis was extended back to original length and a full restoration started. When the Special was made by Ted Townsley most of the original fittings were removed to save weight so I commenced a major search for all the missing fittings; very time consuming but many original parts have come from the Club's second hand spares and fellow members. A new cylinder block was purchased from LMB to replace the cracked one but on a test run after full re-assembly a bead of water was seen to come out of the block and further investigation revealed that the block was porous with water also leaking into the bores. It was sent away for test and a new block, bored out to my piston size was supplied by LMB and re-assembled by Alan Brown and fellow members of the Tuesday Knarr Mill Club. Fast forward a few years and a fabulous Lagonda T7 tourer emerged from the Mill and nice enough to get Best in Class at the Annual Gathering.

So the only project left is the Lagonda M45 saloon reconstruction and in my eyes the M45 is the most attractive of any of the pre-war Lagonda saloons. When I purchased the body, I went through the Register of Members and counted the number of saloons. At the time there were only 19 listed, a few more have turned up in the proceeding years but in my eyes this meant that they were an endangered species. So many have been stripped of their original Lagonda constructed bodies and replaced with Le Mans replica or open touring bodies and it has always been my ambition to restore this as a saloon to add an extra one to that number. After many years of searching for the hundreds of parts that make up a Lagonda M45 saloon, with parts coming from as far away as Australia we're nearly there but only last week, Duncan rang to say that the re-conditioned M45 radiator that I purchased several years ago wasn't an M45, probably an M45R so the search begins again.

Duncan has worked tirelessly and we now have a rolling chassis, everything overhauled and I'm working on the engine with main components ready to go away for overhaul.

When the work on the chassis started Rob, the coach builder started work on the body by removing the aluminium panels to carry out some repairs but the timber frame was found to be in very poor condition and the decision was made to make a new frame. The existing frame was dismantled into component parts and new parts produced and re-assembled and we now have a brand new body frame with some of the parts strengthened to cope with the weakness of the pillarless design and all the hardware fittings overhauled. It is a work of art and almost a shame to cover it up with the metal panels. A true representation of the coach builders skill.

Work will continue on the project and hopefully in a while a fabulous M45 saloon will re-appear and be a credit to those who have worked on it. That will be it, no more restorations, and the only thing left for Katy and I will be to enjoy them.

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

FOR SALE

DB 2.6 LT LAGONDA SALOON for sale by Auction Morris Leslie on the 24th September. 1950 DB Lagonda 2.6 'Vantage'. In original and very good condition. Reg No ASY 777; Engine No LB6A/50/233 - Converted to 'Vantage' on 12.5.53 Chassis No LAG/50/191; Body colour Blue and trim beige. This fine example of the DB 2.6 Lagonda is in full working order and used regularly. The W.O. Bentley designed 2.6 'Vantage' engine makes this saloon very rare. The original Registration document, original Sellers documentation and additional historical paperwork afford this Lagonda great provenance. Contact Details. Peter Cochran, Mob 07831130749 or Email peter@knowes.net



Parts for sale by Jeff Leeks jeffleeks007@gmail.com

- **3 LITRE DB PARTS/SPARES.** Please ask for my updated DB List of spares/parts now available which includes; Bonnet in great condition, Chromed Grille complete with starting handle flap-lovely undamaged patina finish, Speedometer/Rev Counter-like new, Chrome Trim, Chassis Parts inc set of Brake Drums, Brake Linings & Backplates all two pack black painted, Handbrake with Cable, Fuel Tank, Distributor, Lower Body Side Sills-restored, Dealer Workshop Manual. I can also supply new stainless steel exhausts and wiring looms to order-ask for details and a quote
- **2 LITRE** Cylinder Head, with or without oil pipes-sound condition, 2" Lucas Ampere Gauge - black dial with white 20-0-20 amp markings, Smiths Cricklewood 4" clock with dash bezel and silver dial with black markings, NGK B6HS new plugs-30 off, Needle Roller bearings for Z gearbox

