



[www.lagondaclub.com](http://www.lagondaclub.com)

# NEWSLETTER

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Newsletter compiled By: Tim Wadsworth  
To include news items please email Tim at  
[newsletter-editor@lagondaclub.com](mailto:newsletter-editor@lagondaclub.com)  
This month's Guest Contributor is:  
**Richard Walker**

**No. 509**

**April 2023**

**For full details of the events please refer to the EVENT's page on the Website**  
**<https://www.lagondaclub.com/events/>**

## April

15<sup>th</sup>  
18<sup>th</sup>

**LC Anglia Area Pub Meet:** TBC. 12:00 contact [Len.cozzolino@lagondaclub.com](mailto:Len.cozzolino@lagondaclub.com)  
**Pre-War Wheels at The Maybush,** @ 19:00 - 21:00. On the A415 Abingdon Rd, Newbridge, Witney OX29 7QD. Contact Kenneth Jeddere-Fisher [kenjedfish@gmail.com](mailto:kenjedfish@gmail.com)

22<sup>nd</sup>

**LC East Midlands Pub Meet:** The Wheatsheaf Inn, Woodhouse Eaves, LE12 8SS. 12.00 onwards. Contact John Boyes: [john.s.boyes@btinternet.com](mailto:john.s.boyes@btinternet.com)

22<sup>nd</sup>  
28<sup>th</sup>

**VSCC Silverstone AutoSOLO**

**LC Northern Dinner** The Izaak Walton Hotel, Dovedale, Ashbourne, Derbyshire DE6 2AY contact Nigel Hall [nigelhallgb@gmail.com](mailto:nigelhallgb@gmail.com)

30<sup>th</sup>

**VSCC** Curborough Speed Trials

Notice of events are coming in thick and fast. Here are some that will be of particular interest to members.

The Lagonda Club East Midlands section is organising a pub meet on April 22<sup>nd</sup> at the Wheatsheaf Inn, Woodhouse Eaves, LE12 8SS. 12.00 onwards. Contact John Boyes: [john.s.boyes@btinternet.com](mailto:john.s.boyes@btinternet.com)

On the same day the VSCC is holding its first Race Meeting of the year at Silverstone. There will be at least two Lagondas racing plus many other exciting cars giving a full day of action both on the track and in the AutoSOLO area.

Then of course we have The Northern Dinner on Friday 28<sup>th</sup> April. If you plan to go, but have not booked, all information can be found in previous month's flyers.

For those who enjoy an alternative form of racing the Grafton Point-to-Point horse races are being held on Sunday 14<sup>th</sup> May near Banbury. There will be a display of proper vehicles in a dedicated area in the best part of the venue. The venue itself is a beautiful private estate and entry is free for pre-war and other proper motor cars and their occupants. For further information, email Mathew Collings ([mcollings@maitlandchambers.com](mailto:mcollings@maitlandchambers.com)) or call on 01908 501739

At the end of this letter you will find a flyer for the Suffolk Dinner which is on Thursday 13<sup>th</sup> July. Lots of fun to be had by all.

This month our letter is from Richard Walker who has inherited his father's meticulously restored blown 2 litre.

In 1989 my father (John Walker) came across an article in an old scrapbook lent to him by an old friend. It featured a firm by the name of Cuthbert and Houghton of Guildford who specialised in the tuning and improving the performance of sportscars. They both had experience of racing at Brooklands, and Cuthbert had made alterations to a standard 2ltr supercharged Lagonda by the addition of an oversize powerplus supercharger and competition type close ratio gearbox. The picture of the Lagonda used was at the bottom of the article and its number plate was PL7016 which my father John Walker and now I have owned for the last 53 years.

