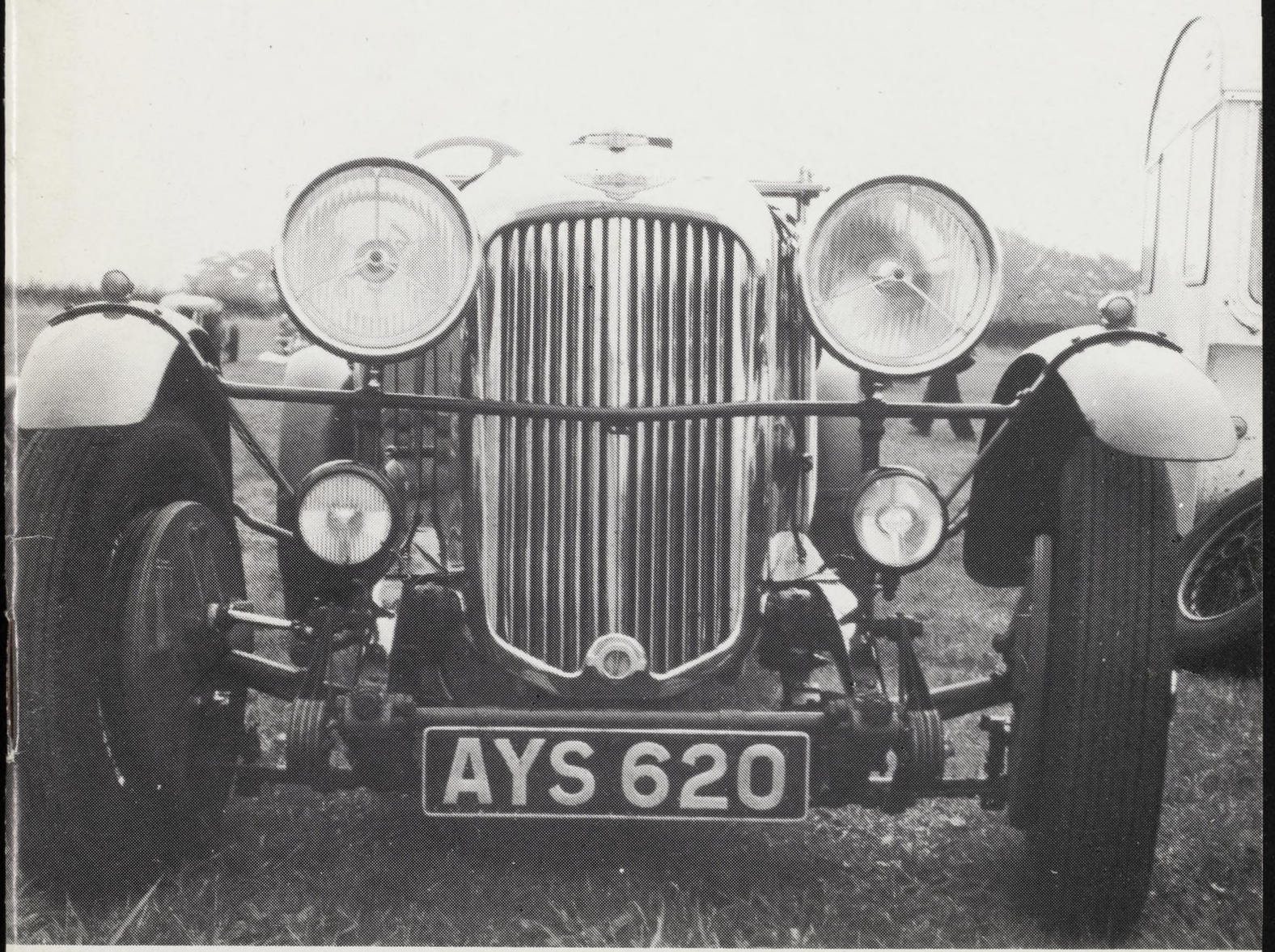
THE Lagonda

THE MAGAZINE OF THE LAGONDA CLUB

Number 124 Spring 1985



THE Lagonda MAGAZINE
Issue No. 124
Spring 1985

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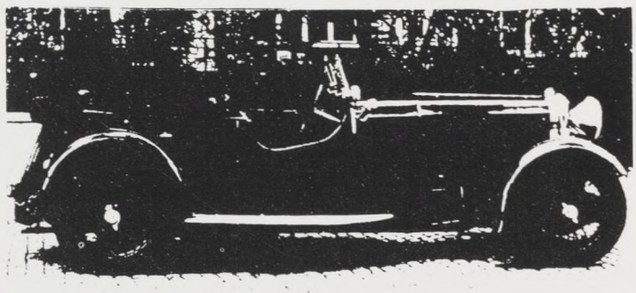
Photo: Stephen Weld.



COPY FOR SUMMER "LAGONDA" URGENTLY REQUIRED. Submit to Editor by 30th May please.

Out and About.