1932 Lagonda 2L LC SML. Well known 2 Litre Tourer - Owned by Peter Densham as he started the 2 Litre Register [No. 66] in the late 1940s. Motoring picture of this Lagonda painted by Roy Nockolds, as a gift to Densham from the Members. He then gave it to the Club as the 2 Litre 'Densham Trophy' - a print is in the History File. Pre War History still unknown so far! - Believed Factory Registered, this tourer, with Long VDP wings, was a Customer Order. Restored in '80s by Jack Wright, the Yorkshire engineer and Lagonda enthusiast. Used by his family for many years. A delightful car to drive, well maintained, with excellent brakes, precise and light steering with 21" wheels and Blockley Tyres. Full hood, tonneau and side screens. Owned over 20 years, well maintained and enjoyed for family outings, friends weddings and at Lagonda Club events, VSCC Driving Tests, touring in France, at Brooklands 12/12 and Reunions - winning a few trophies on the way, with lots of fun motoring! Offered with some spares, tool kit, history file, photos back to the late 1940s and more fun Lagonda motoring. **'Will be at Annual Gathering - Discussions around £ 87,500.'** Contact Christopher Hobbs H1, on christopher.hobbs@chco.co.uk - or 07775 847811.



WANTED

3ltr Tourer I am interested in a 'vintage' Three Litre tourer. Anything considered. Colin Mallett 07920 053517 colin@fulvens.com (Member)

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

A 17	Ronald Althoff	Fliederstrasse 19, 40668 Meerbusch, Germany
L 23	Patrick Leneghan	68 Anthony Close, Watford, WD19 4NE
R 14	Adam Ripley	Thornton Hall, Skippool Rd, Thornton, Lancashire. FY5 5LA LG45 tourer 12013 CLW 296
S 84	Toru Sakuma	Grand-Auto, Ltd, Toru Sakuma, Japan



THE DB GAZETTE

Most readers of the 'Gazette' will by now have added to their library by purchasing a copy of 'Brunel's Britain' and be wondering why I did not dwell on ships or boats! It's a great pity that the Brunels were not born a few years later, to become 'masters of the air!' We might have seen better things than 'Bristol Frighteners' crossing the channel carrying old Lagondas, and faster things than the dreaded Concorde flitting across the Atlantic carrying a handful of passengers. Someone said that if Brunel had designed Concorde it would be much larger and faster and carry 600 passengers, at least. Flights of Fantasy! My most outstanding Aviation memory is of an Avro Vulcan landing and departing RAAF base Richmond NSW. A 'Star Wars' class aeroplane still - to me anyway.

Now to DB cars designed in the forties, amidst air raids, over pints of Stained Ale! My car was built in 1947/48. It is the first production DHC but has many features that suggest it was a prototype design with the build finishing at Feltham.

For the record, its chassis number is LAG/8, note this number and the format of the number. Its engine number is LB6/48/13 and this seems apropos of nothing, simply a number not relating to sequence or location of build. Body number is 28002, one wonders just where this fell into an established sequence, or, was there a sequence? Gearbox parts are date stamped 1947.

Under the rear seat is the dreaded cubby hole complete with handmade coach style lifting / locking catch, a thing of beauty, rarely seen or discussed. Into this secret space goes the crank handle and wheel brace with room for a few bottles of decent wine and some other essentials like a corkscrew and glasses. I discarded the original three cornered jack which lacked stability.

Of vital interest to me is the door window surrounds. I have never seen another 2.6 DHC that features this design. To briefly describe the items, one on each window, there is a chromed surround which is fixed and carries the wind up or down window glass in channels. So when the window is lowered, the frame or surround remains in place. Obviously when the hood is lowered, the window surround remains erected so that one may travel with hood down and windows raised or lowered. Can anyone put a name to this mode of transport? I've heard all sorts of descriptions used to name this style of arrangement but seen nothing written, de-ville is one such descriptor.

The hood has only two positions, up or down, no fancy half position as I have seen described on another car, but used only when parked it seems. The door quarter vents are similar to all 2.6 adjustable vents to my knowledge.

The colour of LAG/8 is recorded as 'poly blue' whatever that might be but I'm guessing 'iridescent' is a modern descriptor. The hood was described as 'fawn mohair', once again unknown in my language and long gone when I purchased the car in 1960.