Later on that year Dad decided to make use of the Beaulieu Museum's library, to see if it was possible to trace the magazine from which the above article came from. During the search we came across a picture of a Lagonda being raced at a 1932 Easter Brooklands meeting being driven by a W A Cuthbert. There was no visual proof that this might be our car, apart from a strong personal feeling from Dad. We then decided to look at Bill Boddy's history of Brooklands

and there was W A Cuthbert driving his Lagonda into second place in the Norfolk mountain race Brooklands Easter meeting in 1932, 3<sup>rd</sup> in the Brooklands Whit Monday second Sprint Handicap race 1932

We wrote to Arnold Davy to let him know of our finds, and he managed to establish, by comparing the typeface, that the article could have come from the motoring section of the 'Country Life'. The next step was to visit the reading room of the British Museum. After much difficulty and red tape we managed to track down the article in the February 1932 edition of the Country Life which had been written by Maynard Grenville, the motoring correspondent and the page on microfilm.

By now Dad and I were getting very interested in Mr W A Cuthbert and we then got in contact with the Surrey Local Studies Library to see if we could get more information on the firm of Cuthbert and Houghton, to see if we come up with some addresses or a lead to his family, we were told it may be a number of weeks before any information might be forthcoming.

In May of 1990 Dad and I took part in the Norwich Union Rally in the Lagonda. Later that year in August Dad received a letter from a Major Jack Rycroft, whose niece had also competed in the rally, knowing her uncle's interest in cars, had sent him the Norwich Union programme which featured a photograph of our car PL7016. He immediately recognised the number plate and the very distinctive radiator cap (as seen in photo)

The Major's letter revealed some more interesting information on the car's history. The Major had purchased the car from Mike Hawthorn's father in 1935, it was fitted with a No12 Powerplus supercharger and in Jack's words 'reputed to be the fastest supercharged 2 ltr in existence' There was an emblem of a leaping jaguar on either side of the scuttle with the words 'Powerplus Supercharger' that had been presented by George Eyston. Jack had raced the car at Brooklands in the 1937 JCC meeting and had competed in the 1936 Pool Speed Trials. The car was affectionately as 'Tigger' because of the peculiar sound the supercharger made when ticking over.

Dad and I drove to Milton where 'Tigger' and the major had a most enjoyable reunion. Jack kindly lent us some great photos of himself racing the car at Brooklands. From the back of the photograph we managed to trace the original negative from a firm called 'Quadrant Picture Library' in Surrey. The rest of the photos we copied with good results.

Surrey local Studies Library now had come back to us with confirmation that Cuthbert and Houghton had a garage at 92 High Street, Guildford from 1931 till the outbreak of the second world war, and also gave us the last known address of W A Cuthbert at Compton Near Guildford.

We decided to take a trip out in the Lagonda to see if we could find the address in Compton. We found the house but it appeared to be deserted and all the neighbours appeared to be out. As it was near lunchtime, we decided to visit Losely Park nearby, after a good lunch and a pint we had a look round the main house. On the way in dad casually asked the lady on the door if she knew of the Cuthbert family. She looked rather surprised by the question, then owned up to being an old girlfriend of Tinka Patterson, who was the stepson of W A Cuthbert. She also informed us that W A Cuthbert died in 1978, but we should get in contact with a Mrs Nash who had worked for the Cuthbert family.

We also had a conversation with a Mr Fred Gooch who worked at Losely Park. He happened to know Mrs Nash and by the evening Mr Gooch had contacted Mrs Nash, who in turn gave him W A Cuthbert's daughter address, a Mrs Joanna Cennell. Dad immediately contacted her. She couldn't remember all the cars that he owned but knew he owned a Lagonda and raced a Riley called the 'Cuthbert Special'

We were kindly invited to Mrs Cennell's house in Chiddingfold. Her lounge walls were covered in pictures of her father and his racing cars, and to Dad's delight there was a picture of PL7016 stripped out and racing round the Brooklands circuit in 1932, with its famous radiator cap and the leaping jaguar on the scuttle, conclusive proof of the cars racing history.

Arnold Davy also confirmed that the picture at Brooklands was the Whit Monday event in 1932, the race being the Nottingham Senior Mountain race. In which he was unplaced, having spun and fractured an oil pipe. He continued but the broken oil pipe sprayed oil onto the exhaust, so he was pursued by a smoke screen.

After all these exciting discoveries of the car, the more recent history is far vaguer apart from knowing the car was owned by a Mr Delvalle in 1962. We however did discover that Cuthbert also had a garage at Brooklands and one of the garages still bears his name.