SO, ONCE AGAIN, the seasons bring us round to Spring. The joys to come in the warmer months to follow. From my point of view the start of several months if not years of work on the 2-litre.

The thought of rushing out to a set of cold spanners, surrounded by 6″ or so of that white stuff had no personal appeal, so work has been confined to spending money.

It is amazing the number of people who seem only too willing to relieve you of scarce cash once the process has started. It is definitely a period to avoid all forms of contact with the bank manager. Somehow his and my views do not co-incide.

Friends, however, are only too eager to lend a hand in the process of stripping down and mislaying the most intricate or vital parts, which you had meant to take apart at leisure, noting the method of assembly for later reference. The same friends as those who are never around when the re-assembly takes place. Just when the vital information is needed most.

That is when you have managed to find the bits they so lovingly put to one side for you. Finding either friends or bits becomes a major problem. Most will, however, eventually re-appear when the job is complete to remind you of the vital part they played in the finished project and how, without their help, you would have been absolutely stuck, and now is the time they would like you to run them to the local and repay them for said help.

It does mean that from now on I will be raiding the stock of bits that the Club has at present or intends to have in the future.

Remembering that June will not be a good month to be chasing Peter for bits, unless he intends to take them with him to France to the ''Celebrations''.

Happily the team cars were re-united last year, for the first time in many years. They all looked very handsome after 50 years as the picture in the centre will prove. They should help to make a great impression over the water when they return to celebrate their victory.

Long may they, and the other works competition cars, continue to give pleasure to those who both drive and cherish them. Giving pleasure to those who can only look on and admire as well.

They should make a spectacular impression on all those who see them and their sisters in France this year.

PUB MEETS

Midlands: *Third Thursday in each month at the ''Green Dragon'', Willington (just off the A38 between Derby and Birmingham).*

Southern: *Second Wednesday each month at 8.30 p.m. at the Windlemere Golf Course Club House, West End, near Lightwater, Surrey. (Near the junction of the A319 Chobham Road and A322. Exit at Junction 3 if approaching on the M3). Alec Downie is the organiser.*

Northern: *Sunday meeting no longer held. Another place, another time to be arranged.*

London: *Jointly with the B.D.C. on the third Tuesday each month at the ''Bishop's Finger'' in Smithfield. Easy parking.*

North East: *First Wednesday in each month at the Cave Castle Hotel, South Cave, N. Humberside. With V.S.C.C.*

Dorset: *First Thursday each month at Hambros Arms, Milton Abbas for a ''Noggin and Natter''.*

Copy instruction books:

16/80, 2 lt. H/C, 2 lt l/C, 3/3½ lt., M.45, LG.45, LG.6, V.12	£5.00
Copy Meadows Engine Catalogue	£2.50
Car Badge	£5.00
Lapel Badge—oval, brooch fitting	£1.25
Lapel Badge—winged, pin fitting	£2.00
Tie—blue or maroon Terylene	£3.50
Key Fob	£1.50
Overall badge	£1.25
Magazine Binder (holds 12 issues)	£2.50
Short history of the Lagonda	£0.75
V.12 ''Trader'' sheets	£0.75
Postcard size jig-saw puzzles	£0.50
Book £17.50 + postage & packing = £19.50 UK. Overseas £17.50 + £3.50 = £21.00	£2.00

Available from the Secretary, Mrs V. E. May 68 Savill Road, Lindfield, nr. Haywards Heath, Sussex.

Indoor Games near Newbury.

In among the silver birches winding ways
of tarmac wander
And the signs to Bussock Bottom, Tussock
Wood and Windy Brake,
Gabled lodges, tile-hung churches, catch
the lights of our Lagonda
As we drive to Wendy's party, lemon curd
and Christmas cake.
Rich the makes of motor whirring, past the
pine-plantation purring
Come Up, Hupmobile, Delage!
Short the way your chauffeurs travel,
crunching over private gravel
Each from cut his warm garáge.

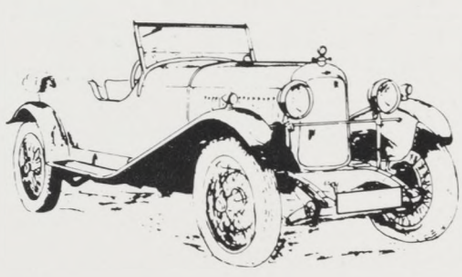
Oh but Wendy, when the carpet yielded
to my indoor pumps
There you stood, your gold hair streaming,
handsome in the hall-light gleaming.
There you looked and there you led me off
into the game of clumps
Then the new Victrola playing and your
funny uncle saying
"Choose your partners for a fox-trot!
Dance until its *tea* o'clock!
"Come on, young 'uns, foot it featly!" Was
it chance that paired us neatly,
I, who loved you so completely,
You, who pressed me closely to you, hard
against your party frock!

