



## THE MAGAZINE OF THE LAGONDA CLUB

Number 99

Summer 1978





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## MAGAZINE

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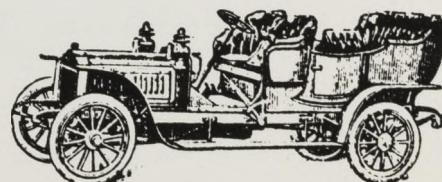
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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy for the technical advice offered.



FRONT COVER: Brian Horwood's 2-litre photographed by Everett Smith.



## Out and About

OUR ROVING reporter Jeff Ody contributes an interesting article in this issue. As a change from blazing a trail through the Amazonian rain forests, Jeff tried his luck with his 2-litre, family and almost the kitchen sink on the Mumm Champagne Rally in France. His almost trouble-free run should encourage others in the Club to take part next time. Both Robbie Hewitt and Michael Valentine have had experience of Continental rallies and no doubt they would be able to give helpful advice to anyone interested. The Newsletter carries advance publicity of these events. Why not give it a try?

★ ★ ★ ★

Please note that this issue's list of Pub Meets contains some changes. The "Cross Keys" at Redgrave near Diss in Norfolk where Marion Wilby, Fred and Pat Empson are mine hosts, is an attractive pub in a quiet village. It is hoped to start a Lagonda evening on a regular basis. The beer is excellent and anyone who would be interested in attending (James Woollard, Phil Ridout?), should contact Marion and Fred.

★ ★ ★ ★

BOOK RECEIVED. *The Batsford Guide to Vintage Sports and Racing Cars*, by Anthony Harding. Published by B. T. Batsford Ltd., 4 Fitzhardinge Street, London, W.1. 200 p.p., hardcovers. Price £3.75.

Literally an A-Z guide to sports and racing cars of the nineteen-twenties, the charm of this book lies in the author's inclusion of lesser known makes with the more famous names. This free-ranging selection makes it a very entertaining book to read instead of being a turgid reference book. Not only entertaining but informative too with technical data and company histories covering over 120 makes and over 200 models drawn from Great Britain, Europe and the U.S.A.

The book begins A.B.C. Motors of Horsham, Surrey and finishes with "Z" sports cars of Czechoslovakia — what more could one ask? (It also has a nice plug for our forthcoming book in the "Lagonda" section.) Well worth buying!

★ ★ ★ ★

A.W.M.

Answer to Quiz in Spring Magazine:

The year was 1961. Owners left to right:

J. D. Ryder (16/80), H. L. Schofield (LG.45R),

Mrs. Roberts (11.9) and R. P. F. Hare (LG.45).

There was another winner not in the photo —

J. C. Lester (2-litre).

The all-correct answer was sent in by COLIN BUGLER. Well done!





An imposing line-up at Monk Fryston  
*Photo H. Schofield*

## *Northern Notes* *from Herb Schofield*

THE NORTHERN Dinner has a special sort of atmosphere — those who haven't attended or have only been once won't really understand, but regular attenders will know exactly what I mean. Maybe it's because we always go to Monk Fryston Hall, maybe it's something to do with being the first event of the Northern season, but maybe most of all it's about reuniting with friends who we have not seen for many months. Whatever the reason the Northern Dinner is without doubt (in this writer's eyes) the most enjoyable event in the vintage car calendar.

I dug out the LG.45 Rapide for the first time this year and arrived at Monk Fryston to find the car park already well filled with old Lags. Roger Firth and David Hine in their Rapides shortly to be followed by Ted Townsley in his LG.45 Tourer and Alastair Barker with his identical model. Geoff Squire all the way from mid-Scotland in his M.45 Tourer and Mike Hoare from Harrogate also in an M.45 Tourer. Alan Brown with his part-resprayed Van Den Plas Tourer, Dearden-Briggs with his DB Rapide, Clarke in his normal transport — a 2-litre — and finally John Batt in his ex Henry Coates 4½

now looking very splendid indeed.

By late Friday afternoon the entrance lounge was packed with Members and Friends taking afternoon tea in front of the log fire. We welcomed the May's family who had spent the previous week in the Yorkshire Dales and Warren Smith and party from Tunbridge Wells. Also from the South came the Downes (Weybridge), Fred Barker (Henley) and Duncan Westall (much-binding-in-the-marsh). To you all I say a big thank you — I hope, and I am sure you found the journey worthwhile.

The serious business of the evening commenced at 6 p.m. when the bar opened and after a number of pints of Sam Smith's old brewery bitter had been supped most people retired in a well-lubricated state to change for the evening. Of that little can be said. Over seventy people sat down to an excellent dinner followed by the usual entertainment provided by Messrs. Brown, Schofield and Hine, followed by prizegiving, followed by dancing and finally from 1 a.m. onwards drinking coffee in the lounge for a further two hours discussing the evening's activities and the forthcoming season — a total of about eleven hours of



enjoyment.

It was so sad after breakfast the following morning to see Members depart. Geoff Squire 250 miles up the road to Scotland in his M.45, the May's 200 miles down South to Haywards Heath, and the rest of us to various points throughout the North of England, and I reflected with some sorrow that it would be a further twelve months before we would meet at Monk Fryston once again.

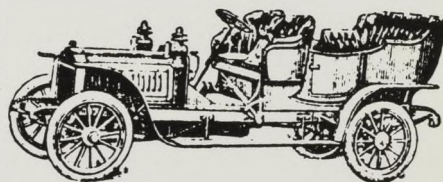
#### OTHER EVENTS

Late April found the Northern lot down at Silverstone but only Nigel Hall was racing, the Northern Secretary still couldn't find the enthusiasm and the cars of Barker, Brown and Hine were not ready. Also in late April found us at the V.S.C.C. Buxton Rally with Hall—LG.45R, Naylor—Rapier, Clark—2-litre, Colquhoun—2-litre and Dearden Briggs—twin cam Sunbeam entering without success on a tough, tight navigation event not really suitable for big PVT cars.

The next big Northern event is on 1st July at Sandtoft Airfield, near Doncaster followed by Dinner at the Belmont Hotel, Thorne. If you are interested contact the Hotel direct. A number of us will be staying the night.

