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COVER: David Stone-Lee's superb DB 2.6 drophead, pictured on a fine day at Wisborough Green. Picture from Peter Lloyd

Contents

From the Workbench

Roger Seabrook

TAKE A LOOK AT the recently disinterred LG6 in this issue. A major amount of work needed here, and makes my saloon project seem trivial in comparison. I am looking forward to updates on progress with this car.

When I first joined the Lagonda Club there were many competitive events that attracted a fair number of Club members – people were less afraid of breaking something as there was probably a mouldering wreck that would yield up spares to keep the sports car going. For me, Lagondas were always at the limit of my purchasing ability although the price differentials now are greater between, say, an M45 and a 2 litre. So it is good to see our Competition Secretary and other stalwarts taking part in some serious racing – Tim's review herein is a good read.

By the time you get this edition, Drive-it-day will have taken place – this is a good milestone to get your Spring servicing done and the car out on the road. If anyone has some news on their day, plus some pictures, please let me know. Our Chairman has recently restored a unique (probably) Vincent bodied 2 litre, and sent me a photo. It looks to be a very nice car, based on the Speed Model High Chassis.

Back in the 1970s Dan Margulies had a similar looking drop-head coupe for sale, which I would have bought if the car I now have hadn't come up at the same time. It had returned from America, where it had run a big-end. I often wonder what happened to it.

Well, at last the saloon is ready to start up, and will be driveable once the repainted wings are back. Nearly 40 years ago I re-sprayed the tourer's front wings and bonnet (the Workmate still has black paint all over it). I borrowed a kit made from an old industrial refrigeration compressor, which blew at high volume and wasted a lot of paint (but gave a very good finish). It took ages to fill, flat, and prime the metal, but the newly applied gloss paint looked marvellous. Until I discovered, two days later, that the paint was still wet! I then found out the supplier had mistakenly provided paint that require curing in an oven. You can imagine my frustration at having to strip all the nicely prepared fittings and start again. It was also very expensive. So I entrusted the saloon's items to a professional with access to a proper paint shop. Cheaper in the long run, and I don't have the patience to do it.

However, nearly all the body and mechanical repairs/fettling I have done myself. ■

Last date for copy for the Summer Magazine is FRIDAY 28th June 2019. New articles are needed please, and interesting photographs.

Wisborough Green, October 2018

Michael Drakeford reports

AS REGULAR AS clockwork, the sun came out for the last 'South' Area meet taking place at Wisborough Green.

Warm sunshine greeted over 50 members, family and guests for lunch at The Cricketers Arms. Furthest to travel was Andrew Cheyne from Lymington. At the Annual gathering the Bellini trophy had been awarded incorrectly to a bemused Nick Channing, who, being a regular at Southern events, brought it along for Andrew Cheyne. Andrew gave a wry smile when he observed that this was for the best performance 'in competition by a newcomer'. He had received it for the first time a couple of years ago, and this year was still considered a novice member after 59 years in the club.

There was a grand display of cars with a DB2.6 brought by Polly and a much-relieved David Stone-Lee, having sorted out a recent charging problem.

There were two very nice M35Rs, by Roy Callow and Samuel Scott, two M45s by Nigel Walder and the Drakefords, a 3½/4½ special by Andrew Cheyne, Jane and Ian Anderson in a Rapier, Peter and Natalie Blenk in the LG45, and a Team car replica brought by Malcom Simmonds and friends. Stars of the day were Nick Channing plus oversize dog in his Van den Plas V12, and the second V12 driven by Jim, with the ever charming Shirley Valentine. Together with four very nice classics, there was much to admire.

One missing car was that of Peter Minett and Pat Heather. The 2L H/C had succumbed to fuel starvation 10 miles after setting out and despite Peter's efforts and that of the RAC, the Green Goddess could not be persuaded into other than an uncomfortable trot, and finally made it home to Farnham long after we had left Wisborough Green - after yet another enjoyable lunch at The Cricketers Arms. ■

Fine cars on a fine day - perfect! *Picture from Peter Lloyd*

Andrew Cheyne receives the Bellini Trophy - his car in the background

The Bellini Trophy close up

Pictures from Peter Lloyd

Competition Round Up

Tim Parker looks back over the last year

THE 2018 SEASON was somewhat brief for your competition secretary. The damage caused by the seized magneto took some time to resolve. Having identified what damage had been done – 4 bent valves – the task to replace parts commenced. This involved a trip to Len Patterson's workshop in Lincolnshire to talk of valves and heads then to magneto expert Tony Stairs in North London. I am grateful to Julian Messent who advised on the correct timing for camshafts supplied by him and indebted to David Ayre for his help in reassembling. Finally the Lagonda Club workshop manual with annotations by Tim Wadsworth was invaluable. All this took me to shortly before VSCC Cadwell in July then to Spa 6 hours in September and that was it! More of both below. As I write (somewhat behind schedule…) I have just returned from the Goodwood Members Meeting, which for the first time held a race for pre-1930 sports cars. It was a fantastic, if somewhat pricey, event and I thoroughly enjoyed it. I have only ever sprinted at Goodwood; to my mind the circuit is well suited to our cars where high speed and cornering ability are perhaps stronger suits than pure acceleration!

But back to the 2018 season. Consummate rallyist John Abel kicked off with an overall victory in the Measham. Those of you who are members of the Rapier Register will have read some enjoyable articles about Measham rallies through the ages. It does sound great fun; something I need to try out in the drophead one of these frosty winters. Speaking of cold winters in the drophead I had a comfortable ride, if not a very quick one, in it at the VSCC Pomeroy Trophy. Given that Laurence Pomeroy's challenge was to identify the car best suited to long-distance touring, what better car to compete in? Well if not a 2 litre, Mark Hayward had the answer in the ex-Nick Hine LG45. It was his first outing in the car and he just missed a third prize. His usual competing steed is an Alvis FWD, but hopefully he will be persuaded out in the LG45 in future.

The VSCC Spring Start meeting at Silverstone enjoyed perfect weather for once. Two Lagondas took part, plus Trevor Swete in his Invicta. Tim Wadsworth's 2 litre ran out of sparks half way through his race but Nick Morley fared better with the LG45 special coming 13th in his race.

In June Richard Reay-Smith was back on the track at Donnington after more than a year's absence. Richard was running-in a new more powerful engine in his LG45 in advance of Classic Le Mans in July. In race 1 for Set 3 cars he came 17th with Tim Wadsworth in his 2 litre 22nd. The only other Lagonda present was Nick Morley's LG45, classified, as a special which came in 10th in his race.

The Lagonda Club was well represented at the Brooklands Double Twelve with six cars taking part in the concours, four in the speed trials and five in the driving tests. Dick Slaughter in his 2 litre enjoyed a 3rd in class in the VSCC Speed Trials. Those taking part in two of the three events competed for the overall prizes. Nick Jubert was 20th, David Bracey 23rd, Michael Drakeford 24th,and Roy Callow 31st.

