



THE MAGAZINE OF THE LAGONDA CLUB

Number 91 Spring 1976



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MAGAZINE

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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors.

FRONT COVER: Rolf Stahl's 1934 M.45 Tourer at 1,952 metres on the Klausenpass in Switzerland. See the "Coppa d'Oro" on page 5.

Out and About

We were very sorry to hear that two good friends of the Lagonda Club passed away in recent months. DUDLEY CORAM of the Aston Martin Owners Club died at his home at Burgess Hill, Sussex on 7th February at the age of 73. Dudley Coram re-formed the A.M.O.C. in 1948 with Richard Stallebrass and Mortimer Morris-Goodall and over the ensuing years worked hard to improve the standard of Club racing. A close collaborator with the Lagonda Club in sporting events, his knowledge and wisdom will be greatly missed by all who had the privilege of knowing him. The Committee extends, on behalf of the Lagonda Club, deepest sympathy to his wife Jean and her family.

A link with Lagonda and Bentley history was severed when PERCY KEMISH died at Portishead, Bristol on 13th January aged 73. Percy had worked as an engine specialist on most of the well-known sports cars in the thirties and also with W. O. Bentley until the take-over in 1930. He latterly worked with W.O. again at Lagonda in Staines before moving to Bristol in 1947 where he was with the Bristol Car Company until his retirement. Even then his active mind gained pleasure from working part-time with an electronics company near his home. In recent years we were pleased to welcome him at the A.G.M. where he was soon applying his wide knowledge to members' technical problems. A quiet unassuming man who was very modest about his association with such great names in the history of motor sport.

We are grateful to Club member A. E. PEARSON who was a friend of Percy for communicating the sad news to us. The Club extends its deepest sympathy to Mrs. Kemish and her daughter.

* * * *

Turning to a happier note, elsewhere in this Magazine will appear the first mention of a new combined social event that your Committee hopes fervently will meet with universal appeal to the members. The 1976 A.G.M. will be held at the Burnham Beeches Hotel in Buckinghamshire with the A.G.M. and Concours d'Elegance in the afternoon followed by Dinner in the evening. Members can stay overnight at the hotel if they wish. Some informal get together is likely before members depart by lunchtime on the Sunday. *Full details will be given in a forthcoming Newsletter*

at which time there will be the opportunity to reserve hotel accommodation on a first come—first served basis through the Club Entertainment Committee. It should prove to be the highlight of the Club's Social Calendar. Watch out for further details!

* * * *

IAIN MACDONALD has decided with regret to relinquish the position of Border Secretary which he had held for many years and the Committee have placed on record their grateful thanks to Iain for his efforts to keep the Border activities going. We welcome JULIAN REISNER as the new Border Secretary and wish him well in his new post.

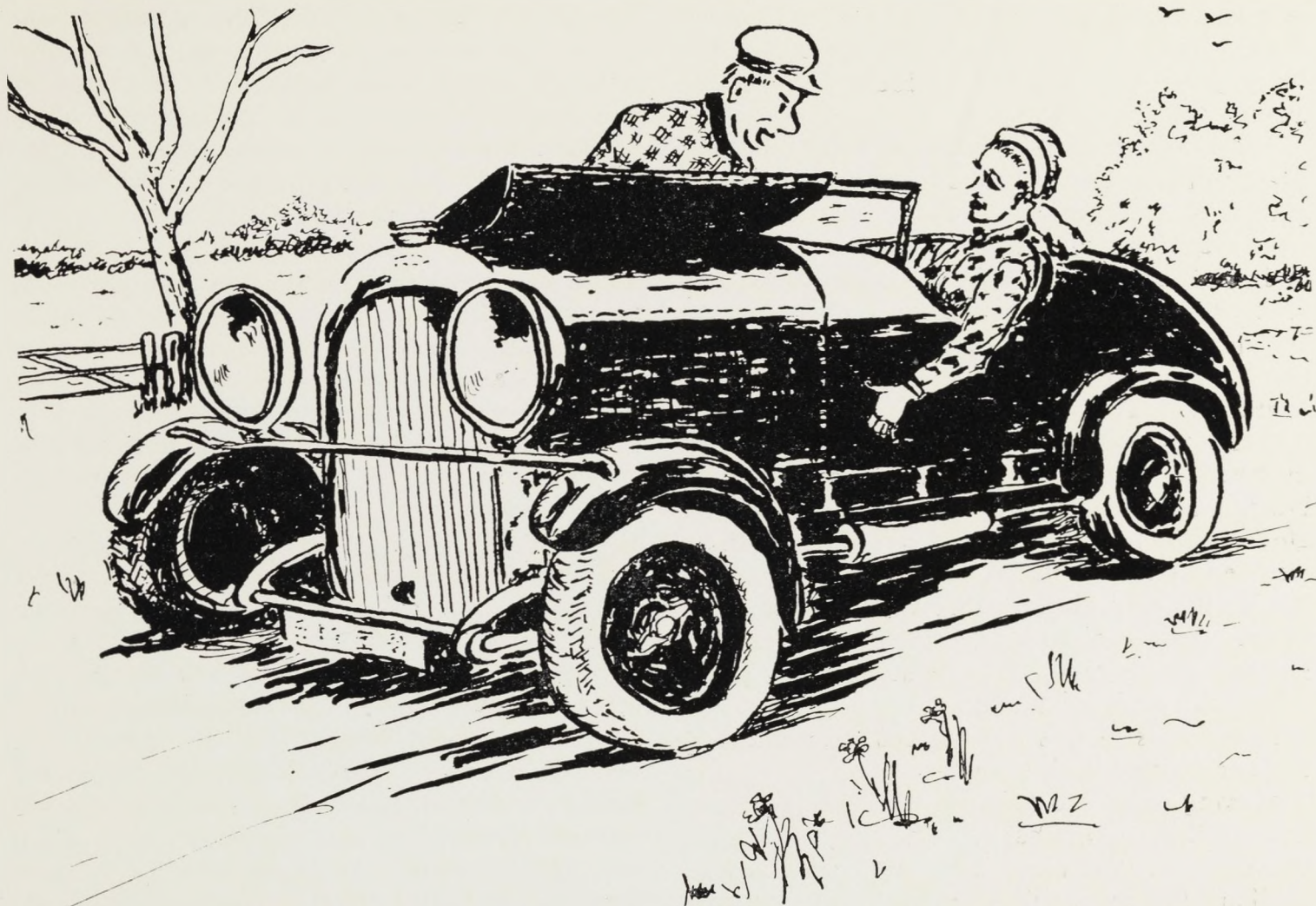
Northern Notes

Herb Schofield

THINGS ARE QUITE ACTIVE UP HERE IN THE NORTHERN Lagonda Factory. Alastair Barker, Roger Firth and Herb Schofield have entered the forthcoming F.I.V.A. Rally in their LG.45 Tourer, LG.45 Rapide and LG.45 Rapide respectively and of course work is in hand to make them presentable and a credit to the marque. David Hine is working on his M.45 Saloon and Nigel Hall is doing an engine rebuild (complete with new Macdonald camshaft) on his LG.45. Alan Brown plods along on his M.45 Tourer at the same time as he rebuilds his stone-built farmhouse!

Over in Yorkshire we spotted a 3-litre and LG.45 Coupe in Don Hoggard's garage recently. It is rumoured that John Beardow's M.45 Tourer is receiving some attention over in Hull. Richard Fox, who bosses Walter Fox and Company, Coachbuilders of Sheffield, purchased a 16/80 Tourer and at the present time is re-cellulosing Herb Schofield's LG.45R and John Batt's ex-Henry Coates' 4½-litre. They seem to have an efficient organization and a further report will be made in the next issue—good painters, like good chrome platers, are becoming hard to find, and talking about plating reminds me to recommence the services of Sercks of Birmingham who recently did a superb job on the radiator shell of my V.12 Rapide. We can also recommend the products of Messrs. Furniglas whose excellent 'Haroset Kits' put a super finish on your dashboard or door fillets.

Still in Yorkshire, one of the Club's private



If my knowledge of engines coincides with what is wrong with this one—we're laughing!

S. New

investigators actually spotted Doc Turner looking at his LG.6 Drophead recently, nothing remarkable in that—except that it happens to be the first time in 10 years!

The Manchester area pub meet continues to attract members where despite only 'Watney's Red', 'Whitbread Tankard' and other such concoctions being available, over 20 members turn up. Recent visitors include the Walker brothers (ex Holding 2-litre), David Dunn (LG.45 Team Car), Les Keeling (M.45 and LG.45), Dave Watson (V.12), Alastair Innes Dick (M.45R) and Harold Collins (1951 Wheelchair).

My thanks to the majority who paid their subscriptions immediately and filled in details of their car/s. Richard Hare is now working on this information and we should have the new address book showing details of every car in the Club out to members by early summer. Our thanks in advance to Richard for taking on this most difficult task.

Midland Notes

by Neil Frajbis

TO ME, THE FIRST PART OF THE NEW YEAR ALWAYS seems to be a bit of an enigma. The acceleration from rest appears to be no more than a snails pace and one (especially me) tends to sit back, takes it easy, because there seems to be all the time in the world before it is necessary to start the thousand and one jobs which need to be done about the car, house and garden. Then, quite without warning, the spring has sprung and there is a hell of a lot to do all at once! Perhaps one of these years I will get wise and start some of the jobs on 2nd January.

At least I did do one job early, namely order the films for the Midland Film Show. Of course that event will be history by the time you read these notes but not so the other Midland Events which appear on the 1976 Fixture List.

A quick glance at this year's list shows there to be a few changes from the usual format. First

let's look at Midland events. The Film Show, I trust, is here to stay. This year I have used the same venue as before but no doubt it will move around the area in future years.

The Midland Spring Social on Saturday, 15th May, will take the form of a lunchtime pub-meet gathering, followed by a short Treasure Hunt type event and followed by more refreshments and the like. The area of operations will be just south of Banbury and stretching east towards Buckingham and Bletchley. This area was chosen after some considerable discussion in committee. The reason for using the Southern boundary of the area was to attract entries from members living in Oxon and Home Counties North. So there you are, Folk of the South, the glove is upon the ground, so will you not show we Men of the Midlands what you can do with it! By the way we have thrown the other glove in the opposite direction for Herb and Nomadic Northerners to return it in person. So by gad!! if they can do it so can you.

Full details of this momentous gathering will be promulgated in due course.

Moving on to 3rd July, we have the Northern and Midland Gymkhana. The only difference between this year's and previous events is that Midland Members will be collecting the Awards—or at least having a damn good try. Since this event is held on the north boundary of the Midland Area (believe me folks it is a big area), I thought it was about time Midland Members gave it better support. Herb is pleased at this prospect and sincerely hopes we get enough entries to include team awards in the honours list.

