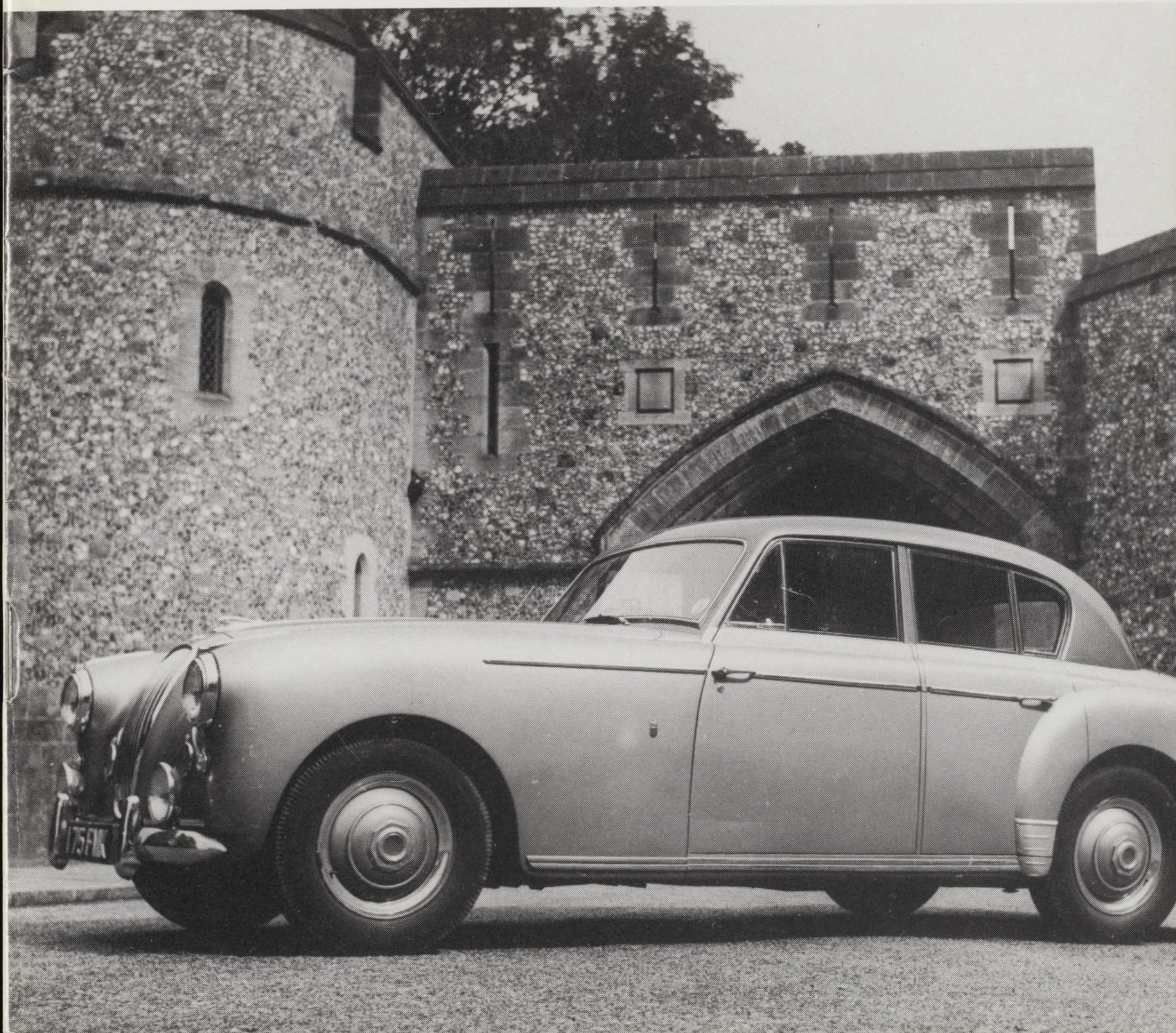




## THE MAGAZINE OF THE LAGONDA CLUB

Number 102

Spring 1979



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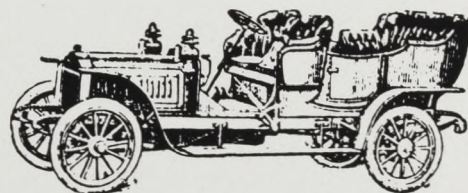
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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered.



FRONT COVER: The David Brown 3-litre Saloon with 4-door coachwork by Tickford Ltd.

*Photo: Ivan Forshaw*

## Out and About

THE VERY sad news of HENRY COATES' death will have reached by now to most Club members. A tribute by Herb Schofield on behalf of the Club appears in this issue but I would like to add a personal note. Henry's experience and knowledge of all kinds of Lagondas was second only to Ivan Forshaw's and his involvement in Club affairs stretched back many years, not least in Club competitions where Henry and his M.45 Special were consistently successful. Henry was also a regular contributor to the Club's magazine and his articles revealed a depth of understanding of technical problems which was of enormous help to those who were struggling to master the peculiarities of Lagondas.

Henry's last contribution to the magazine arrived only a few weeks before his passing and appears in this issue with Vivienne's kind consent. Typically, Henry attached a modest postscript to the typed pages in which he said that Herb Schofield had persuaded him to recount the early days of his motoring. He added that he would not be offended if I used the manuscript as packing paper instead of as copy!

Read it and reflect on the very sad loss suffered by Vivienne, his family and his many, many friends. Henry's brother-in-law has perhaps paid the most fitting tribute:

"Henry was a gentle man and a gentleman."  
So say we all.

★ ★ ★ ★

The Club's Register of Members and their cars will now appear in the summer according to ARNOLD DAVEY, who is busy putting the final touches to it. Therefore this magazine will next appear in the autumn.

★ ★ ★ ★

The Northern Dinner Dance and Prizegiving takes place at its usual venue at Monk Fryston. The date is Friday 6th April—if you have not booked your place contact Herb Schofield right away.

★ ★ ★ ★

We warmly welcome Elliot Elder's news from Scotland which appears in this issue and hope we shall be now hearing on a more regular basis about the activities of our friends in the far north.

★ ★ ★ ★

For the more morbid members, they might like to know that the Club's committee meetings are

held in an office overlooking the stage door of the Adelphi Theatre. Next to this door is another door, surmounted by the Royal Coat of Arms, which once led to the theatre's Royal Box. It was in December 1897 that actor William Terris was stabbed to death as he was leaving the stage door and the actor's ghost now haunts both the theatre and the narrow street where he died. Fortunately his presence has not yet been noted by the committee.

★ ★ ★ ★

Although it happened back in August it is well worth putting on record the splendid showing by Lagondas at their race with the B.D.C. at Silverstone. David Hine in his new LG.45 was Lagonda winner and first overall, beating all the Bentleys, with a race time of 10 mins. 30.9 secs. and a best lap of 1 min. 23.5 secs. Second Lagonda, and third place overall, was Nigel Hall (LG.45 Special) while James Crocker came third Lagonda and sixth overall in his Rapier.