Andrew Howe-Davies ex-Vokes 3 Litre with the Spa circuit in the background

Tim Parker's purposeful 2.4 Litre, complete with trophies - Spa event

Andrew Howe-Davies, Tim Parker and Tim Greenhill celebrate their success at Spa

Andrew Cheyne - 3 ½/4½ Special - storming up Prescott Hill

The Club was also well represented at the biennial Classic Le Mans in which Martin Bugler, Richard Reay-Smith, Robert Lewis, Trevor Swete and Chris Ball took part. Meanwhile member Dan Ghose from Connecticut was co-driving an Alfa Romeo 8C 2300. There was also a non-member, H Hubner in Peter Whenman's old Rapier.

I am grateful to Richard Reay-Smith who produced the following report: "In the first of the three 40 minute Races, starting at 4 pm on Saturday, Trevor finished 11th and Martin 14th out of 69 starters. I was running in a new engine (don't ask) and so was very satisfied to be 23rd despite some gear selection problems, and Robert was less than a second behind in 24th place. Dan Ghose's Alfa Romeo was 26th. Chris and Nick Ball and the German Rapier both developed severe engine problems in practice and so were unable to race. At least Chris and Nick could still race their Jaguar D Type in a later grid.

Martin Bugler finished 10th in the night race. I had a comparatively trouble-free race except for some brake fade and was 19th with Robert 22nd. The Alfa was 28th. Trevor was not permitted to start by the stewards because he did not have a balaclava even though this had previously been allowed by the scrutineers. He lost two laps while finding one to borrow and then carved through the field to finish 40th.

In the final race on Sunday morning, Trevor was 13th, Robert 23rd and the Alfa was 38th while Martin and I retired, being classified 42nd and 45th. Martin had a mysterious loss of power, later diagnosed as an electrical problem, while my brakes gave up completely, which can be a little embarrassing at the end of the Mulsanne straight.

Taking all three races together, Robert was 18th and first Lagonda home, proving that to finish first, first you have to finish! Martin was 20th and Trevor 21st. Dan Ghose's Alfa was 31st and I was 39th with no brakes, two gears and a nicely run in engine."

Here at home Andrew Cheyne represented the marque at Shelsley Hillclimb. Later in July I headed en famille up to Cadwell. For the last few years this has taken place on the weekend after the end of term so spirits were high as we headed north. It was a scorching hot weekend and fortunately the traffic flowed so that the 2 litre kept its cool on the journey up. Racing was more eventful than intended when an Aston Ulster strayed onto the grass while he attempted to overtake. He was just passing me as he lost control and the Ulster jackknifed infront of me. Fortunately there was no real impact, but the Ulster was skewered on my dumb irons as I coasted to a standstill on the infield. With no damage done I was able to race again later in the day, but the accident seems to me to have been wholly avoidable had he only waited a second or so to arrive at the straight before overtaking. Despite this the track at Cadwell was great fun as always. My journey home was marred by a split oil pipe which unfortunately required recovery back to storage at Bicester Heritage.

The club was sparsely represented at Prescott with only Andrew Cheyne on the hill, although there were plenty of fine Lagondas in the car park. Mallory Park on the 11th of August saw Nick Morley out in Race 1 with the LG45 and Tim Wadsworth in Races 5 and 8. However the best performance of the afternoon was by member Andrew Howe-Davies who won the Edwardian Race in his SCAT. On the following day, despite the forecast of torrential weather, it turned out with just a little rain for Brooklands for the Annual

Nigel Hall wrestling the 4½ around Loton's bends

And then having an 'off' *Pictures by courtesy of Peter McFadyen*

Andrew Howe-Davies enjoying the Benjafield Stubble racing

Reunion. Contention for the Robbie Hewitt Trophy was a focal point for this otherwise relaxed occasion and was won this year by David Rowe with his delightful 1929 3 litre Tourer.

VSCC Snetterton took place on 23rd September where we were less fortunate with the weather, but Nick Morley flew the Lagonda flag taking part in 2 races, his best result being 20th of 27 in the handicap. Meanwhile Duncan Wiltshire's company - Motor Racing Legends - had arranged a pre-war race at the Spa 6 hour meeting. This was the first pre-war race there for 9 years so it seemed should not be missed. The trip deserves an article of its own, but it began with a "working" lunch in Soho in August during which co-driver Andrew Howe-Davies and I planned the route and modes of transport with "team manager" Ex Wolseley Hornet racer Tim Greenhill.

Somewhat miraculously, given the planning methods, we made it to Spa and had an enjoyable race. Also present were Richard Reay-Smith in his LG45, Robert Lewis in his V12 and Trevor Swete in his S-type Invicta. The pre-war race took place on Friday leaving plenty of time to enjoy the 6 hour endurance race on Saturday before heading home on Sunday. Andrew and I were delighted to land 2nd in class with Trevor, Richard and Robert coming 5th, 6th and 7th respectively in their class. A great event.

The competition season ended on a wet Saturday at the start of October. VSCC Set 3 had been invited to Castle Combe where Tim Wadsworth, 2 litre, was the only Lagonda present; Tim kept his hood up and was the first driver home - in the dry, behind 23 very wet ones!

Congratulations to all competitors this year and I hope to see more in 2019. I know Malcolm Simmonds and Tim Sage are busy preparing or building their 2 litres. Are there any more competitors in the wings? Do get in touch. ■

Battle was done between the mighty 3 Litre with a faster lap over Tim Parker's 2.4 Litre! but the win went to Tim in the 2.4 .... just! - Silverstone April 2019

The Lagonda LB6 Engine & Thereafter - an Aston Martin Perspective

by Alan Wheatley

Introduction

IF I HAD TO CHOOSE the most significant year in the history of Lagonda and Aston Martin it would be 1947 for both marques. That was the year David Brown bought both - Aston Martin in the Spring and Lagonda in the Autumn. Without bringing the two together in one company it is entirely plausible neither would have survived to the present day.

His imaginative perception enabled him to see that by replacing the 2-litre push-rod engine in the Aston Martin car with the 2.6 litre twin overhead cam engine from the Lagonda car something rather good would result. And his considerable business acumen navigated the combination as a viable, commercial operation within the David Brown group of companies.

The result, the DB2, came up trumps in 1951 at Le Mans with Works Cars finishing 3rd, 5th and 7th overall and 1st, 2nd and 3rd in the 3 litre Class, plus two private owner cars finishing 10th and 13th. John Wyer said that result was a tremendous boost for the company and they could not make the cars fast enough to satisfy demand; as Racing Team Manager and subsequently General Manager he should know better than anyone.

Aston Martin continued to develop the Lagonda engine throughout the fifties, the culmination of which was a win at Le Mans. While it would be hard to find a component in the prototype of 1944 still present in the Le Mans engine of 1959 there is a clear evolutionary path.

The decision in 1947 achieved its greatest justification twelve years later with Aston Martin being the first British car manufacturer to win the World Sports Car Championship.

As an aside, and somewhat ironically, it was the push-rod engine that was about to be replaced with which Aston Martin first won an international 24hour motor race, at Spa in 1948; repeating the feat took another eleven years.

Clearly a lot was right with the original design, and as it was developed improved components were fitted to the road cars, eventually doubling the power. But it was the Aston Martin DB2 and DB2/4 that mostly got the benefit. However, the present day Lagonda owner can benefit too as I hope will be apparent from reading this article.