"Meet me when you've finished eating!"
So we met and no one found us.
Oh that dark and furry cupboard while the
rest played hide and seek!
Holding hands our two hearts beating in
the bedroom silence round us,
Holding hands and hardly hearing sudden
footstep, thud and shriek.
Love that lay too deep for kissing—
"Where *is* Wendy! Wendy's missing!"
Love so pure it *had* to end,
Love so strong that I was frighten'd when
you gripped my fingers tight and
Hugging, whispered "I'm your
friend."

Good-bye Wendy! Send the faries,
pinewood elf and larch tree gnome,
Spingle-spangled stars are peeping at the
lush Lagonda creeping
Down the winding ways of tarmac to the
leaded lights of home.
There, among the silver birches, all the
bells of all the churches
Sounded in the bath-waste running out
into the frosty air.
Wendy speeded my undressing, Wendy is
the sheet's caressing
Wendy bending gives a blessing,
Holds me as I drift to dreamland, safe
inside my slumberwear.

JOHN BETJMAN

The Editor thanks the publishers, John Murray, for their kind permission to reproduce this poem by the late Sir John Betjman which appears in "Collected Poems".



Making a 2-litre a Wedding Belle.

IT ALL STARTED some three years ago when my daughter got married. My 2-litre was just about complete after a four year rebuild; the fact that there were no rear seats being concealed by the new tonneau cover. Why not use the car to enhance the occasion? I thought it was a bit of a dead loss getting someone else to chauffeur the bride and groom in my car whilst I escorted the groom's mother, so what about a second car? No problem with three others in the area. In the event, no less than five 2-litres lined up outside the church with a subsequent run in convoy (all the drivers top-hatted) to the reception. A magnificent sight, all beribboned.

Inevitably this led to the odd enquiries "Do you hire your car for weddings?" "No, but I'll think about it." The thought centred upon funding the tax and insurance, so—yes, why not?

Meanwhile a fellow nearby—another VSCC member with a 20hp open RR had been advertising his services in an effort to recoup some of the considerable cost of his rebuild. Soon he was flooded with requests and took to passing his over-flow on to me. This year I did six, the last one being, believe it or not, in December.

Whilst undoubtedly the attraction is an open car, one must essentially have full weather equipment. On enquiry I usually invite the prospective bride and groom to see the car and offer her the chance to practice getting in and out with the hood up. The pattern being that from home to the church hairstyles come first. Dad has the option of sitting in the front seat if daughter's skirt/train is voluminous. I offer to arrive a bit earlier to take the bridesmaids to the church first, if required.

Subsequently, I make a point of visiting the locus in quo and make notes as to which side one approaches both home and church, and the times involved. I always ask for a photo or two and with this in mind a liaison with the photographer is a good move. He is usually faced with the problem of photography at the house and the church at the same time, so it is an idea

to have the bride and her father pose for entering the car well before the departure to enable the photographer to be at the church to catch the arrival of the bridesmaids.

Photographs after the service take a long time and one always hopes firstly that it is opening time and secondly that the pub is nearby, preferably in sight of the church.

In the meantime, subject to weather, the hood has been taken down and once the happy couple are seated the real photography starts. One must be prepared to crawl and even stop if so required before setting off. Here again, a tip for the photographer is to get a forward vantage point, well above windscreen level.

I have been remarkably lucky with the weather but provide a mohair rug and white parasol (my daughter's) which is most effective.

On one occasion motoring through a pedestrian precinct from the parish church in Folkestone, we were clapped by several members of the public.

Finally, the administrative details. Occasionally one gets invited to toast the bride's health at the house, sometimes on arrival at the reception and on one occasion I was invited to the reception itself. I know my place.

The obvious question is—How much?

I made a few enquiries in the area and found about £50 plus insurance to be the average, but I am beginning to feel this is a bit on the low side, not that this worries me as I enjoy what is a very happy occasion and one does get to meet some super birds.

I certainly would not undertake more than six in any one year but the advantage is, that as my car is well used throughout the year, it is cleaned for each assignment. It has the same effect on me too. One word of advice, always arrange insurance cover where a fee is charged. One puzzle, how does confetti get down even into the tool boxes?

JOHN ANDERSON

In Register.

SOME TIME AGO I got involved with explaining the various types of Lagonda radiator badge to Roger Stowers at the Aston Martin Lagonda factory and finished by doing a series of illustrations to explain my points.

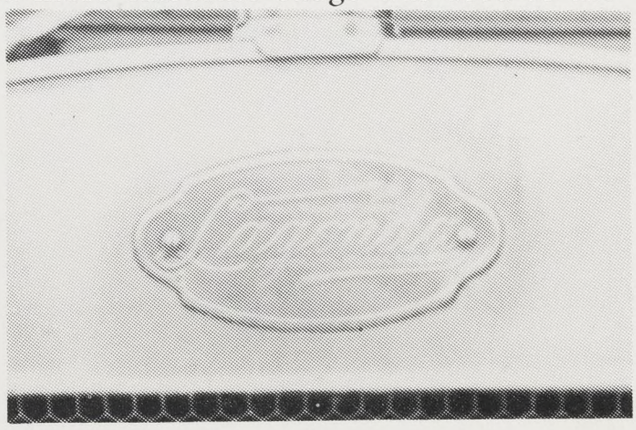
One or two club members saw this and suggested that it would make a suitable article for this series, so here goes:

Lagonda

Wilbur Gunn's original badge, which appeared as a transfer on the tank of the motor cycles and twice on each side of the tricar. However, the name was also cast in block letters on the crankcase of their engines. The script badge also appears pressed into a brass rectangle on the radiator of the 11.1 and we have to assume, as there is no evidence, that it was used on the lost models of the Dark Ages.