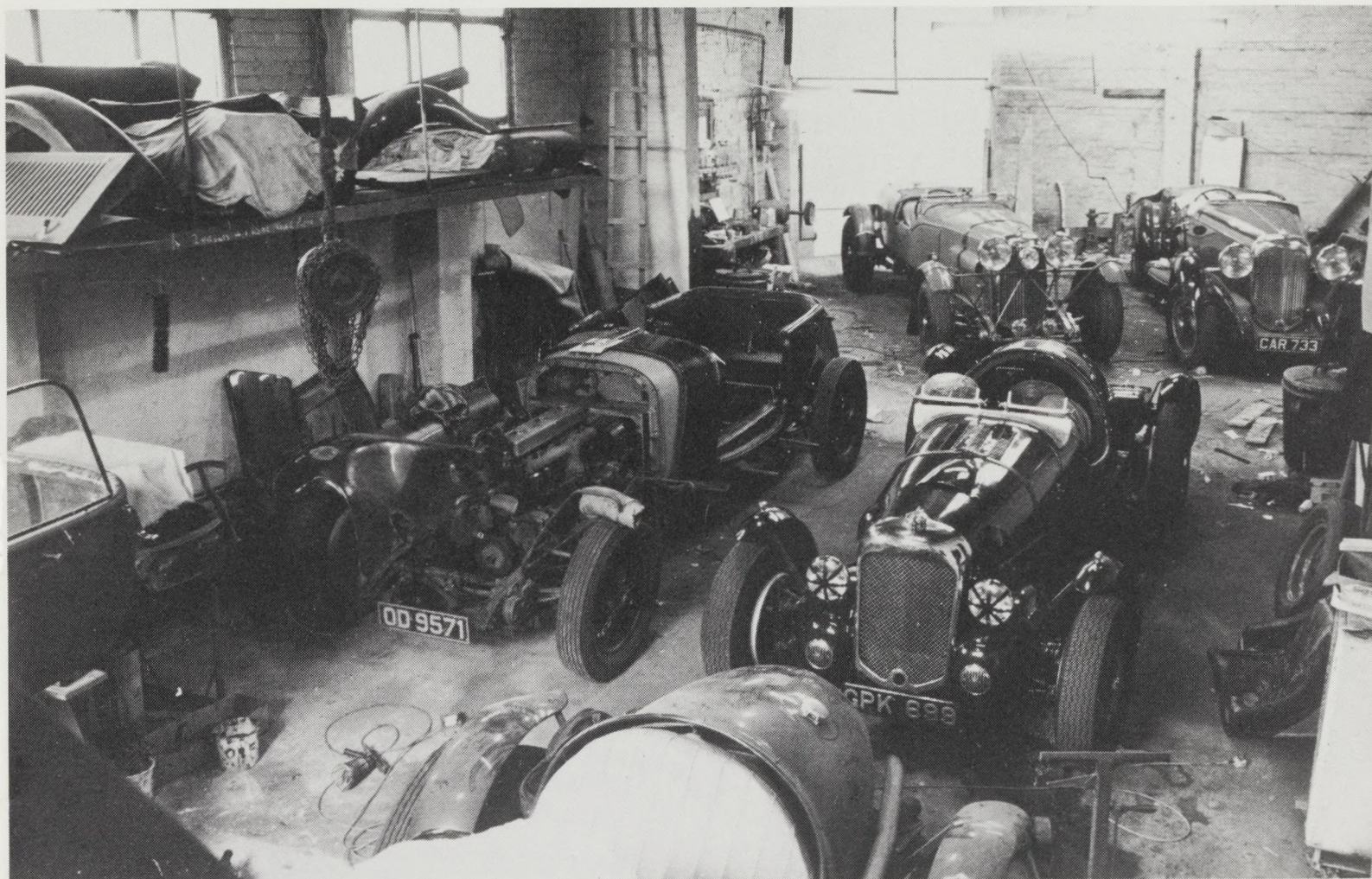
★ ★ ★ ★

## MIKE THOMAS TRIMMING

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No, not the Racing Department at Staines in the thirties, but the Northern Lagonda factory in 1979!

*Photo: Courtesy "Oldham Chronicle".*

## *Look No Fingers or an Amateur Guide to 2-Litre Clutch Removal*

I FIRST tackled a 2-litre clutch the difficult way. I bought the car with the engine and clutch in pieces, and as the garage rafters were not all that keen on being used to lift the engine in complete when I had assembled it, I thought it more prudent to put the clutch on afterwards.

Following several more or less patient attempts to persuade the clutch assembly to find an accommodating home in the bowels of the chassis, I adopted the alternative plan, which was normal in those days. I telephoned Ivan Forshaw to ask why my car had been made differently from all the rest, so that the clutch couldn't be fitted after the engine. His reaction was also normal for those days: he apologized politely for Lagonda's irritating habit of varying the design to suit the bits of metal lying about at the time, and patiently offered what suggestions he could at that distance.

Now that I am Ten years' older, and rather more reflective if not very much wiser, hindsight has shown that it *is* possible to get the clutch in and out of a normal 2-litre low chassis (which mine turned out to be in this respect) and equally of the early type of 3-litre, so long as you play your cards right. Physically, it remains a sod of a job, being conducted personally almost entirely upside-down, but the method itself was obviously carefully thought out by the firm to make it as easy as the weight of the assembly will allow.

The main steps are as follows (parts refer to the Low Chassis car and should not be very different from the High ones, but I wouldn't bet on it).

1. Remove the lowest footboard (noting that the bolt threads are Whitworth and shouldn't be mixed up with the similar

- B.S.F. ones that will be lying about later).
2. Disconnect the battery (it saves sparks around the starter later).
  3. Slide back floor and seats to permit the starter to be loosened and then slide it back until its driving pegs clear the rear of the main chassis cross-member.
  4. Unscrew and remove the quaint piece of timber lying across the main cross-member, as this then permits the Bendix drive to be withdrawn after the three  $\frac{1}{4}$ " B.S.F. nuts are released from its circular casting. (I can see no reason why the three studs shouldn't be replaced with bolts to make it easier next time.)  
The Bendix is a well-known creator of swearwords, but I find that if you take care to revolve its main casting through half a turn as soon as it clears the three studs, and remember that the spring has a bolt sticking out of one side to catch in things, then it can be fiddled straight back and up, and past the top of the cross-member. (It won't go past the quaint bit of timber though, which is why it must be removed first.)
  5. Loosen the two offside retaining nuts to the brake cross-shaft, and remove the two nearside ones, so that the cross-shaft falls away on the non-exhaust side of the car.
  6. Remove the clutch-stop complete with its chassis mounting post, otherwise it drives you mad before you're finished.
  7. Remove front fibre driving coupling from the intermediate propshaft by undoing and extracting all six fixing bolts. Extracting the fibre disc seems much more difficult than any Lagonda designer could deliberately intend, until you notice (it took me 10 years!) that simply depressing the clutch pedal gives a further inch of clearance for the disc to be picked out with the very fingertips of one hand.
  8. Undo the three B.A. screws which secure the curious 'clutch ejector stop' to the rear face of the clutch output spider (if you have the C.E.S.—professionals say it's a crime, but I have run just as well (or badly) both with and without it).
  9. Slide the clutch output spider off its splines—it is probably so sloppy that it practically falls off, but the last (unworn) fraction of an inch may need persuasion. It may be a good idea to note (and mark) its position with a

- centrepunch relative to the splines for sentimental reasons, but I doubt that it really knows or cares which position it is in.
10. Undo and remove the clutch-operating cross-shaft complete with pedal, having first disconnected its retaining spring (the clutch chatters like an ailing cat if you don't remember to reconnect that spring later incidentally) and any additional footboards that might intervene (mine don't).
  11. Undo the retaining nuts to the main aluminium cross-plate, and remove upwards and in *horizontal* position, past the end of the clutch output shaft. If kept horizontal (i.e. as fitted to clutch casing) it will clear both brake cross-shaft and main cross-member.
  12. Release all six retaining bolts holding clutch assembly to flywheel, to within one-third of their complete removal (undo one fully first to check depth), then use three slave bolts (to avoid damaging threads of the job bolts) to unsnap clutch from the flywheel periphery.

#### **IMPORTANT**

The clutchsprings will make the clutch leap out with a mighty bang when it does unclip,

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

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which is why the main bolts should *not* be fully removed beforehand. Otherwise about 40 lbs of steel travelling at speed can neatly guillotine any of your fingers which happen to be holding on to the cross-member edge at the time, before smashing about bowels of the chassis. If you unclip it from the flywheel within the limits of the (loosened) bolts, it will wait there in a civilized fashion.

13. Now the clever bit. With the clutch assembly freed off, and having cleared six retaining bolts, three slave bolts and six clutch springs from the site; sit yourself comfortably with your legs over the edge of the floorboard behind the cross-member

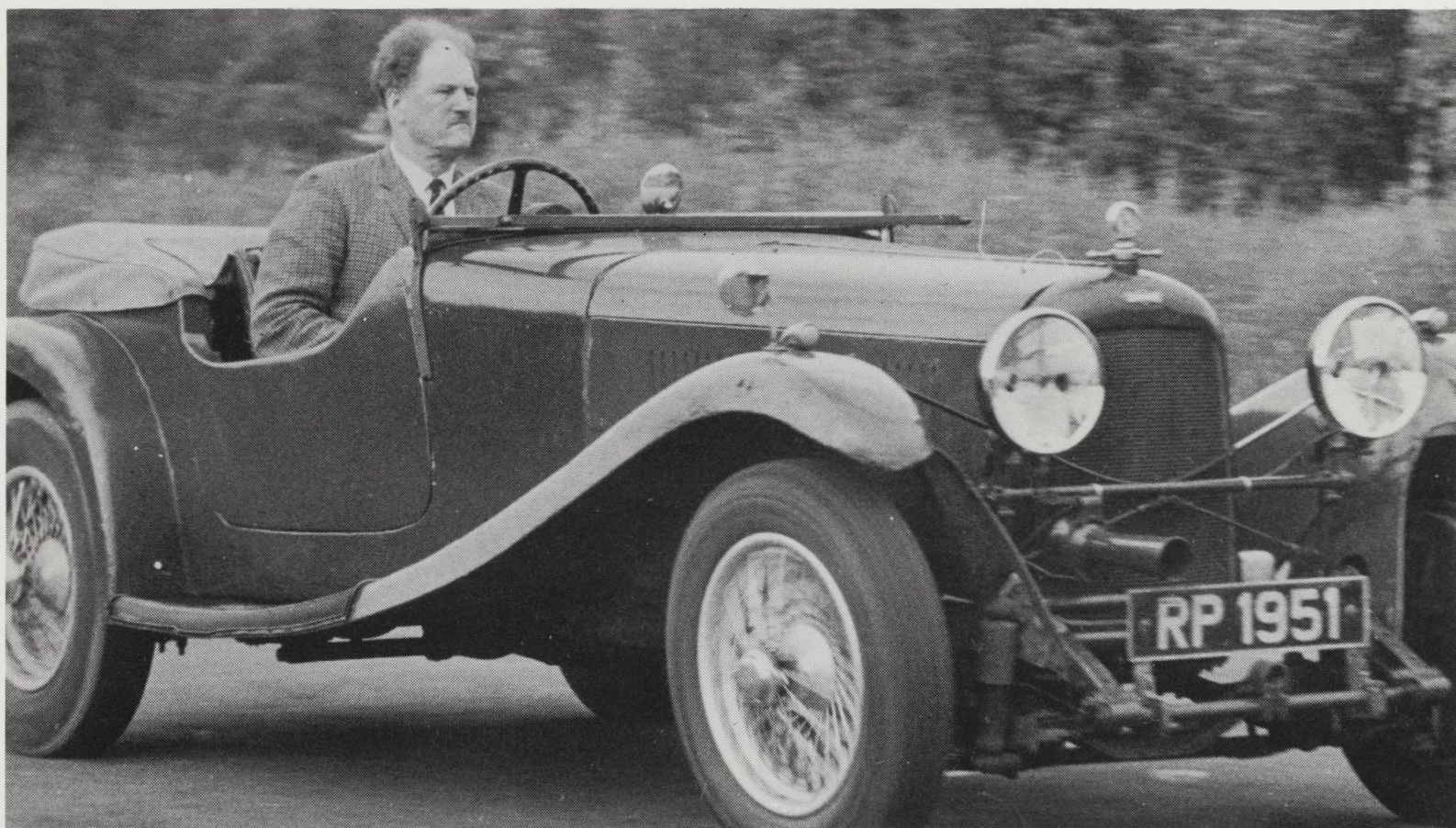
and your head among the spiders in the dashboard wiring: you are ready for the Big Lift.