LB6 – the Embryo

Some have attributed the design of the Lagonda post-war 6-cylinder engine to Willie Watson but this is not so; he was very much involved as draughtsman, and as such would have done detailing. W. O. Bentley was the designer, supported by a small design team including C. W. Sewell, Stewart Tresilian and Donald Bastow.

W.O. needed an engine that gave the Post-War Lagonda the performance needed to appeal to the target market, placing it in a significant gap below Rolls Royce and above Rover. The straight six, twin overhead cam was chosen using the experience from the pre-war engines. By 1947

Richard's 1950 2.6 making a fine tow car

Lagonda had built three prototypes and three pre-production cars, and had conducted many test miles. The engines were given the type number "LB6", presumably Lagonda, Bentley, Six.

A major design limitation was the quality of the fuel then available, which dictated a compression ratio of 6.5:1. This had one unexpected benefit that was most welcome. During testing on the dynamometer a timing chain broke and the camshafts stopped rotating long before the crankshaft but the pistons did not hit the valves as the low compression ratio needed only a small piston crown, much to the relief of all concerned.

W.O. was keen to ensure good scavenging of the exhaust gasses. This resulted in a curious feature of his design whereby the exhaust valve was open for longer than the inlet. So whereas the inlet camshaft was a simple three-arc design the exhaust had five degree of dwell added at full lift. This very unusual arrangement can lead to confusion and engines rebuilt with the camshafts the wrong way round! Another design feature, characteristic of its time, was the use of white metal bearings; for big-end journals directly in the rod, and for the mains as shells. While that was fine in the late-forties it was a major limitation once fuel improved and power went up for racing and as demanded by customers.

W.O. walked away from the chance to exploit the potential. Apparently he and David Brown had quite different ideas as to how Lagonda should go forward as part of the David Brown empire. Soon after the purchase they fell out and W.O. left, taking the core design team with him. So expertise was missing just when it was needed to turn development into production. This was gradually sorted out by recruiting, and people who turned out to be key over the next decade joined over the next few years. But it took time for them to learn about the new Lagonda engine.

A and B - Into Production

With David Brown in charge the engine designed for the Lagonda was now to be fitted to the Aston Martin as well. Both were essentially as developed under W.O. but there were small differences, and the Lagonda version was designated LB6A and the Aston version LB6B.

The Lagonda car as a saleable product was very much more advanced than the contemporary Aston Martin, and this is seen in the sales figures, which show that initially many more Lagondas were sold than Aston Martins. The first production Lagondas were in 1948 and Astons in 1950. The engine numbers were given a year identifier. Serial numbers were applied in the order they were produced irrespective of Lagonda or Aston: for instance, Lagonda LB6A/50/181 is followed by Aston Martin LB6B/50/182 which in turn is followed by Lagonda LB6A/50/183.

Including the year in the engine number had an unexpected consequence; trying to sell a car with last years engine number put off some potential byers. This issue was resolved in 1950 by the simple expedient of making all subsequent 2.6 engines "50".

Twin SU carburettors work very well. Looking at the inlet manifolds they do seem the opposite of what might be expected of a reasonably high performance engine, with many right-angle turns and unequal length

Two connecting rods showing the substantial change from the original W.O. design with white metal bearing, on the bottom, to the "Vantage" design with thin-wall shell bearings to handle the significant increase in power, on the top.

On the top, the original "Vantage" rod for the 2.6 Litre engine, and on the bottom how the big-end was offset to match the offsetting of the 3 Litre cylinder liners. It also shows the increase in the diameter of the integral bolt, found in some later 3 Litre engines and as standard in the DBA engine fitted to the Aston Martin DB2/4MkIII.

passages between butterfly and valves. The carburettors are deliberately placed so as not to be in line with any one cylinder and thereby avoid favouritism causing imbalance. One of the reasons this arrangement works well is that, from a carburation viewpoint, the straight six is two three-cylinder engines each fed by its own carburettor, and the cam timing is such that each inlet valve has closed before the next opens.

A 2inch diameter crank pin journal and a 78mm bore necessitated the use of integral connecting rod bolts. Leaving aside the manufacturing difficulty, the major limitation resulting is that the same material has to be used for both rod and bolts, which is not ideal and can lead to problems.

Vantage – More Performance

The first use of the engine in an Aston Martin was in one of the three DB2 Team Cars built for the 1949 Le Mans event. This proved to be a failure due, it is said, to the cooling system design, but soon afterwards that car finished well at Spa.

For 1950 three new Team Cars were built, again with the prime object being Le Mans, and the engine fitted defined what was to become known as the "Vantage" specification. The compression ratio was raised to 8.2:1 by substantially increasing the piston crown (an easy way to distinguish high and low compression pistons), and carburettor size enlarged to 1¾in. Power went up from 105BHP to 125BHP. A new connecting rod was designed with much stronger flanks to take thin-wall shell bearings, but still with the integral bolt. And later the main bearings were similarly changed. The cars went well at Le Mans and demand for the DB2 increased. The Vantage specification engine was offered as an option. Aston Customers, being what they are, wanted the higher performance engine, and what had been an option soon became the standard specification! And owners who had bought the cars with the 105BHP engine often took them back to the Aston Martin Factory or main dealers to be converted to Vantage specification. When it came to a rebuild Aston engines were invariably converted to Vantage, so by now it is a rarity to find a car with the original specification engine.

Lagondas, by contrast, continued to be sold with the lower performance engine. How much this was a case of customer preference or the Factory using up non-Vantage parts is a matter of conjecture. And of the pre-MkII 2.6 cars I see nowadays many have retained their 1½in carburettors, even if things have been improved inside.

The Vantage engine was given the type number LB6V; logical but restrictive. So, to allow for variations on the Vantage theme, after the first handful of cars the prefix VB6B was used. There were no VB6A engines, at least not as original build, though some Lagonda engines may have been modified to Vantage specification and had their engine number changed accordingly. Suffix D, F and G engines are minor variations of Vantage specification fitted to the Lagonda MkII.

The name "Vantage" continued to be used by the Factory until the present day to distinguish a higher performance version, and occasionally as the model name itself.

DP101 – More Capacity

Aston Martin continued to race the 2.6 in the DB2, and then in the DB3, progressively increasing the power output. But there was a limit to what

could be achieved against other marques with larger capacity engines. Willie Watson came up with the idea of how, to some extent, it would be possible to redress the disadvantage. In 1953 Development Project 101 was initiated to redesign the engine to nearly 3litres by increasing the bore from 78mm to 83mm. In contrast to the distinctly paired arrangement of the W.O. design, the wet liners were spaced more evenly along the length of the engine, and this was achieved without increasing the overall size of the block.

Many parts were carried over from the 2.6 but a new block was needed, which means that 2.6 engines cannot be enlarged to 3litres. The crank pin journals remained in the same place and, although the crankshafts made for the 3litre are slightly different and stronger, you would be hard pushed to tell the difference simply by looking at them side by side. The crankshafts are physically interchangeable, but you would be lucky to come across a spare one that was still serviceable. Modern crankshafts are equally applicable to both engines.

