



THE MAGAZINE OF THE LAGONDA CLUB

Number 98

Spring 1978



***By Land, Sea, Air or
even Lagonda***

Lightweight Luggage

by SKOVIA

The name that travels the World

**For details of your nearest stockist
contact:**

**SKOVIA LTD., Travel Goods Manufacturers
Windsor Works, Oldham, Lancashire.
Telephone: 061 624-6236/7, 9509.**

THE LAGONDA CLUB

Patron: The Earl Howe, C.B.E.

President: J. W. T. Crocker

Vice-President: P. A. Densham

Committee 1977-78

Chairman: H. L. Schofield

Treasurer: A. T. Elliott, 'Greystones',
Kingsbury, Milbourne Port, Sherborne, Dorset

Membership Secretary: B. R. Hyett

Competition Secretary: J. A. Batt

Midland Secretary: H. Taylor

Northern Secretary: H. L. Schofield

Committee: A. Brown, A. Davey (*Registrar*),
Mrs. A. E. Hewitt, B. J. Horwood, D. S. Johnson,
A. W. May (*Editor*), D. Westall

Secretary: Mrs. V. E. May, 68 Savill Road,
Lindfield, nr. Haywards Heath, Sussex

Spares Registrar and Technical Adviser: Ivan
Forshaw, 415 Ringwood Road, Parkstone,
Dorset

Office Tel: 02016 4727 Home Tel: 0202 743149

Border Secretary: Julian Reisner

Scottish Secretary: J. McKellar-Cairns

Australian Representative: E. J. Whitehead,
23 Pibrac Avenue, Warrawee, N.S.W.

U.S.A. Representative: R. J. Crane,
10 Crestwood Trail, Lake Mohawk, Sparta,
New Jersey 07871, U.S.A.

The Spares Service:

B. J. HORWOOD,

"Cottington",

The Warren,

Mayfield, Sussex.

Tel: 04355-2166.

ALAN BROWN,

Matley Moor Cottage,

Matley Lane,

Hyde, Cheshire SK14 4EG.

Tel: (061) 338 2766 or some nights

(061) 624 6236 (Northern Lagonda

Factory)

BRIAN DEARDEN-BRIGGS,

Balderstone Hall,

Mirfield, Yorkshire.

Tel: Mirfield 496276.



MAGAZINE

Issue No. 98

Spring 1978

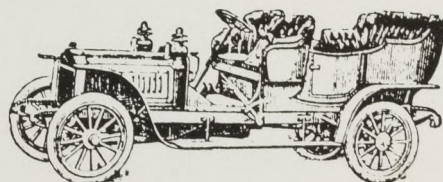
Published Quarterly

Editor: A. W. May, 68 Savill Road, Lindfield, nr.
Haywards Heath, Sussex

CONTENTS

Out and About	4
Northern Notes	5
An American View of the AGM	6
Watch out for the Men from the Ministry .	8
'Did They Always Get it Right?'	9
Notes on the G10/G11 Gearbox	13
Old Lags Corner	14
Special Announcement	15
The Back Axle Overhaul	16
A Royal Test Drive	19
A Case for Conversion?	20
American Auction	22
The Autobiography of 'LEL'	24
Library Services of the National Motor Museum	26
Letters to the Editor	27

Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy for the technical advice offered.



FRONT COVER: Lowell Levinger's very fine
LG.45 long wheelbase coupé with coachwork
by Salmons and Sons.

Out and About

THE FIRST thing you will have noticed about this Spring magazine is its slightly different size. The reason for this change is economy. In order to keep our printing costs stable we have decided to change to an A5 format now that printing is generally carried out using international paper sizes. The savings created will offset increased charges in future in other areas. I appreciate that this change may cause a slight deviation in line when the magazines are displayed on a bookshelf but of course it will fit into our Club binders without problems.

Looking inside the magazine you will also notice that this too has changed. I thought it was about time it had a facelift to brighten up its appearance and what better time to start than with the Spring. Hope you like it! Of course, the quality of the magazine still depends on you the readers. Without contributors there would be no magazine — so still keep sending in your articles, photos and letters.

★ ★ ★ ★

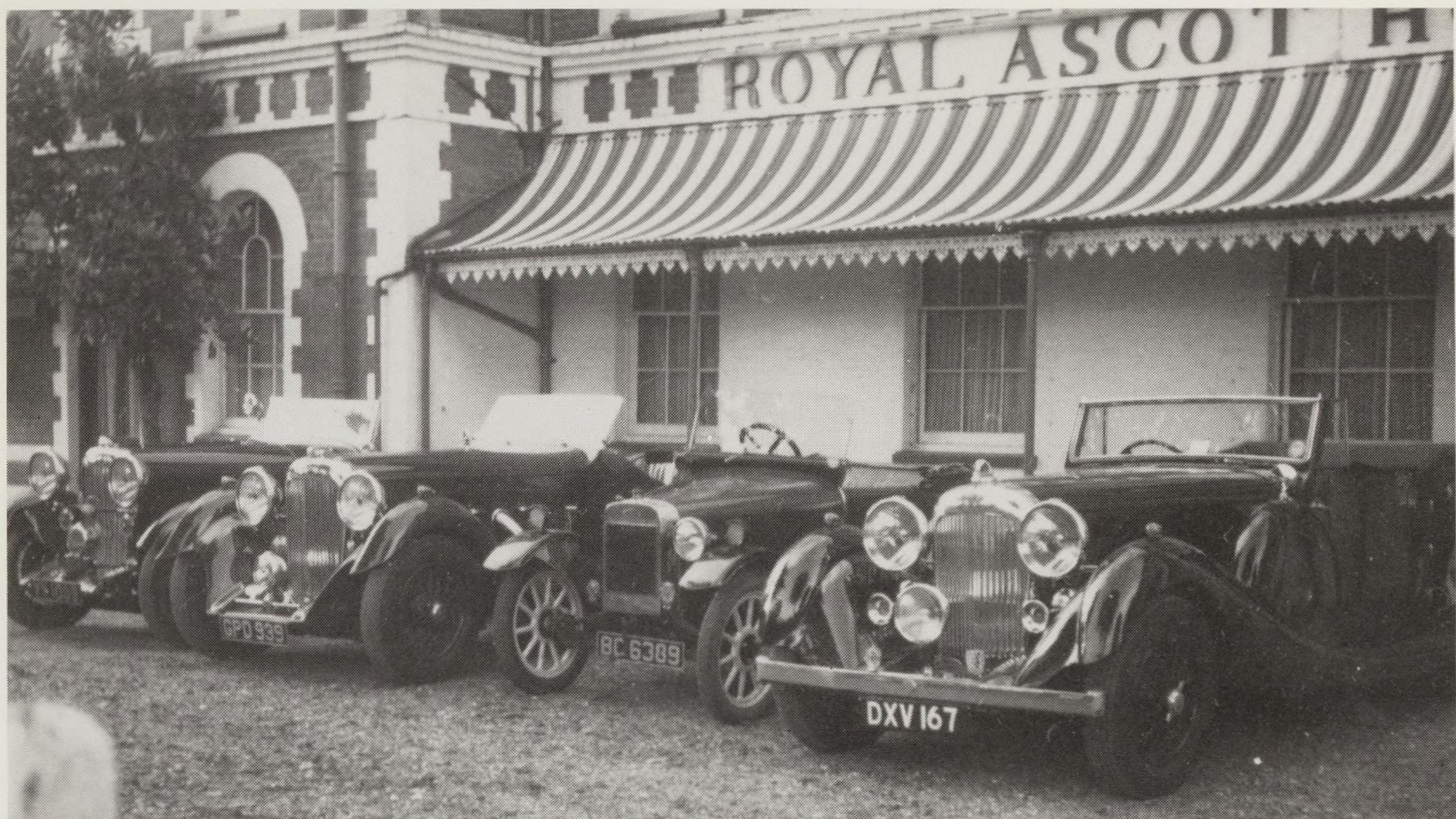
You will see in this issue a couple of articles lifted from Bob Ohnstad's American Newsletter. This is an excellent publication and I hope Bob will not mind my reprinting from it sometimes to give wider coverage to those articles that I feel deserve to be read by a larger audience. Thanks Bob!

★ ★ ★ ★

BOOK RECEIVED. A new title in the range of motoring books by Dalton Watson Ltd. is *Aston Martin and Lagonda*. Michael Frostick tells the story in 208 pages of their development and eventual amalgamation in pictures. As a pictorial history I enjoyed this book very much — some of the early Lagonda photographs I had not seen before — but I am sorry to say the text does not compare as favourably. A number of inaccuracies occur in the Lagonda section and the spelling errors (Newport Pagnall?) surprised me. A great pity really but I do not suppose that things will improve until we have published our own "History of the Marque" and the hoary old legends will finally be disposed. But use it as a picture book (there are about 400 photos in all) and you may well think it a worthwhile buy at £7.50. A.W.M.

QUIZ: DO YOU REMEMBER THAT DAY?

A photograph on opposite page of the concours winners taken at an A.G.M. many years ago. What year was it and who owned the cars?



See "Quiz" opposite.

Northern Notes *from Herb Schofield*

MID-JANUARY is not the best of times for compiling a readable column as most members have gone to ground to, presumably work on their cars for the coming season. In the Northern Lagonda Factory itself sadly the only worthwhile project being actively worked on is the writers' V.12 Rapide which during the course of the past nine months has been completely repainted, re-upholstered, largely re-chromed and rewired. Nigel Hall is busily rebuilding an Aston-Martin DB.5 and replica LG.45 Rapide at home, whilst Alan Brown continues his everlasting house rebuild and in between manages to work, rebuild Harold Collins' LG.6 racer, and rewire the V.12R.

David Hine continues with work on his new "Competition" car, which is a sort of L.W.B. LG.45 with a 14/60 type body of huge proportions. One would hate to offend the lad but it does appear to be a bit too large to chuck round Woodcote Corner, especially as the back bit, judging by the length of the thing would still be negotiating Becketts!