#### OTHER NEWS

Herb Schofield has a number of sets of brand new second speed gears for the G.9 box. If you are interested please contact him via Skovia Ltd., Windsor Works, Oldham, Lancs (Tel. 061-624 6236/7). Alan Brown purchases a pile of V.12 spares and hopes to build a car out of them. Nigel Hall has similar ideas for a collection of LG.45 parts he purchased at the Dinner. David Hine is restoring the ex Alan Ogden M.45, and on 1st May Herb Schofield emerged from the garage in his rebuilt V.12R which he reckons is just about the best model Lagondas turned out. Les Simpson sold a 3-litre engine to Robby Hewitt and is expecting a baby (I mean his wife is!), Mel Riding from Bramhall is looking for an M.45 Tourer, whilst Clifford Walmsley is busy restoring his M.45 with a new Tourer body to original specification, he reports of good service from a coachbuilder down South.



In the wee small hours





"Why did you call me 'Lagonda', Daddy?"  
S. New

## British classic is no fragile museum piece

by Bryan Hayter

THE YEAR is 1932. The place is a winding hedge-lined road in England. The destination is the Continent.

The young driver wears a scarf that blows in the wind. On his head sits a peaked cap; he peers ahead through driving goggles. Beside this dashing figure are two friends, equally resplendent. The mood is joyous. The term at Oxford is over and soon they will be starting the grand tour of Europe.

Their automobile is the latest example of the illustrious breed called Lagonda — the Continental 2-litre, four seater sports tourer model. With the top removed and side curtains stored, the open car dashes for the coast. With this marque's reputation for mechanical excellence, the tourists will have no worries. Big and solid, a match for any Bentley, it rolls over the road like a greyhound.

Suddenly, a first glimpse of the sea appears followed by the familiar landmarks of Dover. Soon the car is aboard the channel ship. Next stop is Calais, France.

These are romantic memories of an era long gone. But they spring to one's mind in Alan Westcott's garage in Elora. There, he keeps one of only thirteen remaining models of the car that carried those three fictional tourers.

Mr. Westcott is a retired businessman and ex British Army Lieutenant-Colonel, who came to Guelph in 1951, and later moved to Elora. He loves fine automobiles.

Black and cream with a red Connolly leather interior, it sits like a proud monarch waiting to be admired. The prize-winning Lagonda is no fragile museum piece, though. Mr. Westcott invites his visitor to go for a ride just to prove it. On the previous weekend it had carried a bride to her nuptial appointment. One has to drive a thoroughbred car like this.

After four previous owners the Lagonda still has less than 90,000 miles in the odometer. Every gauge on the solid wood dashboard still functions. Even the cigarette lighter.

The engine turns over without a whimper; the exhaust emitting a low throaty sound. Up



front, sitting high above the bonnet, massive eleven inch chrome headlight globes can be seen. Once in motion the ride is smooth, the steering precise. Comparisons with contemporary automobiles are not possible.

After the short trip, he lifts the bonnet and reveals the power plant — a four cylinder overhead valve masterpiece. The firewall is a solid cast aluminium as are the cylinder heads.

He proudly points out the various technical features of the car, all of which were designed to increase the reliability and ease of maintenance. The fact that such ingenuity is part of a 45-year-old vehicle makes this demonstration even more amazing. No mass-produced, stamped-out pieces here.

This would have been a 750 pound purchase in 1932. That was at a time when a very good salary was 1,000 per year. In other words it was a rich man's car. Mr. Westcott hesitates to guess at the current worth.

He obtained the vehicle from "a bachelor bank manager" in England six years ago. The man had two of the thirteen in existence. But it wasn't easy to convince the fellow to sell.

"It took a lot of drinking in the pub, but I finally persuaded him," Mr. Westcott notes.

One of the important first steps, though, was the need for restoring the deteriorated seats. At the fine old firm of Connolly Leather in England where he obtained matching hides he was directed to a man who had formerly worked in the Lagonda trim shop. Now he was in business for himself. It turned out that he had actually done the original work on the very car. In only three weeks the newly fitted Lagonda was on its way to Canada in a container ship.

The lot of the rare car owner is not always an easy one. There is no auto parts store that supplies 1932 Lagondas. After all, it's the only one of its kind on this continent.

Mr. Westcott calls it his "endless hobby. There's always something to do."

The secret, he says, of finding the right items for his rare automobile, is "concentration".

"But unless you're actually in England, it's hard."

But it's not all bad, he adds. As a member of the International Lagonda Owners Club, he receives a helpful newsletter. The Club knows the location of every single Lagonda model on this side of the Atlantic.

He also heaps praise on another Elora man, Al Roedding, who, he says, "can do anything".

Mr. Roedding has applied his considerable skills to many of the car's technical problems.

A Kitchener firm, specializing in bearings, also came through at the time of a gearbox rebuild. They found him the right size bearings, even if they did have to send for them in Poland.

Looking after the car means storing it in a heated garage through the winter. He has a copy of the original owner's manual too. This, combined with his knowledge of cars and engineering in general, means that the Lagonda can look forward to a long and healthy life.

In the end, though, Mr. Westcott claims that the nature of the car itself ensures long life.

"It's so rugged that I don't need many spare parts. It could last for ever."

The automobile has been an important facet in his life since he was a young teenager in England. His first effort, back in 1923, was a Model T Ford which he transformed into a veritable speedster. He built a solid mahogany body and an aluminium bonnet, added a BLIC Mag-dyno and a three-jet carburettor, ending up with a speedy machine "that would do 60 all day and night".

His later acquisitions including Daimlers, Bentleys, and other exotic names.

He says that his father was a car enthusiast who passed the feeling along to him.

"He always bought good cars. Every summer he and I would go to Yorkshire for cricket matches with a club there. I'd always drive."

The Lagonda even helped to bring another car enthusiast into his life — his second wife Margaret. They met one day at the Guelph Public Library parking lot and struck up a conversation about his Lagonda. Now they worry about the car together.

While combing England recently for Lagonda parts both Mr. and Mrs. Westcott were guests at a special automobile factory in Newport Pagnell, England.

There the Lagonda name has been revived with the creation of a new four-seater luxury car. The former Aston Martin factory, now owned in part by Torontonians George Minden, has started into production.

Lagonda lover both, they agree that the new car is a worthy addition to the family. But note, that nothing could replace their cream and black beauty.

Reprinted from the *Ontario News Express* by kind permission.



# *The Deuxieme Route du Champagne*

*4th-7th May 1978 by Jeff Ody*

AFTER A decade or more of badgering by Gill, it was almost by accident that we actually crossed the Channel for a holiday abroad. Having a job which takes me to more remote parts of the globe that I care to recall, my own selfish preference is for a holiday in the U.K. (it being well-known that Travel Narrows the Mind) and even better, in our own garage where I can fiddle about with the cars.