As the pin journals remained in the same places while the bores had moved sideways it was necessary to use connecting rods with offset big ends. This was achieved by simply machining the big end with the required offset, possible as the forgings had been made with sufficiently generous proportions.

The 3 litre cylinder head is identical to the 2.6 save that the combustion chamber has an additional machining operation to open it out on one side to line up with the offset cylinder bores. It seems likely that initially any surplus stock of 2.6 heads were so modified for the 3litre engines, and to this day is something that can easily be done. A major benefit of the increased capacity was that the 8.2:1CR of the Vantage engine could be achieved with a much lower piston crown, similar to that of the 6.5:1 engine, which is better for combustion.

As part of the description of the 2.6 engine it was mentioned that the exhaust camshaft had five degrees of dwell while the inlet had none. What benefit this achieved for the 2.6 is dubious, but it did mean that ,come the 3litre engine, it was an easy matter to improve the inlet breathing by fitting two "exhaust" camshafts. And this is what was done after first trying the arrangement in the Works Team cars. Essentially the same engine was fitted to both the 3litre Lagonda and contemporary Aston Martins: VB6H in the Lagonda and VB6J in the Aston, although there is the odd anomaly. All the Works racing cars had an engine with a DP101 engine number, but the handful of road cars with a DP101 engine number are not racing engines. The opportunity was taken to drop the troublesome year suffix.

A more powerful engine, VB6K, was developed for the DB3S Production car. The DB2/4MkII optionally had a similar power engine, VB6L initially, and VB6L/1 later. Different camshafts, larger valves, twin exhausts, increased compression ratio were the preserve of the Aston driver. DP101 brought a sudden halt to developing the 2.6 engine as all effort was concentrated on the 3 litre.

Racing – Improving the Breed

Racing certainly did improve the Aston Martin breed. The 3 litre went through a series of changes to generate more power and to ensure the engine held together while developing that power. During the mid-fifties some

of the improvements found their way into the DB2/4 road cars with a time lag of a couple of years. For instance, the connecting rod was further improved by enlarging the big end integral bolts to 7/16in, but still had the same limitation of being the wrong material for the job. The rod used in the final design of the racing engine had the best design with a loose-bolt made, of course, from the correct material for its particular purpose. The loose-bolt rods were never part of any road car specification, though it is possible some found their way into a customer's car if the customer was special enough. Nowadays any decent replacement rod has a loose-bolt.

One of the annoyances of the integral-bolt rod is that it used a castle nut with split pin. Inevitably, at least some engine builders torqueing up the nuts found the castellations did not line up with the hole, and the temptation to give the nut a bit more was just too much. This is disastrous: the material is barely good enough for the job and a bit more tensile load leads to it being stretched beyond its elastic limit, and consequently weakened. Fortunately rod failure seems to be rare; probably this is because the engines are not revved to their limit in normal driving.

Rods that have been over-tightened are easy to detect; screw on the nut and it will run freely until, at the point where the nut would contact the cap, it goes tight on the thread. The only safe thing to do is scrap the rod, which might otherwise be reusable in all other respects. Another rod quirk is that it is drilled for the split pin both longitudinally and transversely. However, you are not allowed to use the transverse drilling as the reciprocating action of the rod causes the pin to fracture and fall out; it is not uncommon when dismantling an engine to find a nut with no pin and subsequently to discover it laying in the bottom of the sump. The nut, if correctly torqued, has not come undone, which is food for thought!

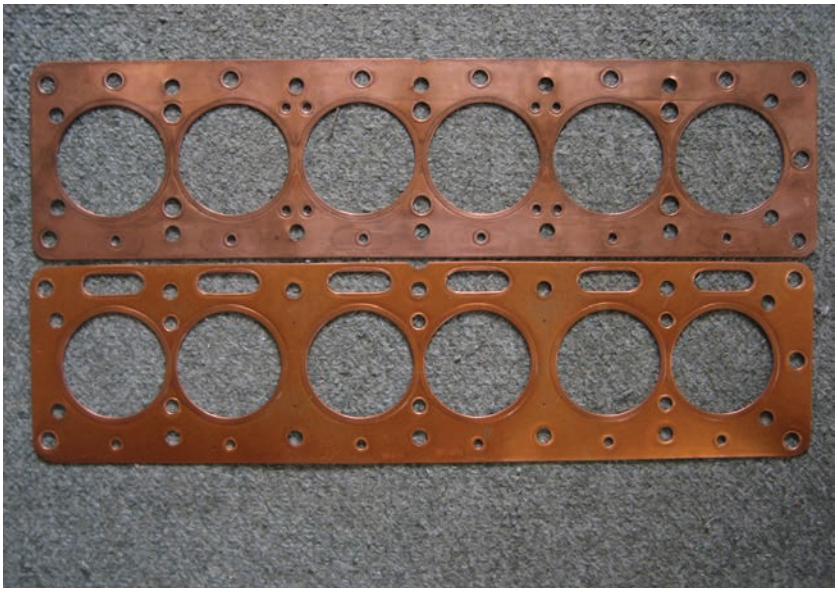
DBA – A New Start

One of the consequences of W.O. leaving very soon after the David Brown takeover in 1947 was that with him went a lot of knowledge and expertise. The result was the persistence of engine weaknesses that should have been corrected, in some cases still present until replaced by the DBA in 1957.

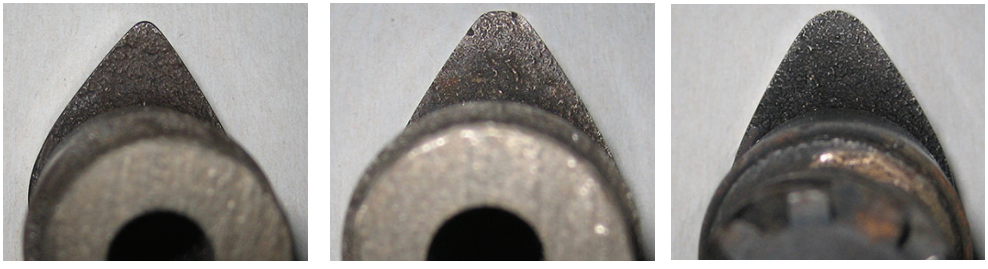
The DBA was designed by Tadek Marek and was only fitted to the DB2/4 MkIII. It can be considered the final road car engine development of the LB6. The DBA is undoubtedly an advance, but even so has been found to have weaknesses; most noticeable is that the cylinder head is prone to crack between the valve seats.

One indisputable highlight of the DBA is the new camshaft (part number 57768), which is a great improvement on the crude three-arc camshafts fitted to all the LB6 series engines. Somewhat ironically the 57768 design goes back to 1952 but was never used until in the DBA in 1956.

The 57768 profile had been intended for the DB3 racing cars. Eberan von Eberhorst was the Chief Designer at that time and he calculated the profile to five decimal places using a cylindrical slide rule. What he achieved is a credit to him. Unfortunately it took too long and was overtaken by other racing developments, so it was not until DBA that it was used successfully, as



The 2.6 Litre engine gasket, on the bottom and the 3 Litre gasket, on the top, illustrate the cylinder spacing and how the larger bore was fitted into a cylinder block of the same overall dimensions.