Alastair Barker does a bit on his V.12 racer, hopes to eventually raise the compression ratio to 10:1 and fit the four carb. inlet manifolds we

have had made. However, at present he is content to fit the car with working front shock absorbers and enlarge the cockpit to fit his ever expanding body. John Davenport removes the G.9 gearbox out of his LG.45R for inspection and over in Yorkshire Don Hoggard is rebuilding his 3½-litre with replica tourer coachwork which I believe Ken Pape helped manufacture. Richard Fox converts his LG.6 Saloon to a drophead coupé which should be worth looking at — he even managed to obtain some original hood irons for it!

I purchased the new Dalton Watson book on Lagonda and Aston-Martin by Frostick. I must say I admired the splendid selection of photographs, however the reading matter, such as it was, is too inaccurate to be of any value and I really do think it is about time motoring writers, or at least some of them made a greater effort to get their facts right. All this leads me up nicely to a plug for the forthcoming *History of the Lagonda Car* by Arnold Davey and Tony May which is going to be VERY GOOD. Don't forget to order a copy when the time comes, and at the same time get your local library to stock it.

An American View of the AGM

by Bob Crane

THE ANNUAL General Meeting of The Lagonda Club was held in England on 17th September. The American contingent was well-represented this year and I thought you might like a brief report on our trip to the U.K.

After four days in Edinburgh and four in London, we rented a car and drove to Burnham where the Burnham Beeches Hotel is located and where the A.G.M. was to be held. We arrived a few days early to get settled and, I believe it was the next day, Ron and Mickey Jacobson from Miami checked in. We had visited them in Miami last March and seen their beautiful V.12 D.H.C., so it was a reunion. We went our various ways until Saturday morning, when the first Lagondas started to arrive. You may recall that I related how exciting it was to get nine Lagondas together at a Football Meet? Well, before noon, *seventy-three* Lagondas were spread all over the several acres of beautiful grounds of the Hotel! Before long, a number of our friends arrived and between greetings and chatter it was noon and the luncheon buffet was served. Another hour after lunch and the Annual Meeting was called. This lasted until just before the cocktail hour started, so you see how little time was available for natter. Of course Tony and Valerie May were there, whom we haven't seen for ten years. But they are so easy to know that it seemed as though we had just seen them. Much, however to be discussed and still not enough time. Ivan Forshaw arrived in an Aston Martin with his son, but I didn't get nearly enough time to chat with him, for part way through the A.G.M., and after he had made his report, he asked to be excused as he had to get back to the South Shore.

Maurice Leo and his wife were there and we had a nice time renewing our acquaintance. To digress, we visited his new showroom on Monday and he did find a few bits and pieces for me. That evening we had dinner with them at their home in Beaconsfield. He has the two 1955 V.12 Le Mans cars, one in his shop and one at his home. We had a good talk about our problems.

Well to get back to the meet, we had a good U.S.A. contingent there including John Lazor

and his wife, Everett Smith and a buddy, and Roy Shields. I tried to get around, but I'd get so waylaid with one person that I couldn't cover nearly enough ground. And of course our Chr. Herb Schofield was there — and Arnold Davey and Brian Horwood — very frustrating, for there just wasn't time enough to see and visit with every one!

After the evening cocktail hour, there was the annual dinner dance. We were seated at a table for eight with Jim and Barbara Crocker, the president and his wife, whom we have known for some time. But the others at our table were Alan Curtis, the Managing Director of the new Lagonda company and Ken Nugent, Director of Sales, and their wives. This was fun for I had a great chance to talk with Alan about the future of Lagondas. I must say, I'm terribly excited at the prospects. Perhaps in a few years people's faces will light up when the name Lagonda is mentioned, instead of taking on a blank stare!

Well, we had a great time at the party, but were overcome when Jim called us up and presented me with a beautiful pewter stein with the Club emblem, my name, and the date on it. And Helen received a Wedgewood vase. (And no one was more deserving of this honour! Ed.)

Sunday morning, most of the cars were still there and they had a judging. This did give us a bit more time to chat with our new friends and load down with literature from Valerie May. One thing I'm pleased about is the decision to give a break to us on this side of the ocean by holding the subscription to \$12.50 for 77/78 and 78/79. The 77/78 sterling amount will be £5.00 but will go up to £7.00 for 78/79. This will give us a break because of the fluctuating value of the Pound.

Everett Smith, who was backpacking through England with a friend was all over the place taking pictures and peeking under hoods. Expect him to come up with some great new article on our cars before too long!

Well, by noon Sunday the six winning cars of the various models had been selected and they were lined up in front of the hotel for pictures. Unfortunately, while it didn't rain, it was so



overcast and dark most of the time with so few sunny intervals that I got a minimum of pictures with good lighting. However, the hotel was very nice, everyone so very friendly, and we had a memorable time. Incidentally, I can highly recommend the Burnham Beeches to anyone expecting to visit London for a few days. It is about 20 minutes out by train and the rates are just about half of the most modest hotel in London.

After the A.G.M., we had three more days at Burnham and used it as a headquarters to take day trips. One day we spent four or five hours in Oxford. We had been there before, but not to really browse. We had a most exciting experience listening for a good half hour to the great organ at Magdalen.

From there we went to Stratford-upon-Avon for two nights, the first evening spent with Innes Dick and his wife at their charming home nearby. He was the Treasurer of the Club for a year or two and is now retired and spending his time finishing the restoration of a beautiful M.45 Tourer.

After a few more days in the Cotswold country and a tour near Bath, we returned to London for the last three nights before returning home. Lots of wonderful memories! (Reprinted from Bob Ohnstad's American Newsletter with thanks.)

The concours winners line-up at Burnham Beeches.

Photo: Iain May

W. S. JOHNSON & CO.

Chartered Surveyors and Estate Agents



Small houses with large garages
and all other commercial and
residential properties in the
north of Milton Keynes,
Bletchley, Buckingham
Newport Pagnell, Leighton
Buzzard, Wolverton,
Winslow and
Olney



2 CHANDOS PLACE, BLETCHLEY
MILTON KEYNES MK2 2SJ

Watch out for the Men from the Ministry

KEITH MARTIN, of Aston Martin Lagonda Ltd.'s safety and emissions department, explains what Type Approval is all about.

Most people in the automotive world know that over the last ten years the U.S.A. has introduced various environmental and safety standards on vehicle design. Many of these particularly exhaust emission standards, have caused quite a few headaches for manufacturers both large and small. The situation is rapidly changing however, and now one of the most difficult countries in which to legally certify cars is Great Britain.

This is because of the recent beginning of something called the British National Type Approval Scheme. This has come about mainly because of the difficulties in ensuring that vehicles comply with ever increasing technical standards before being offered for sale, and partly as a result of joining the E.E.C. Most countries in Europe have had such schemes in operation for many years, but this country differs in its rigorous testing and approval procedures with no real let-out for the low volume producer. Designing to the standards is the easy part, it is the complexity and cost of certifying which is difficult.

Briefly, the scheme encompasses a total of 19 individual standards of which 17 are international and two are B.S.I. standards. These require performance and strength tests on both environmental and safety aspects of the car such as: door latches and hinges, radio and T.V. interference suppression, protective steering and front impact, exhaust emissions, rearward vision and mirrors, seat belts, seat belt anchorage, brakes, noise and silencers, seats and floor anchorages, anti-theft locks, lamps, reflectors, indicators, safety glass and tyres, with more subjects in the pipeline.

Each item for all car model ranges has to be officially tested and approved by the Department of Transport but the payment and organisation of the testing is borne by the manufacturer. Tests can be done at the factory or an approved site such as M.I.R.A. (The Motor Industry Research Association). Most of our tests have been done at M.I.R.A. because we could not justify the capital investment

required for the necessary expensive and sophisticated equipment, which would be under utilised for a manufacturer with only two basic models.

Apart from ensuring that our cars pass all the required tests and have all the necessary approvals we have to fully convince the Government that serially produced cars will be built to the same specification as the prototypes tested. This means introducing extra inspection procedures and paperwork systems in the factory, not an easy thing to reconcile with skilled craftsmen who have managed for years without them. We are also supposed to carry out various periodic check tests on production cars and maintain records of results. These records have to be made available for snap inspection by the Men from the Ministry. In addition the Department of Transport may even buy a new car to carry out their own check tests (watch out for bowler hats in the showrooms!)

Once all the tests and approvals have been completed for a particular model, and the factory systems are satisfactory, a standard vehicle from the production line is then carefully examined by the Department of Transport. This is to ensure that all the individually approved items and specifications are in fact being incorporated on the production line. If the car passes this detailed scrutiny, and all the paperwork cross checks correctly, then the model range is said to be an "Approved Type" and is given a Type Approval number. This number is most important as it will be fed into the ubiquitous Swansea computer, and after 1st April, 1978 a new car cannot be registered without its Type Approval number. After first registration the particular car is no longer covered by the scheme but it is still subject to the present day Construction and Use Regulations, as are all vehicles on the roads.

Well, what will it all mean? In the long term National Type Approval should make things easier for exporting cars, as the eventual aim is to harmonise the Type Approval systems in the E.E.C. Also the use of international standards within the scheme helps with other countries

outside Europe.

EXPENSIVE

In the short term, however, the system will impose a heavy burden on British manufacturers, particularly the low volume producer like Aston Martin. Test fees and administrative requirements are the same for all manufacturers irrespective of the numbers of cars produced. The official test fees alone for the Lagonda add up to about £13,000 assuming we pass everything first time! In addition each test requires payment in advance and large volumes of drawings, photographs and other data which then have to be copied 14 times and sent to the Government. Our own paperwork for the Aston stands over 2 ft. high and is still growing!

Add to this the costs of hiring M.I.R.A.'s facilities, the development costs, the loss of an expensive development car in the barrier crash tests and we are talking of figures around £70,000. This, remember, is just for certifying one model in this country.

I hope this articles throws some light on the mysteries of Type Approval. At least it may explain why we are sometimes reluctant to encourage instant changes or facelifts to the cars. Apart from the work involved in changing and extending the approvals, we haven't much space left to file it all!