Dad rebuilt the Lagonda in the early 70's and that's how it is today, now fitted with a Zoller no5 supercharger and performs really well.

More recently in 2016 I married Sally at the Guildhall in Windsor and drove PL7016 with my lovely bride to Brooklands where we had our wedding reception, followed by Dad in his LG45 saloon with a Gardner diesel engine.

Sadly, Dad passed away just over a year later and I am now the lucky custodian of PL7016. I continue to drive the car as much as possible, the most recent was the Lagonda AGM last year and aim to do many more events this year.

Tony May's daughter Hilary, has contacted us with the sad news that her father, Anthony May passed peacefully away on 4/3/23. He was ninety-one and unfortunately contracted Covid in the care home. Tony was for many years the Club's Magazine Editor but is also known for his assistance to Arnold Davey in producing the definitive history of the Lagonda marque. His funeral took place on 30<sup>th</sup> March at Lindfield West Sussex and The Lagonda Club was mentioned in the eulogy.

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

## FOR SALE:

**Lovely period Voltmeter-nickel plated Edwardian/early vintage** professionally restored around 40 years ago by John Marks Vintage Restorations whilst retaining the original paper front panel. I am looking for reasonable offers to a good home. Mike Farrow 01544 267371

**Set of Lagonda Club Magazines** complete to date. £450. Arthur Brend, Dorset. 01929 471493 or [agrend@gmail.com](mailto:agrend@gmail.com)

**Items for sale from Jeff Leeks: Contact [jeffleeks007@gmail.com](mailto:jeffleeks007@gmail.com)**

- 2.6 & 3.0 litre DB parts- Stainless Steel Exhaust Systems and Wiring Looms available to order.
- 3 litre bonnet in great condition
- Speedo and Rev Counter Gauge-like new
- Brake Drums with Backplates set-two packed black- 3litre
- Chrome Window surrounds-3 litre
- Distributor- 3 litre
- Fuel Tank -2 packed black- 3 litre
- Jackall fluid tank and control
- 2 litre cylinder head with oil pipes in good condition

**1930 2-Litre Low Chassis Tourer**, RF7829. One family ownership since 1956. Beautiful example of this originally supercharged model (removed during early restoration). Black bodywork/hood, red wheels/upholstery, excellent condition. Good mechanical order and runs well. Comprehensive maintenance history. Large collection of spares including rear axle and engine block. Based in Kent. Enquiries to Andy King [ajkmob@gmail.com](mailto:ajkmob@gmail.com) / 07951 855082



## WANTED

**Wanted, a set of 21" wheels.** I'm building a 1931 3 litre, with a T1 body. It came with 19" wheels, which feel small. Many thanks. Stephen Leckie, 07967650134 [stephen.leckie@crieffhydro.com](mailto:stephen.leckie@crieffhydro.com)

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

M 5	Roger Mallabone	14 14th street, Pageview, Johannesburg, Gauteng, 2092, S Africa N/O
S 6	Adolf Schacherleitner	Steinwand 17, 4852 Weyregg am Attersee, Austria N/O



## THE DB GAZETTE

Following on from Gazette No 158, the one that invited comment regarding the list of Publications regarding the DB series cars, I am pleased to say that I received one comment! The comment invited me to review one of the publications.

Sadly, although I have read all of the publications listed, I consider myself to be hardly qualified to review these publications. I could of course simply state my impressions, so that's the course I will take. Others are welcome to send me their comments.

In my opinion any DB owner should strive to acquire ALL of these publications, if one is to become fully aware of the history of these magnificent old cars and to appreciate their value relative to a place in British motoring history. Each publication has a contribution to make to the DB knowledge base. Some travel the same roads.

One must take care when delving into this form of reading - dare I use the term 'research'? - when forming opinions, often based on personal observation and compared only to personally acquired experience rather than objective study of engineering or standards. It can be tempting to become an authority.

So that's the end of my lecture! Read the books and make notes, enjoy them for what they are but take care to cross reference with engineering standards before making decisions regarding changes or modifications that you may wish to introduce.