The Midland Dinner will be later in the year than usual, this is to give a little more breathing space between the A.G.M. Dinner and this do. This year I will find a venue nearer Brum and, if possible, with hotel accommodation for those attending from afar.

You will observe that Sunday Specials are not included in the list. This does not mean they are excluded this year. Over the years they have proved to be very popular but records show that they have only a local attraction. Therefore it seems pointless to take up space in the National Fixture List. In future they will become an extension to the evening pub meets, and will be arranged on an ad hoc basis. If time and space permit I will certainly ask Arnold Davey to give them a mention in the Newsletter.

Elsewhere in this issue there will be details of

the A.G.M. weekend event. This, I believe, will be the first time we have tried such a venture, although it has been debated in and out of Committee for many years. I, and many other Midland members, have often voiced the view that, at least now and again, the A.G.M. should be held in the Midlands or even further north. The pros and cons of such an argument are legion and I shall not waste space by repeating them now. In carrying out a feasibility study for holding the A.G.M. in the Birmingham area, it soon became very clear that one has to seriously consider the Club's centre of gravity membership-wise. The geographical centre of the country is not good enough. On this basis it would be folly to venture north of a line between Oxford and Towcester.

Therefore to attract more members from the far and near north as well as east and west we should make their trip worthwhile by making the A.G.M. a Saturday event, carrying on through the evening with dinner and staying overnight to Sunday morning instead of offering just a Sunday afternoon chat. Invariably members who have travelled very long distances did the journey the previous day and stayed some place overnight. So the proper thing to do is make sure that such travellers and many more, congregate at the same hostelry. This is how the idea has evolved and I believe that it is the most sensible way to proceed because you are getting much more for the basic time and cost of round trip.

For those who cannot manage to stay overnight they can still make their usual day trip to the A.G.M. A very keen market research has been made of the hotels in the selected area and we got very competitive rates. It was realised that the cost of hotel accommodation had to be as low as possible in order to attract members and their families.

I am sure this is the correct formula to follow, other one make Clubs have been doing the same thing for years, so why should it not work for us? So please give it a try otherwise you will only be

There will be no Summer Magazine as the new Club Register will be published in its place. Copy date for the Autumn Magazine is 16th August.

disappointed when you read about the success of this venture in the Winter issue of the Magazine.

I must confess that I am a little out of touch with who is doing what to which car in the Midlands. I am sure something must be going on somewhere but we seem to be a secretive lot. Nevertheless, come the summer the cars will reappear, their wonders to perform.

At Christmas time the usual collection of calendars arrived at our respective places of work from suppliers and the like, all in anticipation of more business in the coming year. The pictures vary from the erotic nude poses to country life scenes, and, of course, include old motors. The latter are the usual collection of classic makes and old models, (thinks, the same applies to some of the nudes!) but never a Lag amongst them, until this year. Yes, dear members, we have made it at last! Reeve Calendars have used a picture of a 16/80 registration number APG 489. According to my 1971 issue of the Members Register the owner is P. R. Garner, and it is a 1933 model. Alas Messrs. Reeves have their facts wrong because they quote it as being 1927 which would make it a 2-litre and a high chassis model at that. They also tell the reader that Wilbur was an American operatic singer who decided to come to England to build tricars. Perhaps our Historian would confirm the foregoing

is correct, including my assumption about 2-litres.

In the Winter issue of a trade paper published by Prestcold Ltd. there appeared a picture of a 1928 2-litre, registration number YX 4845. The caption implied the owner was Mr. H. Golding and I wonder if I am correct in assuming it is member G31 listed in the 1971 register. If correct, Mr. Golding has acquired the car since 1971 and it may be an addition to the Club records since its registration number is not listed in the 1971 register. Possibly Richard Hare will want to check this when compiling the next register.

I must query the choice of words used by the Prestcold paper, I quote, '... this 1928 Lagonda Tourer, doyen of a breed long extinct on Britain's roads, ...'. Obviously the Editor of that paper does not have time to read any other papers otherwise he would know that Aston Martin Lagonda Ltd. are not dead yet!

I must be truthful and report that the attendance at both pub meets has fallen off over the last few months. Perhaps this is a seasonal effect and members are all too busy doing rebuilds and the like to drag themselves away for just one evening per month. So may I remind you about the two meets. The first at the Manor Hotel, Meriden, second Tuesdays of the month, and the other at the Gate Inn, Osgathorpe, on the third Tuesdays. Look forward to seeing you there!

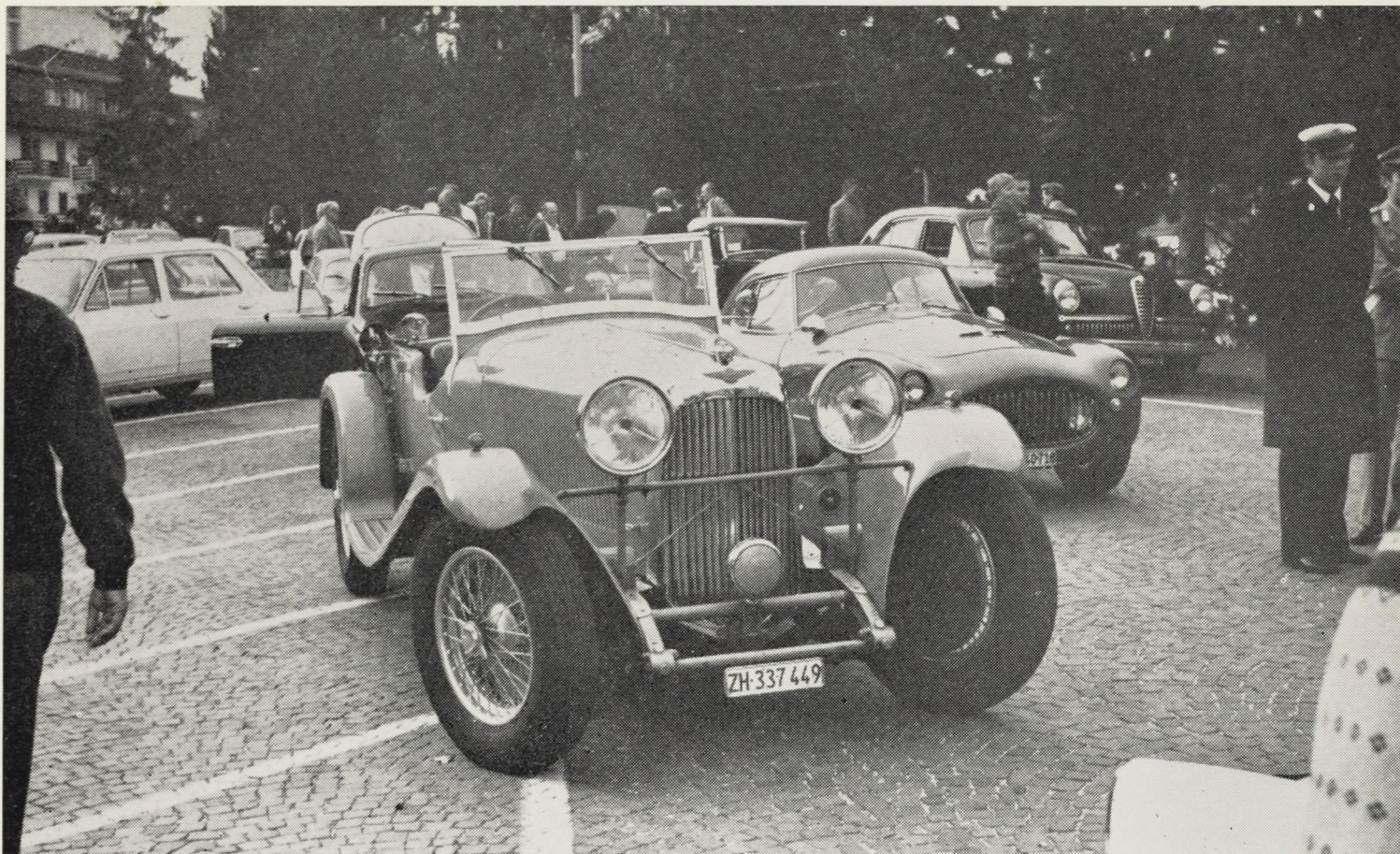
The 1975 Coppa d'Oro

A LONG TIME AGO—I THINK IT WAS SUMMER—YOU asked me to send you some photos and an article for the magazine concerning our holidays on the "route Napoleon" in France. Sorry, I didn't make much photos then and in fact no black and white ones. We just had really good holidays with "real" motoring; nothing happened. The Lagonda was always fine—the weather too.

Then we intended to come to your big Annual General Meeting in September (with the Lagonda of course) to meet you personally and to have a look at these many Lagondas. . . .

Well, then we got an invitation to take part in the "Coppa d'oro storica delle Dolomiti" in Cortina d'Ampezzo for the 7th of September—and we decided to come to England next year and to make this trip to Italy. This Coppa d'oro today is an Alpine Rally for "sportscars" from 1927-1959. (In earlier days it was a famous race

in the Italian mountains.) The organisation now is made by the Veteran Car Club of Padova, The Automobile Club of Belluno and by the Community of Cortina d'Ampezzo. The rally goes over a distance of 303.8 km (about 200 miles), encloses four passes and requires an average speed of 45 km/h (about 30 miles per hour) for the whole distance—which is pretty fast, still today. The start is given at 9 o'clock in the morning at Cortina—every minute one car (this year there were 56 competitors)—and the arrival at 4 o'clock in the afternoon in Cortina too. This are seven hours of quite hard motoring with no stop except the time checks and the tank stop. The route goes after the start steep up to the Passo Falzarego on 2,105 metres, then with narrow curves down to Livinallongo on 1,465 metres, passes Arabba and goes up again to the Passo Pordoi with an altitude of 2,239 metres (7,340 feet!)—which is rather high for cars—then down to the village of Predazzo on 1,014 metres and up again for the Passo Rolle with 1,970



The M.45 waits for the start with a Fiat V8 and 2.5-litre Alfa Romeo

metres and then down and down to Feltre on 329 metres (this is a difference of 1,645 metres!), now via Belluno all the way up to Cimabanche (1,529 metres) and back to Cortina (1,210 m). On this way there are five check-points where you have to pass just in time (on the exact second) calculated on a speed of 45 km/h. This means you are driving as fast as you can (but there is some traffic on the road) and you wait in front of the check points. There are of course speed limits which have to be respected, but in Italy this does not mean the same thing as in Switzerland, specially if you are in a Rally! (I must say, the enthusiasm on the road in Italy is great and if you don't pass all the curves through a village in a full slide you may hear whistles between all the shouting of the spectators!)

After all, it was not too difficult to find the route (it would be easier if you are two persons in a car) but it is a good training to make seven hours in mostly full speed. For the car it is a hard work always going steeply up and down with these narrow curves (mostly with paving-stones) with nearly full power (I was mostly driving in second and third gear, from 2,000 revs up to 2,800 revs), but this does not seem to be a problem for a Lagonda!