You will have noticed that the clutch housing is cut back towards the engine at the top where the brass pointer is fixed, but is roughly vertical elsewhere. This is to allow you to hold the clutch assembly back against the cross-member (output shaft through hole) and swing the face of the inner plate upwards towards you, past the output spigot and, keeping it turning towards you, past the upper housing too until it is virtually facing you, having gone through a full half-turn.

TO BE CONTINUED.

J. G. ODY

## Obituary



Henry Coates died on 15th January 1979.

To those of us who knew him the news came as a great shock, and his loss will be felt amongst Club Members in general and the North in particular, both now and in the years to come. His name will always be associated with Lagondas and the Lagonda Club, and until ill health slowed him down in recent years he was one of our most active and, indeed, successful competitors. We will remember him as *the* driving test expert, Rally driver, builder of Lagonda specials, Northern Secretary for many years, organizer of events, prolific subscriber to the Magazine, but above all he will be remembered as just about the nicest guy who ever drove a Lagonda car. A gentleman and a friend. We will miss you Henry. To his wife Viv. we offer our very deepest sympathy.

H.L.S.

# News from Scotland

I SHOULD like, first of all, to thank Jimmy Cairns for all his efforts during his many years as Scottish Secretary. I can hardly remember a time when his immaculate green 16/80 did not grace the Scottish Vintage scene—its presence is already sadly missed, but we all hope to see him at future events, even in more mundane transport.

Though we have lost 'Balan', we have recently had a most welcome influx of new members, some with cars not seen in this area before. Over in Helensburgh, Tony McEwan has bought an LG.6 Saloon, not yet as beautiful as Mr. Hannah's magnificent example, but which he hopes to restore gradually—unless he can exchange it for a Rapier—he has competitive leanings, and a storage problem.

In Fife, Douglas Millar, well-known for his fleet of Bentleys and other interesting vehicles, is looking for a Rapier as he finds the large cars rather cumbersome at most of the local sprints and hill-climbs; while in Edinburgh, Dr. White has sold his impressive but troublesome Sunbeam twin-cam, and replaced it with a 2-litre Lagonda, which rewarded him by stripping its fibre timing gear, on the way north.

Philip Hills' chocolate-and-cream Gardner LG.45 has been a notable sight on Edinburgh streets for some years now and should soon be on the road again after body restoration and respray. This is the only remaining Gardner LG with the proper engine—the Lagonda history was wrong about that. There were originally three Gardner LG.45s, all of them built up here at James Bowen & Sons, still main Gardner agents, who nowadays also do the machining work on almost all the local vintage Lagonda and other engines. Two of these cars were built up for the Gardner brothers; NTB 550 with the 6LK engine and FPF 143 with the 4LK—both Lagonda bodied, while the third car, with very unsporting James Young body, was for Mr. James Bowen, also 4LK. Gardners eventually sold both their cars without engines, but the Bowen car was written off in an accident, and its engine found its way into FPF, while I fitted a Jaguar engine into NTB.

Nearby, in Musselburgh, Mr. Mattarocun has recently bought the long chassis V.12 limousine with Windover body, well-known locally for many years, with its Thrupp &

Maberly sister car, at weddings, funerals and parades, when owned by McTeague at South Queensferry. Several 'Vintage' weddings had three V.12s, the two limousines and my drophead, quite a Lagonda achievement! It has languished in a showroom for several years past, and we look forward to seeing it on the road again soon.

Two other Lagondas, not previously seen in this area, have been rebuilt during the last year. Robin Brownlie was fortunate to extract a very original 2-litre from a barn somewhere and has been hard at work refurbishing it—the main problem remaining being a lack of valve rockers—when he gets some it should form an interesting mate for his present one.

I have been rebuilding the very non-original 1931 3-litre GX 2195, which had languished in the open in a garden in Glasgow since 1950, uncovered since the gale of 1968 blew the last tarpaulin off! It is a very fierce-looking low-chassis special, with Speed Model wings, lengthened bonnet, narrowed and lowered body, lowered headlamps, six-branch, outside exhaust, slab-tank, and twin rear-mounted spare wheels. Unfortunately the garden was down-wind from a huge steelworks, and the corrosive atmosphere has destroyed the wings and body panelling, and even eaten a hole in the radiator core—someone had stolen the cap. The wheel spokes had almost vanished, and the state of seats and trim can be imagined.

However it had covered only a small mileage since a complete overhaul in 1949, and was still perfect mechanically, so after a great deal of de-rusting, and new wings, panelling, tyres, etc., it now runs like a new car and is beginning to look quite respectable. It's quite a contrast to my 1929 car which has done a vast mileage and is distinctly 'loose' all over, but is noticeably quicker off the mark, and has better-spaced gear ratios.

I hope we shall see more Lagondas at Scottish Vintage events this year—the summer of 1978 did nothing to encourage open-car motoring! From April to September the local First Thursday meetings move round the countryside as usual; any member who doesn't have the list should contact me.

Good Motoring!  
ELLIOT ELDER

28 Murrayfield Drive,  
Edinburgh, EH12 6EB.

# *The National Motor Museum Trust*

## *Why we still need your support*

IN ORDER to build the new National Motor Museum at Beaulieu the Trustees had to borrow three-quarters of a million pounds. It was expected that it would take some fourteen years to pay back this loan, and those of us on the planning side at Beaulieu could see fourteen fairly lean years, as the first priority on our money would always be the paying back of the loan. Due to tight management and some extremely good financial advice from the City, this loan has now been paid back and the Trust is out of debt.

The Trust's day-to-day income is not enough, however, to enable the Trustees to undertake all the exciting projects that have been put before them. For example £27,000 of new display (the first major expenditure under this category since 1972) has been approved. We have started to purchase a few exhibits. We have been able to fill some major gaps in the libraries, and add at least one excellent collection of photographs to the Photographic Library. We plan to increase the efficiency of the Museum's Education Department, and expand the repair and restorations programme.

Next spring the Trustees will be considering priorities for Museum activities to cover the next twenty years. These plans will be exciting and will contain some ideas which will be unique in Museum display in this country—possibly even in the world. All this is going to cost a great deal of money. The Museum's further expansion can only happen with the help of money from industry and private individuals. We hope that you will continue to help us by giving us your support, and we will actively try to encourage new membership of the Trust.

### **The Collection**

Members may be interested to know the numbers of vehicles, excluding bicycles, in the Museum's Collection and how they are made up.