Be that as it may, I was obviously in a careless mood when I replied to Peter Moores' note in the V.S.C.C. Bulletin offering details of the Deuxieme Route du Champagne, otherwise known as the Mumm Rally, organized by the Club de l'Auto and sponsored (not to mention subsidized) by Esso and the Mumm champagne people.

After an escalating series of exchanges with Peter M, and without any really serious conviction that we should ever actually have to *go* across the Channel, I realized that the date was only a week off, I had made no sensible arrangements for Green Cards or anything else, and most ominous of all, the 2-litre was displaying no obvious need of repairs. Strangely I found the prospect of taking the car overseas without any frantic preparatory work totally demoralizing; horrible feeling of having overlooked something nasty.

Instead, the car received its most thorough bull-job in years, with the obvious result: on the Tuesday of our departure for Southampton it was pouring with rain.

We had put ourselves entirely in Peter Moores' hands as far as arrangements were concerned, and consequently had a very efficient itinerary fixed up for us covering the night ferry booking to Le Havre; a route to a delightful breakfast venue on the Wednesday; a hotel booking that night in Versailles, prior to the Rally proper; and return bookings four days later after it was all over.

Peter had even fixed with Tom Threlfall that most of the U.K. contingent could rendezvous at Tom and Diana's home outside Winchester before boarding at Southampton, so as to go on to dinner together and generally get into the mood of the thing.

In all, there were eight British entries, plus

two Irish and thirty-five Continental, mainly French but with a few Belgian and Swiss. Among the U.K. contingent was Michael Valentine with his well-known poncey V.12, making Lagondas the only make twice represented by British entrants. Ray Truelove of the V.C.C. was the entrant of the oldest car on the rally, a 1913 Panhard, the others from this side of the Channel being Ron Skerman's 1914 Sunbeam ("The Stately Home"); the Threlfall's 4½ Bentley; a Morris and an Austin, both vintage; and Peter Moores' embarrassingly quick 2.2-litre Talbot.

Despite the "warm-up" rendezvous at Winchester (or perhaps because of it) the penny didn't really drop on our part until we had meandered across France in fabulous weather on the Wednesday, and got up at six on the Thursday to be at the 7.30 start. What we imagined to be a sort of upmarket pubcrawl at the expense of the oil and wine industries, was in fact a serious navigation rally, rather on the lines of the V.S.C.C. Eastern Rally, but going on for three days, including a day of speed events at Juvincourt, a sort of French M.I.R.A.

So while most sensible entrants had either another dedicated and experienced navigator, or at the very least a thick-skinned lady partner to do a spot of map-reading, we had blithely rolled up en-famille Ody-style, which means most of the kids junk-room with them in the back of the 2-litre, Gill alternately sleeping or listening for small-end rattles in the front with me, and two large suitcases, one strapped to each running board. Not a pretty sight.

Nevertheless, the organizers took it very well, and failed to show any sign of treating us as some kind of booby-prize material.

Gill took it even better, if anything. She belongs to the school of mapreaders who turn the thing round upside-down to go South, and is very reliable with the "yes-this-is-right-it-was-the-last-turning-on-the-left-I-think" type of advance warning. As I am the type of driver who regards it is a virility-loss to go back whence I have just come, it was rather remarkable that our marriage survived the ordeal, but it did somehow.





Jeff's 2-litre arrives at Rheims

The general route was broadly a complicated way of getting from Paris via Epernay to Rheims the first day (Thursday); another complicated way of driving in a large circle around the champagne district on the Friday; with a most extraordinary circuit event at Juvincourt on the Saturday, Sunday being reserved for "dispersal".

The circuit event consisted of some extremely detailed regulations to do with lap averages, and speeds over the line, all performed entirely at one's own whim throughout the day, and with a simultaneous raffle in which prizes (yes, you've guessed it — more bubbly) were awarded to holders of tickets numbered to the third decimal of any car's passing speed. I can see that you see what I mean.

Having the children with us (girls, six and nine years) did not detract from our enjoyment of the rally in any way we might have expected (had we known better), but did contribute to a feeling of total physical collapse which we had certainly *not* anticipated. From the time we got off the boat at Le Havre at six on the Wednesday, till the Sunday morning when we set off again from Rheims for the ferry, we were

never up later than seven in the morning, or in bed before midnight, with virtually uninterrupted driving, eating or drinking being immaculately but exhaustingly organized for all the intervening hours.

The two salvation factors were the sunshine which blessed the whole event until we left Rheims for home; and the complete lack of mechanical excitement from the 2-litre. The total we suffered in nearly a thousand miles were one puncture, a loose oil union and a detached dynamo lead: anything more serious would have meant cutting part of the rally, as no time was included for maintenance.

My spares (rocker, mag., petrol pump) were thus unrequired, but I shall never again forget to take a footpump: I forgot this time, and by the Law of Sod broke *two* of other people's, and discovered they cost about £9 in France.

Michael Valentine was awarded a cup for his prowess at driving over white sticks in the dark but not over red ones (I always suspected him of being good at something) but appeared resentful at being denied the Jeroboam of Brut presented for other award winners' achievements; and we all got very nicely-designed plaques for having had the fortitude



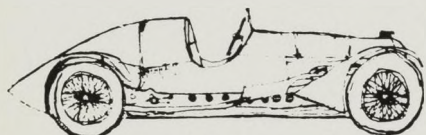
to survive the course. The 2-litre averaged 18.5 m.p.g.\* and used about half a gallon of Mr. Castrol's GP 50: but mostly out of the oil union before I located the leak.

Needless to say, we won no prizes, but had a magnificent experience of hospitality in the hands of the Club de l'Auto, culminating in a superb Gala Banquet in the Caves of Les Champagnes Mumm; and enjoyed a major sense of achievement at having taken part.

On reflection, definitely an event worth entering, if you get the chance another year: we are now thinking hopefully about the Paris-Deauville in October, d.v.

\*Footnote:

Fuel Consumption Note: using petrol ordinaire, 4.1 axle, 18 X 6.50 rears, twin S.U.s, exhaust sooty at low speeds but running grey on "high" speed touring four up plus luggage and tools.



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# *Into the Far North . . .*

... WELL NOT too far for just south of the city of York is the small village of Monk Fryston. Passed by the major A1 road, it is to all intents and purposes a forgotten part of Yorkshire. Forgotten except by the Northern section of our Club, for it is here in the stone-built hotel in the village centre that the annual ritual of the Northern Dinner Dance is enacted.