Now a few technical points which may be of interest: I had never any sign of overheating the engine, even on full power on low speed in high altitude. The temperature shown at the gauge was always between 70° and 80° Celsius. This is a bit more than normal, but I do not use water in the cooling system—but pure BP antifreeze liquid (I was told this British product is best for this). This gives a higher temperature of about 7°-10° C—my engine was always running *too* cold at about 55°-60° C—but the cooling over 100° C is still guaranteed if necessary. This is really a good thing, but the reason I use this antifreeze instead of water is quite different: When the car is stored for a long period it may happen that with the iron motor-block, the aluminium parts (tubes, etc.) and the water, a corrosion on the aluminium forms due to an electric-chemical element from these three materials being together (like a battery)—at least this did happen with my engine. The aluminium parts are looking like a “sponge” on the inside—and this can be stopped by using this BP antifreeze instead of water. (A Bugatti enthusiast gave me this tip—they must have the same problems.)

Back to the rally: I had no problems with the brakes—they are getting soft and softer on

warming up, but the cooling of the drums is sufficient, they don't overheat at all. But there was *one* problem and this seems to be a typical Lagonda one: Coming to an altitude of over about 1,800 metres there is the problem of "petrol starvation"; the petrol gets overheated in the copper-pipe going to the pumps. This occurs due to the thin air in this altitude—in other words: the petrol "boils" in the tubes and the petrol pumps are "ticking" steadily (sorry, in German language there is one word for this: "Dampfblasenbildung"). To avoid this, the petrol pipe should be isolated (e.g. by asbestos strips), so the exhaust can't heat up the petrol.

Well, this is all I think which is worth telling—I did use an enormous amount of petrol (this 20 gallons of the tank was not enough for these 300 km) but only on this day!

I enclose a few photos—black and white. Sorry I don't have pictures from the rally itself, but I was driving all the time.

We were three persons and three cars from Zurich: an Aston Martin D.B. 2/4 2,3 litre 1955 with a lady on the wheel, a Fiat V.8, 2 litre 1953 (a really rare and famous sports car from a friend of mine) and the Lagonda of course. We had full sunshine for the way (450 km through Austria) to Cortina. The Sunday, the day of the rally was cloudy and in the afternoon even raining, but the way back to Switzerland full summertime again. On this occasion we tried to make the "Klausenpass" at 1,952 metres, an old international hill climb route from earlier days—Miss Graf was driving the Lagonda with great enthusiasm.

This is really all what has to be told on this nice weekend. ROLF STAHL, Zurich, Switzerland.

FOR SALE

Our Spares Liaison Officer, BRIAN HORWOOD, reports that there are two items left in stock from recent orders:

One pair (the last) of Crown Wheel and Pinion, ratio 10×42, suitable for early 2-litre, unblown 16/80—£99.50. Also one pair of running boards for 2-litre, 16/80 or 3-litre with cycle type wings—£30.00. Both items are NEW.

Contact Brian on his home telephone number: 04355-2166.

ANNOUNCING!

THE NEW STYLE

AGM—ANNUAL DINNER!

By Popular Demand

At the Burnham Beeches Hotel,
Burnham, Bucks.

An historic house set in 40 acres
of beautiful parkland.

Concours in the early afternoon of
Saturday 18th September followed
by the A.G.M. In the evening a
splendid dinner with a chance to
chat to old friends.

Stay overnight if you wish for a
leisurely departure on the Sunday
morning.

Watch the Newsletters for details
and hotel accommodation booking
form. Make a date in your diary now
for the biggest event in this year's
Club Calendar!

A Plea from your Treasurer

MY EXPERIENCES AS YOUR TREASURER SINCE LAST October have prompted me to write about them in a way which I hope will react to the benefit of the Club's finances, and will not cause the members to resign in a body.

I was delighted—and still am—with my appointment but my opinion about the efficiency of the Average Man—I exclude women, who usually *are* efficient—has fallen to a new low. What makes it so surprising is that you all seem such nice chaps! I've had a great number of friendly letters from people who are just a name to me; Douglas Marr, for example, took time off from flying Harriers to write to me most entertainingly, and it was not done because he was late in paying his subscription either!

Having, I hope, now lulled you into a sense of false security, let me tell you what happens about subscriptions and what my views are on how the payment of them should be organised for the benefit of you the Members, and the Club.

I started the job at a time when the subscriptions became due at an increased rate so that, in addition to recording the money received and sending membership cards, those Members who had paid by Banker's Order had to be asked for the extra amount. In my starry-eyed innocence I imagined that the first Newsletter announcing the new subscription rates would result in an avalanche of cheques which would justify the installation of a Hot Line to my brokers so that I could spread the money round the market like a second Rockefeller (or Jim Slater if you're under sixty).

But not a bit of it! The cheques did no more than dribble gently in! In all politeness, though, I must praise those Members who did pay promptly, by which I mean within a fortnight of the first Newsletter.

By the middle of December the local printers were churning out Reminder Cards and these did evoke some response. However, I write this on February 1st and there is *still* over £500 due! This in spite of heartfelt messages in the Magazines and Newsletters which, I can only conclude are unread by a significant number of Members.

There are even several Members who are still paying subscriptions by Banker's Orders—some dating from the days when it was £1 10s. 6d.!—and whose magazines have long since been

returned marked "Gone Away". It must be that there are people who never look at their Bank Statements except for the "last balance" figure!

Just why is it important to get your subscriptions in promptly and not have an average delay of several months? It is because the money can be put to work immediately by earning interest at a gross rate of at least 11% p.a., and so that there are no printing or postage costs in sending out reminders. The extra income resulting from the prompt receipt of all subscriptions could be a material factor if the Committee has to consider an increase in the subscription. The Committee are also in a better position to plan the Club's activities for the coming year if they know, early in the Club year, that the money is safely in.

Apart from those Members who, most helpfully, pay in cash at the A.G.M., there are two practical ways of paying your subscriptions: by cheque or Banker's Order.

The first is preferable because there are no panics about changing Banker's Orders, but it is only preferable if everyone pays *immediately* and I'm afraid that that is unlikely, humanity being what I think it is.

So we fall back on Banker's Orders. In future we hope to announce the amount of the subscription for the coming year long enough before the end of September to enable your Bank to alter your Banker's Order. Apart from an alteration in the subscription rate you can therefore forget all about it, knowing that the payment is being made automatically.

So, to be a real friend to the Club, please complete the Banker's Order form which will be included in a later Newsletter; if you already pay by this means use the form to alter your existing Order from £4 to £5, not forgetting to say that this new instruction replaces the old one.

So as to save you and the Club postage costs, the Committee are considering other ways of sending out membership cards. This is a good place to thank the 75% of the Members who did send a stamp in 1976!

If you don't like Banker's Orders, please make a note in your office diary to send a cheque on October 1st and do it on the day, because if you put it off you'll forget it or spend it on something else!

I know it is a hurtful thing to cough up a fiver, but it really is no excuse to say that you "can't afford it just at present". This simply won't wash;

may I illustrate why by quoting the remark once made to me by my father, a rather Presbyterian Scot of the Old School?

When he opened my first Bank account for me he delivered a nice little homily about paying for things promptly. "Never forget, laddie", he boomed, "when you've had the bill the money isn't yours any more!"

I will now nurse the fond hope that you will all be the Stout Fellows that I believe you to be and pay up, man and boy, on October 1st!

A. B. INNES DICK

Lagonda to Luxembourg

IT WAS EARLY IN THE YEAR THAT I SAID TO PAT, "What about doing the Luxembourg Rally?"

"What shall we do with the children?"

"Take them with us and have two weeks holiday whilst we are there!"

Thus it came about that in the middle of June we arrived at Dover, drove the 2-litre Lagonda onto the Sealink ferry and sailed for Calais.

It had been a frantic rush to prepare the car since at the time the decision to go was made, the engine was partly dismantled, front axle removed, the braking system in bits—and furthermore I was in the middle of rewiring the house. Things became even more frantic when my firm decided to send me abroad shortly before the impending trip to Luxembourg. Still, we just made it to the church on time and duly set off, one back seat being piled high with luggage, the other occupied by Jonathan (6) and Christian (3). I recollect that during the entire journey, there and back, they fought for possession of the small amount of seating accommodation left for them.

Having arrived at Calais, we took the bumpy coast road through Dunkerque to Ostend, to pick up the Autoroute for Brussels. It was when rounding a sharp bend that it happened, an ominous dip in the oil pressure which then recovered. A rapid stop and opening of the bonnet displayed an engine covered in black oil. A gallon was required to top-up! The source of the leak was not obvious, and various unions were tightened in the hope of stemming the flow. After a few more kilometres there was a repeat performance and the trouble was eventually traced

to the banjos on the head feeding oil to the rocker gear, which I then remembered had never been finally tightened in the rush to reassemble the car. Another gallon was poured in and we drove off quickly pretending that the large black sticky puddle in the road was nothing to do with us.

The remainder of the journey was uneventful, apart from getting lost in Brussels, and eventually we arrived in the small Luxembourg town of Vianden where we had arranged to rent a furnished house. The basement even had a garage, which was cut into the solid rock of the hillside—ideal for the 2-litre.

Le Grand Duché de Luxembourg is a magnificent little country with glorious scenery, and has the great advantage of not being too far to go, especially when travelling with children. In fact, at Dover we were already nearly half way there!

The Rally started on the following Friday afternoon at Monsieur Juncker's Café de la Paix in the town square of Diekirch where Monsieur Jos Wantz, the hard working secretary of the Veteran & Vintage Car Club of Luxembourg greeted all the participants. British entrants included the imposing 1911 Renault which Norman Cole had driven from his home at Sidmouth to Switzerland, and then on to Luxembourg. Roy Woollett from Chatham had his immaculate white 1923 Rolls 20, Arthur Pennington from Surrey his 1925 3½-litre Bentley—so the programme said! Sam Harris had brought the 1926 DISS Delage from the potteries and an authentic navy blue 1934 Austin 10 was driven from Bucks by Walter Lorch. Our 1930 2-litre Lagonda tourer completed the British contingent.

Felix Hartmann's 3-litre Bentley, complete with brass continental running board cans, arrived after a fast run from Switzerland with the car boiling violently. Another Swiss entry was Heinz Bereiter with his type 49 Bugatti, his glamorous crew all wearing immaculate white T shirts emblazoned BUGATTI. Le patron was also represented by Comte Michel Metternich, chairman of the FIVA, who brought his type 57 from Germany.

After technical control of the cars, which was largely a few drinks at Le Café de la Paix, the cars could be left secure for the night in the locked yard of the Diekirch brewery. Rumour has it that some competitors decided to sleep with their vehicles! A very jovial party followed during the Friday evening, which set the scene for the whole rally—light hearted and not too serious.