Motor/Steam vehicles on loan from private sources .....	88
Motor-cycles on loan from private sources	48
Motor/Steam vehicles from the Montagu Collection on long-term peppercorn lease	56
Motor-cycles from the Montagu Collection on	

long-term peppercorn lease .....	43
Motor vehicles owned by the National Motor Museum Trust .....	30
Motor-cycles owned by the National Motor Museum Trust .....	9
TOTAL:	274

### **The Libraries**

In the last newsletter we reported on the changes that have taken place in our Reference and Photographic Libraries as a result of the death of our former Librarian Eric Bellamy. It is absolutely true to say that our library service is more popular now than at any time in the past, with more queries than ever coming in by post, by telephone and by personal enquiry. A Library Open Week was held between the 20th and 27th November 1977, to which car club secretaries and newsletter editors, the press, commercial picture Librarians, etc., were invited. This was an unqualified success, and we think even some of the one-make clubs were surprised at the scope of the Museum's Libraries. We are, of course, continually adding new material to the collection through the generosity of many donors, as well as by purchase. We were particularly pleased earlier this year to be able to buy enough bound copies of *The Motor Cycle* to fill all the gaps in our run of this magazine. At a recent Christies Auction, we also purchased a very long run of that extremely useful French magazine *La Vie Automobile*. The Photographic Library has recently purchased a large collection of Post Second World War Grand Prix photographs and negatives from the motoring photographer and journalist Maxwell Boyd. It is hoped that Science Museum Grant can be applied to this purchase and that shortly these will be on file and available for general use. The Charles Dunn collection of motor racing in Britain in the 1950s is at last being sorted, and the first file prints are being produced. Because of other pressures on the Photographic Department, the printing is being done by an outside firm, and we are receiving a certain amount of Grant Aid from Area Museums Service for South-East England.

Members may be interested to know how we differentiate between various enquiries which

come to these libraries. Under normal circumstances any visitor coming to the Library can obtain their information completely free of charge. Normally our only charge is that of Rank Xerox photocopying at 12 pence a page. This figure obviously has a small profit element built into it. Any author or researcher who stands to gain financially from information obtained from the Library, may use our services for his researches free of charge provided he comes in person and undertakes the work himself. If he asks us to undertake the research, then we charge a fee of £5 per hour. This figure also applies to those calls that we get from advertising agencies and other commercial firms who do not come to Beaulieu in person. For those people visiting the Library, there is a donations box which is prominently placed at the Library window!

In the Photographic Library we work a two-

tier pricing system. Any enthusiast or private individual may obtain a copy of any photograph in our black and white files for private use only, for 65 pence plus V.A.T. and postage. If, however, black and white photographs or our colour transparencies or other photographic services are required for commercial use such as reproduction in books, or on a calendar etc., then we charge reproduction fees which are in line with other photographic libraries throughout the country. For this purpose we are a member of the British Association of Picture Libraries and Agencies.

Unlike some libraries, we welcome enquiries, we welcome visitors. The Library is now open seven days a week, and whilst we can normally deal with the casual enquirer over the counter, a prior appointment would be appreciated if you are coming to undertake any serious research.

## *Exhausting Work*

DAVID ORCHARD, chief engineer, vehicle safety and emissions Aston Martin Lagonda (1975) Ltd., writes a "behind the scenes" tale.

The 'phone rang in the office of the Environment & Protection Agency (EPA). I looked round and Dave Ingersoll of EPA said: "Answer it—it's probably for you." A voice at the other end said: "Your results are out." Knowing that the data processors are not allowed to discuss the results I didn't ask any questions. Next minute Arthur Wilson and Larry Murray (EPA) came in with a pile of computer print out, and he said simply: "You made it—your baby is born." This brought to a close a development programme that had been started over a year previously and had been intense for the previous four months, involving almost all the development engineers to some extent.

The object was to meet exhaust emission requirements for hydrocarbons, carbon monoxide and oxide of nitrogen and also to meet the hydrocarbon evaporative requirements for the vehicle as a whole—as well as keeping fuel consumption to a minimum, and to do this on the six variants to be offered in 1979 in the States—the manual and automatic V.8 saloon, Volante and US-style Vantage.

The climax to the certification procedure was

a test at the EPA laboratory in Ann Arbor, Michigan, not far from Detroit. Eventually we persuaded EPA to allow us to test just the one car—a manual V.8 saloon at their laboratory. We also used the emission facility at Chrysler's proving ground to do a preliminary check test before going to EPA. To cover the other variants an automatic V.8 with a Volante fuel tank was tested in England. Arthur and myself went to EPA with the car for a nominal 10 days—to return one month later, fed up with steak and fizzy beer but with the issue of a certificate promised within a month.

Our troubles began soon after we booked into our hotel near Detroit Airport on 4th May—a message awaited us that the car had been delayed leaving London and that as North West Airlines were on strike there may be further delays in transferring OKX 136P from New York to Detroit by the rather unlikely sounding airline Flying Tigers. The whole of the following day was spent trying to locate the car and speed up its delivery.

### **REVELATION**

The morning of 6th May did not start well, with neither the original freight company nor Flying Tigers able to tell me where the car was. Eventually we found it was already in Detroit, and it was quite a relief to find it in one piece. Chrysler turned up with a truck long enough to

put four Astons in end to end and we left Detroit in convoy to Chelsea, where Chrysler's proving ground is situated.

Chrysler's emission laboratory was quite a revelation. Highly organised, highly computerised and working 24 hours a day, 7 days a week. There was no escaping the pressure they were under, and we counted ourselves lucky they were able to fit us in. The tests at Chrysler were satisfactory although the HC result was much lower than expected and we suspected something may be wrong . . . The car was driven along an approved route to EPA and checked in for a test the following day.

The car attracted a lot of interest from the EPA staff, both the laboratory technicians and the certification teams. The staff at EPA all worked with a sense of responsibility for the job in hand that was very commendable considering they are a government body.

A large number of laboratory staff were college students working during the vacation. Both men and women drove and worked the equipment, and there was a number of moderately bizarre characters—one in particular reminiscent of Donald Sutherland as the tank commander in Kelly's Heroes, typically dressed in jeans, tee shirt, baseball boots and hat, hair in a pony tail, chewing gum and driving a striped Camaro with no bonnet (hood!) or doors around the lab, trailing one foot out of the door with the stereo on full volume (the Camaro was used to warm up the dynamometers). He always looked a little lost except when actually at the wheel, and claimed not to know too much about emission control technology but "Gee I just like drivin' 'em around."

#### **VALID**

The actual test drivers were a mixture of girls and men, the girls normally drove the automatics as they were smoother drivers and a couple of men specialised in 5-speed "stick shifts". The exhaust emission test consists of cold and hot starts and then "driving" around a route on a dynamometer simulating conditions in Los Angeles. The cold starts and gear shifts were absolutely critical, and so some time was spent chatting to the drivers and explaining the start procedure and shift sequence as they only have one chance to practise the night before a test. It was a little perturbing after explaining all this at length to be asked: "Is the song system stereo, and has it got FM?" Most of the drivers use the radio whilst driving the emission cycles!

## **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 7321.**

The evaporative test consists of sealing the car in a 'SHED' (Sealed House Evaporative Detection) once before the car is started but with the fuel tank heated, and once after the driving cycle when the car is hot. Both periods in the SHED last one hour, and the total hydrocarbon emission from each are added and expressed in grams. The limit for 1979 was 6 grams (for 1980 in California it will be 2 grams).

After several void tests, once through an electrical fault in the test car and at other times through the laboratory going out of temperature or equipment failure, we obtained valid results that gave us 49 States Certification on Friday 19th May—we at least had a foot in the door, but it was still imperative that we gained Californian Certification.

At this point we could either demand a retest (this is permitted once but the new results stand whether better or worse) or we could do a "running change" and retest. A running change is a calibration change only—i.e. one cannot change complete components as all items have to be run in for 4,000 miles.


During this period work had continued in England at something like fever pitch to try and obtain better results with the automatic that EPA could still demand to be tested in the States, and some promising results were being obtained with different carburettor jetting.

It was arranged that the carburettors from the automatic would be sent out, as these had done 4,000 miles, and fitted straight to the test car. EPA would not allow us to do "development work" at their laboratory so we had to return to Chrysler—who very kindly agreed to let us use their laboratory again.

## HOT

To add to our problems at this time I was approached by the hotel manager to pay our bill up to that point, to which I readily agreed until I saw the total—I was cleaned out and still had a rental car to pay off! The USA is not the best place to be with no money! Fortunately AML Inc. was able to help us out, but things were distinctly touch and go until a letter arrived promising payment (EPA staff even offered an area of grass near the lab where we could pitch a tent if things got really bad!). It did not help our nerves at the time to discover that the carburettors had been sent to San Francisco by mistake! Admittedly the airline concerned redeemed themselves to some extent by getting them back within 12 hours on another airline after it was explained to them that a complete car company might go out of business if they were not back within that time!

By this time we felt we were working against the clock and generally outstaying our welcome, and a rather frantic couple of days were spent at Chrysler starting at 6 a.m. and finishing late to get the car set up again and run it back through the test sequence—the complete test takes about 6 hours.



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## FUTURE COPY DATES FOR MAGAZINE CONTRIBUTIONS

SUMMER: "REGISTER"

AUTUMN: AUGUST 25th

WINTER: NOVEMBER 15th

SPRING: FEBRUARY 15th

Arthur was getting hot and not saying too much, but the final results at Chrysler looked good and with no results out of line with expectations we decided that had to be it, and at about 4 p.m. on Thursday 25th May the car was back at EPA.