The first photograph shows a lobe with a basic 3-arc profile, and was used for the inlet.

The second photograph shows a lobe with five degrees of dwell added at full lift, and was used for the exhaust; and for the inlet in 3 Litre engines.

The third photograph shows a lobe with a complicated constant acceleration profile and is infinitely better, and was used as original equipment only in the Aston Martin DB2/4MkIII car for inlet and exhaust.

Eberhorst had intended.

Many parts are interchangeable between LB6 and DBA. Fortunately the camshafts are one, so if you need a replacement the 57768 is the only sensible choice.

The bottom-seating cylinder liners fitted to LB6 engines are held in compression by the cylinder head and are not really strong enough for the job, especially the 2.6. The Factory knew they distorted too much under load and so for the DBA the liners were changed to top-seating. This reduced the distortion without eliminating it. A completely new block casting was designed for the DBA and as well as internal differences the engine mountings are substantially different, so is not a practical replacement for an LB6-Series engine in the very unlikely event one could be found going spare.

Rebuild - Ensuring The Future

However well made, mechanical things don't last forever. Sooner or later we owners have to contemplate the engine rebuild. For the Lagonda owner of a 2.6 or 3litre car there is good news and bad. The good news is that over the last forty years or so, pushed by Aston owners, almost every part that you might need has been re-manufactured by somebody, in some cases better than the original, and usually available off the shelf. The bad news is the high price - inevitable because the volumes are so small.

So if it becomes necessary to take an engine apart there is the possibility of putting back something better. For the Lagonda owner there is a good range of possibilities, especially for the 2.6. In some cases the only available replacement part is better than the original; for instance I have never heard of anyone even contemplating manufacturing a connecting rod with integral bolt.

A comprehensive Workshop Manual and Parts Book are readily available: the exploded diagrams in the Parts Book compensating for an absence of pictures in the Workshop Manual. An important point to bear in mind, especially for the first-time rebuilder of this rather unusual engine, is that experience has shown that in a few respects it is best not to do what it says in the Workshop Manual and to do a few things not mentioned.

The small number of "Feltham" Astons (DB2 to MkIII) currently racing is a sad contrast to full grids of earlier times. But their exploits on track and in rallies over many decades does show the engine can be powerful, tractable and reliable, and there is no reason a Lagonda owner should have anything less. ■

Daffodil Run 2019 - 100 Years of the BEAN

Mike Spicer entered his 2 Litre Tourer

ALTHOUGH NOT A Lagonda event, this year's Bean Car Club Daffodil Run included in its entry two 2 litre Speed Models and a V12 Lagonda. Indeed, many of the hundred plus participants had Staines cars at home, still in hibernation (the editor's being one of them) or hors de combat. Rarely has an event seen such an eclectic entry. Too many to mention but from Model T's to Chenard Walker to V12 Lagonda Le Mans replica will give you an idea.

There were two starting points, one of which was the New Inn in Heckfield, just outside Reading, where some forty-five of the entrants gathered and motored down to join the second batch of starters via a well chosen route of A-B roads, and tiny country lanes passing through beautiful, mainly thatched, villages to the pretty Hampshire town of Stockbridge. The second sign-on was in the rather splendid Grosvenor Hotel which juts out into the very wide high street, which was in itself ideal to accommodate the pre-war cars the number of which had now risen to about 150. So many in fact that I was unable to find a space to park until I noticed a slot alongside another 2 litre tourer similar to our own. The two cars attracted considerable interest from all and sundry. Tea and cake were expertly provided by the Houghton WI. Fortunately Mrs Spicer seemed to relax the rather strict diet that she has had me on this last year (it is now a lot easier to slide behind the wheel of the 2 litre from the offside)! Our next destination was the rather nice Alice Lisle pub near Ringwood in the New Forest. Joining us were even more splendid cars including Philip Neate's superb 3 litre saloon. What a lovely pub, in fact after a small debate with Mrs Spicer concerning driving our 2 litre too fast (well I suppose it was 38 mph) that first glass of Malbec did go down nicely. A sunny Sunday afternoon, a decent pub, good company and a mix of cars that would make the entry at Goodwood revival seem a bit sameish, for me this was almost utopia.

We were brought back down to earth with a bump with the not quite so pretty drive to Christchurch Quay where another, not quite so glamorous display of a smaller collection of cars then appeared.

The afternoon tea with cream cakes seriously damaged the diet (again) and a small prize giving presided over by the Mayor of Christchurch rounded off the day. All in all a very enjoyable day. Thanks must go to David Main at the Bean Car Club for such excellent organization. A highly recommended event.

Mike was unfortunate to break a rocker on the way home – a common problem on 2 litres – no damage to the engine was caused and it is running well again. A spare one, together with the fulcrum pin is one of the essential spares to carry. In a letter to a past owner of my 2-litre saloon, Ivan Forshaw mentions just this in his advice to the new keeper. - Ed ■

Mike Spicer's 2 Litre and friends somewhere in the New Forest

Ian MacKay's 2 Litre. Behind is a Bean 14 and adjacent is a Bean 18-50, fitted with a 2.7 Litre 6 cylinder Meadows engine, the fore-runner to those fitted to the 4½ Lagondas. Capable of a surprising turn of speed for such a staid looking motor car!

Book Review

by Alan Elliott

MY FAVOURITE CHRISTMAS present last year was one volume of a series of books I can heartily recommend to all Lagonda owners –"*Le Mans, the Official History of the World's Greatest Motor Race"* by Quentin Spurring. There are seven volumes, all by the same author, each covering one decade, from the first race in 1923, until 1999. The books are officially licensed by L'Automobile Club de l'Ouest, and include many superb photographs from their archives, most of which I have never seen before. Each race is described in great detail, with photographs of each competing car.

The first volume, 1923 to 1929, includes Lagonda's first foray to Le Mans, the 1928 race. There were four Two Litre Speed Models in the entry list, although only three actually went to France. They had very mixed fortunes – one Lagonda running into the back of his team-mate! One Lagonda finished the race, the Hawkes/d'Erlanger car, in 11th position. However, at the end of the season these cars seemed to disappear without trace. Ivan Forshaw believed that they were rebuilt to become the 1929 team cars.

Two Lagondas were entered for the 1929 race, although only one actually started. There had been major changes to the design of the cars and they virtually became prototypes for the Low-chassis Two Litres. Again, Lagonda had bad luck, suffering a fire to the floor boards and a blown head gasket. The car did not finish the race.

The second volume covers 1930 to 1939. The first Lagonda entry was in 1934, with Lord de Clifford's Rapier Special, finishing in a creditable 16th position. The following year's race in 1935 was of course, for the Club, the most important race of all - the famous Lagonda outright win. The entry list in the book rather curiously describes the cars as Lagonda M45 Rapiers – but the race is well reported.