In the ancient cobbled streets of Vianden

Saturday dawned damp and dull in Luxembourg, whilst the BBC were reporting continuous sunshine back home. Competitors again assembled in the town square and soon, number 1, Henk Moed in the 1909 Le Zèbre, was flagged off on the 120 kilometre drive. The tortuous route wound through the wooded valleys of eastern Luxembourg where almost every little town is dominated by its magnificent feudal castle perched on a pinnacle of rock. The fortresses at Vianden and Beaufort are architectural gems.

A virtual cloudburst greeted the first check point, where the first driving test, a width judging event, had to be attempted. Various questions on motoring history had to be answered en route, including, "Which motor car has its fiftieth anniversary this year", "How many model T Fords were made?" etc.

The weather had now settled down to a steady drizzle and the tops of the Radio Luxembourg masts at Junglinster were shrouded in thick mist. The most difficult part of the rally, and the part which largely determined the results, was the regularity section, beloved of continental organisers. The Lagonda runs on 18 in. wheels with

speedometer calibrated for 21 in., and the mental calculations to convert from miles to kilometres and then multiply by a further correcting factor, proved almost impossible. I regretted not bringing my pocket electronic calculator!

Even with the average speed as low as 20 k.p.h. it was quite possible to fall behind schedule on some of the steep winding ascents. These roads of course are the ones which delayed Von Rundstedt's armour during the Battle of the Bulge in the severe winter of early 1945.

The morning section finished with the lunch stop at Le Moulin de Reuland set in a picturesque setting of the misty Ardennes pinewoods. Barbecued chicken, roast potatoes and vin rouge de Luxembourg were most welcome.

The afternoon section continued in similar style with a break for a rope and circle type driving test—surprisingly difficult. At several points along the route gifts were distributed. In the village of Arsdorf we were each handed a thin packet, which we promptly dropped with a clang, not realising its immense weight. It contained a large cast iron plaque with the coat of arms of the local château.

The evening junketing commenced in a reception, with much Moselle wine, by the Bürgermeister of Diekirch, who gave welcoming speeches in four languages to all the competitors. No doubt we Brits will arrange something similar to greet our continental guests at the forthcoming FIVA Rally in Harrogate.

Festivities continued with the rally banquet in the Hôtel de l'Europe at Diekirch where a lengthy and splendid dinner with music and dancing continued into the small hours.

The Sunday morning run which was a tour around the lake of the Upper Sure and counted in the rally results, found most competitors bleary-eyed and somewhat under par. However, half an hour's driving brought us to a small village square where the organisers had thoughtfully provided cognac and chips, an unlikely combination which proved to be the most superb cure for a hangover I have ever experienced.

Another small village provided a magnificent reception with Luxembourg wine laid out in quantity—as much as anyone could drink. A very jovial party ensued in the village street and the rally was almost forgotten. But all good things must come to an end, and we finally pressed-on to finish for a very late lunch in Ettelbruck. The prize-giving ceremony was well supplied with refreshment, which as you might

guess was Luxembourg wine. British competitors, six of the seventy entrants, carried off a good proportion of the awards. Norman Cole with the 1911 Renault was first in the veteran class and was also awarded the "Coupe KM" for covering 1,280 kilometres to reach the start. Arthur Pennington won his class in the 1925 Bentley with Roy Woollett third in the Rolls. We gained third in our class, fifth overall. Pat deserves full marks for navigating, timekeeping and at the same time beating into submission the two young assistant navigators in the back.

Congratulations to the enterprising Veteran and Vintage Car Club of Luxembourg for putting on such a fine event, and we all look forward to 1978 when they will be organising the major FIVA Rally of the year. Thanks also to Aral petrol and Chesterfield cigarettes, joint sponsors of the event.

We completed the remainder of our holiday without mishap, apart from having to dismantle the exhaust system on the way home in a vain attempt to seal an enormous hole with a silencer bandage.

In conclusion, this was an excellent way to spend a holiday and at the same time to participate in a not too strenuous motoring event which could be enjoyed by the whole family.

ALAN ELLIOTT



Roadside repairs!

Hull & East Riding Members Notes

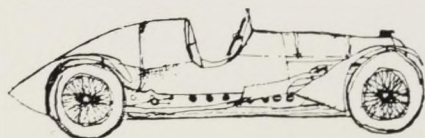
BY DEVIOUS MEANS WE FOUND OUT THAT THE DAY before BDC Silverstone and its Lagonda Race, the powers that be were having a general practice day. So a small Hermes contingent was formed and five people took the Friday off from work, and went with three cars to participate.

On arrival, the first person they saw was the unmistakeable Stirling Moss looking fit and healthy and broadly smiling as he was putting a small motorbike through its paces just outside the Circuit office. Across in the paddock there were single seaters and modern saloons of many different formulae, whilst on the track itself the drivers were really moving as they tested this and that modification or just learned what line to take or notched up a few dozen practice laps.

Hermes drivers eventually got in amongst them, though one was forced to retire early because of a small fire under his bonnet—those awful plastic petrol pipes! It was a most promising exercise, though next time it would be much better if more Lagondas and vintage sports cars were participating. It is a bit frustrating to find oneself being speedily passed by an incessant stream of modern cars with no hope of giving any of them a run for their money, and only one or two cars of our kind and they are so far away as to be out of contact.

It is essential to write to the Silverstone Circuit Office in good time to make a reservation, they were fully booked for the afternoon our party were there.

Just before Christmas the grapevine told us Brian Naylor was giving a talk on the History of the Lagonda at a pub meet in York, so Ken Pape gallantly got out his 2-litre and got two members to accompany him to support the history. The Hermes crew were on the scene before any of the local York audience. Second to arrive, and this was a very pleasant surprise because he's not been able to join in much over the last few years, was Gordon Rider. Young Alistair was there too, the last time we had seen him was at Sandtoft where he turned up without his father. Hope he enjoyed both occasions.



HERMES I

Impending Dilemma

U.K. MEMBERS ARE ASKED TO REMEMBER TF 290814. This is a map reference and my navigator tells me it is near enough the entrance of Cadwell Park where the VSCC have succeeded in organising a race meeting. (I like it even better than Oulton Park.)

There are numerous airfields still dotted about Lincolnshire which are used as special stages in modern club events, but any reader who thinks Cadwell is just another bleak airfield circuit makes a very big mistake. I am lucky enough to have been round the full course on many occasions, albeit as an official and not as a competitor, and I always find it most exacting.

It is a wonderful venue. Those fortunate enough to have their entries accepted for Cadwell's limited grids will be those who apply as soon as the entry list opens, and they will find themselves on a scaled down Nurburgring. It is full of interesting twists and turns and gradients. Drivers will find they are rushing through woods and alongside farm buildings, just missing a pond perhaps, and ascending long sweeping curves to the upper parkland. Some cars become airborne after climbing The Mountain.

Spectators will enjoy long views from certain vantage points, or from others will look down steeply and safely on spirited action below. Families who are not so interested in the racing will find a stroll along the enclosures almost as good as a country walk. I would urge as many as possible to support this new venture. They will not be disappointed.

Our Hon. Comp. Sec. has included Cadwell on our Lagonda Fixture List for 1976 where, however, it is regrettably printed as a Saturday instead of Sunday. Apparently the inclusion implies official approval, but it is a great pity about the date, 29th August, which is the day after BDC Silverstone and their Lagonda Race.

I know which track I would prefer to race on, and Cadwell needs more practice than just another airfield. If there is a Saturday meeting at Cadwell on the 28th, then it will be scrutineering and practice for the VSCC on Sunday morning and keen competitors could enter at both places. Otherwise, what a dilemma they face, old Silverstone, or new Cadwell. Spectators could easily manage both.

ROY PATERSON

Racing Retrospective

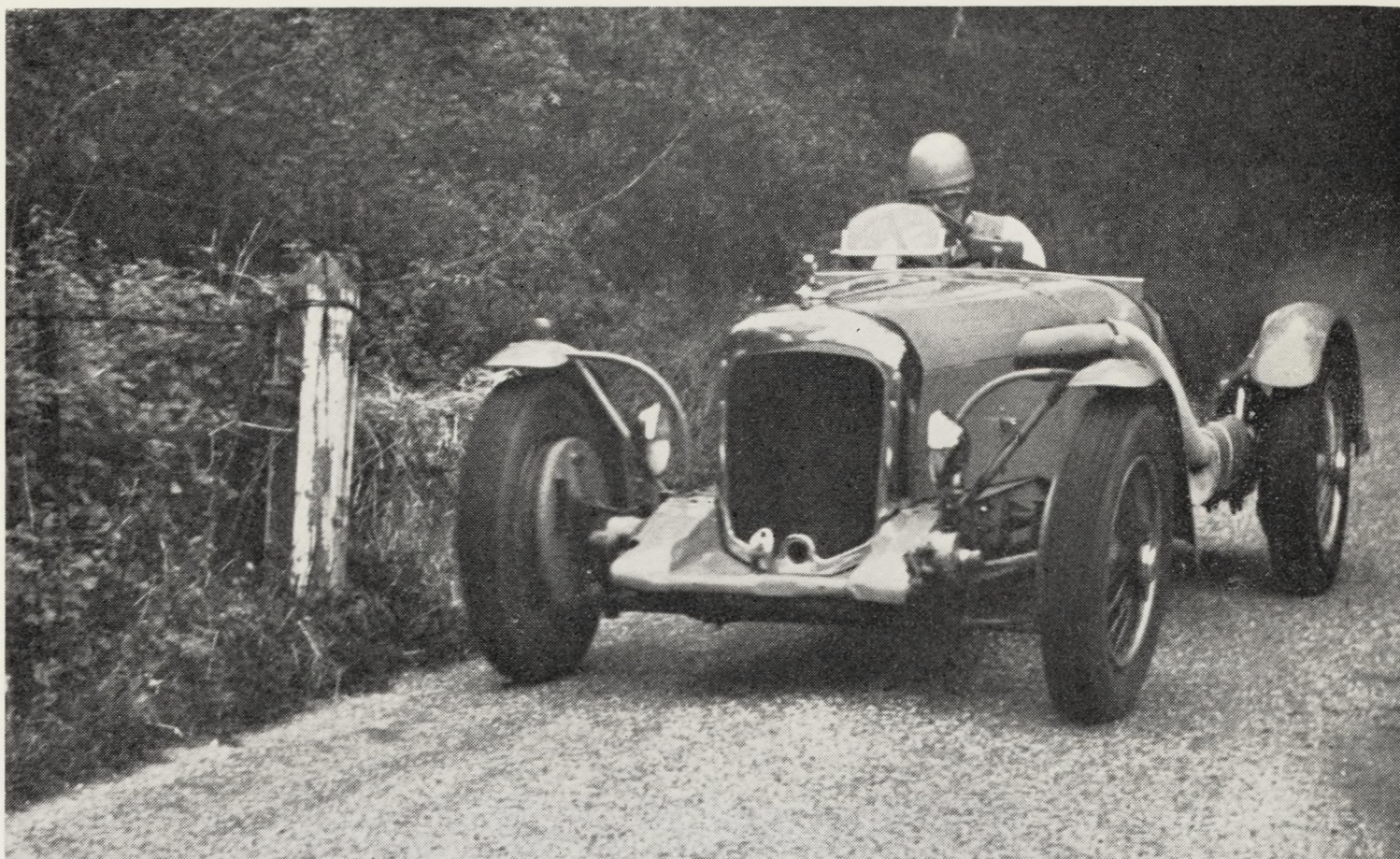
A look back through the Editorial files shows that the enthusiasm for Club racing has not waned since the heydays of the fifties as these photographs show.