It's a pity that we don't have a Manual of Standard repair Procedures to supplement the WSM to follow when we are considering just how to go about stopping oil leaks, engine rumbles, overheating, blown gaskets, or in my case a wheel falling off!

One final point I make is that if more DB owners shared their journeys by writing about the simplest of tasks they can accomplish, even if a wheel falls off, we might all learn more about maintaining these vehicles.

I note that the Aston Owners seem to have organised a flow of technical information recognising some of the same problems facing owners of the early DB series, especially the engines. Perhaps that why so many of the DB Lagondas are broken up for their mechanical (engine) components!

The Lagonda Club Magazines have some interesting articles published over time referencing the DB cars but little of a useful technical nature. A case in point is the introduction of a vacuum bleed to the engine sump to overcome oil discharge from the rear main seal!

If any reader has knowledge or experience of repair procedures that we might all benefit from I would be pleased to hear from them.

You might observe the sales contributions from Antony Bowie from time to time. Thanks Antony for these interesting sales features.

I note that currently many of the DB series cars are being offered for sale, in fact it seems that at any month of the year there is at least one car up for auction sale in the UK.

Could this be the beginning of the end of the collectable lives of these cars?

Are we being subtly influenced to move to electrical power?

Can you conceive of a battery powered DB drophead or saloon? Nar, neither can I!

I hope some form of petrol rationing/distribution will prevail in the future so that we may still continue to drive old cars from time to time without destroying the planet!

In this country there is a focus on historic registration number plates. \$400,000.00 was offered at auction recently for 100 year old rego plates! Unbelievable - no car attached!

To conclude, I don't consider the list of publications I published to be complete nor to be the only reading owners must undertake and so if any reader would like to extend the list please make me aware.

Peter Henson H62 octane1@bigpond.com

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Now, thanks to Antony, another offering that should be snapped up by a DB restorer.

[An exciting rolling-restoration project that appears to be mostly complete with solid bodywork, c \(the-saleroom.com\)](http://the-saleroom.com)

Yes, the car is now sold but worth looking up to see just what you probably missed out on! Even the steering wheel had been restored. Anyone know where this car went to?

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

Whitworth threads: I had thought that the only Whitworth thread use on the DB cars was that used in one of the early dynamo brackets. I discovered recently that the countersunk machine screws used on the door window regulators are also Whitworth threads - I imagine 'bought in' assemblies (Wilmot Breeden?) might be the reason. It's a shame because a source of BSF 1/4 c/sunk machine screws had been found. I mention this only in relation to the Spares Committee's program of making available the more widely used sizes of fixing hardware for our cars - which is still proceeding.

Nothing else to report at this time but please get in touch with any other suggestions for DB chassis and body components you are in need of

**Please order parts via the website if possible**

## SPARES NEWS – April 2023

E-mail: [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

### PRICE

ENG525K - Crankcase for Meadows engine £12,000

### GASKETS

GSK234 - Water pump to support casting to crankcase, 2L	£4.10
GSK235 – Water pump transfer pipe to radiator, 2L	£2.05
GSK423 – Oil distribution block, 4.5L	£2.35
GSK424 – Elbow, rear of block, 4.5L	£1.34
GSK425 - Oil lid, 4.5L	£2.10
GSK426 - Flywheel access cover, 4.5L	£2.40
GSK427 - Sump access cover, 4.5L	£4.30
GSK428 - Oil pick up access plate, 4.5L	£3.72
GSK429 - Crankshaft oil housing, 4.5L	£5.64
GSK430 - Breather tower (fan housing), 4.5L	£3.72
GSK431 - Adaptor plate, carburettor, 4.5L	£3.56
GSK432 - Take off, oil filter adaptor, 4.5L	£3.56
GSK433 - Oil filter housing, 4.5L	£3.56
GSK434 - Water pump elbow, 4.5L	£1.50
GSK435 - Water pump, 4.5L	£7.50
GSK436 - Water pump adaptor plate/jack shaft carrier, 4.5L	£15.60
GSK437 - Water pump plate, 4.5L	£7.20
GSK438 - Magneto gearbox assembly, 4.5L	£18.40
GSK439 - Lid gasket, rear of magneto gearbox, 4.5L	£1.74
GSK440 - Rear camshaft bearing, 4.5L	£4.00
GSK441 - Rocker supply pipe, 4.5L	£0.82

