



THE MAGAZINE OF THE LAGONDA CLUB

Number 266 Autumn 2020



Lagonda Rally 1957 - an LG6 from 1940



Lagonda Rally 1957 - an LG45 from 1937, now in Australia

Pictures courtesy of Gordon Watson and taken by his father



The Lagonda Magazine

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COVER: Two Barnsley registered Low Chassis 2 litres 'meet again' after 91 years!

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Vale - From the Workbench

Roger Seabrook

AFTER SEVEN YEARS and 28 magazines I am handing over the editor's job to a young enthusiast, Toby Bruce. His family are keen users of all sorts of cars - vintage to classic. Toby is therefore introducing himself in this Editorial.

I want to thank all of you who have contributed to the Magazine and made it interesting. It is you, the members, who provide the material and the breadth of knowledge that keep the publication alive. Thanks also to the Committee - supportive and friendly. They do a terrific job on behalf of the Club. With so many members overseas, I would like to see more from them in the magazine in future - please get in touch with Toby.

I hope we can soon enjoy our cars as normal - this year has been difficult but we have managed to get to a few meetings in the 2 litre. *Bye Bye*



As I am taking over from Roger as editor of this magazine in the new year, it seems a good idea to briefly introduce myself so the next edition is not brought to you by a complete stranger! I had intended to come to as many Lagonda events as possible this year and meet people – unfortunately the Covid situation put paid to that, and the AGM was the only event I could attend. Hopefully next year things will return to normal and we can all meet again.

As for my background, I have always been passionate about old cars – I attribute that to my mother reading me Val Biro's 'Gumdrop' books when I was small! When I was growing up my parents had a 4 ¼ litre Derby Bentley and the smell and sound of that solidified my love for old vehicles in my young brain. Now, that car is long gone but my parents have a good collection of classic and vintage cars which I am lucky to be allowed to drive. Among them, and star of the collection, is GT910, a 1931 2-Litre Supercharged Lagonda, formerly belonging to Jeff Ody and Phil Ridout (see picture P 31). My own cars are an oily-rag 1926 French Talbot saloon, a Riley 9 trials special, and an Austin 18/6. In the last few years I have done some work at classic car auctions which has exposed me to even more interesting vehicles (and some equally interesting people). Currently I am working towards a master's qualification in the conservation and management of historic buildings and sites; to me this goes hand-in-hand with my enthusiasm for old vehicles, as it is all part of our heritage. My undergraduate degree was in linguistics – I therefore have absolutely no excuse for any grammar or spelling mistakes that I may miss in my role as editor! - *Toby Bruce* ■

***Last date for copy for the WINTER Magazine is
FRIDAY 18th December 2020.
Editor - new email address: toby.bruce@cantab.net***

Northern Notes

By which the Northern Secretary takes a very occasional look at the activities of members in the cooler counties

THE NORTHERN DINNER, sadly cancelled, is normally the means of keeping in touch with our friends in the North of the UK; limited contact and unreliable news gleaned has to substitute while Pestilence prevails!

Are we downhearted? Yes, probably, but lifting the lockdown reveals activity around our region. The tireless Tim Gresty had organised the Concours at the Oulton Park Gold Cup meeting (spectator-less but a welcome outing). It was good to attend a meeting of any kind, as everything else has been cancelled. Entrants included Alan Brown, in Duncan Arthur's Invicta, Mike Heins in the family 2 litre, John Davenport in the prototype LG45 Rapide, Peter Bradley's blown 2 litre and the Northern Sec's 3 litre saloon. We had hoped Alistair Barker would be there, and David Hine in his newly acquired.....Mark Six Bentley. To compensate for this aberration, David adds to his stable not one, but two M45s – a complete saloon in quite decent order, part rebuilt, part grotty; after some TLC it was persuaded to run, showing good oil pressure. The other M45 is, as they say, a challenge (or in *dealer speak* 'needing some re-commissioning' – i.e. derelict).

Quite a lot of major work is going on. Peter Weir's epic M45 saloon rebuild progresses and, if it turns out to the standard of his tourer, will

be a fine car indeed. Robert Sloan's 2 litre James Young drophead has been treated to an engine rebuild, and David Blackburn begins the renovation of the body on the family LG6 drophead, which was owned for so long by the greatly-missed John Turner. David will restore the removed running boards, and already has new wings to fit (easier said than done).

Julian Reisner continues to get much use out of his 2 litre in splendid Northumberland, although in North Yorkshire (Gods Own County, allegedly). Stephen Weld surely holds all records for mileage in the Crossleys.

One misses seeing active members like these at the Northern Dinner, but it will return.

Mike Fishwick always keeps his DB 2.6 in first class order, and amuses himself meanwhile with the building – from apparently archaeological remains – of a veteran Oldsmobile. The design detail of this alarming device, and the skill and ingenuity Mike applies to the reconstruction, is fascinating.

At Knarr Mill the usual tinkering goes on, although the social side is a bit curtailed (no pub afterwards). David Hine and Alan Brown have at least two big projects on the go jointly, M45 and V12. A new body is being built on the back-from-the-dead

M45 chassis by Ian Waugh. Ian is doing a fantastic job of tube bending, welding and panelling; he's also done numerous jobs on his 3 litre tourer, and celebrated by covering many miles around the North and Scotland. Alan is well advanced with the complete rebuild of the 2 litre he's owned since the year Dot. David has rebuilt the odd engine or three, as you do, including that in Nick Hine's LG45 short, low special. This good looking car was taken over from Alan, who built it some years ago, and it was completed by Nick and David. It is now getting much use in Nick's trademark enthusiastic style. It's waiting for a hood, though that doesn't seem to bother Nick.

Another regular, Peter Bradley,

always has some job in hand on his blown 2 litre, by far the most cosseted car at The Mill and always immaculately turned out.

Your Northern Secretary has rebuilt much of the LG45 Rapide Rep. engine, and re-cored the radiator;

flushed (!) with success he does the same job on the LG competition car radiator, being tired of temperature gauge watching. Actually the temperature gauge was probably reading high, but still.....

Other Club stalwarts are probably doing interesting things, under cover of distance. We'd be glad to hear what's afoot, and an email to the N.Sec. containing tidings, would be received with rapturous enthusiasm.

Yours, from the North, Nigel Hall ■



Nigel Hall's LG45R replica



David Hine's M45 saloon

A Day at the Races and where that led

By Arnold Davey

Part Three

THE TERM 'DAMASCENE CONVERSION' is quite common now. I had mine at Clearways bend at Brands Hatch that year (1961). Reasoning that if the TR2 could take that curve at 80 mph, then the Ace-Bristol should manage 90, I attacked at that speed. It didn't work and I flew backwards up the GP circuit spinning in graceful circles. The realisation that a real racer would have gone on at redoubled speed whereas I wanted to go and have a lie-down and a brandy meant that competition driving was not for me in the future.

Later that year the AC had a disaster. On the way home from work there was a huge bang in the engine, followed by a lot of tinkling. But the engine was still running. On investigation, the enormous hydraulic crankshaft damper was wobbling about loose and there was no sign of the giant nut which should hold it, nor of the locking plate which stopped the nut from working loose. A search back up the road found the missing bits, so I replaced them and continued. But that nut continued to work loose on every trip, even after I had invested in a truck driver's wrench to get it really tight. What had happened was that the Woodruff key which transmitted the drive to the damper had sheared and in breaking had damaged the nose of the crankshaft. The car had to go back to ACs and its engine to Bristols for the latter to recut the slot and make

a stepped key. I was without the car for six weeks and going down by train to Thames Ditton to collect it, as arranged, found the factory shut as the whole workforce had gone to Goodwood for the TT. Fortunately, the Works Manager could be contacted to release the car. But it came back with a very much smaller non-hydraulic crankshaft damper and an instruction not to rev. beyond 5700.