The huge record entry for the 1936 race is listed, including two M45 Lagondas, but sadly the race was cancelled at the last minute due to strikes in France. A single Lagonda LG45 was entered in 1937 but unfortunately had to be retired due to engine valve problems. There was then a gap until the 1939 race, which was the debut of the two Lagonda V12s, with their very satisfactory 3rd and 4th places. This was an excellent rehearsal for the 1940 event, which they hoped to win, but of course the race never took place.

I am sure that a great deal of the information in these books originates from the definitive history, "Lagonda" by Arnold Davey & Tony May. However, the volumes also include a great deal of additional information from the archives of L'Automobile Club de l'Ouest. All the pages are on fine art paper, giving superb reproduction of the excellent illustrations. They are heavy books, 11 ins by 9 ins, complete with dust-jackets. Available from all good bookshops, the publisher is Evro Publishing. At £60 for high quality hardbacks they are not expensive. They should be on the bookshelves of all Lagonda Club members. ■

The Lagonda Club Diamond Jubilee Tour to Le Mans 1995. Lagondas in front of the pits before the parade lap. Alan Elliott's navigator, Duncan Geddes, looks back at the camera

Editor and family at the same event

Bumper Issue, Late model V12s & LG6s

Laurence Hannam explains how to deal with these fittings

SOME HISTORY FIRST. Early models, probably Sanction 1, were fitted with rather attractive V-section bumpers. These mimicked reasonably nicely the Gothic arch profile of the wings, and their replacement with the flat (or nearly so) blade type, probably at the commencement of Sanction 2, around April 1939, appears somewhat puzzling. Perhaps the early type was too costly to produce. Whatever, rear bumpers at this time were viewed as an optional extra; only the front bumper was included as standard. If you wanted a rear bumper, it would set you back £5-5-0, or £5.25 in decimal. My understanding was that these bumpers were all made of stainless steel; perhaps only the V-section ones, however. The finish on mine appears more stainless steel than chrome, however, once I stripped paint from the end scrolls, I discovered copper plating, so plated they most certainly are.

The main complication with completely dismantling these late model bumpers is undoing the bolts entering the scrolls at the ends of each bumper, which hold the ends of the bumper mounting brackets. Crucially, do NOT attempt to undo these bolts with the bumper still fitted to the car. I'll explain later, but let's start at the beginning; always the best place to start!

You will of course need spanners. A good selection of spanners is essential. In most cases it is always better to use a ring spanner or socket, as opposed to an open ended spanner, especially where the fixings are very tight or rusted. I have a combined Whitworth, AF and metric socket set, and sometimes, an AF or metric tool will fit a nut better than the "correct" one; especially where the fixing is corroded. Ultimately, it is better to hammer on a socket than to use something that fits only loosely. The front bumper has strips welded at the centre of the rear surface, with four studs. If that is all you have, fine. Alternatively you will have a swivelling bracket bolted here, for a centre light. Disconnect wiring and remove the centre light; as an aside, the original fitting here was a Lucas FT67 lamp for the V12, whilst a smaller lamp was standard on the LG6. There you go, size does matter. Then remove the centre light bracket. The brackets are bolted directly to the front chassis extensions with a pair of rather neat steel plates, which effectively clamp the mountings in place. The rear one has a small protrusion to enable precise fitment to a drilling in the chassis extension. Loosen these mounting bolts first. The bumper with brackets is heavy, but not dramatically so. At this point you can either engage a helper, or, holding the centre of the bumper inwards with your shin, remove the bolts and front retaining plates, then simply lift away the bumper.

The rear bumper brackets are mounted by another pair of brackets bolted to the chassis, which emerge either side of the number plate panel. In this case, the bumper brackets are bolted to the chassis brackets by large nuts and bolts, with a thick steel washer each side, and a spring washer.

Prior to dismantling - note crack in the right-hand bumper, which Laurence discovered had been expertly repaired inside.

Spreading the end scroll to enable gentle removal of the cap (temporarily replaced in the wrong end)

Spray some freeing / penetrating oil on the exposed thread, and onto the spring washer; minute gaps in that washer will help the oil get where it is needed. Frankly, I've never known these oils actually to penetrate seized/ rusted threads, even with repeated applications over several weeks. In all likelihood, the exposed threads of these bolts will be rusty, or painted over. Make life easy for yourself: before attempting to undo these, use a 1/2" BSF die to run down and clean out the exposed threads. Ideally a split die; if you use this with mole grips, you can adjust the pressure and thus the depth of cut. These fixings are likely to be very tight, so use close fitting sockets and/or ring spanners. If the tightness does not ease off as you undo, apply more freeing oil, and move the spanner backwards and forwards. This will help clear the threads and encourage the oil where it is needed. Undo a little more and repeat; eventually the nut should unscrew as it should. Leave the bolts in situ, they are long enough to hold the bumper. Once both nuts are off, simply pull the bumper back to release it.

You are now ready to dismantle your bumpers! Don't annoy the wife by working in the kitchen; take them into the lounge, where that nice carpet will prevent damage to the chrome. 'Wifey' might be happier if you laid the bumpers on newspaper, that said. The inner ends of the mounting brackets are held to the bumper by coach-bolts. On my V12, those on the front bumper have unusual rectangular heads with a stainless steel cover swaged over; the rear ones are the more common-or-garden flash plated type. Loosen the coach-bolts' nuts; on the front bumper, remove the number plate and its brackets, then replace the nuts. I am assuming that as the nuts on mine undid relatively easily, that yours will too. If, however, they are stubborn, take care. The coach-bolt relies on a square section of shank beneath the domed head, to engage with a square hole in the bumper. If you force this, you are likely to round off the edges of the square, which will substantially complicate unscrewing the nut.

Leaving the coach-bolts in-situ, with the nuts loose, relieves any spring loading between the bumper blade and the mounting brackets. You are now ready to undo the end scroll bolts; again, a dose of freeing oil here could help - both around the head of the bolt, and, with the bumper upside down, where the bolt goes through the mounting and into its special cylindrical nut (see photos, the technical name is barrel nut). The reason for undoing these bolts now, and not whilst the bumper is on the car, is twofold. Off the car, and coach-bolts loosened, relieves pressure on the bolt, but perhaps more importantly, the weight of the bumper blade is no longer pressing on the bolts. I had tried to undo one of the bolts some years ago with the bumper mounted, and it refused to unscrew with what I deemed reasonable force. Off the car, to my surprise, they all undid reasonably easily. That said, I needed to use three different spanners on four supposedly identical bolts. Yes, I found two BSF, one AF and one BSW! Three of those had substantial damage to their shanks, undoubtedly caused by screwing/ unscrewing them whilst the bumpers were still mounted on my car, suffering because of the forces as stated above.