Reprinted from "News from Newport Pagnell" by kind permission of Aston Martin Lagonda (1975) Ltd.

'Did They Always Get it Right?'

by John Downes Ryder

EVERY HOBBY and pastime has its legends and in the sphere of old motor car Ownership and Restoration, one of the legends which has persisted — certainly in the thirty years during which I have been a devotee, is that the constructors of yesteryear always made a perfect job of everything, never made a mistake and were quite happy to impart this excellence for around two shillings an hour (real English money!)

Now, without wishing to dwell on the accuracy, much less the social implications of the latter assumptions and despite what the trendy 'glossies' say and depict about the product, people did, as they have always done and will doubtless continue so to do, make the odd mistake, one of which I discovered during the latter stages of what has been a five year rebuild of the depicted 3-litre Tourer.

The Body — (in fact everything above the Chassis) I have had to make from scratch and it has taken about two years. The only useable pieces from the remains of the Lancefield Saloon were the bonnet sides and I was recently engaged in altering these to fit the completely different profile of the new Tourer coachwork. This entailed trimming and re-folding the 'hinge' edge and also welding on a new rear edge (i.e.: adjacent to the scuttle framing) — because the existing one had large cut-outs which previously accommodated the

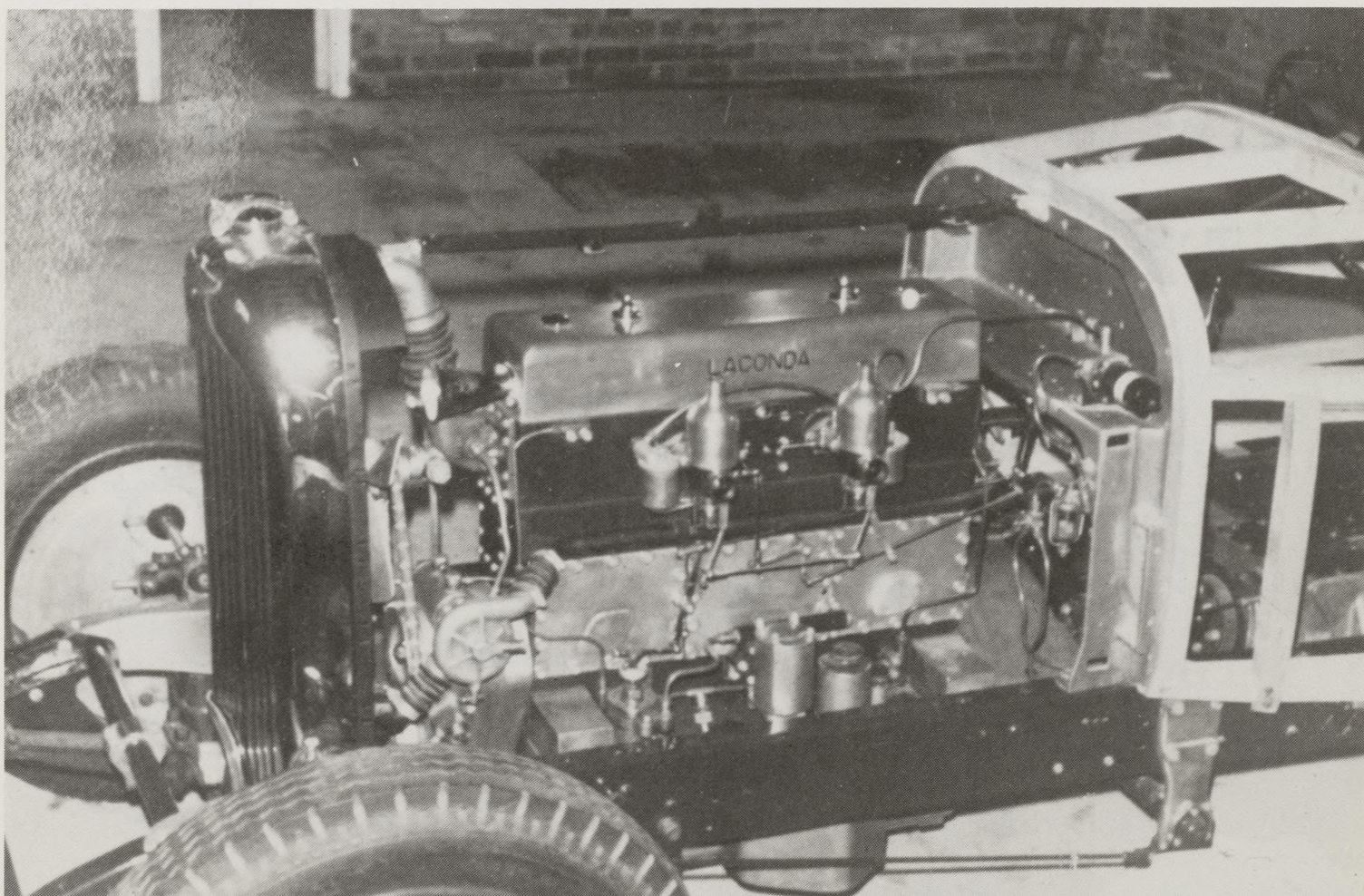
side-mount brackets for the spare wheels.

As I was replacing this rear section anyway, I decided to trim about 1/2" off the leading edge, where it locates on the radiator back-rim, because the tape had worn some very obvious indents in the aluminium.

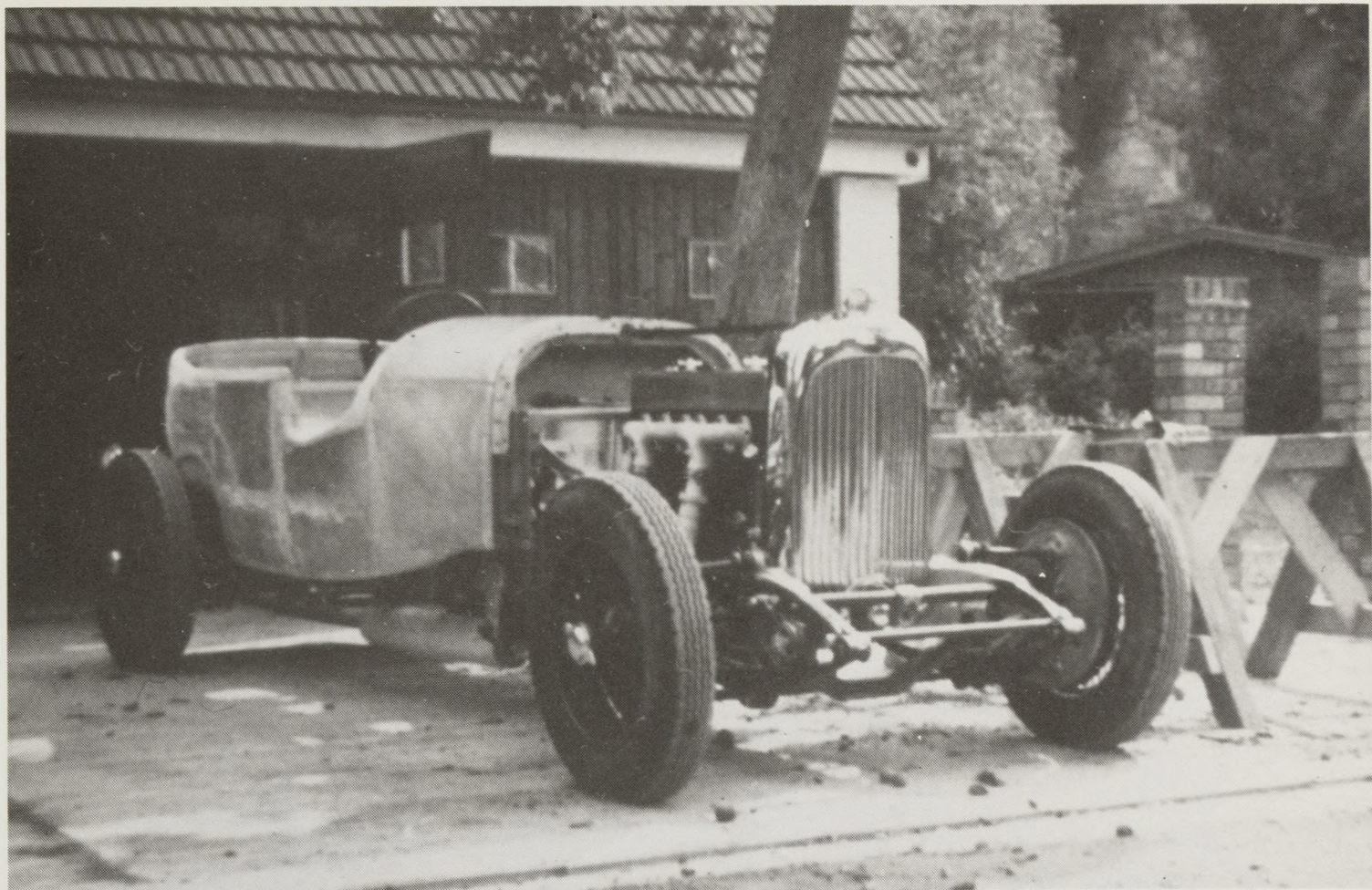
Accordingly, I carefully marked-off a line parallel to the existing edge, band-sawed it off, filed it smooth, emery-clothed it to a really good finish and was generally quite pleased with the result. I should add that at this point in time, I had only 'restored' one of the two sides. Two brand-new bonnet 'tops' had been made and fitted to the correct clearance at scuttle and radiator and I now attempted to fit the side to the mating hinge 'half' and to position the leading edge to the vertical face of the radiator. To my astonishment, it was 'out' by over 1/4" at its uppermost point and my first thought was that the mating horizontal face of the bonnet side, or bonnet top-section (or worse still, both) was not normal to the vertical scuttle and radiator faces, hence the discrepancy.