(All prices excluding VAT)

### BACK IN STOCK

- SPKX05 - 4.5L starter motor Lucas manufacture, fully reconditioned.
- SPKX04 – Scintilla Earth Connector
- GSKV04S – Exhaust Gasket, V12
- VLV402 - Guide inlet & exhaust M45 LG45 S1 & S2
- SPKX06 - M45 Rotax Starter Motor, fully reconditioned.
- GSK421 - Gasket for water rail, 4.5L Meadows
- GRS201 - Timing gear, right hand 2L

### USED SPARES NEWS – **\*V12 CATEGORY UPDATE\***

We're pleased to inform our members that the V12 used spares category is now live on our website, with photographs and prices for all available parts. This represents the vast majority of our V12 stock, though there will be further additions in the coming months.

Visit <https://www.lagondaclub.com/spares/v12/> to browse all of the available stock.

You'll also find a good selection of parts available in the "Used Spares" section of the website, alongside the V12 stock, including 16/80 & DB sub-categories. We're now beginning work on processing the club's 2L stock, with M45 and 3L categories to follow.

### NEW PARTS IN PROGRESS



## SPARES NEWS – April 2023

E-mail: [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

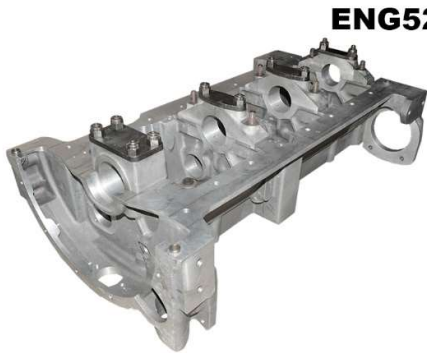
- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L
- U-bolts for all road springs that are not already covered

- Gasket range now launched, please advise Robin of any additional requirements.

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

### ENG225K – Crankcase for Meadows Engine – NOW AVAILABLE TO ORDER



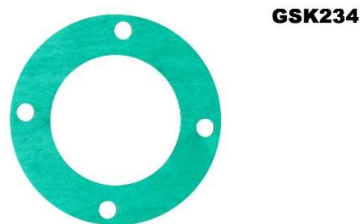
#### ENG525K

This crankcase is an almost exact copy of an LG45 crankcase (Sanction 4 spec.), but it is superior in being made from a high-grade modern alloy and fully heat treated. It is superior to anything that has been on the market before. It is also almost identical to an LG6 crankcase. It can be used satisfactorily for M45s (inc. Rapides) but modifications may need to be made to the cylinder block studs. To be safe, you should take expert advice on fitting to your engine, as many engines have been modified and upgraded over the years and are not as originally supplied by Lagonda in the 1930s. The crankcase will not require any modifications in order to be

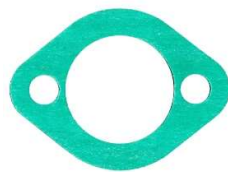
fitted to an M45, though a new set of special stepped studs will be needed. We are confident that these crankcases can be fitted satisfactorily to any Meadows-engined Lagonda (and to Invictas).

**NB: Though pictured in our stock photos, main bearing caps and studs are not included with the crankcase.**

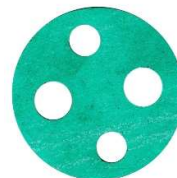
These crankcases are made to order, and on a 3-month lead-time. Delivery fee to be confirmed subject to the buyer's location.