The local worthies are now quite accustomed to a procession of Lagondas and modern cars arriving at the hotel at a particular May weekend. What goes on behind those stone walls is no doubt the subject of much conjecture by the local inhabitants. You may be wondering as well, so let me enlighten you.

The arrival at the hotel on the Friday afternoon needs to be carefully planned and timing is of the essence. Get there too early and there is no one about except for the staff. (The Club normally reserves *all* bedrooms!) Arrive too late and all the comfortable seats by the roaring hall fire have been taken. Somewhere between is best — time to warm up by the fire and for ordering pots of tea and biscuits before the rush starts.

An hour of pleasant conversation with other Members also restoring their frozen circulations with doses of log fires takes us up to the right time to change into more formal wear for the evening's festivities. Again, timing is acute. Dress too early and you will sit staring into empty space in the bar; dress too late and you will find the bar is completely walled in by the solid fronts and backs of Northern Members in the process of ordering, drinking and re-

ordering their particular brew.

So somewhere around six fifteen is about right. Time to actually see the bar and then to consider the variety of beer on offer. A word here about ordering. You will soon realize that you are in a part of the country where ale is only considered drinkable if it is strong and dark and with a specific gravity like home-brewed whisky.

It is not considered good form to order the weakly Southern style lagers that are almost as transparent as water and fizz like lemonade. Also you must remember that good beer can be enjoyed only from pint glasses (half pints are for children, etc.). Now it comes to the choice of potent brew. If you are unsure then conceal your lack of knowledge on the merits of "Newcastle Old Brown" by ordering something different each time round. This technique may play havoc with your digestive system so alternatively stick to something like "Theakston's Old Peculiar" and hope that dinner is going to be called soon!

What about the meal? The room it is served in is impressively panelled — solid and reliable. In my experience the food is always excellent, pleasantly served by a friendly staff. As the dinner proceeds it is customary for Herb Schofield to welcome the guests, playing his dual role of Chairman and Northern Secretary. He employs a cunning prompting device in the form of a small bundle of pieces of card inscribed with notes, bus timetables and the week's shopping. These cards are shuffled at random and provide Herb with a speech which is full of surprises, both to the speaker and the audience. Of course there are the vocal interruptions and asides from the audience to help the Chairman on his way.

The dinner proceeds with good humour and then the Annual awards are given out. After this it is cabaret time. Traditionally David Hine renders one of his droll monologues in an authentic Northern accent which is very entertaining. This is followed by whatever mischief can be performed by Alan Brown, usually in the form of an elaborate joke involving specially constructed props, sets and costumes.

There is then a short lull in the proceedings while the guests repair to their rooms or the lounges or the bar to wait for the tables to be

## **FUTURE COPY DATES FOR MAGAZINE CONTRIBUTIONS**

**AUTUMN: AUGUST 25th**

**WINTER: NOVEMBER 15th**

**SPRING: FEBRUARY 15th**

**SUMMER: MAY 15th**



cleared away for a dancing time.

A small but very vocal band provide the music with inter-round summaries and so dancing continues to the small hours. The day comes to an end with much black coffee being consumed — everybody has had a Good Time!

After sleeping comfortably for what remains of the night, Members gradually assemble in the hotel restaurant for a substantial Northern breakfast. Timing again is important — arrive

too early and you will breakfast alone, arrive too late and you will miss it altogether. About 9.15 is right — conversation over breakfast is hushed, Alan Brown looks pale and is seen wincing every time a newspaper is rustled. To sum up — the Northern Dinner is probably the most friendly event in our social calendar. If you haven't sampled Northern hospitality then book up in good time for 1979! A.W.M.

★ ★ ★ ★

## *Wottle Continued*

*by Henry Coates*

TO GET to the piece that keeps the axles apart:

From the first 14-60 to the end of LG.45 there were two very distinct types of frame. First that which was parallel along the engine compartment, sprung under the scuttle, and parallel again thence to rear dumb irons. Second started with the 3-litre for, I think, the 1932 models (Olympia 1931). This was again parallel along the engine, then tapered outwards in straight lines to rear dumb irons.

Of the parallel type the earlier 14-60 (hip-bath) chassis had a relatively short engine length, and a longer rear or body portion. The speed model introduced for the 1927 Olympia had a longer front and shorter rear, but they both had a common wheelbase of 10 ft. Amidships cross members were channel section, as was that under the radiator, suitably shaped to leave room for the fixed starting handle, on high chassis, and a few early low chassis cars. All had tubular cross members between rear spring anchorages, above and slightly to rear of rear axle and at rear dumb irons. Some high chassis had a tubular member between front dumb irons. All later low chassis had a substantial tubular crossbar near the radiator. If supercharged this had a kick up to clear the dynamo and a guide for the detachable starting handle was attached to a further tubular crossbar between the dumb irons. Unsupercharged, the large crossbar was straight with the starting handle guide fitted below. Railway carriage type struts appeared on some chassis. My experience consists of a 1928 speed model without, which cracked at the second bend; a 1929 ditto, with, which did not crack; a 1930 without which did not, and a 1931 with, which did. Perhaps Ivan Forshaw

will elaborate on this?

Low chassis cars had the channel cross members set down an inch or so, so that floors dropped between chassis members. Engine bearer brackets were also set down, so that engine and transmission was lower in relation to the chassis. Oddly, though various bolt holes — such as body fixing holes — seemed to be remarkably consistent in their siting in different ages of chassis, rivet holes are not. I rashly advised a friend that low chassis cross members could be put in a high chassis frame — I blush to relate that it was not as straightforward as I had imagined!

Most of the above will apply also to 16-65 and 3-litre chassis of similar periods, except that the wheelbase is 10 ft. 9 in. The extra 9 inches is I believe all in the engine area, in either hip-bath or speed model form. There was catalogued a longer wheelbase for stately carriages but I have not met one.

The 16-80 chassis was almost identical to the speed model low chassis, except for front cross members and engine bearer brackets.

Taper chassis — starting with the 1932 3-litre a new chassis appeared. The engine area was of the same width as the older chassis and parallel to the bulkhead. Amidships cross members were two large tubular affairs, rear ones as before, and in front a large tubular with substantial mounting bracket just behind radiator — the brackets incorporating mountings for the rad. — and smaller one between dumb irons.