We were desperately hoping things would go smoothly as the following Monday was a Bank Holiday (Memorial Day) and the week was fully booked, and we would have been there another week if we had failed again. It was only with the help of the EPA staff that we were able to obtain a test slot by swapping dates with the Ford Motor Company! It was around this time that Peter Sprague telephoned and offered to put us up over the long weekend—I really couldn't face the prospect if we failed, but unlike everyone else who kept informing me as to how many sales in California let alone dealerships hinged on this test, Peter Sprague just said that "life will go on and the sun will continue to rise whatever the result."

The test did proceed satisfactorily on Friday and had we felt a little more awake celebrations were in order, but as it was the EPA certification staff settled for a drive around the block in a "street legal 1979 Aston V.8".

Although I have tried to explain what was going on in the States this only represents a fraction of the total manpower and effort put into the certification and, of course, would not

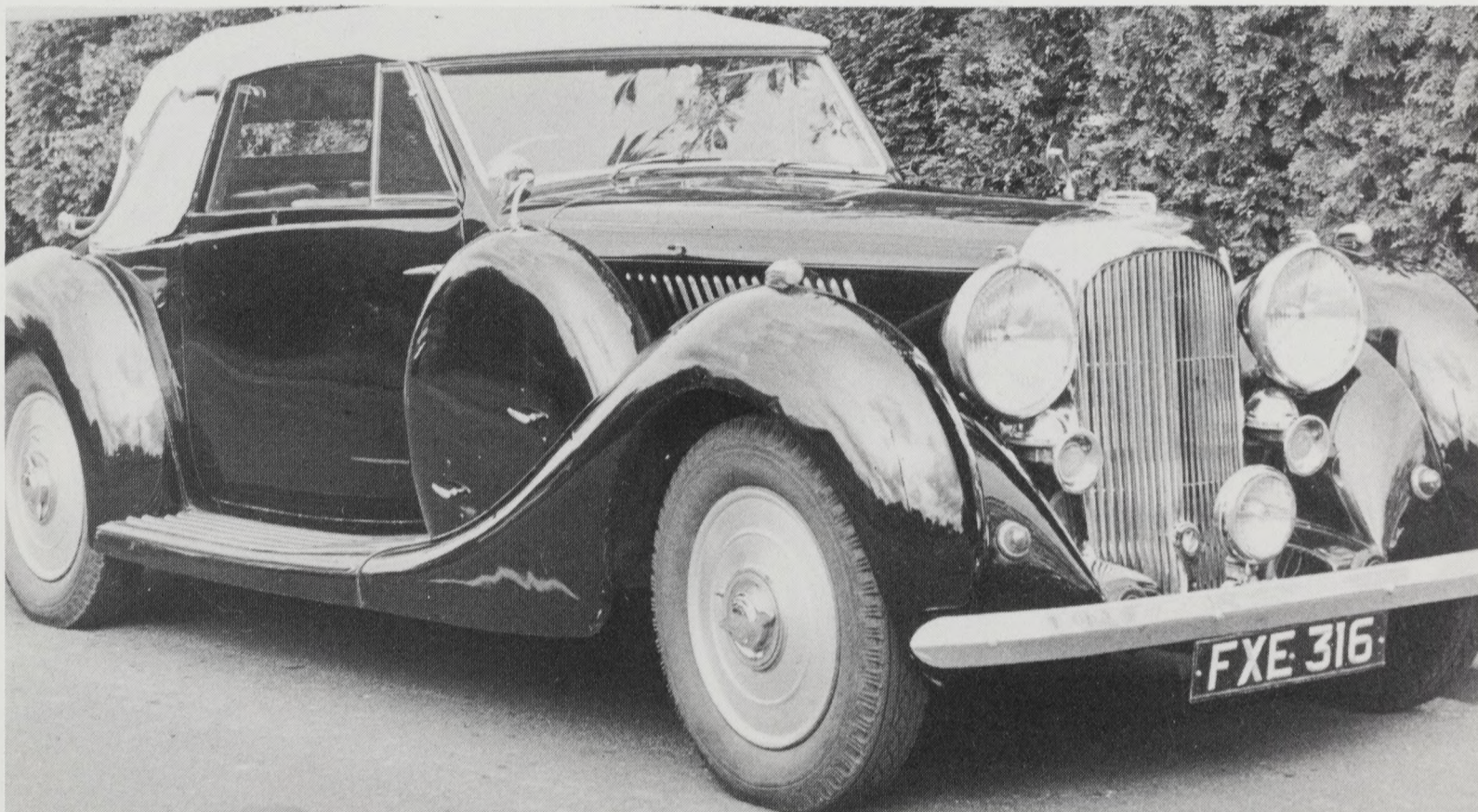
have been possible if work had not continued in England, even while we were testing in the States, on a back-up system. Aston Martin are certainly the smallest company building their own engine currently certified in the USA, and currently the only choice for 1979 model performance vehicles is between a Porsche Turbo (4-speed manual), a Jaguar XJS (automatic) and the Aston Martin V.8 range. Although as time goes on more small manufacturers will undoubtedly certify it is certain that Americans, particularly Californians are going to find 1979 a lean year for performance automobiles.

The actual corrected results compared to the limits are given below:

	HC	CO	NOx	Evap
	(gms. per mile)			gms.
<b>Limit</b>				
49 States	1.5	15	2.0	6.0
California	0.41	9.0	1.5	6.0
<b>Corrected</b>				
Certification	0.34	8.0	0.7	4.75
<b>Results</b>				

J.D.O.

[This interesting article is reprinted from *News from Newport Pagnell* by courtesy of Aston Martin Lagonda (1975) Ltd.]



K. J. Jenner's very fine 1939 LG.6 d.h.c.

# *Reflections*

## *by Henry Coates*

WE HAVE the "Book" at last—how welcome. Not quite the oldest firm in the industry, but a very long spell in continuous production at the same premises. Despite the flimsy sheds and miles of shafting, probably less dependent on outside sources for components than many famous makes.

Is it a good enough excuse for a little nostalgia? Being found one's first Lagonda by a friend who worked from a small garage to the south of Hyde Park. (One has to admit that the friend thought the cash I could raise would not have bought a very good Bentley.) YV 6639, black fabric, green chassis and mudguards, arrived at the garage in the hands of a pleasant middle-aged character from Jack Bartlett, who demonstrated both the quality of the car and his own skill—changing into top at 60 among the London buses. Yes, it was legal then, the old 20 m.p.h. limit having been scrapped and the 30 m.p.h. among the lamp posts being a year away. The brakes were relined at this garage—I wonder if I could find it today?—and in due course I set off for the North.

Having taught oneself to drive on a T Ford, the transition to Lagonda via a 12 h.p. Fiat was not without problems. One organized changes of ratio on the Ford with the feet, and changes of speed by hand. The Fiat had a right-hand gate, a maximum downhill of some 50 m.p.h. and 35 on third was being unkind in the extreme. Some months of practice in country lanes had resulted in a modicum of proficiency. A change down entailed a double de-clutch and liberal revs, and a clean change at 25 was considered quite a feat. Taking over the Lagonda in the midst of London, not then the cauldron of today but still quite busy, was, shall we say, educational! The thing was fairly quick by the standards of the day, and very quick by my standards. Changing up presented no real problems, though oddly after a few months there was a short period when a relapse occurred. Down was another matter. With the close-ratio box it did not need bags of revs, and, of course, it usually got them, and practically every traffic hold up entailed stopping altogether and working up from bottom. Things were not helped by the gate being differently arranged from the Fiat's, so one too often

unwittingly came across the gate and tried to engage bottom instead of third.

Somehow Peter Densham got hold of my name. There were so many tidier cars than mine, but just a few owners seemed more adept with the electric buffer than a spanner. "Oil pressure? never heard of it—" and loose timing chains. I hasten to say that there were beautiful cars with beautifully maintained machinery, and I hope none of my old friends consider I have libelled them. Which recalls—the timing chains, not the libel—the few cars minus the off-side idler. Perhaps Ivan will tell what was the arrangement of the early low-chassis team cars? It seems that Lagondas soon came on some objection to the arrangement. From personal experience one could run out of adjustment, and I believe that any geometricians among you will bear me out when I suggest that adjustment of the chains alters the valve timing.

Superchargers were fun, and cars so fitted could be both quick and smooth. The doings itself could have things happen though. After driving tests at Bircotes the whole contingent proceeded to the Bull 'i' Thorn near Buxton for food, etc.—among them Mike Bosworth, the late Clifford Rees and several more from the South. After packing up I hastened after the rest, and climbing the steep hill out of Bakewell with, I hoped, a good deal of dash, the Zoller seized up. Fortunately Geoff Hibbert had gone home to Sheffield to tidy up and was behind me and picked me up. Whilst I was making up for lost time in the dining-room, the Londoners disappeared, and how grateful I was to find they had gone out and brought in my car. Next morning we stripped the blower, removed all the innards, sealed holes with corks from the bar, and I drove home and for several weeks after sucking through an empty blower casing. I suppose it was the turbulence, but the performance was not intolerable—until a mild backfire blew out a cork.