I double-checked and found that both were exactly right, so I then assumed that in some way, when I trimmed the bonnet-side leading edge, I had gone out of square. I checked the edge against the top face and sure enough it was at about 87 deg. instead of 90 deg.

Because I was certain that when I trimmed it, I did so absolutely parallel to the original face, I



Work in progress on the 3-litre



"Well, did they?"

went and checked the other un-restored bonnet side and sure enough this was exactly the same.

Now the interesting thing is that, when I rebuilt the chassis everything went back in exactly the same place as when it was dismantled — particularly the radiator/scuttle tie-bar and, as the radiator itself is located in trunnion mountings, I could not have assembled it other than at what I earlier *thought* was 90 deg. to the top face of the chassis and perfectly vertical. Had I not retained one of the as-dismantled bonnet sides — which, of course, proved that the radiator always had been leaning forward at about 3 deg., I might never have known the true answer.

I must say, although only a small point — despite the fact that I had to shorten the tie-bar rear adjuster by $\frac{7}{16}$ " to put the radiator back into the vertical, I was very intrigued to think that for 45 years the car has had a forward-leaning radiator. I can visualise some long-forgotten panel man faithfully trimming and fitting the sides of the bonnet and, unwittingly, compounding the error.

It is quite possible that, in the next issue, several pundits will write in and point out that there were 'several 3-litres made with forward-leaning radiators, surely *everyone* knows that, etc. . . .'

For the moment, however, I pose the question: 'did they always get it right'?

★ ★ ★ ★

FUTURE COPY DATES FOR MAGAZINE CONTRIBUTIONS

SUMMER: MAY 15th

AUTUMN: AUGUST 15th

WINTER: NOVEMBER 15th

SPRING: FEBRUARY 15th

LAGONDA CLUB APPROVED MOTOR INSURANCE SCHEME

PREMIUMS: In many cases the premium level will be less than half the amount quoted by the non-specialist vintage and classic motor insurers. For example: a 1936 Lagonda LG.45 (value £4,000) can be insured, comprehensively, for as little as £28.80.

SECURITY: Lloyd's of London.

SPECIAL BENEFITS: Agreed Value Clause.

No restriction on replacement cost of obsolete or unobtainable parts. Repairs carried out by specialist repairer of mutual choice.

Automatic No Claim Bonuses.

SALVAGE CLAUSE: In the event of a total loss the salvage will automatically become the property of the policy-holder.

QUALIFICATION: Membership of Lagonda Club. Proposer must be 25 years or over.

SUPPLEMENTARY SCHEME: Qualifying members can obtain a 20% discount from conventional rates on their every day vehicle. Preferred terms will also be available for other makes veteran/vintage cars. In order to obtain a quotation, without obligation, contact:

**RICHARDSON, HICK &
PARTNERS LIMITED,
DUNSTER HOUSE,
MARK LANE,
LONDON EC3 7AA.
Telephone: 01-623 8223.**

Notes on the G10/G11 Gearbox

by John Batt

OWNERS OF 4½-litre cars with the G10 or G11 gearbox may be interested in the following.

At the V.S.C.C. Silverstone Driving Tests in December, a slight squeak developed which I traced to the nose of the gearbox. Fortunately, I was able to obtain a tin of W.D. 40 and when sprayed liberally at the gearbox input shaft the noise disappeared. Diagnosis showed the oil seal in the gearbox nose had worn out and the metal backing ring which usually holds the leather seal in place was now touching the shaft.

I decided to attempt the fitting of the new seal with the gearbox in situ. After removing the two fabric couplings and the jack shaft, the spider was pulled off the spline after tapping out the retaining pin. Next, I turned my attention to the large castellated nut some 3½" diameter, which obviously holds the seal in place. This had been abused in the past since it requires a special C spanner (obtainable from your local Britool dealer), alternatively, one can use a brass drift and heavy hammer. After trying both methods it would not move despite being assured the nut is normal right hand thread.

Details of the G10/11 gearbox are scarce. I consulted the Magazine, Winter 1969 issue for the article written by Brian Morgan when dealing with the V.12 rebuild. He referred to the Motor Traders notes which Arnold Davey confirmed as September 1939 and kindly let me have a copy to save time writing to *The Motor*.

My difficulty was solved when I located the locking grub-screw securing the large castellated nut, in the event of vibration causing it to become loose. This grub screw is concealed under the aluminium housing which must be withdrawn as the first operation after removing the drive shaft spider. Fortunately, this can also be done with the box in the car, but one must be careful to hold the oil pump unit below the main shaft which would otherwise fall out.

The casing proved difficult to remove as the rubber 'O' ring binds on the outside of the bearing housing as it is an effective oil seal! I found the best method was to use a suitable three leg puller, restraining the arms onto the

flange by linking some large Jubilee clips together and clamping the ring so formed around the outside of the legs.

The oil seal dimensions are 3" o.d., by ½" wide by 2⅛" bore and obtainable from Edmunds Walker, reference no. NA591. Price £1.52 including V.A.T. This is still a current seal being used on certain commercial vehicles. The seal is retained in the large castellated nut.

Assembly is in reverse order. Care should be taken in tapping on the aluminium housing, also with the gasket. Finally, reconnect drive, gear lever body, etc., refill box with oil and the car is once again ready for the road.



**ENGINE STANDS
AXLE STANDS
ENGINE CHANGE AND
MAINTENANCE CRANES**

★

**ELECTRONIC FOUNDRY
&
GENERAL ENGINEERS**

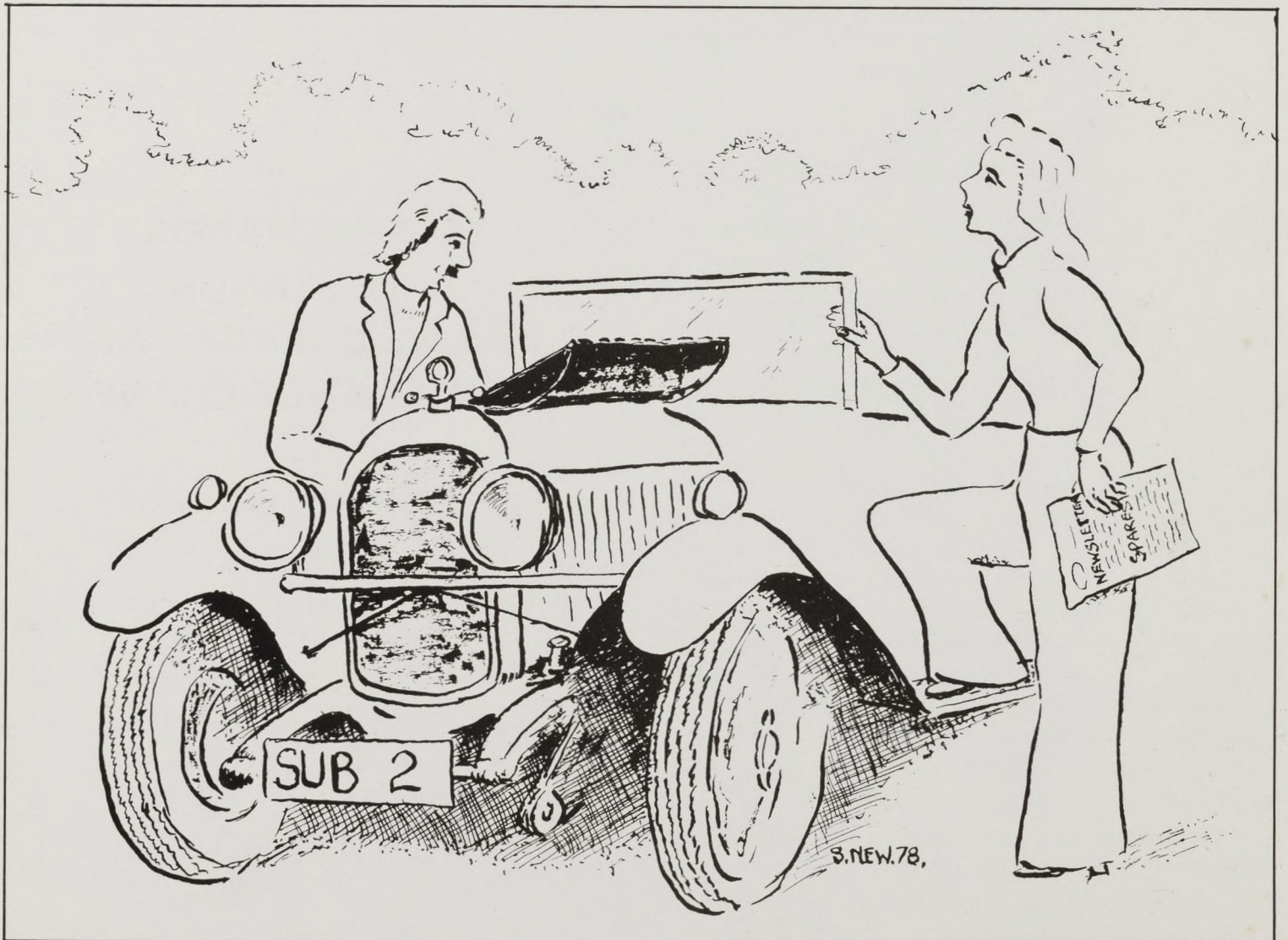
★

**CLIFFE ENGINEERING
DU-RAM WORKS,
CEMETERY ROAD,
BRADFORD BD8 9RZ
Tel: (0274) 42603**

Old Lags Corner



From the archives of Petters Ltd. A desolate looking factory entrance sometime in the last War. Does any 'old Lag' remember the occasion?



"Not gone again!! And you used that fiver to pay the subscription. Better try a piece of string!" (S. New.)

Special Announcement

The Lagonda Club is delighted to announce the forthcoming publication of:

"Lagonda — A History of the Marque"
by Arnold Davey and Tony May.