Lagonda

This badge appeared in 1920 on the 11.9 and coincided with the arrival of the flat, rather than bullnose radiator. The ellipse surrounding Wilbur's badge was used in advertising straight away, but on the cars the ellipse had kinks in it to begin with. (See photo). Pressed brass with enamel infill. Screwed to the radiator. The 12/24, when it was introduced had a pressed brass radiator case bought in from Gallays and a more elaborate badge was used to the



The origin of the present Club badge.
Photo: Arnold Davey

same general design. This is a proper champlevé enamel badge in two colours, white letters and a dark blue background. The 12/24 in the photo is Hamish Moffat's Capetown car. The badge is screwed to the radiator as a heating process could possibly damage the white enamel.

The shortest-lived badge; this one was introduced on the 14/60 in late 1925 and appeared, slightly modified, in advertising at the same time. The 16/65 also used this one. Nickel plated brass with incised letters filled with dark blue enamel. Note the vestigal ellipse in the shape of the letters forming the word LAGONDA. This badge replaced by a new one when the Speed Model appeared in 1927.

Introduced on the Speed Model 2-litre in 1927 but rapidly spread to all other Lagondas. White letters surrounded by metal and dark blue background. A most expensive badge to make and the re-introduction of the white enamel meant that they had to go back to a screw fixing. Most surviving badges are chrome plated, but they may have originally been nickel. 1927 is a bit early for chrome plate. Survived until 1933 on late 2-litres, even after the winged badge was in general use.

This is the best-known pre-war badge and was introduced on the ZM chassis 3-litre in late 1931. Coincided with the change to a chrome plated separate radiator shell. Extended to the 16/80 on its introduction and then to all subsequent models up to the war. Made of copper with a dark blue panel surrounding the letters. One at least made to special order with a red panel for an M45 Rapide.

MAGAZINE CONTRIBUTIONS BY:

SUMMER:	30th May	AUTUMN:	30th August
WINTER:	30th November	SPRING:	28th February

This design was introduced on the LB6 prototype when it was found by Frank Feeley that the straight winged badge looked very odd on the rounded front, so they bent the wings down. Several different type faces tried for the word LAGONDA and the panel colour changed to red for production cars. David Brown later added his name to the panel on the cars, although never in the advertising. Later removed again by the William Willson regime. This badge used on 2.6-litre, 3-litre and DB Rapides. Also possibly on the stretched DBS Lagondas, all 7 of them.

The current badge, introduced on the Towns-designed V8. Very similar to its predecessor, but the panel has been tapered and the type face changed. On 1984 cars tiny versions of it are attached to the fuel filler flaps as well as on the nose and tail. Red panel for the lettering.

ARNOLD DAVEY

The Six Cylinder Invicta.

MICHAEL VALENTINE sent us an Instruction Book with the thought that there might be useful information for Lagonda owners. It has no illustrations, specification data or details for adjustments and tuning. Did the original really have none? It does, however, contain a great deal of advice about driving an Invicta and, whilst it may be unfair to take sentences out of context especially with the advantage of fifty years' more motoring, some of the instructions are very droll indeed. The Editor will not accept any responsibility if you adopt the recommendations which follow.

"**Starting:** Except on steep hills or rough country all starts can be made on top gear . . . Do not start on bottom gear as it is almost impossible to control the immense torque . . . We consider gear-changing to be obsolescent with the introduction of the Invicta but as some motorists like using a gearbox we have provided four speeds . . . bottom gear ensures reaching help with the car if running badly—say on three cylinders."

"**Hill-climbing—Hairpin Corners:** When turning a hairpin corner the outer front wheel should follow the edge of the road reserving full lock till the end of the turn . . If it is necessary to reverse be careful to keep the rear wheels far beyond the inner sharp tongue thus avoiding getting the car in the hopeless position where the front axle is on the upper road and the rear on the lower, where the effective gradient may be unclimbable or the bank lies between the axles under the chassis." (Shades of the late Gerard Hoffnung!)

"**Fog:** In fog the wheel should be held as still as possible and the eyes should rove around." (Admiring the interior trim perhaps?)

"**Brake Judder:** This distressing malady may occasionally attack a car, generally on the front wheels only at less than 4 miles per hour . . The intense discomfort can be avoided by using the handbrake for stops below 4 miles per hour." (Why do Invicta owners do so much motoring at 4 m.p.h.?)

"**Oil Pressure:** If oil consumption is very heavy the pressure should be reduced—but not below 8 lbs.