Helping Richard Hare on his competition duties was valuable experience and one grew used to the Edwardian splendour of the RAC HQ in Pall Mall, where the competitions department was then housed. I ran the Southern Rally for three years and also a treasure hunt type of event in Hertfordshire. In 1962 the plans for London local government reorganisation led me to believe my job was going to disappear, so I applied for and got a post with Hertfordshire County Council to join the team designing the southward extension of M1 to Hendon. The dubious reliability of the AC would be a disaster for the big mileage I was now in for and I traded it in with Lotus for a nearly new Alfa Romeo Giulietta Sprint coupé that they had taken in part exchange for a new Elite. The drive over to Cheshunt to sign the papers, done in the works demonstrator with the factory demonstration driver, was the most terrifying experience I have ever

had in a car. In its different way, the Alfa was just as unreliable as the AC, being prone to vanishing oil pressure and unpredictable boil-ups when the dratted rubber O-rings between head and block gave up. I replaced it with a new MGB after the appalling winter of 1962/3, reasoning that three months of salt-strewn roads would soon eat the bodywork, given Italian lack of rust prevention. The MG was crude and agricultural after the Alfa, but reliable. I was to keep it for over 20 years.

But it was silly to be on the Lagonda Club committee without owning one. In the 1960s we met monthly at James Crocker's office in Gracechurch Street in the City, parking by The Monument and repairing to a nearby pub for a meal afterwards. On the committee was André Kenny, who lived in Suffolk and commuted to the meeting in a splendid M45 pillarless saloon. (BPJ 317, Z10932). André was a fascinating man, who in WW2 had commanded the RAF photographic air reconnaissance unit at Medmenham, where they interpreted all the aerial photos taken by the RAF. In the 1950s (or was it 60s?) he had been sent out to Cyprus to try to fix talks between Archbishop Makarios and General Grivas away from the media glare, to try to stop the conflict between Greek and Turkish Cypriots. For various reasons he chose to drive to Brindisi and then ship his car to Nicosia. He took the saloon M45, reasoning that it was less conspicuous than his M45 tourer. I have a photograph of the Lagonda being craned rather precariously on to the ferry at Brindisi. On some summer meetings he would come in his other M45, an open car, wearing an ankle-length bear-skin coat

that made the ample Kenny frame look remarkably Bibendum-like.

By 1970 the search for a Lagonda had become urgent and I had tried a number of different cars and models. One very stark 3 Litre had four seats but only one door, so if four people were to be accommodated a sort of precedence order had to be established for the mounting and dismounting. I really wanted an M45 (memories of Southgate). One day in the summer an advert appeared in *The Autocar*, of all places, put in by what turned out to be an American serviceman in Oxhey, near Watford. I rang up to arrange to see it and fixed a date. Then did everything wrong. The day fixed was the day Apollo 13 had its troubles and neither the vendor nor I wanted to leave the television until they were safely down. So, it was well after dark before I got to see the car in an unlit lock-up by torchlight – all the wrong things. But as soon as I saw the M45 I recognised André's saloon and immediately said yes. André had sold it to the American when cash got a bit short, the American had collected a string of cars with the intention of taking them home with him when demobbed but had later found that the authorities would only finance the transport of one car, so was disposing of all but the Rolls-Royce.

Wendy and I set off to collect the Lagonda in her Fiat 500 the following weekend. Oxhey is about 15 miles from Southgate and I asked the vendor how much petrol was in it, since the gauge didn't seem to work. He assured me there was plenty of gas. Three miles later the pumps started hammering and we just made it to a petrol station



in Stanmore. In those days petrol was served to you, not DIY. The attendant leapt up to help and stood puzzled. "Where do I put it in?" Looking round the car, there was no filler cap. Then I remembered; in the days of the Suez crisis and petrol rationing André had proudly shown how he had re-routed the filler - it was now inside the boot!

I undid the two huge wingnuts and was promptly knocked over by the boot lid shooting down on my stomach. The previous owner had had it apart and re-assembled it wrongly, so that the springs, instead of helping to counterbalance the weight of the lid and spare wheel, actually worked in the opposite direction, spring-loaded down.

I now had a parking problem. The MGB lived in the garage and my everyday Ford lived in the road outside. The M45 would not fit in the garage

and probably would not negotiate the dog-leg in the drive anyway, certainly not in reverse coming out. By amazing luck that week's local paper carried an advert from a man about a mile away offering to rent out his garage in a block attached to the flats he lived in. It was a substantial windowless brick-built affair with no electricity but extremely awkwardly situated. You had to negotiate a narrow entrance road alongside the flats and turn at right angles to get to the garage block then go past it and reverse in, blocking your own light as you did so. Added to which was the difficulty of parking the modern car somewhere while you did it. The Lagonda lived there for three years until we moved to Potters Bar in 1973. Oil changes involved ferrying the used oil in a baby's plastic bath to the local dump; the most stringent test of smooth driving one can imagine. ■

To be concluded

The Revival of a Long Lost 2 Litre - HE 4591

Part 2: By James Woollard

IN THE FIRST part of my article, we covered its early history, the big sleep of nearly 50 years and, like a chrysalis, its gradual emergence into a rolling chassis, with the engine away being restored. Incidentally, the article produced a phone call from a very old friend, Patrick Brock from Olney, Bucks, who remembered riding in the car on one occasion and later towing it back to the pub after its crash, which I had forgotten was the Green Man in Lavendon run by Basil Searle, who had apparently owned the car for 7 or 8 years. It may well have been him driving it at the Croughton crossroads - my only sighting of the car on the road. It would be reasonable to assume that he bought it from B R Smith the only other owner known to me.

Patrick Brock still owns Bill Hartop's low chassis 2 Litre.

Back to the rebuild, what was the plan? My intention was to rebuild the car as near as possible to the original. So, armed with a newly assembled rolling chassis on a set of old 18-inch wheels, the remains of the body complete but in pieces, we set off to see John Foy at Barley near Royston, who is renowned for his expertise in ash frame body work and superb trimming. Having "agreed" an elastic, estimated open-ended quote for the work, the chassis was left with him to construct a new body to the original spec using the old one as a pattern and to follow the original stitching of the trim. By a piece of good luck, a specialist metal working designer had




just started up in Bury St Edmunds (very convenient). Laurent Amman of Storik Limited was expert in making motorcycle fairings fuel tanks etc but had yet to work on cars. When I showed him the old front wings, he agreed to make up new ones and repair the bonnet. Roger Seabrook kindly drove his car to Suffolk so that Laurent could take copious measurements and photos. Anyone needing new long wings in future would do well to contact Laurent. With the bodywork completed, the car would be brought back to Bury for him to start on the wings. We now have a chassis, a body frame complete and wings in progress.

Seeing the possibility of an actual car being completed, I was very keen to reclaim the original registration HE4591, having been off the road

since the 1950s with no registration book, no number plates. I had only one photo of the car at the time and the car number plate on the bulkhead. I knew it would be an uphill task to reclaim the registration. I felt that without that number the car would lose its identity and this meant a great deal to me. After a chat with Arnold Davey I felt a little more confident. Without his advice I would certainly have failed. The first thing was to establish the source of the original registration which turned out to be with Barnsley Archives and Local Studies who supplied the necessary information. Arnold then wrote a very good letter to the DVLA (kits and rebuilds department) enclosing the tedious V55/5 and V765 and to cut a very long story short we had a result. By now with the wings and bonnet

1919	HE	1919	HE
X 4572	Perry, Emily, Water	4572	4572
4574	Oxton, Edward	4574	4574
4575	Samuel, John	4575	4575
4576	William, W. H. H. H.	4576	4576
4577	Walter, John	4577	4577
4578	Walter, John	4578	4578
4579	Walter, John	4579	4579
4580	Walter, John	4580	4580
4581	Walter, John	4581	4581
4582	Walter, John	4582	4582
4583	Walter, John	4583	4583
4584	Walter, John	4584	4584
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4591	Walter, John	4591	4591
4592	Walter, John	4592	4592
4593	Walter, John	4593	4593
4594	Walter, John	4594	4594
4595	Walter, John	4595	4595
4596	Walter, John	4596	4596
4597	Walter, John	4597	4597
4598	Walter, John	4598	4598
4599	Walter, John	4599	4599
4600	Walter, John	4600	4600



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Date: 27 Mar 2017
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Dear Mr Woodall


BARNLEY BOROUGH MOTOR VEHICLE LICENSING REGISTERS

Following your recent enquiry, I can confirm that the following registration appears in the motor vehicle licensing registers for the former County Borough of Barnsley:

No: HE 4591
Date: Sep 18 1929
Registered to: Nicholson, Clifford

If we can be of any further help, please do not hesitate to contact us.