Wheelbase of 3-litre, M.45 and LG.45 was 10 ft. 9 inches; 3½-litre and M.45R 10 ft. 3 inches. This difference in length results in a slight difference in the taper, so cross



members, other than front of engine, from a short chassis are not an exact fit on a longer chassis. Likewise the proportions of the LG frames are not quite the same as the earlier ones, so cross members will not comfortably exchange. Rearmost cross members 3½ and M.45R, LG models differ from earlier models.

The 3-litre and 3½ engines have a nose mounted dynamo so the cross member immediately in front of engine has a kick up — 4½ engines do not need this so member is straight. LG cross member is broadly similar to earlier, but not immediately interchangeable.

M.45R engine was mounted on silentbloc bushes, but the brackets for the same are immediately interchangeable with the usual 4½ brackets. 3 and 3½ use similar brackets to the parallel frame low chassis cars. They can be used in a 4½ chassis but new holes have to be drilled.

Now to machinery — gearboxes: All 14-60, 2-litre, 16-65 and early 3-litres had a crash box with right hand change. This was carried on two inverted channel members rivetted longitudinally between, and underneath the main channel cross members, by three arms integral with the gearbox main case. Later 3-litres used the same box and 3½ a development with silent third. The three arms on the box were the same. As the frame was tapered it was narrower at the gearbox, so the lever was outside the frame, a hole in the latter allowing for the gate and its outrigger to reach through. The box was carried on a sort of narrow horseshoe shaped affair of inverted channel section. The front arms bolt to the forward of the two amidships cross members, the rear on a silentbloc on a stub on the rear amidships member.

4½ models used a new gearbox — still R.H. change with the lever outside the frame. This was carried by two forward facing extensions of the box, in silentblocs, in forked affairs with threaded shank — the shank fitting in integral extensions rearward of the front midships cross member. These extensions, by the way carried the horse show affair of the 3 and 3½ litre cars. The rear of the box was carried by similar forked carriers, which in turn were carried by an extra tubular cross member slung beneath the chassis. The LG had a slightly longer box mounted in the same manner in front, but direct to the rear midships main cross member which was closer to the front one than on the pre-LG cars.

16-80 had either a crash box as the 2-litre, and similarly mounted, or a pre-selector box. The latter required similar forked mountings to the 4½ boxes. The lengthwise inverted channels were left out, suitable brackets were bolted to the front midships member and an extra tubular member slung beneath the chassis to carry the rear, as on the pre-LG 4½.

These extra cross members, while similar in looks and purpose, are not immediately interchangeable. The short chassis may not be exactly the same width or the same angle of taper at that point as the longer. Taper chassis have the brackets that carry these cross members outside the frame. With the parallel frame the brackets are inside the frame and of different pattern.

There is therefore scope for several combinations of chassis and gearbox, but it may not be a good thing to fit an early 2-litre box behind a race tuned 4½!

Of the boxes themselves, I forget the correct designation of the first. It was available with close or wide ratios — one changed the constant mesh gears to effect the ratio change. Then came the Z with three choices of ratio. I believe the 16-80 used a Wilson box — was it 75? The 4½ used first T8; M.45R T8 with a free wheel; first LG cars — with S 1 or 2 engines G9 — a right-hand change box somewhat akin to T8 but with syncromesh on 3rd. S 3 and 4 engine cars used the G10 — a massive strong box, a trifle heavy to operate, with centre change. A few LG.45R had a rather complicated right-hand change device. The G10 was also mounted differently from the G9 — two longitudinal tubes were slung between the main cross members and the box clamped to these.

I have mentioned the 3½ constant mesh — this was similar to the Z, with the addition of the helical third and constant mesh gears.

Motive power: 2-litre—Three main variations — early with fixed starting handle. Low chassis with nose mounted dynamo, supercharged.

The first was developed with bigger ports, bigger oil pump and oil feed to top of main bearings via passages in crankcase, for speed model. Early engine had oil feed to bearing cap from below by copper pipes. Big ends also were wider on later cars. Early cars sometimes had bearing shells for main of cast white metal, later bronze with white metal lining. I say "sometimes" because I have not stripped all



that many, but I have found the cast white metal.

Low chassis—Nose mounted dynamo entails different dog on crankshaft, and I believe shaft itself different. Supercharged had counter-balance weights bolted on and further widening of big ends. Nose dog also different, but believe dog from un s/c will fit s/c shaft. Supercharger requires bevel drive and suitable housing — to which dynamo is mounted.

Watch if engine number is preceded by OHL. As dynamo no longer requiring drive from timing, a few cars went out with different arrangement of chain. No idler was fitted to replace dynamo drive, so primary chain embraced only sprockets on crankshaft, centre half time spindle and water and oil pump drive. This resulted in reversal of direction of drive to camshafts. As magneto was required to revolve as before, the skew gears were of different hand. It also resulted in different firing order. A disadvantage was that when chains required adjustment both adjusters had to go the same way, so that if things got very sloppy one ran out of adjustment for the secondary chain. Apart from DHL most timing gear parts fit all engines.

Porting was larger on later cars and a three branch exhaust manifold which will not interchange with the earlier type. Various combinations of carburettors were to be found — I have seen single and twin Zenith triple diffuser, single and twin SU, the odd Solex, and on earlier cars, usually a small Zenith.

As regards interchangeability of engines, the mountings are all the same. A fixed handle engine will drop into a low chassis, but will require an extended handle. Cross members of high chassis will foul a nose mounted dynamo. A change of exhaust manifold will require modification of exhaust pipe.

The 16-65 and 3-litre engines developed in a broadly similar manner to the 2-litre, except that they all had a nose mounted dynamo. The stroke was always 120 mm but bores increased from 65 mm to 69 mm in 16-65 models to 72 mm and later 75 mm for 3-litres and 80 mm for the 3½. There are many similarities but not many parts are interchangeable. The dynamo has a three-lobed dog instead of the two on a 2-litre.

Clutches of 2- and 3-litre appear the same. At one stage (1931) to give a lighter pedal pressure the effective length of the operating arms on the pedal shaft was reduced. This

affects interchangeability as the shaft itself is raised slightly and the fixings to the bell housing do not exactly agree.

A 2-litre engine will go into a 3-litre chassis, the front mounting brackets have to be moved back and crank handle extended. The reverse has been done, but is quite a major operation. The result goes very well.

The 16-80 fits a 2-litre chassis subject to fitting the right brackets in the right place and obtaining the correct under radiator cross member. The exhaust will probably come out the other side and the tool-box under the rear foot will be where the pipe wants to go.