With those bolts out, the coach-bolts can now be removed, and the bumper irons lifted away, taking care not to lose the barrel nuts in the eyes of the irons. Dismantlement would not be complete without removing the bumper end caps. These are an interference fit in

the bumper scrolls, and have a ridge pressed in their flanks, presumably to prevent them vibrating free. Under no circumstances attempt to drift these out, they are thin steel pressings with a thin covering of stainless steel swaged on top, hence very easily damaged. They are held in place by the inherent spring of the scroll, thus removing them is achieved by relieving that spring pressure. You will need a stout, and long, lever for this; the amount of force needed is quite high. As in the photo, I used a pair of 18" tyre levers held together, and a piece of broken Riley RMB clutch operating shaft (one buys a Lagonda for engineering integrity) as a fulcrum. You will be surprised how many of your Riley owning friends have these broken shafts available, however any piece of appropriate thickness will suffice as a fulcrum, e.g. T-bar from a socket set. Whatever, you need something of appropriate diameter for your chosen lever to have a useful operating arc. The cut-out in the bumper scroll provides a very convenient land for your lever, and the fulcrum should be as close to the scroll as possible, for maximum leverage. As can be seen, the bumper ends are not identical, there being a substantial curve in the rear blade's ends. Thus for the rear, you will have to lever to one side, and this is easier done with someone holding the other end of the blade. Your wife can be involved here, and it will serve the dual purpose of diverting her attention from the oil on the carpet ….. for today, anyway. Even with 18" levers, you will need to press very hard indeed. For this reason, do ensure the edge of your lever is safely engaged with the scroll, and that the lever is against the upper edge of the cut-out, thus as near the end cap as possible.

Having emphasised the amount of force needed to uncurl the scroll, you only need it to open fractionally. One of my end caps pulled out easily, the three others I needed to get started by GENTLY levering with a wide bladed screwdriver. If more than gentle levering appears necessary with the screwdriver, you risk damage to the end cap; you need to press harder on the lever. The screwdriver is only necessary to overcome corrosion or other stiction between the inner face of the scroll, and the end cap; it will release easily if you apply sufficient pressure to the lever. To clarify, the end caps are removed whilst maintaining pressure on your lever.

Talking of photos, the two with the lever in place, where I've temporarily replaced an end cap in the bumper scroll to illustrate it in situ, I realise I've inserted it in the wrong end!

Reassembly is indeed the reversal of the above, but do use good quality grease on all threads, and on the end caps where they engage the scrolls. The end caps as pictured have been chemically de-rusted ... I like to rebuild components only once they are thoroughly clean. This should aid reassembly markedly, with considerably less force needed to insert them. My V12 was one of the last built, and I occasionally find evidence of "making do" with what was available, given the factory would have been (almost!) entirely engaged in war production. For example, there should be a clock in the glove-box lid, and one can see where they started to cut the hole ... but clearly, their supply of clocks had run out. So it is with the barrel nuts, I have one snugly fitting 23/32" dia, and the others are 5/8", but slightly longer. The 23/32" one has a chamfered entry on one side for

the thread, to aid insertion of the bolt. If you have the same, take care to face that towards the scroll bolt hole. It also has a saw cut on one end, aligned with the bolt hole, so ensure that is positioned so that it is visible as you screw the components together, again to aid alignment. If rust or damage to the threads is apparent, run an appropriate tap or die along them. Once ready to assemble, you will not of course be able to see the bolt entering the barrel nut. To make the job easier, try the bolt in each side of the barrel nut first, to establish if it engages the threads more easily one side than the other, then assemble accordingly.

If your car has not been messed about with, you will have in most instances, Lagonda washers. What are Lagonda washers?! Good quality steel, with a chamfered edge to the rim. If you have these, the chamfer should always be fitted facing outwards, ie with the slightly larger diameter face of the washer against the components being bolted. ■

The dismantled bumpers showing all the components.

The car prior to the bumper removal during the restoration process.

M45 and 3 Litre Z Chassis Perrot Shaft Ends

Michael Drakeford has improved those on his M45 tourer – you can do the same at a modest cost

DO YOU OWN a 3 litre or an M45 that uses the Z chassis?

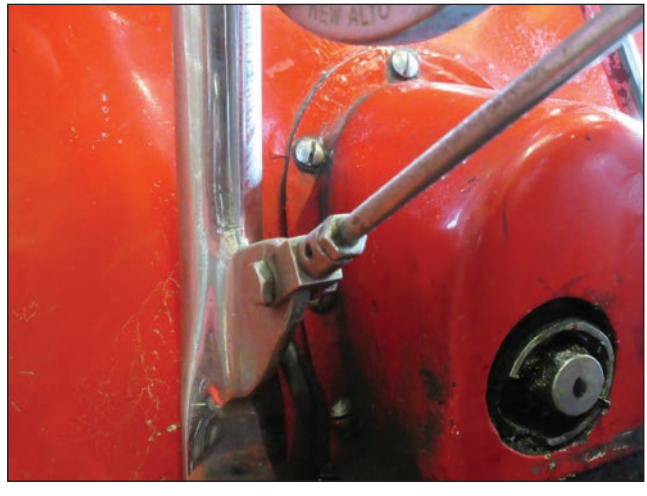
If you do, you may find your Perrot shaft has an ugly end, perhaps oozes grease, but in most cases sticks out without a cover. Ugh!

The reason for this is often because the end piece of the bearing holder, made of aluminium has broken. At one time the only way to get this aluminium piece was to buy the whole Perrot shaft bearing assembly at about £500 plus VAT, but now you can buy just the end piece for £33.

There is no leather cap, but with little fuss you can make your own and fit it with a tie.

It takes not much time, costs little money and boy, does it look better. ■

New component (part no. BRK 417) against the old component



And the source of the broken part

Letters & emails ... Letters & emails

Good Evening Roger,

I have acquired the last LG 6 made, apparently in a very poor shape. I have had a lot of advice from John Stoneham and Colin Bugler but wondered if you had any technical articles you can send me on this car. It started life as a LWB saloon and was cut in half by last owner to fit an LG 45 body.

It did not fit so was left to rot in a wet shed for may years.

I have repaired the chassis but now the work starts remaking the rest for which I do need some technical info.

Kindest Regards
Richard Emans

And even now they turn up!

The alternative bodywork - which will be chosen?

The massive chassis after cleaning.

Letters & emails ... Letters & emails

Dear Roger,

THE FIRST POSTWAR 3 LITRE

There was a very good article in the February 2019 issue of Classic & Sports Car about Peter Gilkes's DB 3 litre, with sensible text and nice photos. As Club Pedant I have to check such articles for accuracy and attempt to write corrections (which rarely get printed). The only fault in the article in question was to credit Frank Feeley with the body design, when this was about the only Lagonda of the era that he didn't do. What happened is worth recounting.

In the summer of 1952 a well-heeled motoring enthusiast called Silberston, who was a Lieutenant Commander, RNVR, decided he needed a new car. He liked the Lagonda 2.6 for its advanced specification but disliked the bodywork, seeing it as outdated and frumpy. The Lagonda dealer, Brooklands of Bond Street, offered to sell him a 2.6 bare chassis and put him in touch with Tickfords at Newport Pagnell to see if they could improve the bodywork design. Tickfords then got their designer, Bert Thickpenny, to sketch out a more modern saloon body. Tickfords at this point were building about half the production run of 2.6s, so had ample experience of the chassis.