The Club will have available a number of pre-publication copies at a special discounted price through the co-operation of the publishers, David and Charles Ltd. This has been made possible by the Mike Wilby Fund helping to finance the project. We stress that the number of books available at this reduced price is LIMITED (enough to provide for half the membership). When these have gone, the full retail price will apply. The book is scheduled to go on sale in time for Christmas this year, but you should send your order and cheque now. Please bear in mind that although you may order now, your book(s) will not be sent to you until publication date. So don't write to us in July saying you haven't received it yet!

Overseas members to note that a number of copies have been reserved for them.

Now for some details of the book.

Five years in the writing with careful research by the authors has produced quite a long book — approximately 416 pages with numerous photographs and line drawings. The story is taken from the earliest known data of the Gunn family in historical sequence to the "Super Lagonda" now in production at Newport Pagnell. The page size is 234 × 156 mm and the book has an attractive full colour cover.

The retail price will be £11.50 — the **special price, giving a discount of £2.75** to Club members while stocks last is **£8.75** including 96p postage and packing to U.K. address. **Overseas members' price is £9.25** including postage and packing.

Complete the order form below and send it quickly to Valerie May, 68 Savill Road, Lindfield, Haywards Heath, Sussex RH16 2NN, with your cheque/P.O. made payable to "The Lagonda Club". If you do not wish to cut your magazine, please copy out the order form details onto a separate piece of paper.

ORDER FORM

To: Mrs. Valerie May, 68 Savill Road, Lindfield, Haywards Heath, Sussex RH16 2NN.

Please send me, when available, copy(ies) of "Lagonda — A History of the Marque" at £ per copy including postage and packing, which is a special pre-publication price available only while stocks last.

I enclose cheque/P.O. made payable to "The Lagonda Club" to the value of £

NAME MEMBERSHIP No.....

ADDRESS

The Back Axle Overhaul

by A. C. Rees

THE COMPLETE dismantling, cleaning and overhaul of the 2-litre back axle is a major operation but it is not beyond the scope of the mechanically minded owner provided he has access to a bench vice and a reasonable kit of fitter's tools, and is prepared to improvise a few special items of equipment.

The complete differential unit can be withdrawn with the axle casing in situ but it is preferable to remove the entire axle from the chassis.

Assuming this is to be done commence by jacking up the rear of the car and taking the weight on some firm blocks of sufficient height to ensure that the back wheels are at least three inches clear of the ground with the springs relaxed. The packing blocks should be placed under each side member of the frame just forward but clear of the rear spring front pivot mountings.

The wheels and brake drums should next be removed and the half shafts and hubs withdrawn. The latter can be withdrawn by removing six of the eight securing nuts. The bearing housing is slotted to clear the two remaining nuts and these should not be disturbed at this stage.

The bearing housings will probably refuse to come away readily in which case they may be levered out; tyre levers are suitable for this purpose.

Remove the nuts securing the spring U bolts, release the rear universal joint on the prop shaft by undoing six nuts and bolts and push the prop shaft as far forward as possible on its sliding joint.

The exhaust pipe rear stay and the brake cable adjusting nuts should be undone.

Place jacks under each rear spring and withdraw a rear shackle pin on either side. The rear ends of the springs are now free and the jacks should be lowered and removed.

The axle casing can now be lifted off the spring dowels, after removing the U bolts and plates, and slipped bodily backwards along the springs and lifted clear of the car. A second pair of hands will simplify this operation.

Now to start work on the axle. Clean off as much dirt as possible and, if not already done,

remove the drain plug and run off the old oil. In cold weather it is a great help thoroughly to heat the axle casing by standing it in front of a gas or electric fire for an hour or so. Next remove the pinion housing by undoing the nuts securing it to the differential housing. On speed models the oil filler elbow will have to be removed to get at some of these nuts. Great care should be taken of the circular shims behind the pinion housing; it is advisable to count and make a note of their number.

The differential and crown wheel housing may now be removed from the banjo by undoing the twelve $\frac{5}{16}$ " nuts. A preliminary cleaning down of the separated parts is now indicated; unfortunately, if the correct castor base lubricant has been used it will not yield to the usual mineral solvents, e.g., petrol or paraffin. Genuine turpentine is a good solvent of castor oil but is now almost unobtainable; Methanol dope fuel is suitable and perhaps the third best is methylated spirits. Whichever is used should be liberally applied with pieces of rag which must be discarded as they become clogged with the old oil.

The ball races should next be examined for roughness and for wear, if the pinion shaft can be moved perceptibly endwise in its housing, it must be stripped down completely in order that shims may be removed from between the inner races of the two thrust journals. The races need not be renewed, even though loose, provided they run smoothly. Proceed by removing the castellated nut securing the coupling flange to the tapered pinion shaft. Considerable pressure is required to separate the taper surfaces, use a pulley drawer if available, otherwise drive wedges in between the flange boss and housing cover plate, at the same time striking the end of the taper shaft with a copper hammer.

Next the two large lock nuts must be removed from the pinion shaft. These are usually extremely tight and a stout ring spanner ($1\frac{7}{8}$ " across flats) must be borrowed or made up. Bend open the tabs of the locking washer located between the two lock nuts and slip the ring spanner over the first nut. The problem of holding the pinion shaft from turning must now

be tackled. Slip the coupling flange back on its taper, making sure that the key is in position and lightly screw on the castellated nut. The flange must now be held firmly and perhaps the best method is to bolt it on to a suitable piece of flat iron which in turn should be gripped in the vice. Now to undo the lock nuts. Remember they have a right-handed thread, a four-foot length of 2" pipe slipped over the end of the ring spanner may be necessary before sufficient leverage can be obtained.

If it is still obstinate the nuts must be heated. An ordinary blow lamp may be used but if an oxy-acetylene torch is available this will enable the heat to be concentrated on the nuts before it spreads to the entire job. Having loosened the first nut the coupling flange must be removed in order to get the locking washer out of the way. The second nut is then tackled in a similar manner to its partner.

The pinion housing and cover should next be removed by taking out the twelve $\frac{1}{4}$ " setscrews. The pinion shaft complete with thrust races may now be pressed from its housing. Obtain a short length of iron pipe of internal diameter slightly greater than the outside of the thrust races, slip this over the tapered end of the shaft and if the vice is large enough place the assembly between the jaws and press the pinion through the housing by screwing up the jaws. The pinion should be protected with a pad of copper or hardwood. If the vice will not accommodate the job the pinion may be driven through with a copper hammer or drift but care must be taken that the blows are directed at its centre and not on the ends of the teeth.

The thrust races may now be pulled off the pinion shaft taking careful note of the way they are fitted (sides marked "thrust" towards one another) and of the number and position of the spacer tubes and shims. If end play had been detected before dismantling, remove shims one at a time from the inner races until there is zero clearance between the thrust faces of the outer races and the larger outer spacer tube.

Each time the races are reassembled to check this clearance the oil slinger must be replaced and one of the lock nuts pulled up dead tight using the coupling rig-up to hold the shaft. It is not necessary to press the shaft and thrust races back into the housing for this check up.

When a satisfactory adjustment has been

achieved the shaft and races should be pressed back into their housing taking great care that the rollers on the roller journal enter their outer race correctly. Should one catch up it will result in a damaged roller cage. Replace the end cover, pull up one of the lock nuts. Lightly lubricate with castor oil. The pinion shaft should now revolve smoothly but not freely enough to spin and there should be no perceptible end play. If all is satisfactory replace the tab washer and second lock nut making sure that both nuts are pulled down dead tight.

The crown wheel and differential assembly should now be examined; if wear has taken place in the diff. races, these may be adjusted provided the taper roller races are not rough. Wear in the crown wheel and pinion is best left well alone provided the teeth are not chipped, any attempt at bringing them closer into mesh will result in their mating on high spots which will make the axle noisy and possibly result in its early destruction!

The differential assembly is secured to the adaptor plate by split aluminium clamps held by four long bolts.

If it is desired only to adjust the bearings the nuts on these bolts should be loosened a turn. The bearings are held in steel housings which may be adjusted endwise by screwing them in or out of their securing rings, the housings and rings are prevented from turning by keep bolts and tab plates. Remove the tabs but leave their bolts in position to prevent the inner rings from turning. The adjustment may now be taken up by turning the housings alternately one notch at a time until there is no perceptible play but not enough to prevent the bearings from running freely.

If, however, the bearings require renewing or it is necessary to fit a new crown wheel, the long bolts should be withdrawn and the aluminium clamps removed noting how they come apart — they are usually marked by the Makers. The differential assembly may now be removed from the adaptor plate taking great care not to turn the bearing housings on their adjusting rings until their position has been marked. This is essential if the setting of the crown wheel and pinion is to remain undisturbed.

It may be found that the bearing housings have been working loose in the aluminium clamps; this must be corrected by judicious

removal of metal from the mating faces until they grip the housings firmly when bolted up.

To remove the inner races a pulley drawer will be required. The crown wheel is secured by eight bolts — removal of these bolts will allow the halves of the differential to be split revealing the sun and planet wheels.

If a new crown wheel and pinion is fitted these should be meshed until there is a very small but just perceptible amount of play between them, about .005". The crown wheel is adjusted sideways in the same way as for adjusting the differential bearings except that both bearings must be moved in the same direction. The pinion is adjusted by removing or inserting circular shims between the pinion housing and the adaptor plate.

Correct meshing must be effected by marking the pinion teeth with a thin smear of oil and red-lead and then juggling with the above-mentioned adjustments until the read-lead marking is transferred evenly along the full length of the crown wheel teeth.

The pinion housing must be bolted up firmly each time the parts are offered up.

Whilst the half shafts are withdrawn the opportunity should be taken to strip down and clean the brake pivot pins and cams. The so-called "oil-less" bushes should be cleaned and saturated in penetrating oil.

If the brake drums are badly scored they should be skimmed out, a large lathe is required for this and it will probably be best to

entrust them to a firm specialising in this class of work.