Under no circumstances must the car be driven if the lubrication system fails unless the journey be so important as to warrant the certain seizure of the bearings . . . If this risk must be taken fill the sump 1½ inches above full so that the big-ends will dip in the oil. If no additional oil can be obtained *fill the crankcase up with water* sufficient to allow the big-ends to dip; but if the pump starts to work water will be forced to the bearings with *certain consequent disaster* so the pump must be disconnected. With hammer and punch unscrew the plug on the top rear off corner of the crankcase, prise the bearing out with a screwdriver and lift out the drive pinion. It must be emphasised that the above performance is exceedingly risky!"

"It is unlikely that the gauge will give trouble . . . It is possible that the quadrant will jump a tooth on the pinion . . . the needle can be removed with a small pair of carpenter's pincers . . . then replace the needle to indicate correctly." (If you don't like the oil pressure you've got, alter it with carpenter's pincers.)

"**Sparking Plugs:** The "very obscure and little-known causes" of sparking plugs "going hard" are discussed at length with examples of this malady suddenly affecting cars for no reason at all. Plugs can be tested by disconnecting them in sequence with a wood-handled screwdriver until the engine runs on *one cylinder only.* The test is to be repeated quickly for each cylinder until the hard plug is found. We are warned that unburnt mixture may be ignited in the silencer and burst it if the tests are not completed rapidly.

"**Silencer:** If the silencer gets choked,

remove it, stand it first on one end then on the other striking it sharply all over with a light cane." (A light cane is included in the tool-kit?)

"**Lubrication:** 51 Different nipples on the chassis call for oil or grease every 1,000 miles but the gearbox and rear axle can go for 10,000 miles when "they should be drained after a fast run of 20 miles or more, then refilled with light oil, the car run round for a few miles with plenty of gear-changing and cornering on full lock in both directions to give the differential a good washing . . . The new gear oil should be warmed to blood-heat before being poured in."

"**Nuts, Bolts:** Every nut, bolt, rivet and split pin on the car should be examined and tightened if necessary."

LEPUS

A Nip in time saves Six.

ON A SUNNY AFTERNOON late last summer a well turned out 16/80 made its way gently from Cockwood to Dawlish en route for Teignmouth. The bewhiskered driver was showing off this noble heap to a young and admiring couple who had left the big smoke for a week-end in sunny Devon. All was going well, the natives were paying their proper respects casting the obligatory admiring glances. (Thinks . . perhaps the very glamourous half of the afore mentioned young couple could have had some influence!). The twists and turns down to the seafront had been negotiated and second gear noiselessly engaged (oh well it has the pre-selector) and the ascent of the Teignmouth road was about to commence. Gauges checked—oil 5 p.s.i. charging O.K. at 10, temp. O.K. about 50°C (only done 3 miles) revs 1500 then it happened: just one ginormous BANG! and everything went quiet! I managed with remaining momentum to get to the side of the road. Funny how admiring glances turn to hoots of derisive laughter—"silly old fool what does he think he is; trying to be "one up" with that old banger!" I felt like the man who did not smoke Kensitas (older members will remember!). Well, out we got and lifting the bonnet we beheld the worst. No. 1 con-rod overcome by claustrophobia, had decided to break out and, clutching the crank-pin with maniacal tenacity, had converted itself into a gouge, doing a good job on both port and starboard sides of the upper and lower crankcase.

Help was at hand as the rest of the family were close behind in the Bedford Autosleeper, complete with ball hitch and tow rope. Half an hour later the "pride and joy" was back in the garage and our day's outing was accomplished by courtesy of the Luton Lament (Midland equivalent to a Dagenham Disaster?).

Weeks, later, when I was out of shock, I stole back into the garage and assessed the full extent of the damage. The crankcases, main and lower, were holed on each side at about 6" (sorry 15 cm) diameter. We had collected all the small pieces of metal which littered the road, so I reckoned that at worst these could be patched up by one of the well known specialist welding firms. Also alas the cradle on the off-side of the engine which carries the dynamo and magneto, was shattered. Fortunately the mag and dynamo were intact. I was to discover later that both valves in No. 1 cylinder were bent as were their respective push-rods. There were two important questions—why had it happened and what could I do about it? I reasoned that to answer the first question I would have to remove the engine for strip examination—a big end seizing puzzled me—to run—yes, but to seize?

Whatever the solution to the second problem, I would also need the engine out. So out it came to be settled on my valliant workmate. Not my helper you understand, but that rather flimsy metal structure by Messrs. "Black & Decker".

Days went by as the strip continued—all the time the second question was goading me for an answer. There seemed to be three possibilities: 1. Replacement

engine or the necessary parts to mend my own. 2. Have the shattered crank cases and cradle repaired and seek (hopefully) for a replacement con rod. 3. Fit a modern engine—"Ugh!" but what potential performance! Much research and 'phone calling took place with no reasonable prospect until at last I heard, through our good Peter Whenman, of a man living near Wakefield, whose father had been "into Lagondas" and who had discovered the remains of some sort of 6 cylinder Lagonda engine in the back of his garage. After interrogation by 'phone I sent off a cheque; it seemed likely that this was it! There was no cylinder head and no ancillaries, but crankcase (upper and lower) and sump were offered together with crank, rods, pistons and camshaft. Also a cradle-shaped piece of aluminium was said to be included!