Coming to the Meadows 4½, I think it safe to say that given the correct mounting brackets and pads any engine will go into any 4½ chassis, though watch the clutch. Pre-Bentley the Meadows enclosed clutch was used, with pedal mounted on the bell housing. The spider for the flexible joint was located positively, so the spider on the gearbox was free to slide. Bentley used an open Borg and Beck. Here the pedal is mounted on the chassis cross member, so to use an LG engine in an M chassis entails welding suitable pads to the cross member to take the pedal. The driven member of the clutch is also located endwise through the flexible couplings and jack shaft from a fixed spider on the gearbox. So an LG engine with a T8 box requires some form of end location for these components. (Astonishing what one can do with a Jubilee clip!)

The Meadows is slightly smaller than the 3-litre, so there is room for such a conversion. It entails accurate fixing of proper brackets for engine mounting, a change over of exhaust, some plumbing for water to the rad. — and from — and a rather holey chassis. Also some thought as to what gearbox you have.

As to Meadows' engines themselves. Pre-Bentley were very much as they came from Meadows, until M.45R when the crank was heavier and main caps buttressed and fitted with more bolts. Big ends of standard engines had bronze detachable shells — Rapide white metallised direct.

Bentley bottom end much as Rapide, but larger studs with finer threads hold down block to crankcase — also extra lug and bolt in front. He also fitted Vertex mag. instead of distributor on dynamo. This was a bit rough on the skew gears. Sanction 2 engines had dynamo moved to right of engine, and a couple of Vertex on their own special mounting, with much



stronger gears in oil bath on left. So far the cylinder head was not changed and valves, rockers, etc. should fit any engine.

Next was the S 3, with a new head by Westlake. At first glance it would appear retrograde with all inlet passages inside, but it is an improvement. An addition is a water transfer passage at rear from block to head. This head requires longer holding down studs but they are at same centres as earlier. Any mixing of early or late block and head may entail some adjustment of the side water transfer passages. The Westlake head is wider here than the earlier, and later blocks have the bolting face for the transfer casting widened to suit — suitably cutout plates of the correct thickness are required to level up the bolting faces if "mixed" block and head are united.

Chains, etc. in timing case are I believe common to all Meadows. The 16-80 used a six cylinder engine made by Crossley. Many parts from the Silver Crossley and its 2-litre predecessors will fit. When used with a pre-selector box there is no clutch — just a heavy flywheel.

The 3-litre Selector Special used a Maybach gearbox, with four constant mesh ratios, with choice of high or low ratio for each. In practice this gave five effective ratios, as the upper three in the low ratio were close to the lower three of the high ratio. One could also get four reverses! Operation was suction controlled by a couple of small levers on the steering column. One gentleman found the suck arrangement a bit tiresome so fitted two extra gear levers on the box in addition to the one controlling the high and low ratio. Later "Selection Specials" used the Wilson box.

Radiators: These do not lend themselves readily to fitting to non-original chassis, but a few remarks may be worthwhile.

All high chassis 2-litres used a base mounted rad. with studs locating it on the channel cross member. I believe there to be no serious variation in any year or type of high chassis.

The first low chassis had rather similar base mounted rad. but most were mounted on trunnions — those with the tubular cross member. The supercharger entailed the rad. being moved forward and unsupercharged cars retained this forward mounting. There was usually a slight relief in the lower tank to clear the dynamo. Later cars had a deeper radiator coming down each side of the dynamo. There were also two different heights above the

dynamo, some being some two inches taller than others. My impression is that more high rads. were to be found on later low chassis cars. The thing to look out for is whether the rad. agrees with the scuttle — of which there were also high and low.

Some plumbing required to fit 2- to 3-litre or vice versa — there being quite different water passages at the top.

Later 3-litre rads. had detachable chrome shells. A 3-litre rad. would not be too much trouble to fit to 3½.

The 16-80 was base mounted with flat bottom tank and detachable shell — not very easy to adapt. All base mounted rads. had springs on retaining bolts. If they are omitted and rads. bolted up tight, the rad. will be most unhappy. M.45 rads. were all trunnion mounted. The bottom tank is quite low and there is a hole through the rad. for the starting handle. M.45R similar, but wider at top. LG.45 similar but not interchangeable.

Apart from dynamo cut outs on 3 and 3½ the water passages at the bottom are on different sides of the car, and the top passages different from any 4½. Water pumps of 4½ are to right of engine, of 2, 3 and 3½ to left. The water pipes are usually carried across to other side of radiator to allow for relative movement.

Trunnions of early low chassis were smaller than later, which had silentblocs fitted. LG.45 was again different and not interchangeable.

Steering gears were at first Marles, then Bishop. There was a slight difference in the mounting to the chassis, so measure to be sure of clearance between drop arm and frame. Later mounting brackets were of aluminium — not the best idea in the world — they are not as strong as the iron ones. Care must be taken, particularly with the aluminium, that the cap grips the steering box firmly, but also meets at the bolting faces. If it does not, overtightening can snap the cap. I have disagreed with a once prominent Lagonda owner who regarded the groove as an oil way and left the steering reaction to be taken via the column to the scuttle steady. The column will flex if the mounting cap is not tight. Steering wheels and column controls varied over the years.

Any problems relating to any of this, or resulting from taking advantage of the advice therein, should address enquiries to the author. Replies are guaranteed to be verbose if not accurate — and not a word to Ivan!



# Midland Notes

by Harry Taylor

THE MIDLAND Film Show was held again at "The Gate", Osgathorpe. The attendance, although poor, was better than anticipated — probably because two members of the Bentley D.C. came along.

We had a pleasant evening — good meal and several excellent films, although judging by this turnout (attendance was thirteen) the format for the future will have to be changed. The only reason that has enabled me to continue showing to such a small audience is the fact that the films, projector and projectionist have always been obtained free of charge. The films by courtesy of Shell and the other two by Allied Breweries — thanks to N.F. (I hope this reference to you know who doesn't set this beer thing going again.) A couple of us are intent on doing our own filming this year, all we need is a good cast and their props, namely all sorts of Lagondas. Please refer to your fixture list for dates of filming.

Sadly I must report that A.M.L., Newport Pagnell cannot accommodate us this year but we are high on the 1979 list. It seems everyone wishes to see the new Lagonda being built.

To finish on a more pleasant note, the Brewery (oh dear, I've mentioned it again) visit is on, and we are to be the guest's of "Bass" on the 3rd of May.