When it was finished, in the autumn of 1952, Tickfords put it on their stand at the Motor Show, where it naturally was spotted by the Lagonda top brass, already alarmed at declining sales, which the Mark II 2.6 had done nothing to assist. So Tickford and Bert T. were commissioned to turn the one-off of Cdr. Silberston into a production car. Bert Thickpenny's original drawings survive and I tried to buy them when they came up for auction at Bonham's in May 2000, but was outbid. However, I did get a good look. He seems to have drawn the drophead coupé first but the intriguing thing was that the two-door saloon was done on the back of the same drawing and the shape of the saloon roof is just a smoothed out drophead shape. One assumes he had used a light-box to transmit the shape through the paper. And of course, later, the four-door uses the same outline.

Silberston got his car, eventually, on 28th May 1953. I suspect the gap between the October Motor Show and the delivery date was probably taken up with snagging, as I feel he was a demanding customer. Meanwhile, the production car was turning out heavier than expected, hence the enlargement of the engine to three litres. The new 3 Litre model was announced in October 1953 and appeared at that year's Motor Show. In the interim Brooklands seized the chance to sell off a further 15 unsold

2.6 chassis, all with the Tickford body shape. Most were dropheads, which was a Tickford speciality, but at least three had two-door saloon bodies and four are not known.
A study of delivery dates suggests that the Silberston car was LAG 50/512 whose chassis left Feltham on 10th July 1952, but this car has never been owned by a member, so we have no confirmation. Later, he wrote to The Autocar about it in January 1954 and got a dismissive reply, but we know it differed in detail from the production 3 Litre. His had wrap-around bumpers, winding quarter-lights, rear window demisting etc., etc. He also had a Vantage engine, but there is no mention on the sales records, which state LB6A/50/591, so it may have been fitted later. Later owners of the" Brooklands 16" have sometimes been able to fit three litre engines to them, which helps the performance, but they still have detail differences to the production 3 Litre, as you might expect. ■

Regards,
Arnold Davy

Letter to the editor of 'The Autocar'

Sir,

I write to correct the howler in your feature 'The True Pioneers', in this week's Autocar. Whilst in no way wishing to detract from Vincenzo Lancia's record as an innovator, I must point out that Wilbur Gunn started making unitary-bodied Lagondas some ten years before the Lambda first appeared, and that Lagonda produced over 7,000 of its 'unitary' 11.1, 11.9, and 12/24 models beween 1913 and 1925, although it reverted to a conventional chassis design thereafter. ■

Regards,
John Sword
(Chairman, Lagonda Club,
Chipping Norton, Oxon)

Letters & emails ... Letters & emails

Dear Roger,

Every now and then one sees a modern photograph that evokes a long lost past. I believe the one attached is such an example. It's fanciful to think there is any sort of symbiosis between the car and its surroundings (Woodbastwick in Norfolk) yet it is difficult to resist those rosy mental images of carefree 1930s motoring in unhurried sunlit countryside, even if that "golden age" never existed quite as we imagine. Nonetheless, I offer the photograph of GX 188 so that members of a romantic persuasion might transport themselves back to that idyll, real or otherwise.

There is another dimension to the photo. Late last year our village cricket club held a fund-raising Auction of Promises for which I offered a ride for two in my 2-Litre. Bidding was brisk. The auction raised a healthy amount for the club, including the winning eighty pound bid for the Lagonda trip from the lovely couple, Andrew and Barbara, you see in the photograph. Fellow Lagonda Club members will be very well aware of the attention our cars attract, something Barbara soon picked up on as, beaming with pleasure, she responded to the smiles of holidaymakers in our local town with her wonderfully regal wave.

Well, what a treat it was. Forget about "double wins"; this was a multiple win. The 2-Litre got some exercise, I had a much needed opportunity to hone my driving skills, holidaymakers smiled and took photos, Andrew and Barbara were reconnected with some of their motoring memories – and the cricket club gained much needed funds to keep their pretty ground and teams going. Try telling me social media and a digital online existence are more rewarding than that!

I wonder if other members have tales in which their cars have been pressed into service for what might be called good deeds.

Best regards,
Barry Stiff – S45

Letters & emails ... Letters & emails

Dear Roger,

I have in my possession an original photograph signed by L Klemantaski, dated 1948, of BMH 965 on a hill climb.

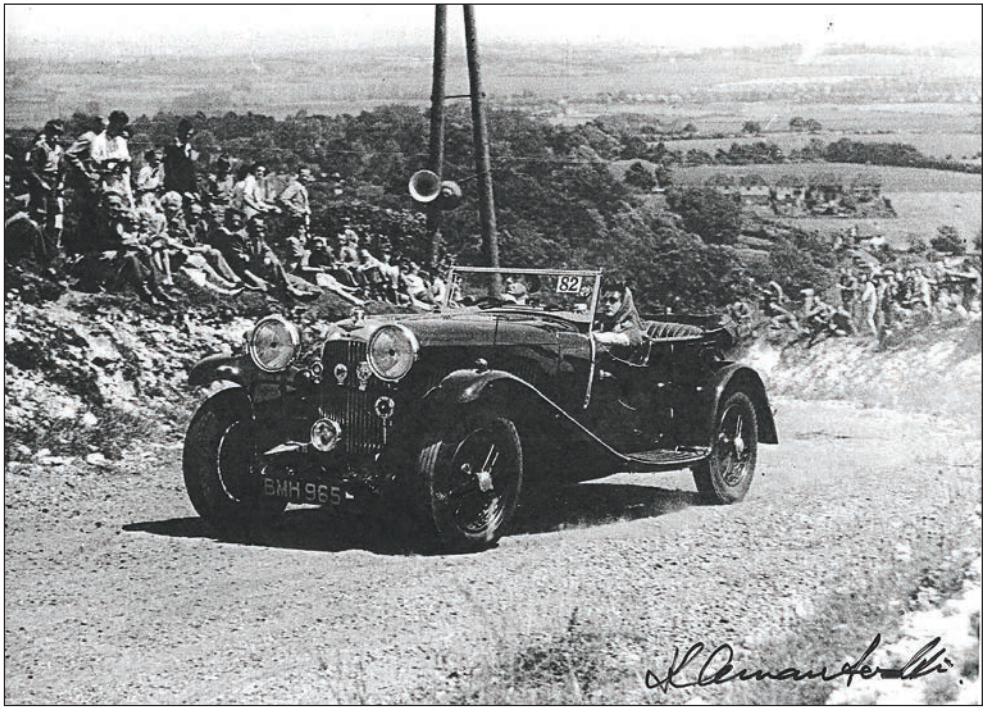
Some years ago I sent a digital copy print to the then English owner Dick Hannis.

I remember a letter in the magazine from the next owner in the USA mentioning the photograph.

If whoever owns it now would like to contact me we can discuss re-uniting the photograph with the car.

Attached is a copy of the photograph. It is signed on the front in blue ink. On the reverse it has the imprint of Klemantaski's studio and written Lagonda 4 1/2 litre 1948. ■

Regards
Graham Lawrence (L37)
Sydney



Tailpiece

Arthur Brend came across some photos of Lagonda at Staines on Facebook -
The Staines, Egham & Englefield Green Appreciation Group

He kindly copied several to your Editor, and two interesting ones are shown here. No doubt, Arnold will be able to date them: ■

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