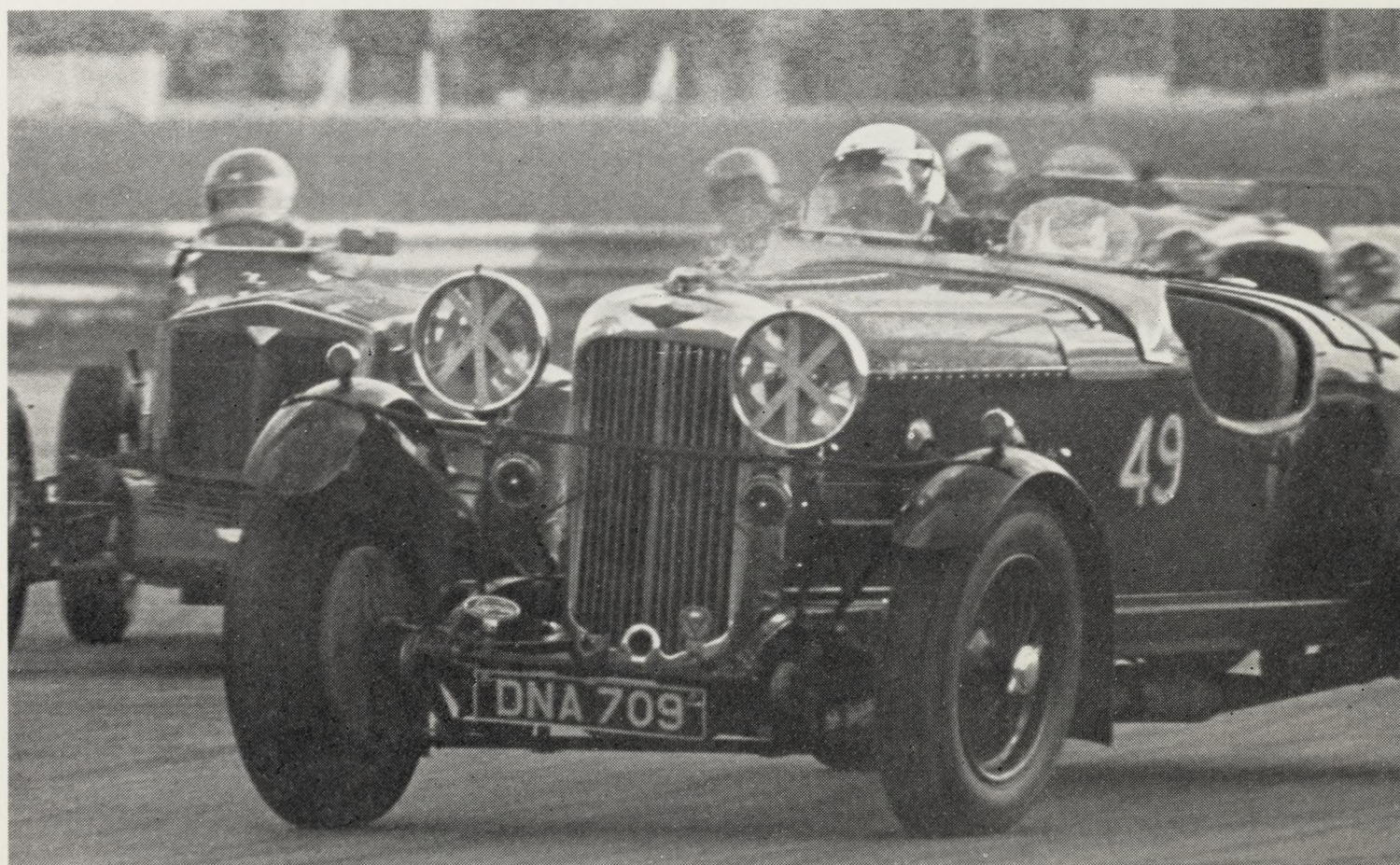
Donald Overy powers his V.12 Special round the outside of a Jaguar at Silverstone in the late fifties

Photo: J. Mason

Racing Retrospective

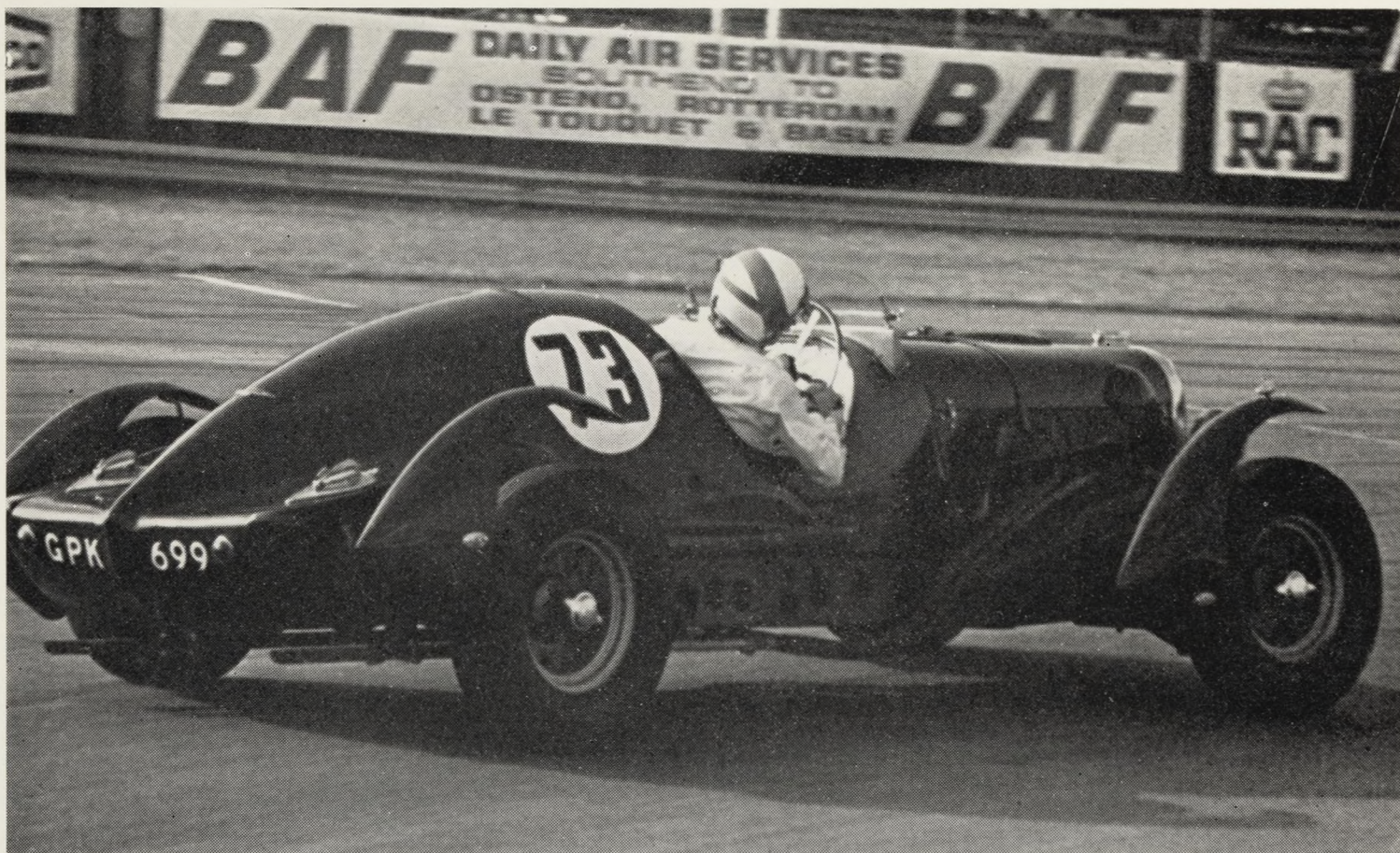


Bill Michael storms his LG.45 Special into the Harleyford Hill Climb in the 1956 season



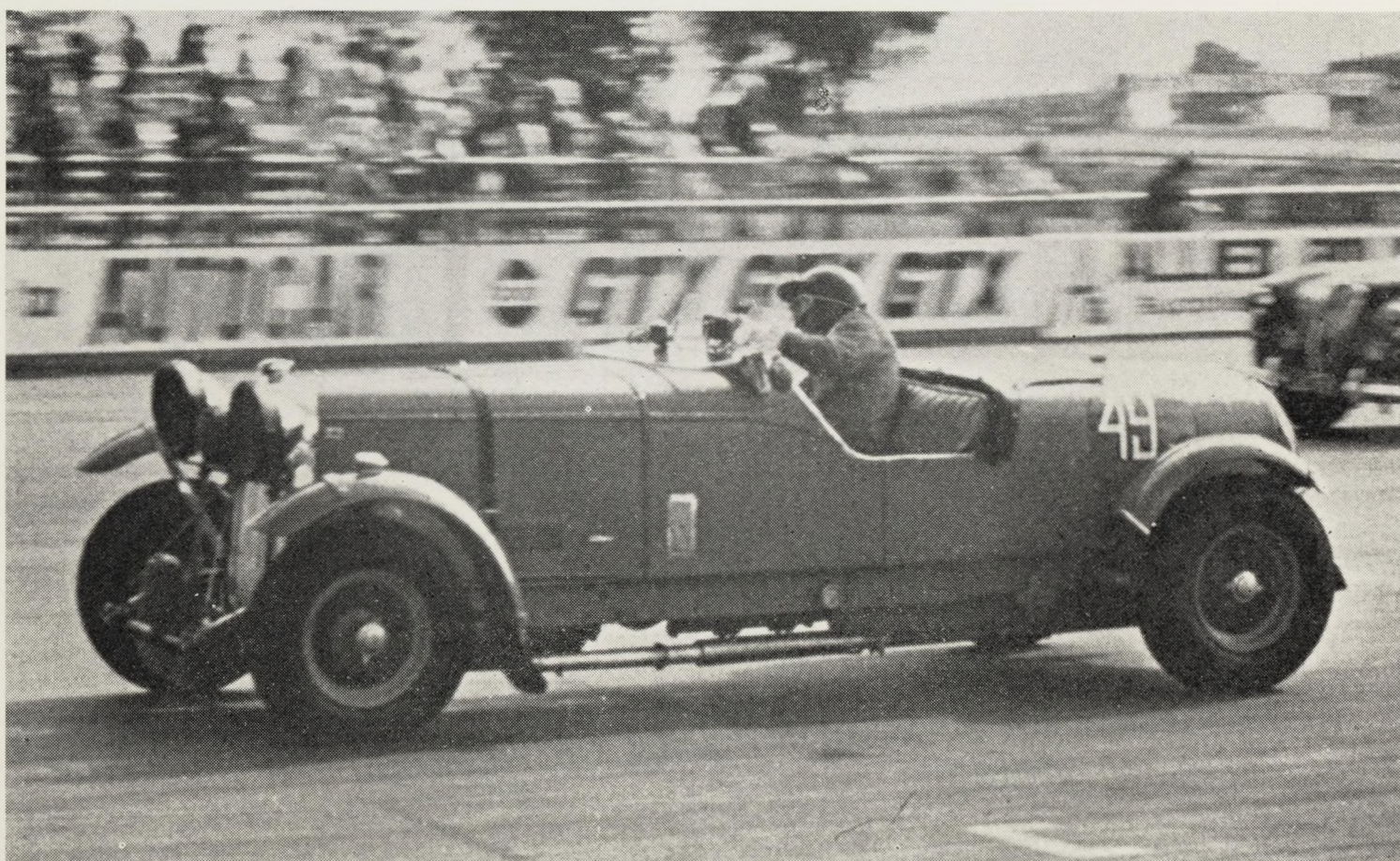
Nigel Hall (LG.45) leads a gaggle at the April 1975 Silverstone