Yours sincerely


 Paul Stebbing
 BA (Hons) MARM RMARA
 Archives and Local Studies Officer

Development, Environment & Culture Directorate

complete back to John Foy for the trim, fabric and hood. Getting the wings right is so important, particularly the drop of the front wings and the

cheeky tilt of the rear ones to create the continuous flow from front to back shown in the photograph below.



The observant reader will notice the early, dished steering wheel as fitted to the high chassis, in my view preferable to the later wheel, providing more leg room.



Meanwhile, back to John Foy for fabric, trim and hood making. This required much consultation between owner and restorer, with frequent inspections for the former. See photo of owner scrutinising details with an apprehensive John looking on.

The even more observant reader will see the extra support bar to the headlamp frame fitted to the low chassis cars with cycle wings (a trivial detail).

Choosing leather and carpet is no easy task, so many leathers are too modern and thin so you end up paying double for the proper stuff. For the record it took four large hides to complete the job. With much of the old trim to guide us we were able to reproduce the correct stitching and beading. The old hood frame was repaired. The hood and tonneau was fitted keeping the more vintage plain rear window. This work now completed, back to Storik for the final fitting of the wings and bonnet. The car then returned home



to join the Italian temptress in time for Christmas 2019. In the Spring she came out for a photo shoot and was recently joined by her sister car HE4573 driven up from Buckinghamshire. A very happy restoration and one more 2 litre back on the road. ■



Raddled Rods

John Stubbs looks at Dural & makes some interesting observations

THOSE OF A sensitive disposition may turn the page now. Under normal circumstances such pictures would remain in obscure papers on engineering mishaps. However, it just might interest those pondering their engine bits, or as something to distract those who are not.

It was just ten years ago that, after some forty years of ownership, I had cause to look at the con rods of my 16/80.

During that period, I'd contacted a fair number of the previous owners, and several had reported crankshaft work, though none appeared desperate. So, when I got the engine down, it wasn't how I'd expected: the bottom end wasn't broken, but I would not have taken the previous owner's recommendations to use lots of revs if I'd seen it before.

The first clue was that while all the rods were neatly but lightly number-stamped by the manufacturer, on rod and cap, each had also been given the appropriate number of quite deep centre-pop marks. Then, just in case there may have been some doubt about it, each also had the same number of file

nicks at, of course, the narrowest part of the rod shank.

It was apparent that, perhaps while doing all this, the rods had been securely clamped in the jaws of a good steel bench vice.



The rest of the rod surfaces showed various insults and injuries, some from handling, some appeared to have been left from manufacture. The point here is that, of course, the rods are Dural. You can get away with a lot in the case of steel rods: below a certain stress level, they'll have a virtually unlimited fatigue life. The material is plastic enough for surface cracks to be self-limiting, so fit and forget. Non-ferrous alloys, however, can suffer from the slow growth of cracks through the material, particularly from any stress concentration points such as a nick or change of section. They're sometimes accused of going crystalline: all metals are, of course, crystalline - right from the start. On ageing, however, they can accumulate so many small surface cracks that sooner or later, one will progress so far that it runs away, so the rod fails. Nastily.



Dural was developed in the early part of the 20th C. for aircraft frames. It was (and is) an alloy of aluminium, copper and magnesium. The main advantage is that it can have the tensile strength of steel forging, with less than half the weight. But it has a bad rap. I guess this is because of its tendency to let go without warning: it's sensitive to how it ages, its past levels of stress, surface marking, corrosion, impurities – you name it. The 16/80 engine, of course, was designed by Crossley Motors; while they made no pretensions to motor-sport ambition, they had in the late 1920s made petrol aero engines, so perhaps Dural rods were familiar to their suppliers.

It seems they found this engine expensive to produce – Lagonda took them on, as a handy source of a six-cylinder unit that would respond to some modest mods.

My choice, then, was between retaining the original and the safer option of going steel. No choice, really – over the past few decades I've absolutely prioritised conserving the bits that left the factory gate. I reckon I've got some 85% (by weight) of what rolled out onto The Causeway in the summer of '32, and I'd rather not compromise any of that.

It wouldn't be a good choice, though, if a broken rod made its own departure through the side of the block. So, how to restore confidence?

In the end, I spent a lot of time carefully fettling the rods, in particular filing and polishing out the nicks and marks on the slender shanks – when rods go, it's nearly always due to a critical combination of tensile and bending stress, at a point not far below the small ends. The tensile loads are

due to stopping the piston as it comes up to TDC, and the bending stress due to the mass of the rod itself as it changes direction across the crankshaft axis. The next part of the process aims to improve the fatigue strength of the metal: shot peening to induce residual compressive stress. Correctly done, the effect of, for instance hard steel shot-pellets impacting the surface makes it less likely for cracks to start, as the skin is in compression. This is the same principle toughened glass uses, and it can be very effective. The peening is not an easy process to control, however, and a lot depends on the skill of the operator to get the right material, the force applied, and the evenness of the effect.



The previous photo shows one of the rods after treatment: it looked OK to me. I reassembled the engine with new pistons: these were some 26% lighter than those removed. Fag-packet calculations indicated that this factor alone would reduce the tensile con rod

load from around 500kgf to 400kgf at 4,500rpm. That's comforting, and perhaps I now have a sub-conscious red-

line etched on the brain. It was ten years back, and the car's still running fine. ■



John Stubb's superb 16/80 - what a lovely car!

A photograph of a dark green vintage coupe car, identified as a 16/80, parked on a gravel surface. The car is shown from a side profile. In the background, there is a large white graphic of a tire tread and the word 'Longstone' in a stylized font, with 'CLASSIC' written below it.

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Arnold Davey - Diamond Years

Chairman, John Sword, highlights this remarkable achievement

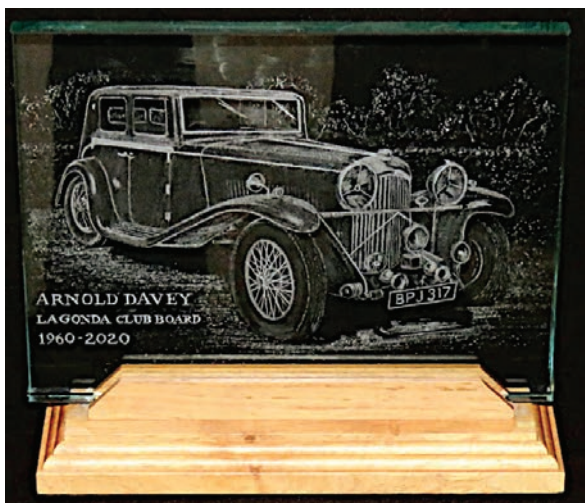
MOST MEMBERS WILL know that Arnold has been a core member of the club's senior team for several decades - other committee/board members have come and gone, but Arnold's name has reassuringly graced the listing on the first page of the Magazine throughout. In fact, Arnold joined what was then the Committee (now the Board) of the Club, in 1960, soon after becoming a member in 1955, so he has now done 60 years of service and we felt that this anniversary should be marked appropriately.