Encouraged by reports of sparkling performances by Lagondas in the big trials of the late Twenties and early Thirties, I essayed V.S.C.C. trials. Something was not quite as it should be. Attacking a steep greasy hill at impressive speed they stopped me at the

steepest part, and invited me to proceed. Quite insignificant motor cars seemed able to obey with no trouble at all, whilst I with my supposedly potent power pack under the bonnet just gasped and shuddered and remained depressingly stationary. Subsequently we fitted a wide ratio box the evening before such ventures, and some fat tyres with a minimum of wind, and managed to restart when asked—the lower bottom gear allowing the engine to achieve effective revs before the clutch gave out. Enquiry from S. C. H. Davis brought a reply that from memory they were allowed to rush the hills—would have made all the difference! W. M. Couper in the *Autocar* stated that he used the same axle ratio for both track and trials—he did not mention the intermediates.

Intentions to reinstate the blower were deflected by being offered a cheap 4½-litre. The price paid would hardly buy a set of tyres today. Being cheap it was also rough, having been rallied thoroughly pre-war by a somewhat heavy footed driver, then used daily post-war by someone who would wreck a tank, according to Overstall who had owned the car himself for a time. But it would GO. Quite exciting speeds came up readily on the clock. After a few months I discovered the reason it seemed to be longer on one side than the other—I had dismissed it as an optical illusion. A front spring master leaf was broken, at the front, but fortunately it had jammed. A thought about vague steering—it may be that the rear axle is not adequately anchored—loose U bolts or something. If that end of the car has ideas of its own as to which way to go, all the fiddling in the world with the front end will not effect a cure.

The Meadows all-enclosed clutch is a nice looking piece of mechanism. The linings being fixed to the heavy driving parts, the heat does not get away too well though. A re-start on Park Rash, again with V.S.C.C. but a rally this time—trials being a bit rough for such good and such a bulky car—needed some coaxing, and spectators were enquiring where I got my infinitely variable transmission.

I wonder that no-one uses the T Ford for trials. With light weight, plenty of clearance, and an engine that churned out chunks of power at nominal revs, it should climb anything. One such with a truck body would go through a foot of mud with some half-ton of cargo. There were only two speeds forward—10 to 1 and about 3½ to 1. The tiresome thing

about low gear was that one had to keep the appropriate pedal depressed all the time—release it and the car helped itself to top. A friend's automatic Jag did the same once when I was invited to try it. As the hills got steeper it dutifully selected itself a lower gear, until a very sharp corner on a very steep incline made me ease the throttle—and the dam thing helped ITSELF to top. One hears of Fords failing on hills and being turned round to go up backwards. It was not, however, lack of go—merely fuel starvation. The tank was under the seat, normal feed was by gravity, and if the petrol was a bit low, the carb could be higher than the fuel level, not giving gravity a chance. Gear changing in the early days was always rather a bugbear to other than the expert, so most people hung on to top to the last gasp. How often did one hear delighted drivers saying they had climbed such and such a hill on top, though they would generally have been up quicker in a lower gear. The actual change on the Ford was simplicity itself, one just applied firm pressure to the left pedal and the thing was done. The snag was holding it there on a long hill. If the transmission bands were due for renewal the pressure needed was fairly substantial, and there was a certain amount of vibration. So the Ford was also expected to climb quite formidable gradients on top—and often succeeded. One also leant forward—passengers too—as the hill got steeper. There is no evidence that this helped the machinery in any way, but the habit derived from the horse and trap. On the level the trap would be nicely balanced, so that just a trifle of weight was carried by the horse via the shafts. On a hill the trap with its big wheels would tend to tilt backwards and attempt to lift the horse via the belly band. The occupants therefore all leant forward to avoid loss of adhesion of the horse's hooves. Another habit of horse-trained drivers was that of maintaining a constant speed under all circumstances. Nice and soothing until one came to a junction. Any self-respecting horse would take some evasive action if another seemed likely to impinge—the Ford just trusted to the vigilance of the driver.

The blower collapse and subsequent tow, brings to mind other tows, some bordering on the epic. To those thinking of towing, a bar is preferable to a rope, and better tow than be towed. Ken Pape's very nice tourer was collected from near Carlisle as a bare chassis. A brave friend volunteered to steer. The weather

was not at all bad, but the friend had not thought to take goggles, we used a rope, the brakes of the chassis were nominal and the 4½-litre tow car, powerful enough for the driver to forget at times that there was anything behind—or anyone, the towee being partially blind for a fortnight. Jack Allison's 4½-litre was towed from the Lincolnshire coast by his 2-litre.

All went very comfortably until at a busy junction at Goole we broke the rope three times and the resulting queue of impatient drivers was quite impressive. Perhaps more dramatic was towing a 2-litre from Clitheroe to Ilkley, some cod-line being all that could be mustered as a coupling. There was enough line for seven strands, which united would have been amply strong. Not, however, having had experience at sea under sail, or even achieved high rank as a boy Scout, the problem of ensuring that all seven strands were doing equal work was above our heads. The driver of the towed car was a bit pedal happy, and at practically every blind bend the last strand would part. Being a wet Sunday summer evening, and the road busy with buses, etc., returning holiday makers from the west coast to Leeds, etc., the resulting chaos was something one dreams of still. I brought that on myself, having run some tests Trough of Bowland way, including a re-start on Birdy Brow which finished the clutch of any already rather tired car. Vic Wiltshire will long remember two tows. My cowman had been given a small van by his son-in-law at Cambridge—would I perhaps be so good as to help him collect it? We had a bar that time; it only came adrift once, at Godmanchester. The van steering got stiffer and stiffer, and with no means of communication, we had been cruising at 60 plus for many miles up A1, unaware of Vic's predicament. The other was a 4½-litre saloon minus engine—quite a lot of rain and wind seemed to find its way through where the engine had been! A quite notable short one was when the fibre timing wheel collapsed at a village a long way from home.

The local publican attached his very ancient Morris eight and towed car and substantial trailer up a steep slope into his yard. It was then that I first learnt of the other hand mag. drive.

Lagonda Motors sent me a new cog quite quickly, but it did not fit. A procession along A5 once consisted of the red 4½-litre contraption towing a yellow 2-litre, with Sam Clutton alongside the 2-litre in a Bugatti chatting to the

occupants. The owner once towed a horse out of a ditch which it had got stuck after jumping short during a hunt—should any disapprove of hunting, I would say that the pursuers are often at greater risk of injury than the quarry. A tractor was attached by rope to the horse's neck and power applied. The neck stretched at least a foot before the horse came unstuck, but no-one seemed worried, least of all the horse, which shook itself, then proceeded to graze.

Nowadays one takes hydraulic brakes for granted. One trots round to the service station, or one's own pet garage and lets the professors do the necessary—at least I do now. My aunt had a Morris ten—the square one. Should one desire to stop one pressed firmly on the pedal. For a time no effect was felt, then a little more pressure and the right front wheel locked solid—the other wheels being apparently working to rule. A post-war 3-litre's front brakes were rubbing badly, then there were no brakes at all—a situation fortunately discovered before their use became imperative. Don Hoggard came out armed with quantities of fluid and sundry tools. For one mile the brakes were there, then no more. A quiet evening and ensuring one never drove within 300 yards of another car allowed us to get home unscathed. With careful attention the rod and wire brakes of the 2-litre could be both effective and progressive. The Girlings on the Rapide seemed quite delightful, but I am ashamed to admit that poor maintenance twice resulted in failures on the red contraption. My excuse must be that it was shopping car, farm hack and trials car. Both cases were slipping off the threads of the rod into a clevis. Going to Measham, where my navigator was meeting me, avoiding an Austin did the trick. It was a very wet evening. A neighbouring filling station mustered a hacksaw, with which I removed a few tired threads, enabling me to get a few good threads into the clevis. I did not confide in my navigator, but he and some other competitors did comment on my stealthy descents of the steeper Welsh hills. Being first number in the P.V.T. class I often caught up several Vintage cars up the hills, but they came hurtling past me again on the subsequent descents. The other time was at one of those bleak but enjoyable V.S.C.C. driving test meetings at Measham in the winter. They usually only put on four tests, this time there were eight. Finishing the fourth, fortunately a flying finish, a bit of brake rod cantered away over the tarmac and could not be

found. Somehow a connection was made using a plug spanner, during the lunch break, and we completed the tests without disaster. The tests at Charterhouse were quite an experience—polite boys enquiring tenderly if we were quite ready “sir”. But to go all that way for about 1¾ minutes of motoring in anger? Pot hunting I’m afraid. It is very wrong to have a go? Once a fairly prominent Vintage member accepted an invitation to navigate in a quite vigorous event up north. He consumed two bottles of red wine while we were trying to get the route on the map, and at each road junction I had to prod him awake—it could well have been quicker if I had left him asleep and tossed a coin as to which road to take. Desperate driving enabled us to finish, but my navigator was more concerned that the organizers should appreciate the honour accorded by his presence than in any kudos to be gained by doing well. Perhaps I should have remembered an early do in the South, at which I had been fortunate not to make a lot of mistakes. Ivan Forshaw reported the event, and recorded that I drove with “grim determination”—I certainly tried but felt that a graceful tribute to my skill and judgement would have been kinder!