Photo: F. Scatley

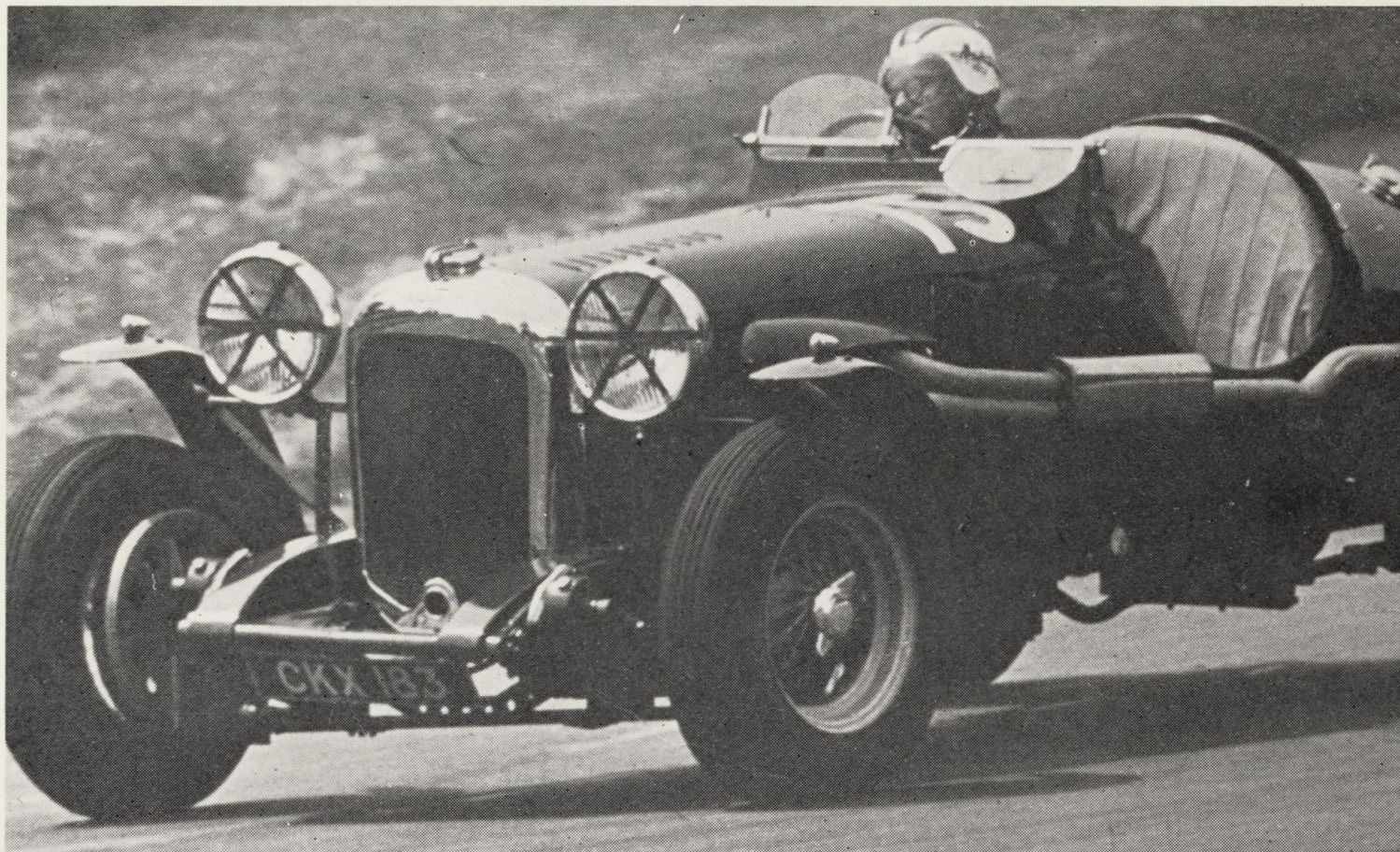


Alastair Barker drifts the big V.12 Special at Silverstone last year

Photo: F. Scatley



Herb Schofield (LG.45 Special) speeds down the straight at the same meeting



With its suspension working hard the LG.45 Special of Alan Brown presses on at Oulton Park last year

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The Cars in my Life

by P. W. Clark

AT THE MOMENT I AM REMOVING THE PISTONS FROM the 2-litre. It has been running for the past three years with much clatter, breather smoke and oil oozing out of the magneto drive. I got to thinking how it was that I found it so interesting to own and drive a car like this and not to be of the Escort Mexico brigade. How did I come to own this car and others similar when there is no history of engineering or love of old vehicles, etc. in the family. Thinking back on the cars I have owned I realised that it was a sort of natural progression so I sat down and did a quick potted history of my youth.

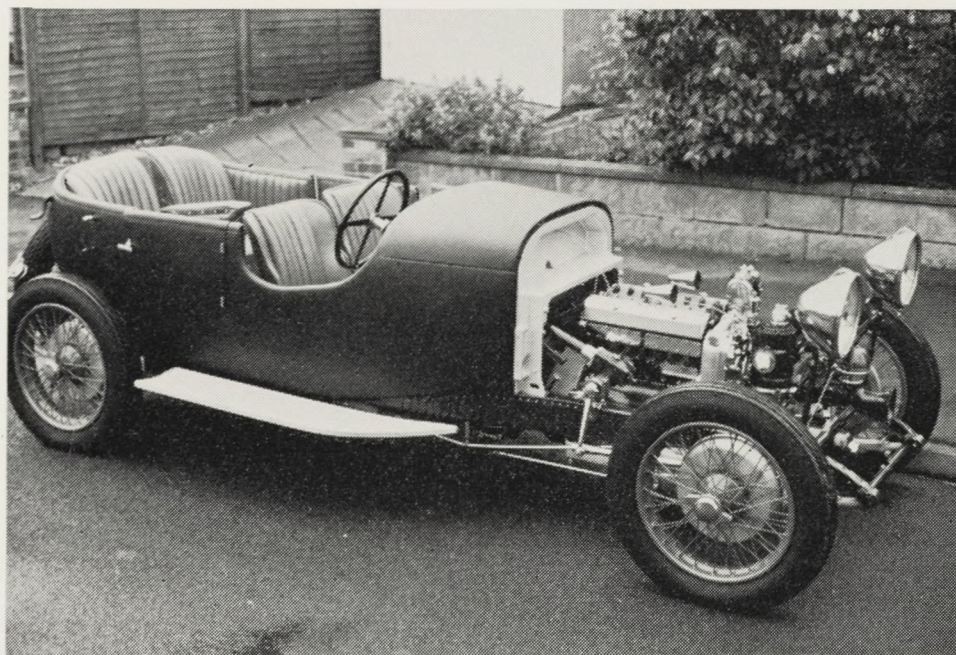
My first ever vehicle was purchased from Alexander Hammersley Gordon who subsequently sold me the 2-litre. This chap had a lot of cars all stored at Dennis Roberts in Buxton. The car in question was a Vernon-Derby fitted with a Ford E93A side-valve engine, gear box and rear axle. This car was purchased whilst my parents were on holiday, installed in the family garage and stripped down. My father took it quite calmly and helped me to paint it and re-upholster it over the next few months. The engine was notoriously unreliable and was eventually parted with when my thoughts turned to the delights of the back seat rather than the driving seat. A Ford Popular, one of about ten, was purchased but was rapidly disposed of, at a modest profit, due to an inordinate thirst for oil and the chance to buy a damaged Sheerline (better back seat). This car carried me in unaccustomed luxury along with my pals in the cycling club to innumerable P.U.s but was eventually sold when the big ends rattled to death. Again a modest profit. A 1937 Citroen 12.8 "traction avant" was purchased and this completed a five week tour of the Continent to Gibraltar, the Med coast, and back through Switzerland. The only fault was a burst brake pipe on the steep descent to Algeciras. I kept this car for nearly two years and I must say it was one of the finest cars to

CONGRATULATIONS

Tony Wood, ex-Midlands Secretary, announces his engagement to Miss Jean Roberts. "It's true, it's true!" says Neil Frajbis.

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drive that I have known.

Until this time the technical merits of my cars had been unimportant but I had become gradually more interested in the mechanical side as well as the back seat potential and I embarked on the building of a trials car using an M.G. chassis, Ford engine and suspension and converting it all to hydraulic brakes. We built the body out of wood and aluminium and very pretty we thought it was too. The wheelbase was too short and the suspension too stiff (we hadn't bothered doing any sums) and the car was almost impossible to control. It was sold without a tear being shed or a competition entered.

I was becoming interested more in cars that were real cars, cars that had character and were built by people who were proud of what they made. When I was looking for a replacement for the unloved special an advert for a 1928 Lagonda caught my eye. It turned out to belong to A. H. Gordon who had owned the Vernon-Derby and also the Citroen. As soon as I saw it I knew I had to buy it. It burst into life on the handle but a trip round the block had me looking doubtfully at the oil pressure guage but a look at the back seat reassured me and the car was mine for £150.