Accordingly, we have presented Arnold with a glass plaque, engraved with a drawing of his well-known M45 saloon BPJ 317. This engraving was taken from the cover of Lagonda Gold Portfolio, which is an essential part of any Lagonda library. BPJ was formerly owned by another leading light in the Club, Andre Kenny, who used to entertain Lagonda-loving undergraduates (including Clive Dalton and myself) at his home, Alpheton Mill. During his ownership Arnold restored the car to its original black, and, after many years, he recently passed the car into the sympathetic ownership of David Westall. David brought BPJ to our recent AGM - still going strong.

Arnold is, of course, the ultimate Lagonda guru, with a seemingly limitless fund of knowledge about every

aspect of the marque, the cars, and their history. We are fortunate that much of this knowledge has been committed to print, in Arnold's books and in his many other publications, so this can never be lost to future generations. We also have the Club's enormous archive of material that has largely been put together personally by Arnold over the years. Here I should mention Arnold's latest upcoming publication - *Lagondas in Competition* - this is a straight listing of every single recorded appearance of any Lagonda in any form of competition, up to 1940. Please let Arnold know if you would be interested in a copy, so that we can decide how many to print - the price will probably be in the range £10 - 20, depending upon numbers.

In the meantime, Arnold, here's to the next ten years! ■





Arnold's M45 saloon as seen at the 2020 AGM, now owned by David Westall

Arnold immediately wrote to the Editor with the following response:-

May I please take a small space in the magazine to thank the Board and the members for the beautiful glass engraved plaque celebrating my sixty years on the Committee and later the Board. John Sword made a special trip here to deliver it to our Covid-bound house, where it now occupies pride of place on the display case in the lounge.

The club has changed immeasurably in that time; we have very few Wing Commanders now, and vastly more overseas members. But the same friendly, unstuffy, atmosphere remains, a tribute to all the men and women who work on our behalf to keep Wilbur Gunn's heritage alive. Long may it continue. ■

Arnold Davey

The Lagonda 16-80: A Crossley perspective

By Malcolm Hatfield

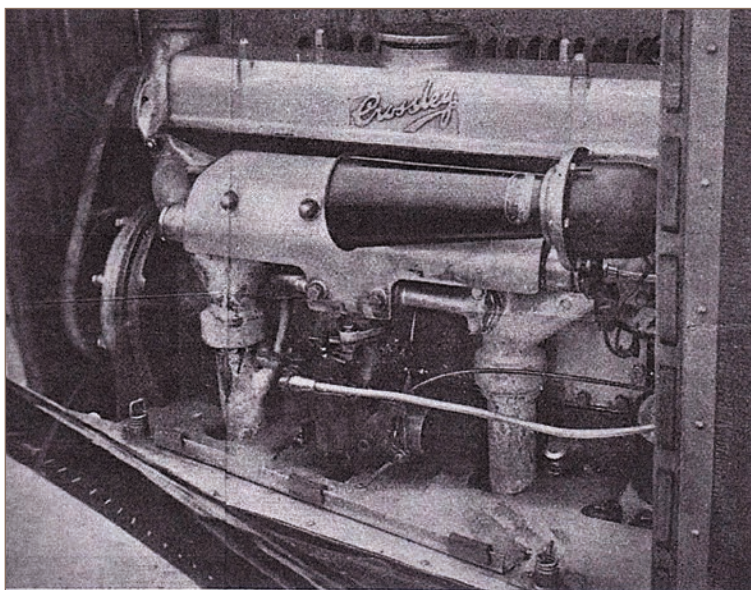
AS A LONG-TERM Crossley owner I read Brian Savill's article on the 16/80 with interest; however, as Roger Seabrook invites comment, being in some disagreement with some of the detail and the conclusions, the following is written from a Crossley perspective. In view of this, it is best to present a few credentials to start with:-

I ran the only remaining running 1934 Crossley 2 Litre Ranalah bodied Sports Saloon which Brian refers to as a "later model using the 16/80 engine" for 25 years, and for the past five have owned a 1929 2 Litre Crossley Sportsman's Coupe; so I am familiar with the different varieties of the Crossley 2 Litre ohv engine, albeit unlikely to have dismantled as many as Brian. As one of the founder members of the Crossley Register some 30 years ago, recently retired from the post of newsletter editor for most of that period, I am well-steeped in Crossley lore, and admittedly an enthusiast. Other members of the Register experienced in this engine and its varieties have been consulted and offered encouragement, comment and clarified factual information: however, the conclusions and more open-ended speculations are my own.

The first thing to say is that the Crossley Register archive does not have any information on the commercial dealings with Lagonda. I am unaware whether the Lagonda Register has

any information from the Lagonda side, although it would seem from Brian's article that you do not have such material. So, for background it is worthwhile giving a brief history of Crossley's design and use of this engine.

The first drawings of a possible 2 Litre six-cylinder engine started in 1925, although the actual introduction of the car was early in 1928. It seems that Crossley had chosen to change the customer focus for a car of this size as, when introduced, the car was both more sophisticated, more expensive and more sporting than the four-cylinder side valve model it replaced. It was called the "Shelsley", referring back to the 15 hp car made before the First World War, which had notable hill climb success at the time, including the MAC President's cup in 1912 for the best formula result at Shelsley Walsh. The 1928 model, announced as the '15.7hp', was an elegant four light fabric bodied saloon, which was soon joined by a tourer, a sportsman's coupe and a heavier six-light metal bodied saloon. It is my view, that, although other manufacturers were moving to 6-cylinder cars of about this engine size, a main influence behind this was the Talbot 14/45. The Crossley proved popular, selling well over 1,000 in the first 18 months; the chassis was used by a number of coachbuilders for attractive 2 door coupes.



THE TWIN EXHAUST OUTLETS AND CARBURETTOR MOUNTING ON THE NEAR SIDE OF THE 2-LITRE SIX-CYLINDER CROSSLEY ENGINE

Later in 1928, Crossley introduced the '2 Litre Sports'. This used the same chassis, lightweight touring sporting bodywork and with a more powerful version of the engine. Crossley, having been a long-term producer of engines since the 19th century, had good engine test facilities; the Register has a number of power graphs for different engines; the 1928 2 Litre Sports produced 62 bhp at 4000 revs. This car was not excessively heavy, and was road tested at the time at over 75mph.

This is a good power output for the time, and at the risk of getting into trouble with Lagonda owners, I would suggest very comparable or indeed greater than the standard Lagonda 2 litre engine as produced at the time. So when Lagonda approached Crossley, presumably in the early 1930s, there were two available variants of the engine, the basic 15.7 and the 2 Litre Sports. One assumes that Lagonda would choose the more

powerful. So, if my supposition is correct, then my view, possibly controversial in these circles, is that Lagonda would not have had to do much, if anything, to this engine in terms of performance improvement to meet their needs. Crossley's 2 litre sports engine had higher compression than the basic 15.7 at 6.5:1; two Y-shaped exhaust manifolds leading dual pipes to a silencer underneath the passenger compartment, and a much larger inlet manifold diameter with an equivalently larger Stromberg updraught carburettor. Lagonda, presumably wanting to produce an engine which looked more 'sporty' would want to fit twin SU's but I would suggest that they did not make a great deal of difference other than possibly increasing the rev range. Long term Lagonda Club member Stephen Weld, who will be known to a number of members, has run his Crossley 2 litre sports tourer for a long number of



The Crossley Sportsmans Coupe - a most attractive car

years during which time he tried the Lagonda induction arrangements and found the only noticeable difference was an increase in petrol consumption. The Lagonda induction system for the twin SU carburettors has sharp right angles, presumably to get them under the bonnet, whilst the Crossley inlet manifold is a smoother simpler shape

There is one Crossley graph for the 2 Litre in 1934 which shows twin carbs and 65bhp, which doesn't seem to have added much. 'The Motor' road-test Crossley had twin SUs but the three surviving cars have a large single updraught Zenith. Has the Lagonda Club archive got any performance graphs for the 16/80 engine?