As Wakefield is not exactly next door to Cockwood (near the mouth of the Exe) we decided to take a Yorkshire break. The Bedford duly trundled up through Derbyshire to the Peak District. I escaped from Castleton with only modest expenditure on the mandatory Blue John and reached Wakefield on schedule. The engine was indeed a 16/80 engine, of an earlier pattern than my original but non-the-less O.K. No cracks—bores and pistons O.K. but unfortunately the cradle shaped piece of aluminium turned out to be the bit that fits over the starter motor to clamp it in place! Well, you cannot win 'em all! Two steel angle irons, a lot of pushing and the great chunk of latent power was jammed up against the wardrobe door in the Autosleeper and we were heading for home.

The strip of the original engine was now completed and the cause of the trouble was revealed. The half con rod on No. 1 crankpin was well and truly tight but on undoing the big end bolts it came away quite readily and the bearing metal and pin were in perfect condition! The engine had done only about 2,000 miles since crank grind and re-metalled shells had been fitted. When the shells were removed from rod and cap it was found that the locating hole in the upper cap which fits over a dowel in the rod, was a very considerable oval! Re-assembling the bearing in the rod showed that there was ¼" to ⅜" of rotary rock of the bearing in the con rod eye. A check of the remaining five rods revealed that 3 more were almost as bad.

What (in my view) had caused the failure was that the ends of the oval hole were worn to a champher and that as the con rod had expanded (heat transfer down the aluminium rod from the piston) faster than the bearing had expanded (only 3 miles of gentle motoring) the slop between bearing and rod was at maximum and a touch of the gas to take the rise of the hill had swept the shell half off the dowel and locked it on the crankpin! The dire consequences are now a matter of record!

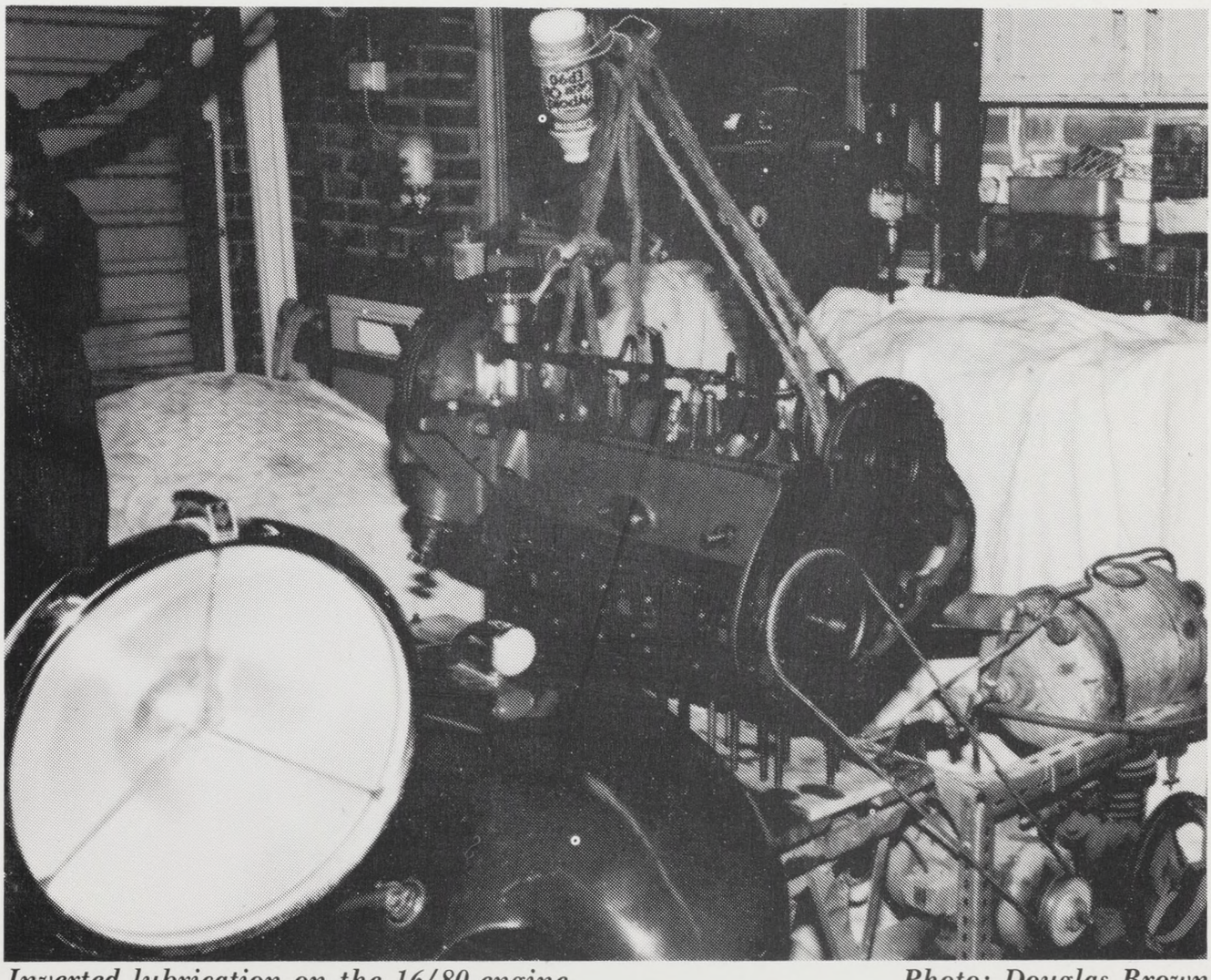
Why, you may ask, did the bearings chatter and wear the dowel holes oval? The answer lies in the land of the Rising Sun—there should have been a Nip in every bearing! When I received my original engine back from the reconditioners some four years ago, the shaft had been assembled in the crankcase and the pistons and rods had been fitted. The verbal instructions were: "The shaft has been thoroughly cleaned out and the bearings have all been correctly asssembled, no need to strip—just continue the build-up" I do not suspect for one moment that there was any intent to deceive but there clearly was a lack of knowledge on the part of the fitter who did the assembly. No doubt only used to "moderns", he was not aware that when assembling the old brass bearing shells into the rods, they have to be assembled such that the horns of the shells meet (with about .002" clearance on the pin) before the horns of rod and cap meet. For a steel rod this "nip" is typically .002" for a light alloy rod about .005".