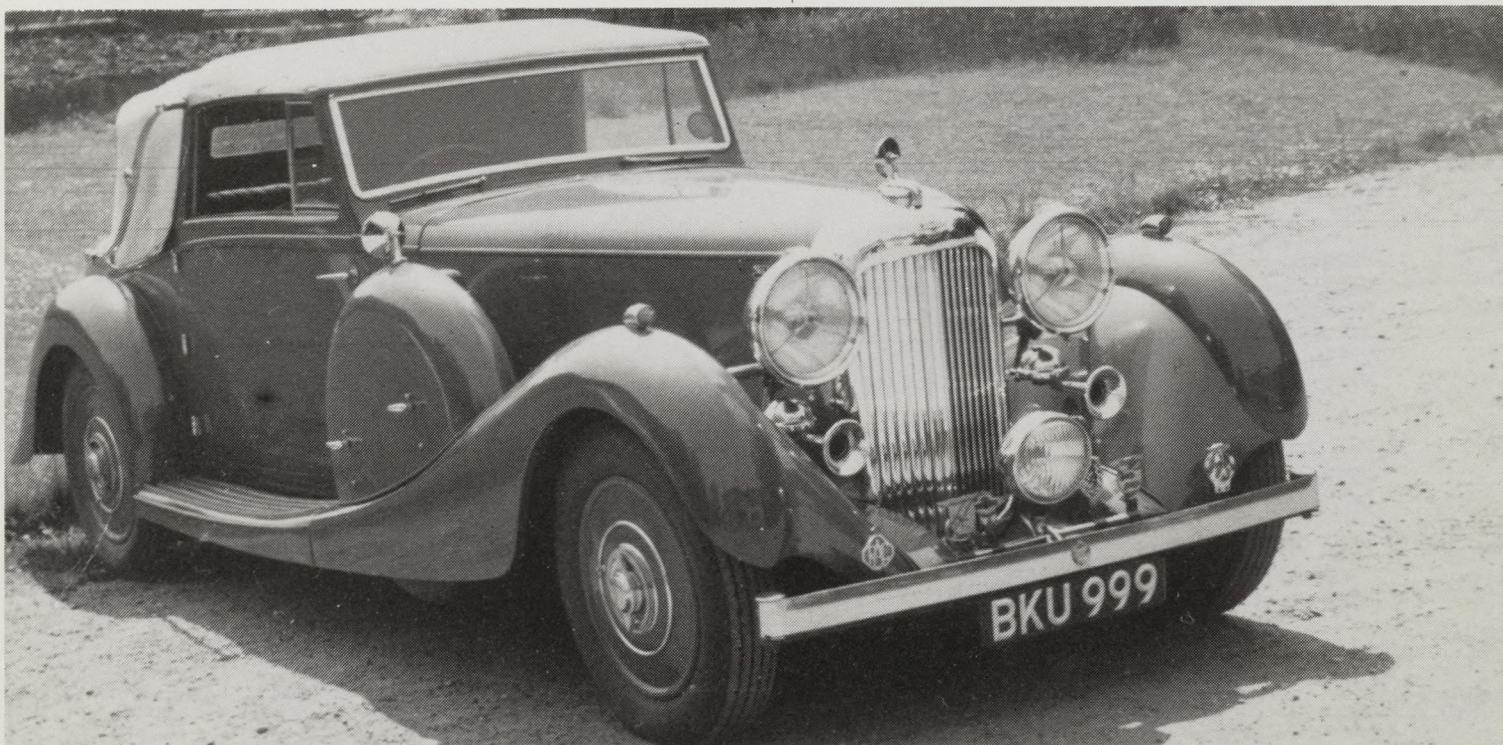
If much metal has to be removed extra shims will be required on the ends of the shoes, the $\frac{1}{4}$ " holes in the shoes may be slotted out with a round file to enable more than the normal maximum thickness of shims to be fitted. Shimming up the shoes in this manner is not the ideal way of taking up the clearance as the radius of the old linings will not be exactly the same as that of the skimmed out drums and frequent adjustment will be required until they bed-in.

If new linings are to be fitted, a better job can be made by using extra thick material; alternatively a strip of say $\frac{1}{16}$ " aluminium may be rivetted on between standard linings and the shoes.

Before reassembling, the main hub races on the outer ends of the half shafts should be examined and, if worn, should be renewed. If oil has been finding its way into the brake drums new felt washers are indicated. In any case the bearings should be washed out and repacked with grease, there is no provision for doing this once they are assembled.

In general, see that all parts are scrupulously clean before reassembling; any parts which may possibly be reassembled in a different position or mixed up with similar parts should be clearly matched with centre punch marks before taking apart.

(Reprinted from an early 2-litre Register).



A very fine LG.45 coupé. Is it still in the Club?



The Duke of Edinburgh prepares to drive off in the new Lagonda with Aston Martin senior development engineer David Morgan in the passenger seat.
Photo: Aston Martin Lagonda (1975) Ltd.

A Royal Test Drive

THE DUKE of Edinburgh became a "works test driver" for Aston Martin when he drove the new four-door Lagonda.

The car, which the Duke drove on a visit to Cranfield Institute of Technology in Bedfordshire on Friday (17th February) was a research and development prototype which is being used for a 6,000 mile exhaust conditioning test.

When the Duke drove the car, at speeds of up to 80 m.p.h. on the Cranfield airfield runway, it had nearly 5,300 miles on the clock. With him in the passenger seat was Aston Martin senior development engineer David Morgan, who said: "While the car is on this test the exhaust system is sealed and various notes and tests have to be made. As a result, the Duke of

Edinburgh can be classified as a test driver!"

After stepping out of the Lagonda the smiling Duke said to onlookers: "This is quite a car." By getting behind the wheel he was following in his son's footsteps, for Prince Charles drove the Lagonda on a visit to the company's Newport Pagnell factory last year.

The actual car that the Duke drove is soon to be crash-tested to satisfy safety requirements. It will be driven into a concrete wall at 30 m.p.h. both forward and backwards, and then the roof will be subjected to an impact test.

The Lagonda was at Cranfield because the Institute has formed a joint company with Aston Martin to develop the car's electronic instrumentation.

★ ★ ★ ★



THIS PHOTOGRAPH of my 16/80 Saloon was taken when in the possession of the original owner, a mill owner from Oldham. Quite amazingly at a recent Manchester area meeting (now run with the B.D.C.) a Bentley owner, George Whitworth mentioned that he used to drive a Lagonda for the same owner and that it was a very fast car. He even remembered the number and produced this original photo some time later which showed it was the same car I now own.

A Case for Conversion?

I have written previously to the magazine about this car which the soup-makers would describe as knackered. The engine is being overhauled at the moment and this is the last part of the rebuild that I can do before I decide on the 1,000 dollar question. Do I rebuild as a tourer or as the original saloon? Recent discussion of this topic at the pub meet brought comment from all concerned but still leaves the question even far less clear cut than in the past.

As the price of Vintage and P.V.T. cars continues to rise, the price of original tourers is becoming fantastic. Does this mean that a non-original tourer is going to be worth more than

an original and sound saloon or will it be that as more and more saloons, which are obviously more susceptible to rot and woodworm than tourers, are scrapped and converted to tourers that the rarity of sound saloons will bring the price of sound examples up until their value makes it worth all the effort of restoring a saloon.

Now — is it more work to restore a saloon including all the window mechanisms, interior, roof-lining, rear wheel arch structures, broken door pillars, etc. using the old pieces as patterns, or is it easier to build a complete tourer from paper patterns upwards including finding all the correct tourer fittings like windscreen and — often overlooked — the hood frame.

The task of constructing a tourer compared with rebuilding a saloon is probably half and the value of a tourer is probably twice that of an original saloon. If the consideration is purely economics — a good return for time spent, then it is obvious that a tourer is the answer. Or is it?

I have got a 2-litre Tourer and it will be probably four years before the 16/80 is complete. By this time I will be over 40 (but still handsome) and might be glad of the comforts of a saloon. My son will be nearly old enough to drive the 2-litre. Hence the dilemma. Dire tales from David Hine who spent a week trying to make a window winder work and thinks that the rebuild of a basically sound saloon was a daunting task makes me think very hard before attempting to flush out the woodworm.

Going back to the car in question, it seems that it ran on gas during the war. I have never seen a photo of a Lag with a gas bag. If I rebuild as a saloon has anyone any pillarless doors and rear seats? Also the car was on 6.50/21 wheels when I bought it and they fitted under the rear wheel arches without problem.

There goes another thought. I would not need to construct new wings if I rebuild as a saloon.

Members' comments would be very welcome as I have changed my mind three times already.

P. W. CLARK, C37

[If it is possible to restore the saloon faithfully and to its original condition then that would be surely more satisfying for the owner than a conversion to a tourer. Ed.]

THE SPARES SERVICE

Brian Horwood will continue and develop his service for the 'vintage' Lagondas.

Alan Brown is to organise a service for the 4½-litre and V.12.

Brian Dearden-Briggs is to look after the interests of the David Brown cars.

Contact them at:

B. J. HORWOOD,

"Cottington",

The Warren,

Mayfield, Sussex.

Tel: 04355-2166.

ALAN BROWN,

Matley Moor Cottage,

Matley Lane,

Hyde, Cheshire SK14 4EG.

Tel: (061) 338 2766 or some nights

(061) 624 6236 (Northern Lagonda

Factory)

BRIAN DEARDEN-BRIGGS,

Balderstone Hall,

Mirfield, Yorkshire.

Tel: Mirfield 496276.

MOTORHOUSE (M-K) LTD

★

VINTAGE VEHICLE HIRE

★

For your wedding and other special occasions, why not hire a Lagonda (of course!), Rolls Royce or a Delage? For details write or phone:

OLD MANOR FARM, CUBLINGTON
LEIGHTON BUZZARD, BEDS.

Tel: Aston Abbots 279.

American Auction

by Bob Ohnstad

IT JUST may be that the most significant Lagonda event in the U.S. last year occurred on 19th November, in a small Ohio village with the unlikely, though perhaps somewhat prophetic, name of Lynchburg — some 40 miles northwest of Cincinnati. The occasion was the estate auction of Robert E. Mowen, former owner of the antique car sales and restoration shop which had been set up in the old mill building.