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*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:

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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  
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# *Cheap Motoring*

*by Harry Taylor*



MY DB.3-LITRE has, since I acquired it in 1968, provided me with very cheap motoring. Total cost of spares during this period amounts to less than £40. Because of the "Novo" engine oil filter (articles in previous issues) the sump oil has been in since 1972, and the plugs and points were last changed over two years ago; when I fitted a transistorized ignition system. The fan blades were removed and cooling, when required, provided by a thermostatically controlled electric fan (constructed from a heater motor (Morris Minor) and a plastic fan (Escort). These additions may be straying from originality, but if they represent longer engine life then the fitting of them must be justifiable.

Being reluctant to continue using the Lag. through the winter, and being even more reluctant to spend hundreds of pounds on some modern conveyance, I "purchased" a 1956 Armstrong Siddeley Sapphire, model 234. Unused for over three years, it was tested and on the road within three weeks. Having a two gallon sump, I quickly fitted a "Novo" and electronic ignition the result being an everyday,

reliable, economic and very fast motor. Whilst it has not the sleek appearance of the "DB" its performance is comparable. Compare, then, the following specification against adverts. for moderns costing upwards of £2,000 and having the advantages of over twenty years of progress:

Engine in original test form developed 215 b.h.p. at 5,200, detuned for production to 120 b.h.p. 4 speed synchro. box with overdrive on 3 and 4. Weight 28 cwts., max. m.p.h. 112, m.p.g. 26 (I average 31). Steel wings with a body of hiduminium, a light alloy used by A/S for the skins of their supersonic aircraft. Full instrumentation including a rev. counter and warning lights for indicators, beam, choke and hand-brake. Self-adjusting brakes that really do self adjust, and the system is servo assisted. Reserve petrol tank, two-speed wipers. Cross-flow head with hemispherical combustion chambers, twin S.U.s; need I go on? Not a beautiful looking car by any means, but for the purchase price, performance and running costs, unbeatable.



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# Technical Hints on the V.12 Lagonda

by Bob Crane

INTRODUCTION. THE following remarks are based on a V.12 DHC, Serial No. 14058 and a V.12 Saloon, Serial No. 16026. [Both cars are owned by Mr. Crane and the DHC is the subject of the beautiful pen and ink drawing in this issue. Ed.].

*Some Notes on the V.12, gathered through the years:*

Although the firewall plaque gives the chassis and engine number the same, the true engine number is different and is found on the arm of the crankcase, between the water pump and generator.

Since SU or Lucas fuel pumps are notoriously unreliable, I left mine intact, just removing the electrical connections and placed a Bendix electric fuel pump No. 480515, 12 volt, Positive Ground pump in the fuel line near the handbrake and this gives me 5 lb. per sq. in. pressure and pumps right through the original pump.

My DHC weighs 4,400 lb. with 10 gallons of gas. The rear weighs 2,125 lb. and the front, 2,275 lb., for a weight distribution of 51.7 front to 48.3 rear.

The original price was £1,825, or \$9125.00. (Using the exchange rate of one £=\$5.00.)

On my car, a Gates, Vulco V-belt No. 610 fits as a fan belt.

Standard 2 carb engine produces 150 b.h.p. at 5,000 r.p.m. and 220 ft. lb. torque at 3,000 r.p.m.

At cranking speed, compression should be 90 lb./ sq. in.

Contrary to the order printed in the owner's manual, the *correct firing sequence* is 1-12-9-4-5-8-11-2-3-10-7-6.

Piston area is 82.1844 sq. in.=42.36 sq. in. per long ton.

Standard Axle Ratio of 4.27 gives 87.36 m.p.h. at 4,327 r.p.m. (4,327 r.p.m.=2,500 ft./min. piston speed.)

The Petrol Tap mentioned on page 13 of the manual was not on my car, No. 14058.

The SU carb needle is WO4. The jet is .100. Set fuel level in the float chamber by using a 1/2 in. rod under the lever contacting the float and bend to have the needle valve just close.

Although I have had no luck myself, I have

been told that you can adapt 1938 Ford V.8 motor mounts for use with the V.12 engine.

The external oil filter shown in the owner's manual on page 26 was not on No. 14058.

Centrifugal spark advance is as follows:

r.p.m.	Degrees
400	2
500	3
600	4
700	5
800	6
900	7
1,000	8
2,000	maximum 13.5

Vacuum advance: 10° Total Cent. plus vac. =23.5°.

V.12 distributors are: Delco Remy & Hyatt Ltd.

1 — Model 647 KA

1 — Model 647 LA

I found that 1964 Delco Remy (U.S.A.) Contact Points D-1038 (193830) and D-104P (193840) will work in our distributors.

Head bolt torque, 21 ft. lb., only!

Spark Plugs as stated on page 28 are Champion L-10. American Champion L-10S will do. Also Lodge C 14. Recommended gap is now .022 in. instead of .018 in.

The Water Pump Gland shown on page 34 is the old style and was superseded by a graphite seal, which is almost impossible to obtain today. However Maurice Leo has a replacement graphite seal in stock.

My car has P.100L Lucas headlights. These have an 11 1/4 in. lens diameter and mine are No. 506508. Not the P-100 size of 10 15/16 in. diameter, No. 503778. To convert P-100 to double dip, replace bulb holder with Lucas 1B 507701 Holder.

**NOTE ON THE BOSCH STARTING MOTOR ON THE V.12:**

Catalogue page labelled: ALD 37 B/1, Anlasser BJH.

The model number is BJH 1.6/12 RS42. My instrument number is 6805.

This shows on their parts manual on the same line with:

BJH 1.8/12R 11Z8, R11Z9, R11Z11, RS42, RS108.



I won't try to copy the whole booklet with its German language titles, but I do have cuts of the various parts of the unit and would be happy to have anyone interested to ask for specific parts numbers. While it has been reported that this starting unit was also used on Aston Martins as well as other prestige British cars of that vintage, I have always recalled that it is the same motor used on Mercedes 540Ks. Can anyone check this out?

**ADDITIONAL INFORMATION ON V.12** (From a chart furnished by Mr. J. E. Gottschall)

#### VALVE TIMING

Inlet opens <i>after</i> T.D.C. ....	12°
Inlet closes after B.D.C. ....	33°
Exhaust opens before B.D.C. ....	40°
Exhaust closes <i>before</i> T.D.C. ....	8°

#### TAPPET CLEARANCES

Inlet .....	.005 in. (Cold)
Exhaust .....	.005 in. (Cold)

#### TYRE PRESSURES

Front.....	32 lb. per sq. in.
Rear .....	30 lb. per sq. in.

#### TOE-IN OF FRONT WHEELS

$\frac{3}{16}$  in.