I was not able to get "satisfaction" from the firm who did the bearing work for me because two years ago they "went to the wall". For the same reason I'll not name them here, they are no longer a hazard! I must take my share of the blame, I should have checked for myself. If this article has been worth printing, it is because it may cause someone else to "check for nip".

What of the Wakefield engine? I decided to use all of it, the camshaft and oil pump had new gears and the crank showed only

a few tenths of a thou. ovality. The rods, moreover, were of the "metal cast into the rod" type, so no trouble at all over nip! There was a problem regarding the crankshaft damper. The one on the Wakefield engine was incomplete and what was there was damaged, so the thing to do was to change over and use the one from my old engine. I had to find a firm with a good hydraulic press—it took a push of 26 tons to get them off and a push of 10 tons to assemble the good damper onto the Wakefield shaft.

My original engine number was S 2037 and the new number is S19??. So it seems reasonable to suppose the Wakefield one is earlier. There is a difference in the water jackets. The earlier engine having cooling only about halfway down the cylinders whilst the later engine has a jacket the whole length. Another interesting difference is in the oil system. On the earlier engine the feed from the pump goes via the filter chamber to the crankshaft main bearing gallery, from the forward end of which a supply is taken up some 5 or 6 inches and comes out through the crankcase side to a union from which supplies go in parallel to: the camshaft and oil gauge, the timing chain jet and the relief valve. This system gives total flow oil filtration. On the original engine (later) the supply from the pump is taken to the filter chamber, that oil which passes through the filter is then fed to the main bearing gallery. A connection from the filter allows unfiltered oil to go in parallel to: camshaft and oil gauge and the relief valve. The overspill from the relief valve has two options! It can pass via a duct direct into the sump or it can pass via a pipe to the timing chain jet! It has occurred to me that at the time when this, evidently later, system was introduced, the duct under the relief valve which permits overspill to the sump, should not have been drilled. As it is, there seems to be a danger that the timing chain jet can be starved of oil.



Inverted lubrication on the 16/80 engine. *Photo: Douglas Brown*

Would any learned 16/80 expert care to advise?

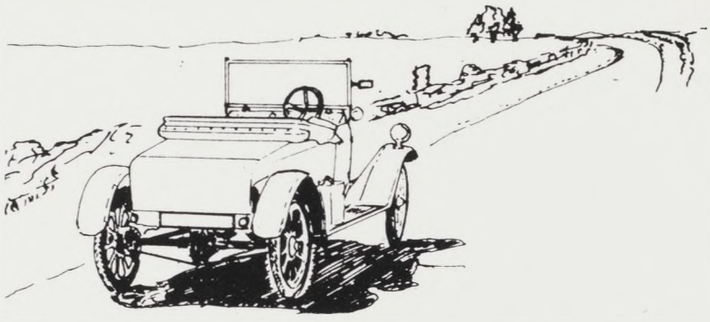
Back to the main theme, the engine came together, the two valves, at bright red heat, were dropped into their guides and tapped back into shape. The chilling effect of the seat kept the head flat and they lapped in quite easily. The push-rods were only slightly bowed and were persuaded to be straightened by hand. The original head mated up with the new block without trouble. There then remained the problem of the generator cradle. Asking around has so far failed to produce one so I have done my best at fixing the 14 pieces together and have managed to weld it up. Not very beautiful but it works. Now for the commercial: "Does anyone out there have a generator cradle for a 16/80?" "Please help me to restore the old pride and joy to its former glory.