The scene was, in a word, ominous.

Collars were turned up.

The first thing to greet your eye that grey overcast, damp, chilly day was the shivering ghost of an LG.45 D.H.C. Scruffed, dull, ghoulish aluminium was all that remained of her stately Carlton coachwork. Her colour was gone. The skeleton of her hood was erected, holding nothing out and nothing in. Seats and trim, even parts of her undercarriage had been unceremoniously yanked from her.

Derelict she stood, a shade of her former glory, yet still radiating dignity and class.

A born-again New Dealer, leaning his foot on her bumper, pontificated, "This here car is the English equivalent of the Duesenberg."

He won some coverts, too!

It was heard several times during the day, as people lifted up and poked at things under her bonnet. "An English Duesenberg!"

All the while, in disgust, the poor old Lag cast her tarnished P-100s on the building where the auction was about to begin.

And not without good reason.

For inside, her parts were, like ashes, about to be scattered to the winds.

From California, George Chilberg came with his pickup and trailer, hoping to capture a parts car he and I had been eyeing for several months. What better way to obtain the vitally needed parts for the restoration of our LG.45s. Moreover, the surplus could be offered to other Lag owners at reasonable prices — thus contributing greatly to the cause.

Twenty-five hundred miles after leaving his own driveway, George found the prize. There it stood, the "complete" parts car — sans virtually everything from the firewall forward. Gone also were the seats, the front doors, the

rear fenders, and divers other vital pieces!

Arriving a day early, he was able to rummage through the hundreds of auction lots containing literally thousands and thousands of parts. In the process he located the front fenders, the hood (bonnet), the front doors, radiator and shell, engine pan, driving light, brake drums, and some other important items.

It seems that the restoration projects undertaken in this old mill, on many of the other cars as well as the Lagondas, proceeded under the firm conviction that a job begun is half finished. As a result, the cars had been very faithfully dismantled, and the parts scattered religiously throughout the rooms of the old mill in a strange kind of ritual known only to one man. And that one man was now departed!

Such was the news that greeted me on the morning of the day of the sale. But that was just the beginning! Small wonder old Carlton was feeling so sorrowful guarding the scene.

George and I spent another hour or so in the strange archives of the old mill, rubbing our hands — sometimes in glee, but most often for warmth, as we discovered here a cylinder head, here an engine block, there a dashboard, downstairs a wheel, over here a valve cover, and on and on.

Then came the narratives — and they were legion! Undoubtedly we were in a very controversial setting. A few weeks before, someone said, "There were all kinds of Model As in here! Must have been twenty or thirty of them! No kidding! The whole downstairs was filled with them!" They had mysteriously disappeared.

A young man who had worked in the shop told us of the Lagondas. The Carlton, though not in as good condition as the pillarless was saved for her body, while the poor pillarless was consigned to the goats, her pieces destined to help restore the Carlton's former glory. The pillarless ran — so her engine was transplanted to the Carlton. All her brightwork was spirited off to the plater. And it had come back looking beautiful. "The gold Lagonda emblem was perfect", he said as we stood in front of the renovated radiator shell.

"You mean the emblem is here

somewhere?" I asked. "And the louvres for the radiator? Were they here?"

"They were all here in boxes the last day I was working here."

"Have you seen them today? Are they here now?"

"No, I think they were taken by people the other day."

"What OTHER day?"

It seems there were so many claims by others to the cars and parts on the premises that the opportunity was given them to come and claim what was theirs. And the parts, of course, had no titles! So presumably someone with a '46 Nash has, on a shelf over his workbench or buried in an old drawer somewhere, an impossible to obtain gold-plated Lagonda emblem and some louvres — and the Lord knows what else! A lot of cars and an untold number of parts disappeared that day.

Unfortunately THAT day was after the inventory for the auction took place. So some cars on the auction bill disappeared making for some irate people on the day of the sale. One man in from New York was plain hostile when the Playboy parts car he came to claim mysteriously appeared in the form of an early King Midget. Similarly, an early Pontiac found its final form as a '31 Willys. Obviously no one knew anything about the parts and little about the cars. So the parts were gathered together in bunches and sold by lot.

The auction was by now underway.

There was a line inside for selling antiques, as Hemmings would say, "NOT AUTO-RELATED." Outside, the line began with sheet metal parts. Before too many minutes went by, a gentleman purchased a fender chalk-marked, "'33 Chev". It was a very good fender for a '32 Ford. He got it for a dollar. But someone else, perhaps a friend who didn't want to bid against him, stole it before he returned to claim it.

The line moved on.

We waited to get to the Lagonda stuff, visiting, making new friends, listening to the stories and legends of the strange ghosts of that old mill.

We were coming close to the fenders and radiator now, and anxious to see what would happen. A man came by with a part he had just purchased. "Say, aren't you going to buy any of those Lagonda parts upstairs?" he asked.

The other auction line had done such a good job going through the non-auto related that it

just kept moving! There was such little space in the narrow walkways anyway, that to have announced what had happened would only have added to the confusion!

We rushed upstairs to just miss the lot which had contained the cylinder head, but luckily bought some other Lag parts. The gentleman who had purchased the head was happy to trade it to us for the extra stuff from our other batches.

At this time George stayed to buy more while I rushed downstairs, passing the Lagonda floorboard packed in amongst the rusted old Ford radiator shells, in order to bid on the fenders. As we did not really need them ourselves, we reluctantly let them go, after the price went over what we had agreed to pay. George was still upstairs sorting through the lots. We bought one and it was almost completely Lagonda parts — nuts, bolts, and trim from both the cars.

Lunchtime passed, and finally we moved outside to the cars. We got the Lagonda pillarless! Very reasonable too; and were immediately approached by the entrepreneur who had outbid us on the parts inside. "You'll need them to restore your car," he counselled, generously offering to sell them to us at a handsome profit. No, he liked them too much, he said, and was going to put them on another car.

The auction moved on.

A very presentable pair of P-100Ls sold for \$105. And the enterprising purchaser was running his own private auction in trying to dispose of the Austin limousine to which they had been attached. Last we saw him, he was trying to get a bid of \$35 raised! An Alvis shooting brake with lots of potential went under the hammer for \$275. A nice Riley roadster from the mid-'50s with a small Ford V.8 neatly installed left Lynchburg for only \$1,675. And there were others just as reasonable.

Now we have come full circle and are again back to the ghostly Carlton D.H.C. with the tarnished eyes. By now there are tears in them. With all the missing parts, in spite of her beautiful body, George and I have decided that it would best make a parts car — and have agreed on a price. The bidding goes up in \$50 increments and finally, outbid, we'd return home without her. She went to another for \$1,700, and has also found her way into the

new Hemmings — for \$6,800! Perhaps someday the colour will go back on and all her glory return. We hope so. We certainly hope so! But in order to get her parts back, one would have had to buy nearly every parts lot in the auction.

It's time to leave and settle our accounts.

An old couple are loading their boxes and I spot some aluminium sticking out. Five dollars buys two LG.45 air cleaners.

Everyone is loading up now. The pillarless is loaded and we're waiting to put the engine block on the trailer and go home, but we can't get near the building. More visiting. A couple more parts found and purchased. We now have a windshield and gravel shield.

Now nearly everyone has gone home and the building is nearly empty — cleared out in just a couple of hours.

One last look at the forlorn Carlton, now being loaded on her trailer. Going off to a new life!

In the morning breakfast and off on the plane for home. George starts on the 2,500 mile trip back to California. And it's over.

We had hoped to meet some other Lagonda people on this trip — at least some from Ohio — but didn't. If there is any message in all this, I suppose it is a kind of plea to get out and see what's happening whenever Lagonda is mentioned. As a result of this auction, George and I, and several of you, will be able to get much-needed parts for our LG.45s. What is tragic is that as many as 100 or 200 people now have little bits and pieces of Lagondas laying around (if indeed they survived the waste basket after getting home) and they don't know what they are! While we go begging for the same pieces, many of which we can't buy at any price — and the costs of remanufactured parts go up all the time. So if something to do with Lagonda is going on somewhere and you know about it, try and get to the scene — even if the Lags involved are not the kind you're interested in — any parts you can get your hands on will be gladly picked up by other readers in our newsletter. We owe this to the cause!

(Reprinted from Bob Ohnstad's American Newsletter with thanks.)

The Autobiography of 'LEL'

BACK IN the Summer 1974 Magazine I indicated that one day there might be another epic (always provided the "Ed." thought it worthwhile). By some mysterious means I am still on the road (you've no idea how the boss makes me work!) in spite of further adventures and mishaps.

We were coming home along the motorway one day when suddenly there were noises both terrible and horrible from underneath; the boss braked immediately and went on to the hardcore. First of all he walked back to see if we had lost anything. There were sundry little bits but none appeared to belong to me and so we tried to start — unfortunately my gear lever was jammed in neutral but apparently in cog! This worried me — I had all sorts of ghastly visions. A tow was necessary and accomplished to where I could be easily rescued, or so we thought. The boss rang a garage at home — it was too late that night but they would be along about 10 a.m. the next day; frequent phone calls during the day revealed that the pickup was on its way — but late evening they had to

admit the pickup had broken down. They would, however, be there the next day — again an all day wait, they hadn't been able to find us (albeit a very easy place to find). The garage owner was furious, he would come himself. He had already sent a car to fetch the boss's son and dog. The boss stayed with me the first two nights but then went home late evening in a second car from the garage on the strict understanding that he was back early next morning to take me home! It was very humiliating to have to be towed home, but then I am not so young as I used to be. Back home there followed the usual fuss and bother. My "works" had to come out to get at my gearbox — that was where the trouble lay — pretty badly chewed up, it was too. What sort of a driver is my boss? Perhaps I ought to forgive him because I don't really know whether I've done 100,000, 200,000 or maybe even 300,000 miles and that's not bad on one gearbox. The boss did quite a bit of shopping around and eventually fixed me up with a secondhand close ratio box. This gave me ideas

on Silverstone and Donington — but somehow I don't think the boss will ever make the grade (less of that boss). I've heard him make the excuse he doesn't want me damaged — if that is the case it's nice of him — but is it that or is he scared? (Any more of that LEL and you'll stay in the garage!)