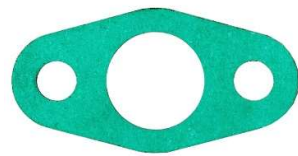
**GSK234**  
GSK234 - Water pump to support casting to crankcase, 2L



**GSK235**  
Water pump transfer pipe to radiator, 2L



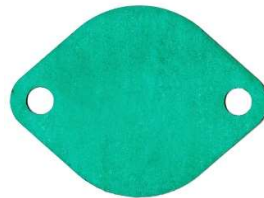
**GSK423**  
Oil distribution block, 4.5L



**GSK424**  
Elbow, rear of block, 4.5L



**GSK425**  
Oil lid, 4.5L

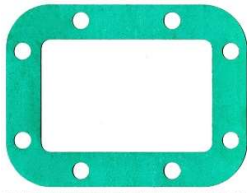


**GSK426**  
Flywheel access cover, 4.5L

## SPARES NEWS – April 2023

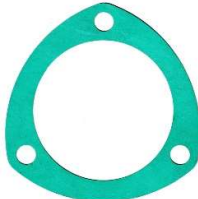
E-mail: [spares@lagondaclub.com](mailto:spares@lagondaclub.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

**GSK427**



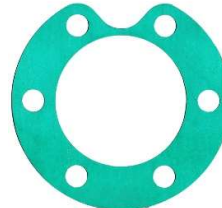
Sump access cover, 4.5L

**GSK428**



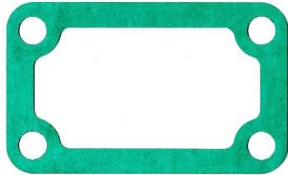
Oil pick-up access plate, 4.5L

**GSK429**



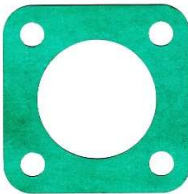
Crankshaft oil housing, 4.5L

**GSK430**



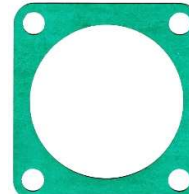
Breather tower (fan housing), 4.5L

**GSK431**



Adaptor plate, carburettor, 4.5L

**GSK432**



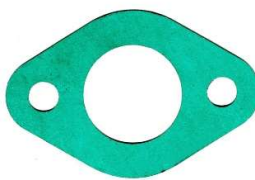
Take off, oil filter adaptor, 4.5L

**GSK433**



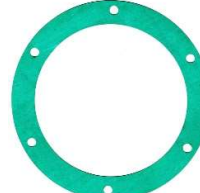
Oil filter housing, 4.5L

**GSK434**



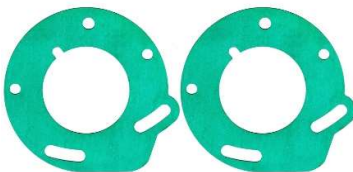
Water pump elbow, 4.5L

**GSK435**



Water pump, 4.5L

**GSK436**



Water pump adaptor plate/jack shaft carrier Set, 4.5L

**GSK437**



Water pump plate, 4.5L

**GSK438**



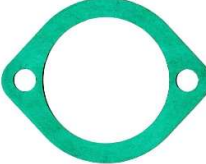
Magneto gearbox assembly Set, 4.5L

**GSK439**



Lid gasket, rear of magneto gearbox, 4.5L

**GSK440**



Rear camshaft bearing, 4.5L

**GSK441**



Rocker supply pipe, 4.5L



# The Northern Dinner — Friday 28<sup>th</sup> April, 2023

The Izaak Walton Hotel, Dovedale, Ashbourne, Derbyshire DE6 2AY

More information this month, with a short description by Tim Gresty of the Friday tour which he has kindly arranged - many thanks Tim. Fuller details by *email* beforehand if we know you're joining in, or on the day at the hotel - some of us are staying Thursday night.

'Our informal Northern Dinner tour departs the Izaak Walton from 10.30 on Friday 28<sup>th</sup> April. The 50 mile itinerary can be split into morning and afternoon 25 mile sections, or you can join in at any of the villages en route. Directions will be simple and straightforward.

'We wend our way through Ilam village, passing the evocative ruins of Throwley Old Hall, and on via Waterhouses to Butterton, with its elongated ford. Then we climb to the scenic B5053>>B55054, passing the northern terminus of the Leek and Manifold Light Railway at Hulme End, with its Infocentre and adjacent cafe. After Dartington, with duckpond and petrol, we drive the 12 miles of a road race circuit proposed in 1952 as a rival to Le Mans. The Bulls Head Inn and Old Smithy cafe in adjacent Monyash cater for all lunch appetites.