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A trip to the V.S.C.C. Northern Trial convinced me of two things. I had made the right choice and the engine was clapped. In all innocence in my unlit lock-up I removed the engine, stripped it and found the bottom end in a sad state, the small ends likewise and the flywheel devoid of teeth. An engine firm undertook the job and quoted £9 to weld up and re-cut all the teeth on the flywheel. They did the flywheel, ground the crank and metallised the rods, but refused to have a go at the mains as the block itself was metallised. The job was eventually completed by a firm who turned the mains out of solid billet of white metal; this concern now does all the machining for the Northern Lagonda factory. The small ends were not done as I had to sell my bike and my suit to pay for the crankshaft job. The whole thing was assembled during that dreadful winter of 1964 and has been running with gradually increasing noise and anxiety until this year.

Whilst competing in the Castle Run, which is a most enjoyable 65 mile rally in the Lancashire Dales, I was told of a Lagonda in a scrap yard in Manchester. I eventually found it and purchased it for £40. It was a very sad 16/80 saloon minus everything that could be "weighed in". More space was needed to store this so we moved house to one where I could build a double garage. I then heard of a fibre-glass special built out of an old M.G. with three carbs. This was purchased in a very rough and dismantled state and turned out to be a K1 Magnette. We moved again to a house with more space at the side. All this time whilst I had been building garages to go with houses I had been working for ICI and I decided that I was engaged on an unequal struggle. I therefore left ICI and bought a garage business with lots of space and a small house.

Whilst all this was going on I bought a Riley 9 Gamecock with a broken crank. This was rebuilt and sold to my father. He sold it last year to a man who changed the oil and raced it at Oulton.

Cars now come and go but the 2-litre and 16/80 will be kept. The K1 has gone to an Australian living in London to build a K3 replica. I have just purchased a Daimler Conquest, and a Rover 100 and am negotiating for an early Rover 10 and two Armstrong Siddleys. I have also found one of the M.45 saloons fitted with an original Gardiner diesel and guess what—I am looking for another garage to put them in. I don't think I will ever be cured.

P. W. CLARK

Care and Maintenance of the Two Litre Lagonda

How to obtain the best service from a famous High Efficiency Sports Type Car

ALTHOUGH IT DOES NOT FOLLOW THAT DECARBONISING is the first process which the engine will need, it is probably the best starting point when dealing with the car as a whole.

Ordinarily, the actual decarbonising is best effected with the special set of tools which can be obtained from various manufacturers, or with an old but sharp set of wood chisels. First drain the water from the radiator by the tap provided below the pump, in addition, also remove the plug at the bottom of the radiator itself. The pump tap, as well as the radiator plug, should be used if it becomes desirable to drain the water from the whole system in exceptionally cold weather. The radiator plug hole does not drain the water pump casing, and if ice forms in the latter the vanes of the pump may be damaged.

It is desirable to completely slacken all rocker

This text appeared as a booklet prepared by Davies Motors Ltd., London Road, Staines a good many years ago. The company no longer exists and the Committee hopes that the information the booklet contains will be of use to the large number of 2-litre owners in the Club. Caution is advised, however, in connection with the various lubricants reported in the text. Many of these may no longer be obtainable and the advice of Ivan Forshaw or your nearest Area Representative should be sought before using any modern substitute lubricant. Acknowledgement is also made to *The Autocar* from which source much of the material in this article was originally derived.

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fulcrum pins before attempting to lift the head and to leave them slack until the head has been refitted. If any difficulty is encountered, the inlet and exhaust rockers bearing hard against the cam in hard contact with the rocker should be removed.

Next the twenty-one nuts which hold down the cylinder head should be undone, the upper of the two rubber water pipes disconnected and the oil pipe union at the back of the head also undone. The exhaust pipe and carburetter need not be disturbed. The sparking plug cables should be removed, the plugs themselves unscrewed and set aside.

The head can then be lifted off the studs. It carries with it the cranked levers which operate the valves, and the valves themselves. If the head be then turned upside down on the bench the carbon can be carefully scraped away, leaving a clean, polished surface everywhere. Particular care should be taken not to leave loose carbon in the combustion space.

The piston crowns can be decarbonised by bringing each in turn to the top dead centre, care again being exercised to remove all the carbon that is scraped away. The face of the head and the surfaces on the top of the cylinder block should be spotlessly clean when the head is refitted. The gasket also should be thoroughly clean and the cork washers which make the joint between the camshaft tunnels and the cylinder head should be replaced by new units.

While the cylinder head is off the valves can be removed and ground to their seatings with fine emery powder. First, the rocking levers must be detached, this being effected by unlocking the nuts holding the spindle of the lever to a boss in the casting, unscrewing those nuts and withdrawing the spindle sideways. In doing so make sure that the bronze washer belonging to the fulcrum pin is not lost, and that the hardened cap is retained on the end of the valve.

For removing the valves or changing a spring there is a special tool. A suitably shaped block of wood should be placed on the bench to fit into one of the combustion spaces and to rest upon the heads of the valves. The tool should then be screwed into position, the distance piece on one arm resting on the machined face of the cylinder head, and the screw at the other end of the arm operating the fork which engages with the valve spring retaining collar. The valve spring itself can then be compressed until the split cotters can

be taken out. Incidentally, these split cotters are quite easily removed by magnetising the tang end of a file.

When the cotters are withdrawn the inner and outer valve spring and the retaining collar can be released and removed and the valve itself can then be withdrawn. Note that the valves are marked to correspond with their seatings, the valves in No. 1 combustion space, which is the one normally nearest the radiator, being marked 1 and 1E, 1E being the exhaust valve. The valves should not be replaced in the wrong seatings. On top of each valve is a hardened thimble which should be kept in its allotted valve stem. If eight holes are drilled in a block of wood to receive the valves after they have been extracted, they will more easily be kept to their proper positions.

Valve Grinding

Each valve is ground in by making use of the screwdriver slot in its head, a screwdriver being preferable to any other means for this work. The face of each valve should be ground until it presents an even surface free from pits, and the utmost care should be used to wash away every trace of carborundum powder, especially from the neighbourhood of the valve guides. The valve guides, by the way, can be driven out of the head and replaced if badly worn. A worn valve guide allows extra air to enter the inlet pipe. When replacing a guide it is better to pull it in with a long thread bolt rather than to knock it into place as this may damage it.

When each valve has been returned to its seat and the spring and cotters put back, the rocking lever can be reassembled on its fulcrum, care being taken not to overlook the bronze washer or the thimble on the end of the valve. When the assembling is complete, the head can be replaced, care being used not to damage the rockers when engaging with the camshaft. The twenty-one nuts must be tightened in rotation in such a way that the head is pulled down evenly all round.

The valves must then be set again at .004 in. clearance, whether the engine is hot or cold, this clearance being maintained between the valve stem and the end of the rocker arm. Adjustment of clearance is effected by using a tommy in one end of the eccentric spindle carrying the rocker arm and rotating the spindle one way or the other until a feeler gauge shows the gap to be .004 in., at which point the nut and lock nut can be

tightened home to secure the spindle in position. Always check the clearance again after locking.

Useful Special Tool

Actually, it is possible to remove the valve springs without detaching the head, a special tommy being inserted through the plug orifice of the cylinder concerned to hold the required valve on its seat while the special tool already described depresses the valve spring washer, allowing the cotters to be withdrawn. Concerning this operation there is one important point, namely, to see that the cylinder is on the top dead centre of its *compression* stroke, so that both valves are on their seats. In no circumstances should the engine be turned whilst the special tommy is projecting into the cylinder, as otherwise the valves will be considerably damaged.

When the plugs and wires, water pipe and oil pipe are once more in place and the cooling system is full, the engine should be started and run for some little time, care being taken to run it light on a small throttle opening, and then the nuts holding down the head should be tested again to ensure that they are really tight. It is a wise precaution to go over these nuts once more after the car has had its first run subsequent to removal of the head. It is quite extraordinary how play and slackness can develop unless this point is carefully attended to.

Chain Case

It will be noticed that the camshaft timing is not affected by the displacement of the head. If there is any question of an error in the valve timing, or if the chains driving the timing gear have to be adjusted, the radiator should first be taken off and then the cover plates should be removed. There are two chains, of which the lower has the treble duty of conveying the drive to the oil and water pumps and the dynamo, while the upper chain's function is to drive the two camshafts, that on the right being for the inlet valves, and that on the left for the exhaust valves, looking backwards from the radiator.

Chain Adjustment

The lower chain should be adjusted *first* by slackening the four bolts on the lower clamp, inserting a tommy bar in the holes provided in the disc operating the right- and left-hand thread adjustment, and turning this disc until the chain is felt to be at the correct tension when touched

with a finger inserted through the special opening provided for the purpose in the timing case. The four nuts should then be tightened home, the four nuts of the upper clamp slackened, and the same method of adjustment used again until the top chain is shown to be at its right tension.

As regards this, the chain should not run stiffly, but should have a little slack, say, an extreme total movement of $\frac{3}{8}$ in. at the finger holes in the timing cover. Lock the upper clamp securely after the adjustment has been made.

The valve timing of the Lagonda power unit is set with the rocker clearance at .004 in. A fine adjustment is provided to set each camshaft accurately; supposing that the chains have been taken off, each shaft can be reset roughly before the chain is replaced on the sprockets, and the final timing made with the special adjustment, which varies the position of the camshaft relative to its driving sprocket. The sprocket itself is a running fit on the camshaft, but not actually fixed to it.

A special plate is bolted to the sprocket by three bolts, and a spider is keyed to the camshaft, one arm of the spider being connected to the plate through a steel block working on a screw thread. The drive passes through from the camshaft to the spider, from the spider to the screw thread, thence to the plate, and so finally to the sprocket.

Setting the Camshafts

If the three bolts are slack, the spider can be moved relative to the plate by turning the screw thread by means of the hexagon head, and so altering the position of the spider relative to the plate; in this way each camshaft can be set in turn.

If the cover plate has not been removed to disclose the exhaust camshaft drive, the tension of the upper chain can be ascertained by removing the plug from an orifice at the back of the timing case and immediately above the water pump drive. Incidentally, the camshafts are held in three split white metal bushes, and, when fitting, particular care should be taken that the oil groove is on a level with the centre line of the camshaft in a horizontal plane.

The operation of timing the magneto is commenced by undoing the strap and releasing the two parts of the vernier coupling from their fibre centre. Turn the engine by hand until No. 1 cylinder—that nearest the radiator—is at firing point with both valves closed, as shown by a

mark on the face of the flywheel coming opposite to a brass pointer that will be found at the top of the aluminium cover over the flywheel.

Then set the magneto's points to break when the brush is opposite No. 1 segment of the distributor, place the ignition lever at full advance, and carefully engage the magneto coupling in such a way that the central fibre block fits into the teeth of the driving and driven flanges without disturbing either.