There was that day I had promised to take the boss to Silverstone (Bentley day) and the aim was to get there in the morning to see the practices. We had been aiming at this for a few years and never been able to manage it. We were bowling along quite merrily when suddenly we just died. The boss diagnosed "genny" trouble and sure enough there was a poor connection. The boss said "Eureka" — but the triumph was short-lived — I still wouldn't go. Despair developed — but then along came what in the distance appeared to be a really old Lag, with a knight of the road at the wheel. It wasn't a Lag but the driver was out in two ticks and in next to no time had diagnosed a faulty H.T. connection. This time away we went.

Our new friend didn't need our Swarfega — he said he was in and out of his car every few hundred yards. He had bought his car (many years older than me) only a short time previously, had doctored her sufficiently to get her going and was rectifying other faults as he went along and found them. He was taking his wife and young family to Silverstone — so we journeyed together and the boss tried to help our friend as we went along. He was taking that same car and family to Germany for a holiday a few weeks later. He couldn't have managed that without being a first-class mechanic (he was an architect) this was obvious from the way he tackled my "innards". In due course we made Silverstone, but once again we had missed the morning session. Some time back the boss thought it time a look was taken at my torsion height. Instead of seven inches on both sides, one was 6½" and the other 5½" — both were brought into line at 6½". I am not too sure that I like being higher up in the world — however we will see how it goes. I have to give in to the boss occasionally! I always try to temper my bad moments with some compensating factor. Two years ago I took the boss, his son and dog to Bournemouth Championship Dog Show and there in the car park my "genny" packed up — only about a mile from the one place in England where there was a chance of a replacement Lucas Special — the

Forshaw establishment at Longham. You see I know my way around. Whilst the show was going on I was fixed up and ready for duty at the appointed hour for return.

Some considerable time later we are now on the road. Early last year we had several inches of snow in one day — a day the boss had arranged to take me in for an overhaul. We had only six miles to go. There was such a load of traffic that in two hours I had gone four miles. I don't approve of such slow progress — I don't think my innards did either for at that point I packed up and had to be towed the remaining two miles. Then came the diagnosis, I needed three new valves and my others were very heavily goosed up. My timing chain guide had broken away from its brackets and the tufnol had worn away — no wonder my timing had gone to pot! There had been a spot of bother with my starter motor and a look at my flywheel revealed that the ring gear needed renewal. My secondhand gearbox had been dripping oil so two new oil seals were also needed. After some months we were on the road again and after a few camshaft adjustments we were in first-class form. Unfortunately only for a day — more knocks — this time a valve thimble had partly disintegrated. We are now nearly rebuilt and hope to be on the road again soon.

I am still looking for my remaining sister — have any of you seen her?

Best Wishes, "LEL"

FOR SALE

1951 2.6 Lagonda Saloon, complete minus engine and gearbox, good condition, suitable for restoration, plus spare body shell less wings. £300.

Four Doors (and panels) £30 each or £100 the lot.

Serviceable Gearbox £100.

J. Howarth, Matching Vicarage, Harlow, Essex. Telephone 027 982 259.

V12/LG.6 Spares

1. Set 18 in. Wheel Trims complete
2. Double Petrol Pump
3. Delco Coils
4. Jackall Pump
5. Chassis Lubricating Pump
6. Spare Wheel Cover N/S
7. Luggage Rack

Plus many other useful bits — prefer to sell as one lot or exchange for 650/700 × 19" tyres. Telephone 061 439 2592 after 7 p.m.

Library Services of the National Motor Museum

THE REFERENCE Library was founded in 1960, and the Photographic Library a couple of years later. With the opening of the new Museum complex, in 1972, the former became the B.P. Library of Motoring; housed in modern, purpose-built premises, they together make up one of the world's finest reference sources on motoring and road transport.

The Library of Motoring contains some 4,000 books and bound volumes of periodicals, including a complete run of *The Autocar* from 1895 to date, and almost complete runs of many other leading periodicals such as *The Motor*, *Motor Sport*, *Light Car & Cyclecar*, *Car Illustrated*, *Commercial Motor*, *Motor Cycle* and *Motor Cycling*. Instant reference to the information in these magazines is facilitated by the Master Index in which every description and road test of a vehicle is recorded on a card giving date and page number of the magazine. The Library currently receives more than 100 magazines, including all the important foreign club and old car journals, as well as many magazines and newsletters from one-make clubs in Great Britain. In addition, the Library contains some 23,000 sales catalogues of cars, commercial vehicles and motorcycles, and 7,000 instruction books and workshop manuals. Photostat copies can be made for either postal enquirers or personal visitors, and this service is greatly appreciated by those who are restoring vehicles.

The Photographic Library contains about 60,000 black-and-white prints, and over 4,000 5" x 4" colour transparencies, all of which are available for loan to commercial customers. These come from all over the world; and include publishers of books, magazines, calendars, and a wide variety of promotional material. The Library's photographs have been used in exhibitions, shop displays, restaurants and public houses. As well as photographs of vehicles of all kinds, the collection includes portraits of racing drivers and motor industry personalities, street scenes, roadbuilding, accidents, caravanning and camping, clothes and fashion, factories, garages and workshops and other related subjects.

A well-equipped darkroom enables prints to

be made very rapidly, so that a return-of-post service can be offered, while special effects such as vignetting and sepia toning can also be provided. In addition to the prints on file, there are many thousands of historic negatives which are being steadily printed up and added to the archives. Other sources include donations, purchases and press kits for new models which are sent regularly by manufacturers.

Both Libraries welcome personal callers, for whom a reading room is available. Library hours are:

10.00-12.30	Seven days a week, including Bank Holidays.
14.00-17.00	

Like the Museum, the Libraries are open every day of the year with the exception of Christmas Day.

LIBRARY STAFF:

Head Librarian: Nick Georgano

Reference Librarian: Peter Brookes

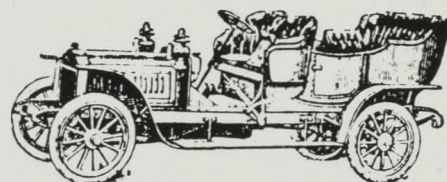
Photographic Librarian: Vera Russell

Secretary: Paulette Hitchin

Photographer: David Miller

Photographic Assistant: Cherri Jennings

(Thanks to Alan Elliott for sending in this information.)



HOLIDAY ACCOMMODATION

We have self-catering holiday accommodation in both Teignmouth and Dawlish, South Devon. Please drop us a line for full details.

Wg. Cdr. and Mrs. D. T. Brown,
(B.64), Old Landscore, Woodway
Road, Teignmouth, S. Devon.
Tel: Teignmouth 4882.

Letters to the Editor

News from the Midlands

Dear Sir— Although we continue to meet every month at the "Gate", the winter months are none-active as far as Lagonda motoring is concerned. The first "do" of the season is the film show in March — which will probably have been and gone by the time this article is printed. I have arranged several socials for the summer and members have been asked to arrange their "thing" using a date from my fixture list. The object being that if someone else organises a social there will be more incentive for them to turn up on the day. In an effort to repeat last years successes, we are to hold a "monthly meeting" at Bass Charringtons and another day out at A.M.L. Limited is forecast. If I could only get as many members to the weekend socials as I do to these two functions life would be much more pleasant. Could the answer be, perhaps, that the socials are, in the main, for the family whereas the brewery and A.M.L. visits are not. Would someone care to comment?

HARRY TAYLOR

V.12 Team Car

Dear Sir—If you have time, I would like to know if the four carburettor manifold is adaptable to the L4 carbs that were originally on the 1939 racing cars as I intend to try and find four of these. I understand that parts of these L4 carburettors were made in bronze, but what parts I am not sure.

Would it be possible for you to put out a request, in the magazine somehow, for copies of any photographs of the team cars, as James Rees and I are both missing some important parts, for instance the spare wheel mounting details, and he and I feel sure that somewhere around there must be information that we could both use. Correspondence regarding the restoration of both our cars has been confined mostly to letters between the two of us, to avoid bothering others, but a general request for details (pictorial and technical) in the magazine might be the easiest way to get to the people who can help us.

Thanks for your help,

JAMES E. DALE

The Toronto Automobile Museum,
86 South Drive, Toronto, Canada M4W 1R6

ASTON SERVICE-DORSET

RICHARD FORSHAW · IVAN FORSHAW · ROGER FORSHAW, F.C.A.

Aston Martin and Lagonda Specialists

73 RINGWOOD ROAD, LONGHAM, WIMBORNE, DORSET

Tel: NORTHBOURNE 4727

**SOLE MANUFACTURERS AND DISTRIBUTORS OF PARTS FOR ALL
ASTON MARTIN CARS 1948-1960. ALSO LARGE STOCKS OF SPARES
FOR 1960-1975 CARS. ALL LAGONDA CARS 1925-1960**

Comprehensive stocks of Spares, Owners' Handbooks, Workshop Manuals,
Parts Catalogues and Works Records covering all models. Technical advice and
assistance readily available

Distributor for the United States of America:

Aston Martin Services (Kenneth J. Boyd)

1035 Bollinger Canyon, MORAGA, California 94556, U.S.A.

Tel: 415 376 6633



FIRTH TRANSPORT LIMITED

Road Transport Contractors offer a daily delivery and collection service into and from the following:

NORTHERN IRELAND . LONDON . GLASGOW
EDINBURGH . THE MIDLANDS
THE NORTH EAST . LANCASHIRE
CHESHIRE . YORKSHIRE (56 lb.—10 tons)

Firth Transport Ltd., Millbrook Warehouse,
Grove Road, Millbrook, Stalybridge, Cheshire.
Tel. 061-338 2671/3735
Telex 668883

SERVICE TO INDUSTRY