When I acquired this car I was advised that it 'had been purchased by Brown and Dureau Limited of Melbourne, Australia, from the floor of the Earls Court Motor Show in 1948' and was described as being built in 1948 and sold as a 1949 model. Not too confusing! On my copy of the works record is 'Show Car 1948', sort of confirming the previously held claim as stated. Sadly no records from Brown and Dureau are extant! They imported many Lagondas and were listed as 'Australian Agents' with showrooms in Sydney, prior to David Browns taking over in this country.

The car was first registered in Melbourne, Australia in 1949 to Brown and Dureau and it had been delivered into Sydney NSW earlier in that year but not registered in that state.

The next bit of the car's history is interesting indeed for it sat on 'trade plates' for some months at Brown and Dureau's Sydney showrooms while new camshafts were fitted under warranty. Evidence of this is provided on the back of the factory work sheets. Further evidence is the placing of centre punch marks, accompanied by chisel marks around the two notched sprockets that drive the camshafts. Such an array of symbols could only have been inflicted by an Australian who was totally out of depth with DOHC timing. I was surprised that there were no initials cut into the sprockets! Later the car was driven to Melbourne to be shown to the public and first registered in that state in 1949. The car was never registered in the UK! From this fact alone I deduce that the statement that the car 'was purchased from the floor of the 1948 Earls Court Motor Show' to be correct. It was then loaded onto a ship and delivered to Sydney, Australia. Hence, no record of this car exists in the UK.

By now, readers, if not bored witless by this long ramble, will wonder why I have bothered to place this bit of history on record. Can I prove all of the above? The answer is 'Well - most of it!' which begs the next question, 'Why bother?' The answer to this is because of perceived provenance or leaving little doubt as to where this car, LAG/8 fits in the published 'research' of the history of the beginnings of the DB series cars!

I will leave it to others to dispute or confirm my ramblings. I can prove almost all of the claims I make for this car, lost to DB amateur historians and record keepers for many years and leave you to ponder the importance or otherwise of provenance.

The car is still a delight to drive and I am mindful of being so lucky to have stumbled onto this collection of bits of old Spitfires, Lancasters and so on, now dressed in dark green with a beige hood made from Mercedes hooding materiel.

As someone said to me whilst I was still an apprentice, 'Give an Englishman a piece of metal and he'll make something up for you!'



A thing of beauty is a joy forever! LAG/8 and friends.

Now some Auction News from Antony Bowie and others:

A very well presented DB 2.6 saloon c/w 'Vantage' engine ex Peter Cochran will be auctioned by Morris Lesley Classic Car Auctions – morrislesley.com/auctions – 24th September, in Scotland.

[Silverstone Auctions | 1957 Aston Martin Lagonda 3.0 Series II Saloon](#)

[Art-on-Wheels | 1952 Lagonda 2.6 DHC | AutoVino \(\[autovinogroup.com\]\(http://autovinogroup.com\)\)](#)

Pls note, these entries may not be current, but are of interest. Blame the weather!

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

The hood latch hooks for the 2.6 drop-head coupé, left and right, plus both the plain and tab special washers are now in stock.

I received another enquiry about the spring clips used on the Smiths heater box and I will look into having a few made, however, that may already have happened since this heater box was used on a few other cars of the era. If you have details about an existing source of these clips please let me know.

For info only: Replacement lamp bulbs of the original Lucas type (222) for the L467 number plate lamp used on the 2.6, i.e. with large glass envelope, can still be found. The 233 bulbs on general offer for this application work fine but have a smaller, parallel to base glass. From North America but which sometimes turn up here are bulbs no. GE1895, directly equivalent to the Lucas 222. All are 4 Watt.

Please order parts via the website if possible

SPARES NEWS – September 2022

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

FROM THE SPARES OFFICE

Please note, the spares officer is unable to attend this year's AGM in September. We will therefore not be able to deliver any spares orders to the event.

NEW PARTS NOW AVAILABLE

	PRICE
DBBDY08 – DB Hood Latch – Left Hand, DB2.6 DHC Only	£12.40
DBBDY09 – DB Hood Latch – Right Hand, DB2.6 DHC Only	£12.40
DBBDY10 – DB Bumper Mounting Special Plain Washer, All 2.6L & 3L	£2.70
DBBDY11 – DB Bumper Mounting Special Tab Washer, All 2.6L & 3L	£2.40

All prices quoted are excluding VAT and carriage.