Crossley made a significant change to their car in 1930; they dropped the quite elegant chassis of the original and replaced it with something heavier which was able to take both the 2

Litre and their larger 3 Litre engine. The result was a heavier and more luxurious conventional saloon with a change which Lagonda would not have wanted; that is an American-made Warner gearbox with central change, replacing the extremely pleasant right-hand change of Crossley's own gearbox which, however, was prone to be noisy. Also, Crossley used a clutch which ran in a few inches of oil in the bottom of the bell housing - very effective, but maybe not to Lagonda's wishes, so they would have needed to install their own clutch and gearbox, possibly requiring a change in the position of the starter motor. The Crossley Two Litre Sports was offered into the 1930s, and with the option of the original right hand gearchange. A small number of very attractive sports saloons were manufactured.

The other main change that Crossley

made was to alter the dynamo and magneto drive to use a separate cradle and this is where I have to propose that Brian is mistaken. The cradle was introduced in 1930 and that is absolutely the case because Crossley produced a totally comprehensive parts list for that model. This included every nut and bolt, washer, split pin et cetera and refers to the cradle and all the different parts involved. Interestingly, it's possibly the introduction of this cradle that caused the problems with lubrication of the sprocket, because in this new design it is less open to oil mist in the timing cover. This cradle is very similar to that used by Crossley on the 3 Litre 6-cylinder engine introduced in the mid 1920's.

Also, in 1930, the design of the block was changed. Earlier Crossley 15.7 engines were flush sided on the block, later engines were cast in a way which showed where the water jacket was and also where you could see the three groups of two cylinders. All the photos of 16/80 engines that I have seen have this feature. However, if any 16/80 owner has a block which has a flush side, then I suspect that this was cannibalised from a Crossley engine sometime in the distant past! At the same time the three internal crankcase oil baffles were added. We have no idea why this change in block design was made.

An interesting aspect of this is that the 16/80 engine has a crankcase breather on the passenger side of the engine. This protrudes to the same place as the updraught Stromberg carburettor on the Crossley engine. However, on the 1934 2 Litre sports

saloon, which has a very large single Zenith, the block casting has the oval protrusion where the holes could be tapped and the flange of a crankcase breather placed, all as in the 16/80. This suggests to me that following Brian Savill's comments, Crossley were making cylinder blocks for Lagonda with this particular feature so that Lagonda could fit their design of crankcase breather, – or indeed Crossley could have been making the breather for them. Brian also proposed that Lagonda made various other parts for this engine, some of which really puzzled me. Yes the rocker cover must be different because it has Lagonda on it, although as Crossley had their own aluminium casting operation, they were more likely to have this item in their pattern shop so they could have made it. However, I cannot see that the rocker shaft, its stanchions and rockers were different. These items on my 1934 model were exactly the same as my 1929 car. I can't see why Lagonda would seek to change this and indeed the arrangements for the pressure release valve on the rear stanchion are exactly the same, as I am happily using parts supplied to me by the Lagonda club on this vehicle. Similarly, the camshaft cover; it's a simple alloy casting on the Crossley with stiffening ribs to the rear. Why change that?

It is clear that there were two versions of the Crossley cylinder head, a very early one which had thinner rockers and a smaller water pump, but I have never seen one. If any Lagonda owners happened upon one of these it might lead to the conclusion that Lagonda had modified the rockers for

the 16/80. All the existing Crossley cars I have seen seem to have the same cylinder head apart from the Sports being shallower giving greater compression, and I reckon it is the same as used in the Lagonda 16/80.

There were also two types of oil cleaner used by Crossley, the earliest ones were flush with the engine block; later ones are bigger, more of a cylinder. All the 16/80 photos I have looked at show something that looks like the earlier Crossley type, albeit with a crossbar which I assume is to help in unscrewing it. Certainly, the sump was changed, as on the 1934 it is the shallow, wide rather Bentley-like alloy casting as used by Lagonda. As it seems extremely unlikely that Crossley purchased castings from Lagonda for their 1934 car, surely Crossley made these too. However, one would imagine that if you were

changing the design of the sump then you would also look at the depth of oil required, so it seems extraordinary to me if Lagonda changed the sump and never checked the dipstick oil level mark. Maybe there are two lengths of dipstick?

The camshaft is another matter; the 2 Litre sports Crossley in 1928 had a different camshaft from the standard 15.7, though we do not have clear information about the 1928 timing. The view of those who have seen and measured a variety of these shafts is that the Crossley sports cams for the 1934 Sports are the same as the Lagonda 16/80; the Crossley engine however was still able to produce over 60 brake horsepower in 1928, so why change that? The financial crash of 1929/1930 was profound for Crossley's car business, although by then they were already well diversified into



The Ranalagh bodied Sports Saloon

military vehicles and buses, so cars were not their main earner. However, after 1931 Crossley made very few of their own 2 Litre cars and sold more of the engines to Lagonda than they used themselves. The 1934 Crossley Sports Saloon is interesting because it seems that someone in their marketing department had seen the Lagonda offering and suggested that Crossley produced a similar product. The result is the 1934 revised 2 litre sports saloon which also used the ENV 110 gearbox spaced apart from the engine as per Lagonda, but with slightly different design of bellhousing.

For this car a further, better braced chassis redesign was made, again allowing a 3 Litre engine to be

installed. This car in 2 Litre form was still easily capable of 70 plus miles an hour and was road tested on two occasions by the technical editor of *The Motor*. The engine was also used in the Crossley Streamline, a rear-engined car based on the patents of Burney, which was said to achieve 80 miles an hour because of its more streamlined, rather Tatra-like shape. However, it seems that only about 25 of each were made and that after 1934 this engine ceased to be manufactured.

So, in summary; in my view Lagonda would not have needed to make major changes to the Crossley engine and the balance of evidence indicates that it is most likely that Crossley made all of the engine with



Stephen Weld's well-known Crossley 2 litre Sports. Like the Lagondas, a very good-looking car

only a few small modifications to suit the customer.

The only clear differences in the Lagonda engine are the revised block design to allow for the breather, a larger sump and the twin SU inlet manifold. It would seem that Lagonda chose this engine not so that they could redesign it but because it was an excellent product that was tried and tested - made by a famous firm which had huge experience of engine building since the 19th Century, and only became car manufacturers when asked to produce an 'English Mercedes' by Charles Jarrott in 1904.

Thus, the 16/80 engine is a Crossley engine and no Lagonda owner need feel that this was somehow lacking and inferior. The only way that Lagonda could have had a large influence on the design is if they were in negotiation with Crossley as early as 1928, which seems really unlikely. In the absence of clear evidence, the view that Lagonda had to dismantle the engines to check them and to make modifications also seems unlikely; it would surely have invalidated any form of guarantee offered in the contract.


An interesting, and unknown, aspect of this is how Lagonda came to choose the Crossley engine. I am assuming that it was this way round because we have no evidence that Crossley ever attempted to sell their engines to other manufacturers. With some trepidation I suggest two possible scenarios; the first being in the person of Ricardo.

Crossley had been a long-term user and promoter of Ricardo

from the early 1920s onwards. It is reasonable to expect that he was involved in the design of the 15.7/2 litre engine which was, in a number of ways, different from the company's previous products. As Ricardo was also working for Lagonda it seems possible that, if he knew that Lagonda might be interested in a replacement for their complex 2 Litre engine, then the Crossley one might suit - powerful but, in typical Crossley style, a much simpler mechanical design with good cylinder breathing.

The second possibility is the report in 'The Motor' magazine of the 2-litre sports performance in the JCC 1-hour high-speed trial at Brooklands in 1929. In this the car covered 71 miles in one hour and, as the report said, "alongside such expensive competitors such as blown 2 Litre Lagondas and others". This performance might well have been noted by the management at Staines.