'We then pass Arbor Low and Magpie Mine before descending to the Peak district's most scenic village, Ashford-in-the-Water; after Tissington village and ford, we pass through Thorpe, with its garage for petrol, and back to the Izaak Walton Hotel'

Please book your room direct with the hotel, mentioning the club; 01335 350981.

Here's a squeezed- in version of the Dinner menu; £37 per head; Print, tick choices and send to me with a cheque, or book on the Club website -'Events- Northern Dinner.'

**Starters:** Prawn crayfish avocado cocktail, buttered rye bread / Leek and potato soup /crispy chicken, garlic aioli, lime salad

**Mains:** Rolled feather blade of beef, tender stem, savoy, buttered mash / Pan fried chicken supreme, petit pois, wilted baby gem, mustard cream sauce/ Wild mushroom arancini, spiced tomato ragu, parmesan crisp

**Desserts:** Double chocolate brownie, mousse, chocolate sorbet/ Lemon posset, raspberry, biscotto biscuits/ Vanilla cheesecake, passion fruit sorbet, poached berry compote: Coffee.

**Contact:** Nigel Hall, Mile End House, 32, Broadbottom Road, Mottram, Hyde, SK14 6JA  
[nigelhallgb@gmail.com](mailto:nigelhallgb@gmail.com) Home: 01457 762766 Mobile: 0783163a383



# Suffolk Lagonda Dinner

## Ufford Park Hotel Woodbridge Suffolk

The 44<sup>th</sup> Suffolk Dinner will take place at 7.30 pm on Thursday 13th July 2023

Holding the event in the middle of the week proved a great success last year. Many local attractions can also be booked so visitors can enjoy a mini break touring the countryside. It's also an easy drive from Harwich and we were very pleased to welcome a number of Continental visitors. We hope more will come this year.

Visitors are invited to bring their cars to *Friston Classics On The Green* which takes place from around 1 pm on the 13<sup>th</sup> July. We will try and keep all the Lagondas together in one place. There will be a coffee morning at the Club spares operation at Johnson's Farm at Carlton near Saxmundham followed by a pub lunch in the Friston Chequers on Friday 14<sup>th</sup> July.

To find out more or book the dinner, contact Leah Knee 01728 604040 [spares@lagondaclub.com](mailto:spares@lagondaclub.com) or Colin Mallett 07920 053517 [colin@fulvens.com](mailto:colin@fulvens.com).

Menu choices are attached. £45.00 per head. Payment: bank transfer or debit card preferred. Closing date 29<sup>th</sup> June.

To book the hotel, please contact Ufford Park direct on 01394 383555 or [reservations@uffordpark.co.uk](mailto:reservations@uffordpark.co.uk). quoting "Lagonda." The hotel offers special spa and golf packages. Secure parking is available.

The Lagonda Club website <https://www.lagondaclub.com/events/> will be kept up to date and can be viewed by non-members.

### **Starter**

- Cream of vegetable soup, herb roasted croutons V, VG
- Duck liver pate, orange and cranberry chutney, rocket and lambs leaf salad
- Prawn and smoked salmon platter with a lemon infusion

### **Main course**

- 12-hour slow cooked shin of English beef, creamed potato, honey roast root vegetables, French beans, bourguignon sauce GF
- Grilled organic salmon fillet, lemon and dill crushed potato cake, creamed savoy cabbage, asparagus, hollandaise sauce GF
- Chargrilled Vegetable tian with glazed Vegan mozzarella, sautéed new potatoes, black olive tapenade, sun blushed tomatoes V, VG, GF

### **Dessert**

- Baked vanilla cheesecake, chocolate ice cream, salted caramel syrup
- Eton "Tidy" Mess, meringue pearls, champagne jelly, seasonal berries, vanilla cream, raspberry coulis
- Sticky Toffee Pudding, Butterscotch Sauce, vanilla ice cream or clotted cream