The flywheel also is marked to show the dead centre, the point at which the inlet valve should open for any cylinder, and the point at which the exhaust valve should open for any cylinder.

Big and Little Ends

As far as major operations to the engine are concerned, these fall generally outside the province of the ordinary owner. It may be said, however, that the big ends of the connecting rods are marked, so that the lower half of the bearing cannot be put back in the wrong position. The piston should be inserted with the split in the skirt towards the carburetter. The small ends of the rods are off-set, an important point to watch.

In the event of the four rods being dismantled and replaced, the long side of the small end should be towards the centre of the engine, which means that the short sides of Nos. 1 and 2 connecting rods should point to the front, and short sides of Nos. 3 and 4 towards the flywheel. If the rods are not assembled in this manner, the pistons and rods will not be in alignment and serious trouble may result.

Three different sizes of pistons can be obtained when the time comes for the cylinders to be reground. The gudgeon pins are hollow with bronze thrust pieces at each end.

A Zenith triple diffuser is usually fitted, and feeds the cylinders through the slow-running jet for starting. The slow-running jet itself is the screw seen in the centre of a hexagon nut on the top of the carburetter, and is easily removed and cleaned. If there is any difficulty in starting, the best thing to do is to take out the slow-runner and make sure that the jet orifice is clear, as this, being the smallest orifice in the instrument, is liable to become blocked occasionally. The setting recommended as likely to be most useful for ordinary work is 115 main, 80 compensator and 26 choke tube.

To be continued in the next issue.

LETTERS TO THE EDITOR

The Gardner Diesel Engine

Dear Sir—I was interested to read the report on the diesel engined Lagonda. About one year ago now I located a Lagonda 4½ saloon which had a Gardner diesel engine installed and could be the model which was tested although I understand that the Gardner brothers did carry out several installations into Lagonda cars.

The owner of the car did not wish to sell the vehicle which was part restored to the extent of having all the chrome redone (I think it had large spring type bumpers) but the remainder of the car was in a very rough state. The owner intends to restore it sometime in the next ten years but if it is left in its present position it will be beyond hope. One interesting thing, on which the owner could be mistaken, is that the engine is supposed to rev well over 4000. This seems very high for a diesel engine and I wonder if the rev counter has been coupled to some shaft running at engine speed and thus recording twice the actual revs. The Gardner brothers are unlikely to have dropped one like that.

Your article, and the price of petrol, prompt

me to have another attempt to obtain the car. If I have any success it should provide some interesting years ahead.

P. W. CLARK
Buxton, Derbyshire.

CGO 62

Dear Sir—Surely the driver of CGO 62 shown competing in the Brighton Speed Trials in the photograph on page 2 of the Winter magazine is L. S. "Bill" Michael and not Major Charles Lewis.

This photograph was taken before the car was altered by the removal of the side mounted spare wheels and heavy steel wings and running boards in order to alter the steering characteristics from appalling understeer, all so clearly explained in an article in the magazine circa 1957.

T. H. WAREHAM
Fenny Compton,
nr. Leamington Spa.

Regional Meets

Dear Sir—I noticed with dismay the blank page at the back of the last magazine, and felt twinges of guilt for not having written or photographed something to fill it. However, if such a situation is in danger of occurring again, why not fill the

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page with "Regionalisation", which last appeared, I think, four years ago? In many cases, new members only hear of Club meetings by chance, as these meetings are seldom advertised.

To follow that, may I present a "plug" for our local meeting in the West Home Counties (Area 14). This meeting was run by Harry Gostling, but due to the vandalism of the Angler's, we have had to move to the Fox & Hounds in Englefield Green, on the edge of Windsor Great Park. The landlord is most obliging: he reserves a section of the forecourt for us, and we meet on the second Wednesday of each month. At the moment we mostly attract 2-litres, but some variety will be most welcome. There must be plenty of members in this area; please would they write the dates in the diaries to remind them to come along—do in NOW!

DAVID COCHRANE
Weybridge, Surrey.

News from New Zealand

Dear Sir—As I think my subscription payment may be due I enclose a Bank draft for ten pounds which will keep me paid up for a while longer. Club correspondence takes a long time to reach me by sea mail and if possible I would like to pay the additional postage for air. Perhaps your treasurer would make the necessary deduction for this and advise how my account stands. Also I wish to order two copies of the Lagonda history when it is published—have been keeping an eye open for some notification of this in your bulletins and expect an announcement to be made soon.

I have sold my LG.45 saloon to Mr. Hugh MacDonald of 4a Whitby Terrace, Mairangi Bay, Auckland 10, and as he wishes to join the Club I respectfully request that an application for membership form be sent to him on my recommendation. I have bought the LG.45 drophead owned by our fellow-member Mr. Fred Gover of Feilding, New Zealand. As particulars of these cars are known to you I won't repeat them here. Hugh MacDonald has a very well restored 1935 20/25 Rolls Royce and an S2 Bentley, so the Lagonda has good company. He is also a member of the Vintage Car Club of N.Z., and the N.Z. Rolls and Bentley Owners' Club.

Wes. Southgate was across from Australia recently to attend a rather wild rally in the South Island during which he and his fellow Australians distinguished themselves by hurling flour bombs

at all they could get near while on the road. Fitting reprisals being made later needless to say. Wes did not bring a Lagonda for this event but travelled in a D6s Delage owned here by an expatriate Aussie. Last week-end a sort of bent sprint event was held at Taupo on a section of scenic road closed for the event, about one and a half miles in length. Harland Baker appeared in his 16/80 which he bought from U.K. about two or three years ago, and I must say it fills the eye. A very nice Rapier lives in our vicinity and our branch of the V.C.C. is conducting a hill climb in a fortnight outside its front door and I am sure it will find this irresistible and make an appearance.

Keeping the drophead company at present we have a 4.3 Alvis, 20/60 Sports Sunbeam, OE30/98 and (lest we be considered one-eyed about country of origin) a 4½-litre Lago Record. Don't forget we would be happy to meet any members visiting our country. Ken Day, President of the Alvis Owner Club was here recently and from his report I believe he enjoyed his brief visit.

A. BRIAN JOHNSTONE,
Auckland, N.Z.

Rapide (or not so rapide) Rebuild

Dear Sir—Since I am illiterate and cannot write I thought you might find the enclosed photo of one of my LG.45 engines of some use. It is the one I am building up for the Rapide. Funnily enough none of the shiny bits show on the photo so at least it is fairly clear, even if the damper has disappeared in a black shadow. Photo right.

One day I will write something for you.

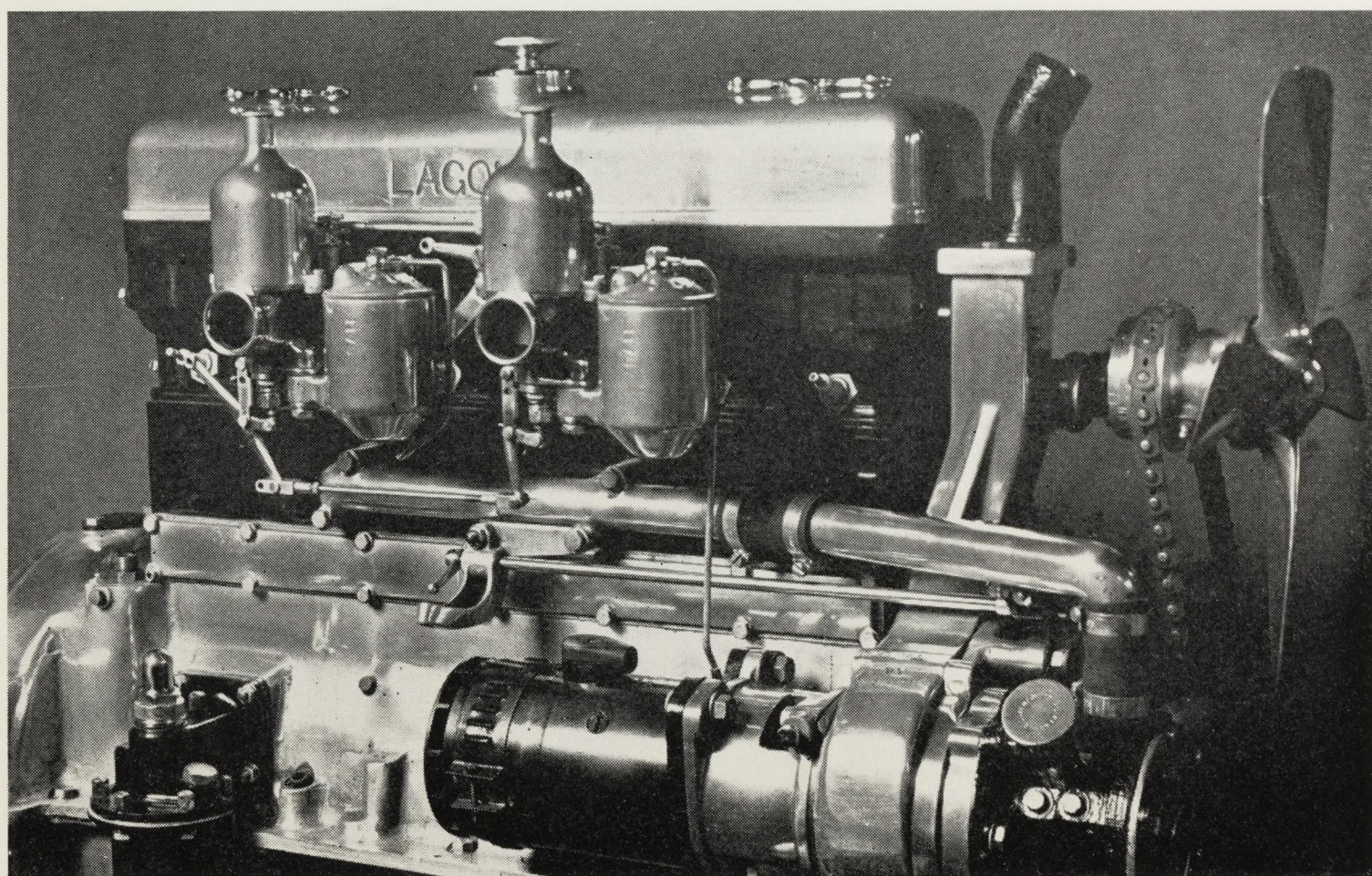
NIGEL HALL
Mottram-en-Longendale,
Cheshire.

P.S.—The Rapide project is the one you featured the steely chin of Alan Brown building about five years ago. I bought it and it's now progressing slowly.

**Articles and Photos
are needed for the
combined Summer/
Autumn Magazine
please. Copy date:
15th August**



P. W. Clark's 2-litre finishes the Castle Run. See article page 17



Nigel Hall's LG.45 engine after rebuilding



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