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Pitfalls - Part III (*concluded*)

By David Hine

MOVING THE FLYWHEEL to another set of bolts is a trick to present less worn teeth to the starter motor. However, it is only kind to your successor to remark the flywheel with TDC. I once lost 3rd and top gear on a G10 gearbox due to the lock nuts on that comical remote selector unit coming loose.

In 1968 I set off to Silverstone on the inaugural trip in our new V12 special. In my ignorance I had swapped the distributors over and so they were both retarding instead of advancing as the engine picked up speed. I kept pretty quiet about that clanger until I noticed it happening on an immaculate V12 in Germany many years later. Having said all that the V12 engine, once these problems have been overcome, is fantastic. We raced for five years and then Alastaire Barker raced the car for another 20 years, including the Mille Miglia, trouble free.

Clutches are a source of anxious worry for many Lagonda owners. The perceived design wisdom in the 1920's and early 30's was the steel driven plate clamped between friction discs riveted to the flywheel and pressure plate. The lazy practice, which is sustainable with modern clutches, is to slip the clutch on a hill while waiting for the lights to change. If you try this with a vintage clutch the pressure plate becomes white hot in about 12 seconds and your Lagonda fills with smoke. The pressure plate often deforms and becomes like a trepanning tool and scrapes most of your friction lining away in no time. You then ring the Spares Section and purchase a

Borg and Beck clutch conversion kit at vast expense to solve the problem ! There is a cheaper fix for the Meadows clutch by switching the linings from the flywheel and pressure plate and riveting them onto the driven plate and this works very well. However, a well- found Vintage clutch will work just fine if driven considerately, so to speak. As Phil Ridout advised me, "Your clutch should be in or out, that's it".

Oil systems and oil filters are a constant source of debate. I see many beautiful engine compartments with their appearance spoilt by a modern filter which, in my humble opinion, is not really necessary. I am supported in this view by non-other than Henry Royce who forbade the fitting of oil filters on any Rolls Royce engines, including the Merlin. This may have been a 'bridge too far' in the desert campaign, where a filter may have kept some of the sand out of the sump! However, on our Lagonda engines the vital procedure is an annual regular dumping of your hot oil after a long journey. The purpose of a filter is to protect thin wall shell bearings from the slightest foreign particle but our vintage engines, with white metal bearings, can cope easily without a filter. Regular oil changes are vital to remove the sludge which comes from the water of combustion mixing with the detergent in the oil. A filter will not purify your oil or lessen the need for these regular changes. Prior to the introduction, in the 80's, of synthetic oils which burn clean, the old type

of crude distilled oil gave rise to a lot of sooted-up plugs and bitumen type deposits in the oil sludge. Instead of lubricating the oil, if not changed, became like a grinding paste and engines had to be rebuilt with oversize pistons and bearings. Nowadays this is almost a thing of the past. Why some of our cars had chassis lubricating pumps fitted to the bottom of the engine sump I will never know. The little pipes and nipples all blocked with sludge in no time.

The other lubrication enigma from the past is the use of vegetable-based oils in the back axle and gearbox of all models of Lagonda up to 1935. In the immortal words of Ivan Forshaw "Castrol R has few virtues not possessed by modern lubricants". The pitfall here is that Castrol R must not be mixed with mineral based gear oil. This is because the resultant blend turns into a sticky almost solid mess. If your axle or gearbox has vegetable oil, with the distinctive sweet smell, then you must continue using it. It cannot be flushed out. A change to mineral oil can only be made after a complete strip down and the fitting of all new bearings. Catastrophic wear of differential gears resulted from the decomposition of the Castrol R gumming up the tiny oil ways with a type of resin.

The oilways have to be diligently drilled out during a rebuild. Steam oil was usually used in the steering box but beware of the possibility that Castrol R is in there as well!

I think it was Andre Citroen who invented double helical gears. They are a splendid design and a step forward from noisy straight cut gears. However old age leads to metal fatigue and the loss of a gear tooth can happen at any time. The Club is gradually having batches of replacement gear sets made and they are a very worthwhile purchase if your model is catered for at any time, even if they sit on the shelf until needed.

I hope this article has not made the reader too gloomy or afraid to even cast off on a journey. Over sixty years and a hundred thousand miles of Lagonda motoring I have only had to come home on a low loader three times. The first time was from the Northern driving tests when my badly fitted rear axle pinion sheared its keyway. The second was due to seized pistons (see above). Finally, a broken gear tooth caused a recent pick up to home, but for only for a few miles. However, I had just got back from a 100% reliable, 1000-mile, continental rally so I had to give thanks to the Spirit of Lagonda for sparing my blushes! ■



"Er... I expect you remember asking me to split-pin the big-ends? Well..."

The Lagonda Club 2020 AGM at Great Tew, Oxfordshire

*Toby Bruce drove from near Chippenham
in a Supercharged 2 litre*

THE CLUB AGM was held in fine weather on the 27th of September; looking at how the weather has deteriorated rapidly since then, not to mention the whole Covid situation, in retrospect it was superb timing to hold the event on that weekend. However, my father and I left home in North Wiltshire lulled into something of a false sense of security by the weather forecast, and by the time we arrived two hours later – having of course resisted the temptation to erect GT910's hood – we were both somewhat chilly. Having parked up at the cricket club – taking great care not to dig up the immaculate grass - I managed to prise my icicle fingers from the steering wheel, and we were treated to a warm welcome and equally warm and welcome cup of coffee. I was surprised by the impressive number of cars that attended, some from much further away than we had come; I suppose that in this strange year where the events calendar has been decimated by Covid, everyone was very keen to finally use their cars and meet like-minded people again. The AGM itself took place in the clubhouse, with socially-distanced seating and speakers outside so people did not have to enter the building if they did not want to. This set-up worked well, and I'm sure any Covid compliance officer present would have agreed! The cars too were parked in a socially-distanced fashion, and the fact that the event went ahead and was such a success is a great

credit to the organisers. As can be seen from the accompanying photos, most kinds of Lagonda were represented, with the participants choice for their favourite car present being the wonderfully original V12 saloon that had just arrived in this country from the Antipodes – this car happened to be parked close to the clubhouse, so in a fine example of multi-tasking many attendees simultaneously admired it and listened to the AGM! By lunchtime, the weather had warmed up significantly, and many members had brought picnics which were enjoyed in the autumn sunshine. My father and I hadn't quite gone to the effort of some – petrol station sandwiches were our lunch – and left after 'enjoying' these and admiring all the other cars. The drive back unfortunately was somewhat smoky, as GT910 sprang a large oil leak at the rear of the engine, which dripped onto the exhaust – never a dull moment with an old car!



AS THE LAGONDA Club is a limited company it is required to hold an AGM with a sufficient number of people in attendance to satisfy the regulations. Chairman John Sword had taken great care to ensure that the meeting was in full compliance with Government regulations in force at the time – no easy task but essential. President David Hine gave, on behalf of the Club, a big 'thank you' to John for arranging everything and for the splendid venue



The very original V12 saloon as imported from Australia



The spirit of the AGM!



Lined up in front of the Cricket Club pavilion

he selected at Great Tew.

David reminded us that the Club's two main objectives were to preserve our Lagondas, and to help members to enjoy their use – but it had been a poor year for enjoyment! Hopefully it will be a much better year in 2021 and all events will run.

Brian Green, the Club Treasurer, noted that, although the Club was in good health financially, sales of spares had dropped reflecting the impact of virus-related restrictions on activity and on confidence.

Spares sales are essential to provide sufficient cash to invest in new products.

Tim Parker, Competition Secretary, gave some good news that the VSCC had agreed a new trophy award to the Lagonda achieving the best results in all their events. The Lagonda Club was loaning the Crocker Trophy for this purpose.