Well worthy piston rings came out with a flourish. Lightly spring loaded outwards, and self sprung sideways, they were supposed to accommodate to tapered and oval bores. An early essay at fitting, brainwroughted by the local agent resulted in a greatly increased oil consumption and persistent oiling of plugs. A wedding in Surrey caused me to venture through the Blackwall tunnel in the days when there was still a good deal of horse traffic. We emerged with two cylinders only functioning. With twelve cylinders one could afford to lose a couple with no more than some unease if mechanically minded. A short spell of ownership was marred by a spate of oiled plugs. Attending the dinner dance at Osterley, the journey down—UP to you Londoners—went well. Returning by lesser roads, somewhere near High Wycombe I made the fatal remark “Isn’t she running beautifully”? Immediately a plug oiled, and I changed fourteen before arriving home. Lagondas are very sensitive that way. The same flattering remark made in the Rapide on the way to Measham resulted in the engine seizing up. Not within an hour or two, or even minutes later, but the very second I had finished the word ‘beautifully’. Faultless behaviour should be completely ignored.

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Perhaps in old age one might pay respectful tribute to an old friend from the past. Whilst in possession just accept, in grateful silence, all the silkiness, verve and impeccable handling of your Lagonda. Jaguars have odd habits too. A banger, 3.4, left a pool of oil wherever it stopped and used a pint every time the wife went shopping ten miles away. It was with some

trepidation that we ventured to fulfil an engagement at Windsor. Four gallons of oil were stowed in the boot, and after about 100 miles we went up a lane—undignified to open bonnets in laybys—to fill up. The bally dip-stick showed full! The addition of 1½ pints during the round trip was really superfluous. Hope the other 30½ pints enjoyed the ride.

## Letters to the Editor

### Henry Coates

Dear Sir—I was very sorry to receive the sad news from Roy Paterson telling me Henry Coates had died.

The Club will certainly feel the loss, not the least because of his written support through very many articles for our Magazine. Strangely, I had only just referred again to Henry's article in the Summer Issue dealing with the interchangeability of components. Surely, very few people had so much experience gained over many years on such a variety of models.

I am personally obliged to Henry who enabled me to move on to 4½-litre cars when he agreed to sell me LBT 74, with which the whole family have had such pleasure over many, many miles.

Such passing should not go unmarked and I would like to suggest that a special trophy be created as a living memory of one of our best known, most likeable and helpful Founder Club Members.

JOHN BATT

Maulden, Beds.

### The Crossley Engine

Dear Sir—I was very lucky recently to have a glimpse of "the book" which I think deserves the highest praise and is most readable. However I prickled with indignation to learn that Staines found it necessary to strip and reassemble the 2-litre Crossley engines for use in the 16/80, to ensure that they ran properly. What an insult to the makers of The Quality Car!

On a more serious note, I was interested to read about the selection of the Crossley engine for the 16/80 in 1932. On 11th September 1928 *The Motor* published a road test report on the 2-litre Crossley Sports. It describes the modifications made to the standard 2-litre engine, namely raising the compression ratio

from 5¼ to 1 to 6½ to 1, a hotter camshaft, an enlarged bore inlet manifold, and a twin exhaust system similar to the 16/80's. These modifications, states *The Motor* report, enabled "practically 60 b.h.p." to be extracted (an increase of over 40%) and an engine speed of "practically 5,000 r.p.m." Both these characteristics are similar to Lagonda's findings for the 16/80 in 1932.

However, in discussing the engines received from Crossley Motors, the book describes the unmodified standard engine, and not the "sports" version (i.e. the single, front exiting exhaust manifold and downpipe which was fitted to the standard tourers and saloons).

Why then did Lagonda use the standard or cooking engine in 1932 for development for the 16/80, and not the by then well tried "sports" version? Were Crossley Motors jealous of their powerful secrets? Besides, by I think 1933 all the 2-litre Crossley variants had been hotted up—essential to drag around those huge masses of hand-built coachwork!

A performance comparison between the 2-litre (Lagonda), the 16/80, and the 2-litre Crossley Sports would be interesting—to 2-litre and 16/80 owners, and myself.

STEPHEN WELD

### The First 2-litre Continental?

Dear Sir—Congratulations and thanks to Messrs. Davey and May for their illustrious history of the marque—i.e. for putting together so readably an enormous amount of data and information in a stylishly written and produced and remarkably compact volume. Worthy, indeed, of Lagonda.

Having always thought that 'Lagonda' seemed more Spanish than Italian, I looked up an authoritative Spanish dictionary. There it was—"La gonada. The gonad." I laughed,

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thinking of everybody who had been led up the creek by a tortuous explanation involving American Indian dialect and French. What a splendid name for a carriage with sporting attributes.

The book solves a mystery concerning my 2-litre which has lain for more years than I care to recollect mouldering with a cracked frame on blocks in a garage until such time as I am no longer sent overseas at instant notice for indefinite periods. First registered on 27th April 1932, KY 2187 always seemed an odd 2-litre—a bit of a bitza, in fact. The tourer body in unfabricated aluminium has the Continental cut-away curve down the scuttle; the offside only is fitted with one of those long louvred aluminium valances—presumably to hide the botch-up done on the chassis (the frame has split just below the steering box, the tear being covered by a large steel plate bolted and welded on, so that someone somewhere had bolted the stable door after the horse had departed); the radiator is of the old type, vertically mounted, and the engine has cast aluminium rocker-box covers. Then I read (p. 246) that “by the end of April 1932 the first Continental was car number OH10101 and true to Staines tradition, it wasn't typical of the production cars, having a standard vertical 2-litre radiator and not the shuttered, sloping one.” It's an odd sensation seeing your own car, complete with chassis number, unexpectedly described in a book—would there be any further details of the original OH 10101 available from the same source?

The question remains, where do I take the cracked and sagging frame to have the necessary alignment and repairs done? A complication would seem to be the need for having the stressing of the under-chassis side-member trusses set up correctly. Has anyone details of this, or can anyone advise me of a specialist familiar with this particular problem?

Many thanks again for the production of the book. I shall always cherish the vision of a huge and ancient Lagonda rumbling along a dusty road with the mechanism of a watermill in its middle. Which reminds me, once KY 2187 is rebuilt I must take the car to Spain—La Mancha??

K. H. MURRAY  
17 Harrington Gardens,  
London SW7

### **Recommended Coachbuilders**

Dear Sir—In the summer magazine my name was mentioned having had good service from a firm of coachbuilders.

I thought a photograph of the car may be worth putting in your magazine.

It is a M.45A and I have had a replica T.8 body made by H. & H. Coachbuilders of 'South Stoke', Goring-on-Thames, Oxfordshire.

The car is now panelled and at the present moment being re-trimmed.

CLIFFORD G. WALMSLEY  
Hornby,  
Lancs.

### **David Hine's new Special—What it cost.**

Dear Sir—Many thanks to David Hine for a most useful and interesting contribution.

How many of us have hesitated to embark on rebuilds for fear of being caught out short of funds?

Wishing David Hine success with 548 HYR.  
BARCLAY DODD  
Veracruz,  
Mexico.

### **I say, I say, I say . . .**

Dear Sir—On page 170 of the 'History' the writers ask if Mr. Bond ever got to Baghdad in his 16/65 Tourer. He didn't.

Capt. S. F. A. Bond, D.S.O., R.N. married the Comtesse Astride Delaunay-Belleville in 1917, and by 1927 they had two children, a 4-year-old daughter, Anesthesia, and a 9-year-old son, James, who went to a prep-school near Dorking.

Months after he should have arrived in Baghdad, he and his car were found miles off course in the Al Jazirah desert, both very dead. The car with its radiator and tyres riddled with bullets, the gallant captain with a severe chest wound. The tough Lagonda had carried its dying owners for over 50 miles before the pistons melted.

James followed his Father into the Navy and during the early days of the war, whilst serving in the Persian Gulf, decided to follow up the 13-year-old trail of his Father's death. His success in solving it, and finding it still of great relevance to the early 1940s—indeed leading directly to the British involvement in Iraq in 1941—resulted in a certain Admiral, known to the world now as 'M', taking a great interest in James with the results that we all now know.