#### OIL PRESSURE (HOT)

30 lb. at 30 m.p.h.

#### RECOMMENDED LUBRICANTS

Summer: Patent Castrol XXL, Golden shell Extra Heavy, Mobiloil D, Essolube 50, Motorine B de Luxe.

Winter: Patent Castrol XL, Triple Shell Heavy, Mobiloil BB, Essolube 40, Motorine C de Luxe.

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

## The Volante Revived

ONE OF the world's most exclusive cars was announced on Wednesday 21st June by Aston Martin.

Called the Aston Martin V.8 Volante — a famous name last used in 1970 — the car is a convertible version of the much-in-demand V.8 grand tourer saloon.

The new car, which joins the select ranks of luxury convertibles, is to be available initially only in North America, although it is planned for introduction into the U.K. in 1979.

Mr. Alan Curtis, Aston Martin's managing director, said: "There is a large demand for a convertible such as this in many countries of the world, but particularly in the U.S. Our subsidiary and dealers there have been clamouring for this car for about three years, and we have already sold the first eighty to be built to the States."

Mr. Curtis, who described the car as "one of the most beautiful I have ever seen" and who is personally taking delivery of the first prototype built, said deliveries to the States would start by the end of the year. Production is to be gradually built up to three a week — each car takes about three months to complete — and it is hoped that deliveries in the U.K. could start within a year.

"With production limited to three a week, the new Volante will be one of the world's most

exclusive cars," said Mr. Curtis. "At first we did not plan to make the car available in the U.K. or Europe, but our dealers are so enthusiastic that we have changed this decision." The Volante is to be priced at about 66,000 dollars in the States, and Mr. Curtis estimated that if the car became available in the U.K. in a year it would retail at approximately £32,500.

Mechanically the Volante is similar to the V.8 saloon, and will be available with automatic or 5-speed manual gearbox. The 5.4-litre, hand-assembled engine gives a minimum top speed with both versions of 130 m.p.h., and acceleration to 60 m.p.h. in about seven seconds. Standard equipment includes a radio/cassette unit, electric windows, air-conditioning and leather upholstery.

Features exclusive to the Volante include a stiffened chassis and burred walnut dashboard, door cappings, and central console. The lined hood is power-operated by means of a fascia-mounted switch, and the hood itself folds out of sight behind the rear seats.

The Volante will be built at the Newport Pagnell factory alongside the V.8 saloon, the V.8 Vantage and the four-door Aston Martin Lagonda. "With these four models we must have one of the most exciting ranges of any car manufacturer in the world," said Mr. Curtis.



## PUB MEETS

### *DORSET:*

Hambro Arms,  
Milton Abbas.  
Second Friday each month.

### *WEST HOME COUNTIES:*

Fox & Hounds,  
Englefield Green, Nr. Windsor.  
Second Wednesday each month.

### *WESTERN REGION:*

Half Moon Inn,  
Horsington, Nr. Wincanton, Somerset.  
Contact Patrons Witt and Barbara Wittridge for details.

*MANCHESTER:* Contact Herb Schofield for details.

### *MIDLANDS:*

Manor Hotel, Meriden.  
Second Tuesday each month.  
Gate Inn, Osgathorpe.  
Third Tuesday each month.

### *WEST SUSSEX:*

Sir Roger Tichborne,  
Loxwood, Nr. Billingshurst (B2133).  
Third Wednesday each month (M. Hallowes).

### *EAST RIDING:*

Cave Castle Hotel,  
S. Cave, N. Humberside.  
First Wednesday each month (John S. Broadbank).

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# Letters to the Editor

## 4½-litre Spares

Dear Sir—Many thanks to those who have contacted me. They are a very select band! I can only assume that all 4½-litre owners have no problems with spares for their cars as the total number of enquiries I have received amounts only to three! Still I have had one or two letters with some information and several interesting phone calls.

For example: Did you know that 1390 c.c. Hillman Husky pistons can be fitted to a V.12 engine? Some over-boring is necessary but all other dimensions correspond except that the C.R. is lowered from 7 to 6.26:1. I seem to remember that the con-rods from a six cylinder Jaguar can be used to restore the C.R. or even improve upon it. The Jaguar piston is Hepolite 12682.

Herb Schofield reminds me that he still has 2nd gear for his G9 LG.45 gearbox and I am considering the manufacture of 3rd gears for both the T8 and G9 boxes. I need, however, broken ones for pattern making. Any offers please?

I am trying to obtain information from Girling about replacements for the brake expanders and adjusters for the LG.45 models. The back expanders are available from time to time — Part No. GB64226171.

Has anyone got any LG.45 instruments they can spare? Condition immaterial — also any complete petrol caps for the same car?

ALAN BROWN

Matley Moor Cottage,  
Hyde, Cheshire.

## More 4½-litre News

Dear Sir—I expect everybody but myself knew that the tappet adjusting screws on the 4½'s have a ⅛ British Standard Pipe (B.S.P.) or "Gas" thread. For this discovery I must thank Brian "Starsky" Dearden-Briggs and the Strickland Engineering Co. at Wenlock Street, Bradford who confirmed this as correct and were perfectly happy to make me a dozen lock nuts. Stricklands tell me that they will not be going metric for years yet because they carry out a lot of renovation work. They are willing to take on the restoration of vintage cars (excepting coachwork, upholstery and anything requiring very fine tolerances).

JOHN TURNER

Shipley, W. Yorkshire.

## The DB 2.6

Dear Sir—I enclose a photograph of my drop head 2.6 tourer which I hope you may be able to use in the Magazine. The ecclesiastical background is due to my being an organist and choirmaster at Mertin Parish Church. This makes it difficult for me to attend the Annual General Meeting as I usually teach on Saturday mornings.

WALTER TAYLOR

Merton Park,  
London, SW20.

Sorry! Photo held over to next issue. Ed.

## The Harry Gostling Prize

Dear Sir—I was excited and amazed to learn that I had won the Harry Gostling Prize for the best magazine article in 1977. (Please use my Channel Islands account!) Much of the credit must go to your editing of the m/s pages before publication. Thanks to the Committee.

JEFF ODY

[A postcard from Jeff is always interesting — coming usually from the most remote places — this one showing the remains of World War II aircraft near Rabaul Airport in South East Asia. Ed.]

## Change of Address

Dear Sir—Would you please note my new address:

Reynard House,  
49 Ampthill Road, Maulden,  
Bedford, MK45 2DH. Tel. Ampthill 402935.

Many thanks

JOHN BATT

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