A special award was made to Arnold Davey, by the Club, for his outstanding record of service (see separate report).

Awards were presented as follows:

Distance award – Nigel Hall (LG45)

Meeting's choice – Andrew Chisholm (V12)

Gostling Trophy – James Baxendale ■



A panorama - socially distanced cars!



Simon Bruce's S/C 2 litre on left next to James Baxendale's earlier speed model on right

A Vintage Picnic & Fiddling about with My Lagonda During Lockdown

Nigel Patterson finds plenty to do!

OPPORTUNITIES TO TAKE my Lagonda to a rally have been somewhat limited this summer, so it was good when Peter Card (who owns Transport Collector Auctions) invited several local Lagonda Club members, together with other local owners of pre 1960s cars, to a vintage picnic in the orchard next to his farmhouse in Barrington, Somerset. Pat and Alan Elliott, Pam and Hughie Hill and Kathy and Nigel Paterson took their cars to the picnic: these are two low chassis 2 Litre cars and a 3 Litre DB Lagonda. There were about 35 cars lined up by midday, including a 3 Litre Bentley, two Aston Martins, five MGs, three Lagondas, a pair of lovely Vauxhalls (one, possibly both were 30/98s), plus Austins, Singers, Fords, a Rover, BSAs, Rileys and a stripped down Singer special called 'Bloody Fool'. Most dated from

the 1920s and 30s and a couple from the 40s and 50s.

The weather was good, warm with sun and cloud, with only a couple of showers. A great time was had by all, self-distancing was nearly maintained and there was a light-hearted competition, which included which car had the cleanest offside front wheel, which car would you most like to polish and the dating of three venerable bicycles. Alan's beer mug contained Coca Cola! Have a look at Peter's website (<https://tc-auctions.com>) to see what he has auctioned over the last year or so and see what is being planned.

The monthly car meet at a local pub (the Dinnington Dock) has also started up again. About 20 cars came along in July and it was good to be able to socialise there again. I hope



Kathy Patterson, Pat & Alan Elliot and friends with Alan's 2 litre in the background

the situation improves rather than deteriorates and that this sort of meeting can continue!

I spent time during lockdown sorting out some long-standing issues with my car. When I purchased my Low Chassis 2 Litre (18 years ago), it was fitted with a single SU carburettor. I spent about 2 years stabilising the body and doing a host of mechanical repairs/improvements. As part of this work, I changed the single SU for a pair of Solex side draught carbs, which were advertised in the Club Newsletter. Although the car ran well on these carbs, it was a pig to start from cold and was even worse when warm. Over the years, I've tried several ways of improving the starting, including a Ki-Gas system and then a home-made strangler fitted to each venturi. Both of these cured the poor cold starting, but hot starting remained unreliable. So, during lock down, I decided to admit defeat and rebuild the original SU and refit it. Luckily, the carburettor, most of the studs, nuts and other parts had resided in my box of useful stuff for the intervening years. Well, what a transformation, the car starts on the button from cold and when warm, and the performance (which is not dramatic) is the same as with the Solex carbs.

I've also had a problem with oily/sooty spark plugs, with random plugs stopping sparking after a low number of miles. Thorough cleaning of the offending plug restored the spark. I've been using NGK AB7's and, looking on the internet, these are a relatively low temperature plug. The spare set on the firewall of the car, which have

been there since I bought the car are KLG M30's. An aside, KLG was started by Kenelm Lee Guinness (hence KLG), a member of the brewing family, which manufactured spark plugs on the site of an old inn in Putney Road, London, called the 'Bald Faced Stag'. He raced cars in the pre-1925 period and wanted improved plugs, so developed them. Later the company was sold to Smiths industries, who continued manufacture into the 1980's. The factory was demolished in 1989. According to the website I looked at, the M30 plug runs at a higher temperature, than the NGK AB7 and this reduces the formation of sooty deposits. Evidently, several factors affect the temperature of the plug, including the electrode material, size, insulator and plug shoulder geometry. With the KLG M30's fitted, the sooty deposits do seem less and they are not failing from being sooty/oily. The equivalent NGK plug is the AB2 (which, according to the website, is suitable for tractors!). I've now bought these and the KLG's will soon return to the firewall. I think the problem may be occurring because my 2 litre is a supercharged car with flat top pistons, but has run without the supercharger since the 1930's. it therefore has low compression (about 80psi).

My car (BU 6754) was first registered in Oldham, on 31-1-1931 to a Wilfred Whitehead. I see from the April 2018 Newsletter that Wilfred registered an M.45 (Brian Green's car) in February 1935. I guess my car was traded in then. Wonder how many other Lagondas can be traced back to a common original owner. ■

Picture Quiz Answer

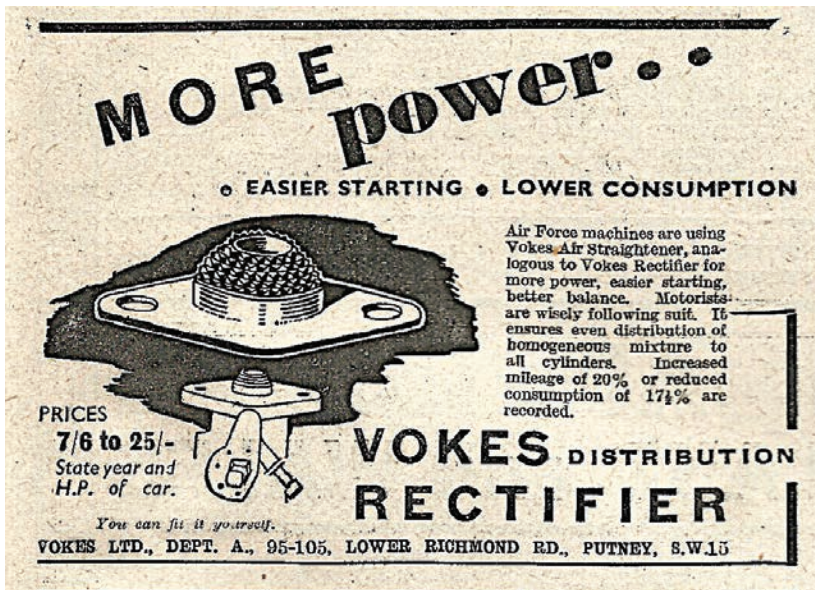
(to question in Summer Magazine No. 256)

I HAD A FEW responses to the Quiz and the respondents were correct – the device is fitted between the carburettor and the inlet manifold. I discovered them when removing the carbs on the 2 litre saloon.

Brian Savill phoned and said ‘throw them away, they don’t work’.

John Stubbs, who ran the AA’s Engineering Lab, said ‘we spent a lot of time testing economy devices like the one in the last issue p20, I had a display case full of the things - quite a few court cases, when we rubbished them!’

Here is an advert from ‘The Autocar’ dated March 1939



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Air Force machines are using Vokes Air Straightener, analogous to Vokes Rectifier for more power, easier starting, better balance. Motorists are wisely following suit. It ensures even distribution of homogeneous mixture to all cylinders. Increased mileage of 20% or reduced consumption of 17½% are recorded.

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I have not replaced the devices as yet – I will see if there is a difference when I have run the car for a few miles, and have re-instated them. Currently it is fitted with two Zenith 36VH carbs of baffling complexity, these were added in 1938 and there is correspondence from Zenith to this effect.

I have no idea if the many jets are correct for the engine currently in the car (the original is awaiting cleaning and checking). I have the Zenith 36 UH carbs that the current engine is used to, but need to make a new fuel pipe from the Autovac, incorporating the KiGass take-off: [Ed](#) ■

Letters & emails ... Letters & emails

Dear Roger,

How interesting to learn that 2-Litre head studs are threaded 7/16" CEI and not 7/16" UNF (Tim Wadsworth's letter, in The Lagonda No. 264). But UNF being drawn up as recently as 1949 is a red herring.