It is rather interesting that the film makers of his experiences chose an Aston-Martin-

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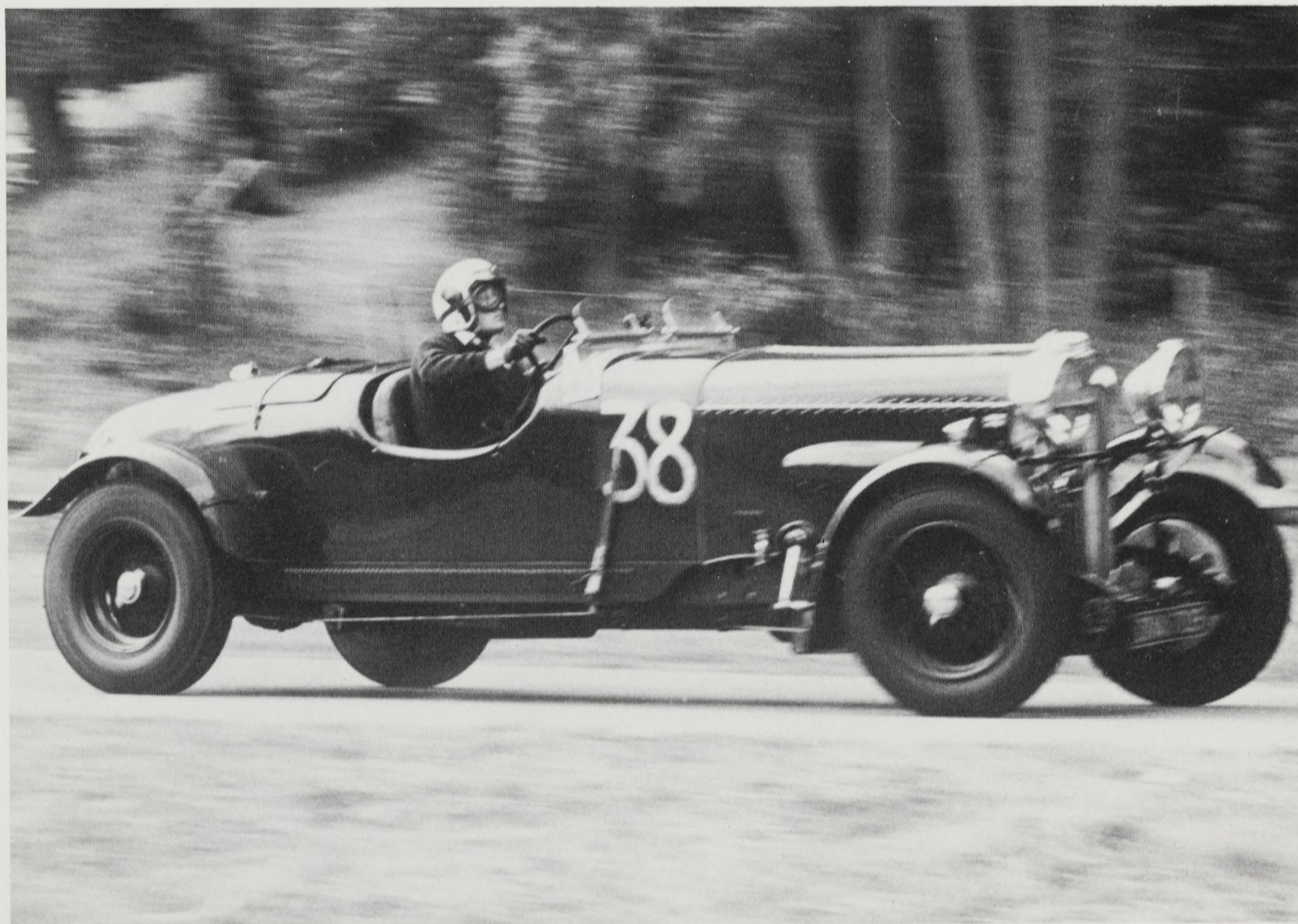
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Nigel Hall in action at Harewood Hill Climb in June 1978.

Lagonda product, the DB.5, in one of their early films.

J. R. TURNER  
Shipley,  
W. Yorks.

### V.12 Lagondas

Dear Sir—I have been in touch with Maurice Leo regarding the oil seals on the kingpins of V.12s (and presumably LG.6s). He was able to tell me the name of the firm that made them:

JAMES WALKER & Co.,  
WOKING, SURREY.  
WOKING 5951

I don't know whether you think it would be worth approaching this firm again. It may be possible to order several pairs of seals if anyone else is interested.

I was rather surprised to find when I 'phoned you, that other people you had spoken to didn't know about these seals. On my car at any rate, if these seals were missing, any oil put into the kingpin assembly to lubricate the top cone and cup bearing would immediately leak out onto the brake backplate and thence onto the tyre.

The seal is as shown above and is made of neoprene bonded to two brass rings. According to Maurice Leo, one had to send the brass rings from the old seal and they (James Walker)

made up the neoprene bit and bonded it onto the rings.

I have decided not to send one of the old seals on to you, for the moment anyway, for two reasons, (1) they are in such an advanced stage of decomposition that the rubber just falls off in sticky lumps and (2) if no one else is interested in getting new ones made, I may need the rings from the old ones if I approach James Walker myself. Perhaps you could let me know what you think about this.

Now to the part numbers that I promised to send to you:

**BRAKE PARTS FOR V.12s (and again presumably LG.6s). All parts are LOCKHEED.**

MASTER CYLINDER .....	14888 RH
MASTER CYLINDER REPAIR KIT .....	KL 71418
FRONT SLAVE CYLINDER .....	13168
FRONT SLAVE CYLINDER REPAIR KIT .....	KL 71431
REAR SLAVE CYLINDER .....	13166
REAR SLAVE CYLINDER REPAIR KIT .....	KL 71429

Now for the problems—14888 RH and 13166 are obsolescent but there may be a few lurking on forgotten shelves. 13168 is dimensionally identical to that fitted to my car originally but the hole in which the brake hose is fitted has a different thread. There does not seem to be a brake hose made with this new thread on one

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end and the one necessary to connect up with the rest of the system on the other. I used the original front hoses, Part No. 12554, and made brass adaptors to screw into the new wheel cylinders.

No problems with the repair kits, fortunately, and they do seem to be reasonably available.

#### FRONT SUSPENSION

Kingpin Top Bearing (on hearsay only, not guaranteed!) Ransome and Marles B7147.

Track Rod Ends (Lockheed)—Low Angle Type KLJ 71896. High Angle Type TA 42.

PROBLEM—TA 42 has a right hand thread, all the T.R.E's on my car seem to be left hand thread. There may be a left hand threaded equivalent of TA 42 but I didn't find it. I had two new outer track rods made up with right hand threads as I knackered the old ones fairly well getting the T.R.E's off! (They were pinned, brazed and spot welded).

Hope this information may be of some use.

TED OVERY

[The above letter was sent to Alan Brown and is published here because of its specific interest to V.12 owners.]

#### While ALAN BROWN replies:

I have contacted James Walker but they have no records of the seals. They have suggested I get in touch with their Manchester office. I am not very hopeful of achieving any success so can anyone else help with these seals?

I have also been given alternative numbers for the LG.6 replacement repair kits but I have no idea whether it has two numbers for the same part or if these are different in some way.

Master Cylinder Repair Kit: KL 71475

Wheel Cylinder Repair Kit: 121406

(This I believe is from a Vauxhall-Bedford CH van.) The left hand thread Track Rod End is TA 43, if you can find it.

ALAN BROWN

Hyde, Cheshire.

#### A.G.M. Weekend

Dear Sir—I was sorry to read of the rather disappointing turnout of cars at this year's A.G.M. Weekend and in response to your reporter's pleas for support, venture to suggest a few reasons why this was.

Whilst September is usually a good month for weather the summer is nearly over and many people are becoming a little 'jaded' and some of their families a little 'bored' with Dad taking

them every weekend to an 'old-car' rally of some sort.

I served on "The Pageant of Motoring" (Penshurst then Lingfield) Committee for eleven years and we all felt that part of our tremendous success in attracting the huge numbers of cars that we did was that it started the 'season' off and everyone was fresh and eager to get their cars out after the winter rebuild, etc.

Secondly, a great many cars are now taxed only for the four months, May-August, which may affect some; though the proposed changes will help us in this respect.

In my own case as a farmer with corn, hops and fruit to harvest September is the worst possible month to get away for a weekend, and this accounted for the absence of one 4½-litre.

This is an event I would like to attend every year and will endeavour to when I can. If we can't move the A.G.M. date perhaps we could consider having the major rally at an earlier date. What do others think?

I enclose a picture of my 1939 LG.6 DHC, chassis no. 12331, which may be of interest.

KEN JENNER (J.6)

Tonbridge,  
Kent.

PS.—Ref: Where is LG.45 BKU 999? According to New Members' List, Oct. '77, it is now in the U.S.A. owned by Mr. and Mrs. Alderson of Rossmoor, California.

#### WANTED

**ARMSTRONG SIDDELEY.** Anything usually purchased, particularly literature, new or good secondhand spares, mascots, photographs, etc. I am also most interested in details of vehicles in scrap-yards, or details of vehicles broken up in the past, or whereabouts of present vehicles. Anything at all "Armstrong Siddeley"—I am most interested.

**Robert McCracken**

**38 Bleasdale Road, Mossley Hill  
Liverpool L18 5JB.**

**Phone: 051-734 0089  
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