Back in Stock

- RBR415 - Drive Coupling 4.5L, V12 three-layer design
- SSPX11 - Front Spring U Bolts - 2L ,3L
- BRK213A - Pair of Front Hubs (Up to LG6)
- STGX05B - Steering ball 0.875" dia.

USED SPARES

Work is progressing with the re-organisation of the used spares department. We aim to have uploaded the bulk of our stock to the website, complete with new photographs, in 2023. You'll now find a good selection of parts available in the "Used Spares" section of the website, including V12/LG6, 16/80 & DB sub-categories, with all Lagonda models to follow. Visit <https://www.lagondaclub.com/spares/> where you will find the "Used Spares" section and all currently available model specific sub-categories.

New Parts in Progress

- 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 the following parts. Your support will influence the Committee's decision to proceed or not

- ZM chassis - braking system (13 parts)
- Rockers, 4.5L
- Fuel tank senders (3-terminal type) 2L, 3L
- Various DB parts, please see the Post-1945 Gazette for details
- PMP103/4 – High/Low water pump housing 16/80

NEW PARTS AVAILABLE

DBBDY08



DBBDY08 – DB Hood Latch – Left Hand, DB2.6 DHC Only

DBBDY09



DBBDY09 – DB Hood Latch – Right Hand, DB2.6 DHC Only

DBBDY10



DBBDY10 – DB Bumper Mounting Special Plain Washer, All 2.6L & 3L

DBBDY11



We are pleased to announce that the Lagonda Club can now offer all its members an exclusive 10% off all Castrol Classic Oil. To take advantage of this club exclusive offer, simply visit: www.lagondaclub.com/special-offers/.

From here, you will find the 10% discount code and a link through to the Castrol Classic Oils website. On the Castrol website you'll then be able to enter the code at the point of checkout, where your 10% discount will be deducted.

Nidderdale Summe Outing

In June 2023 a group of Lagonda owners are undertaking a four day tour of North Yorkshire. Driving roads that will allow them to exercise and enjoy their cars to the full with enthusiasts who bring the camaraderie and fellowship to maximise the experience.

The tour is based in the Yorke Arms, Ramsgill in Nidderdale where participants will have the opportunity to experience North Yorkshire at its best. Great roads, including two prewar hill climbs, and stunning Dales scenery. With lots of potential coffee, pastry, retail and libatious opportunities.

There will be a visit to Bowcliffe Hall, the former home of Robert Blackburn the creator of the Blackburn Aeroplane Company - the first British aircraft manufacturing company. The tour will include a buffet lunch in the convivial surroundings of a rather unusual motor club which we will be able to explore.



Most evening dining will be at the Yorke Arms, but on one evening the group will travel by coach to dinner in the characterful Cruck Barn at the Craven Arms, Appletreewick.

The event was heavily oversubscribed as soon as the idea was properly formulated. The main reason the event was oversubscribed is the capacity of the Yorke Arms. So, a number of people who were keen to participate were disappointed.

The Tour

So, I have decided to offer a rerun of the from Sunday 20th August and departure on Thursday 24th August.

The Yorke Arms has 17 double rooms and one single. With an opportunity for a number of the double rooms to be converted to twins and so potentially shareable for people on their own. The group in total will be no more than 35 people, which I expect to be 18 cars.

The cost will be £1300 per room for a double and £860 for the single. If two individuals share a double room the cost is £675 each, but there is only one room with single occupancy. Breakfast, all evening meals, and the buffet at Bowcliffe Hall are included.

If you are interested, A refundable deposit of £100 will be required to reserve a place. If I don't receive sufficient interest the deposit will be refunded. If there is interest and the tour becomes feasible a further £150 deposit will be required and the £250 in total will become non-refundable as I will have to pay deposits on the accommodation.

In the event of unforeseen circumstances making attendance impossible the deposit could be refunded if a suitable replacement is found - we are all enthusiasts and this is not a commercial venture. The plan is to make neither profit nor loss.

So, how to proceed?

If you would like to take part, I just need you to email me at a1.harrison@btinternet.com. I will then send you the bank details in which to pay the deposit.

If we don't receive enough interest I will shelve the idea and refund all the deposits received. Any queries or further information can be obtained by emailing the address above.

Alan