Mention of the thread being 7/16 SAE originated in 'SPARES AND TECHNICAL TOPICS' in The Lagonda No.6 (September 1952). 'Some Threads on your Lagonda' in The Lagonda No.77 (Summer/Autumn 1972) perpetuated the story, claiming "Wilbur Gunn's contribution to the helicology, or screw-lore, of the Lagonda was the introduction of the American National Fine (ANF) where these gave advantages over the BSF series. These advantages stem from the fact that for any given nominal diameter of screw or bolt the ANF series has a finer thread, that is, more threads per inch length, than the BSF. Fine threads are more suitable for use on hard and dense materials, and, where components are secured by split cotters and castellated nuts, a fine thread enables tensile loads to be applied more accurately.

A good example of the use of an ANF thread is at the top of the swivel pins of the 2-litre and 3-litre cars. There, great accuracy of adjustment is required, and the pins are made of high-tensile steel. The advantage given by the ANF ½" diameter thread over the BSF is 20%, since the ANF pitch is 20 t.p.i., and the BSF is 16 t.p.i., which is a great help in pre-loading the thrust race which supports the weight of the car. Other uses of ANF threads are on

the high-tensile cylinder head studs on the 2-litre, and the sump bolts and studs and the head studs of the 16/80." The Club's 'Vintage Lagonda Handbook' repeats the ANF assertion.

That is all good engineering, and sounded a plausible explanation. In the USA, in 1864, a Franklin Institute committee recommended adoption of William Sellers' system of standard screw threads, which had a 60-degree thread form. It became the "United States Standard Thread", later to be known as the "American National Standard Thread", and was current long before, and during the time when, Lagonda adopted 7/16" x 20 tpi for head studs. Although the UNF/UNC thread system was agreed between the USA, Great Britain, and Canada as late as 1949, in essence it continued the ANF/ANC thread system, the basic dimensions and pitches remaining unchanged with only the tolerances differing. Now Tim has challenged the SAE/ANF/UNF connection by observing that 7/16" CEI nuts not only screw on snugly, but have the correct British hexagons. Nothing could be more fitting. But which is it? They both fit!

There is yet more. Did you know the former CEI (Cycle Engineers Institute) and the current BSC (British Standard Cycle) threads, despite sharing the same 60-degree thread form, are not identical? The BSC thread has rounded crests and valleys, whereas the crests of CEI threads are truncated (see www.stevenott.com/ceithreads.htm CEI & BSC THREAD DATA - Steve Nott)

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mainly on BSA Motorcycles and technical data, especially regarding the Gold Star and B Range. BSA Service Sheets and Lucas Magneto Parts for sale. Norton, AJS, Matchless, Triumph Parts List and Service Sheets on CD, DVD.

Happily, the two forms are mutually compatible. Although the 20tpi series was discontinued in B.S.811 (1950), 7/16"x 20tpi nuts remain available, used by the vintage motor-cycle fraternity.

Kind Regards,
Mike. ■

Dear Editor,
Clive Dalton's article on the 2 Litre clutch in the last magazine reminded me that when I bought GP895, over fifty years ago, I discovered that the splines on the clutch output shaft and the sliding spider were incredibly badly worn. There was at least 20 degrees of slop between the two - but it worked! In this condition, we completed a number of continental rallies, Lagonda races at Silverstone, and hill climbs at Prescott.

However, the time came when I decided something ought to be done.

I replaced the output shaft and spider with beautifully made new items. Immediately, I had problems - with jamming. It wasn't just lubrication. I was only able to solve the problem by easing the clearances with metal polish, then it was OK.

Clive also mentions the 3/64" setting of the clutch ejector. Now, I am very fortunate in having an inspection pit in my workshop. I am able to do this adjustment underneath the car.

So much easier than having to remove the seats and the floor! Also, I don't use feeler gauges, but tighten the set-screw until it just makes contact, then back-it off 1 1/4 turns. This gives the correct clearance.

Tim Wadsworth's letter in the same issue of the magazine mentions the cylinder head studs, using 7/16" 20 tpi thread, which is not BSF. Many years ago, Ivan Forshaw told me that this thread was SAE (American Society of Automobile Engineers). Wilbur Gunn's legacy perhaps? This same screw thread is also used for the brake drum nuts.

Yours Sincerely,

Alan Elliott ■

Dear Roger

In my article on GF 8843 in The Lagonda 262, I attached a photograph of GF 8843 taken by the motor racing photographer, Guy Griffiths. I asked if any member was able to identify the location or the event. Thanks to copies of the 2 litre Lagonda Register Notes, generously provided by Mike Pilgrim, I discovered that Guy Griffiths took photographs of the first two rallies held by the 2 litre Lagonda Register, at Farnborough Aerodrome in April 1947 and at Brimpton Grange Hotel, near Oxford, in September 1947. The photograph in magazine 262 was taken at the Farnborough rally.

According to the Notes, 60 2 litre Lagondas attended the first rally, with 43 cars attending the second. Michael Hammond from the Guy Griffiths

Collection has managed to locate the photographs. I attach a photo of GF 8843 at the second rally at Brimpton Grange. Michael has

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also kindly sent me proofs of the negatives from the two rallies, from which I have been able to identify 49 Lagondas taken at the Farnborough rally and 21 Lagondas taken at Brimpton Grange. If any members are interested in knowing whether their car attended these 'founder' rallies, I would be happy to send them the list of registration numbers. I count 31 cars belonging to current members. The Guy Griffiths Collection provide high quality digital images of the photographs – although, be warned, they are not cheap! Guy Griffiths did not take photographs at any of the subsequent 2 Litre Lagonda Register rallies; from the Notes, it appears that his place was taken

by a Mr Belfield. Gordon Watson's excellent article in The Lagonda 265 refers to photographs taken by his father at the third 2 Litre Lagonda Register at Newbury in July 1948.

Best, James Baxendale (B74) ■



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Letters & emails ... Letters & emails

Dear Roger,

This is the time of year when plant breeders promote their new seeds to us farmers for the coming season, and I was amused to see that the German company, DSV, is offering us a new, top-rated breed of oilseed rape that it has named, you guessed it, Lagonda! Lagonda's yield is seven points higher than the previous list-topping variety, and readers will be glad to know that it has a high Oil Content (44.2% - sure beats even the leakiest of our cars), and excellent Spring Vigour (those of us of advanced years could do with some of that!). I am thinking of planting a large acreage for harvest in 2021. Best regards, John Sword ■

Roger,

Many thanks for printing the photo of the M45 in the last magazine. Unfortunately, a typo has crept into the second paragraph which makes it obscure, "fold" has become "old". It reverses my meaning. I was saying it is unusually fitted with the newer screen which Arnold tells me was first used for LG45s. Just in case anyone comments. Peter Walby

Sorry about that, Peter – funnily enough I did see it on the final proof, but thought it was correct. I should have checked against your original email: *Ed* ■

Hi Roger,

As to difficulty fitting rubber seals, I use "IPC P80 rubber assembly lubricant", which I bought from Trecarn Engineering Ltd in Derbyshire. web page www.trecarn.co.uk ; tel 01283 554780.

As for the engines designed solely by Lagonda, I would have thought that the last one was the 2.6 twin overhead cam engine designed by WO in about 1944. Six cars had been built and, on the road, using this engine by the time David Brown bought the Company. It was used in the 2.6 pretty much as WO designed it, and with some modification but many of the original design parts in the 3litre.

The engines fitted to Astons that came first and second at Le Mans in 1959, although radically different, can be traced back to the original WO design, so he must have got the basics right. And I guess David Brown was delighted when his original investment in Lagonda finally delivered the best possible result.

Best wishes, Alan Wheatley

Yes, I got this wrong – the V12 was a WO design too. Many thanks for the advice on the rubber assembly lubricant. Others may find this useful too : *Ed* ■





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