Just in passing, you may care to consider the following way of ensuring your mains are not leaking too fast and that all your gallery connections are good: I slipped the belt off my compressor and coupled the compressor motor to the camshaft drive wheel with a cord which fitted between the rows of sprockets of the duplex drive wheel and was a good enough fit in the Vee pulley of the motor. The engine was upside down and oil was fed into the inlet of the pump from a squeezy bottle! (like a saline drip!).

All now works and I have had one or two test runs. I have a very healthy oil pressure and the motor is generally quieter than it was. There was one last problem—starting. I had gone through the usual things. Compressions are all in the 90 to 110 lbs/sq. ins. range, plugs are new M80s gapped at .018". Mag has been remagnetised, points are good, gapped at .012". Carbs are set with a suction gauge and in accordance with S.U. instructions. If I gave 4 strokes of the primer it would start with 3 or 4 pulls on the handle. But alas, even with very active batteries, it simply would not start on the starter!! In the end I tore the starter to pieces to see if I had gremlins there. This proved to be the culprit. Although it had started the old engine it was not producing enough torque to turn the new one fast enough. One of the four brushes was very sticky in its guide and was making poor contact with the commutator. Freeing this and cleaning out a fair sprinkling of carbon dust did the trick and produced the extra urge. The old girl now responds to a touch on the button (the car of course!). I did also fit a bonding strip from the crankcase to the chassis and this probably also helped.

My next project is to build up a heap of bits I bought some years ago purporting to be an M 45—wish me luck!

DOUGLAS BROWN



Team 4½-litres, the past

J. S. Hindmarsh in BPK 202, 1935 Le Mans Winner, photographed in the car at the 1935 Ulster T.T. *Photo: Courtesy Mrs Robby Hewitt*

C. Dodson in BPK 201 at the 1935 Ulster T.T. *Photo: Courtesy Mrs Robby Hewitt*

and the present.

Re-united at the Ship. BPK 201, 4th in 1934, Ulster T.T. and 8th in 1935 T.T. BPK 202, 5th in 1934 Ulster T.T. Winner (and the reason, therefore, of this year's celebrations) 1935 Le Mans, 7th in 1935 Ulster T.T. BPK 203, 8th in 1934 Ulster T.T., 13th in 1935 Le Mans. Photo: Arnold Davey

Lagonda Clerihews.

No. 3—W. O. Bentley

W. O. Bentley
Could never drive gently
He made a Rolls beater
Out of the four and a half litre.

ARNOLD DAVEY

Lagonda M45 Wiring.

SOME YEARS AGO I sat down to study the M45 wiring diagram and was amused to see wires entering the bulkhead section and coming out in unequal numbers and in a different order. I also found if you wire the magneto as per the diagram and start the engine, it won't stop.

The starter switch is wired outside the ignition circuit and lets one swing the engine before turning on the ignition and removes the risk of kick-back and resultant damage to the starter pinion.

The following wiring list is given with nearly accurate British Standard colour-coding, the wire size which I used and approximate length of wire required, in metres. It has worked perfectly for thirteen years without blowing a fuse, but, nevertheless is supplied E.&O.E. and without charge!

			Colour Coding	Wire Size
Main Feeds				
Solenoid +B	—	JB +B	Brown	65
JB +B	—	Amm +B	Brown	65
Amm A	—	JB A (Fsd–JB+)	Brown & White	65
JB E	—	Main Earth	Black	65
Ignition Circuit				
Amm +B	—	Ig sw +B	White	28
Ig sw C	—	JB C	White	14
JB C	—	Coil S.W.	White	14
Ig sw M	—	JB M	Brown & White	14
JB M	—	Magneto	Brown & White	14
Magneto	—	Bat Master sw	Black & Green	14
Coil C.B.	—	Distributor	White & Black	14
Ig sw E	—	Dash E	Black	14
Ig sw Bottom	—	Ig sw P	Yellow	14
Ig sw P	—	Petrol Pumps 2	Green	28
Charging Circuit				
Dynamo F	—	Cutout F	Brown & Green	14
Dynamo Pos	—	Cutout +D	Brown & Yellow	65
Cutout +D	—	Ig Warning Lt	Brown & Yellow	14
Ig warning Lt	—	Ig sw Bottom	Yellow	14
Starting Circuit				
Amm +B	—	Solenoid Push	White & Red	14
Solenoid Push	—	JB Sol	White & Red	14
JB Sol	—	Solenoid S	White & Red	14
Accessories				
Ig sw +B	—	Cigar Lighter	Purple	14
Cigar Lighter	—	Dash E	Black	14
JB +	—	Wiper sw	Purple	28
Wiper sw	—	Rev. Lt sw	Purple	14
Wiper sw	—	Wiper Motor	Blue & Lt Green	14
Wiper Motor	—	Bulkhead E	Black	14
Rev. Lt sw	—	Petrol Gauge sw	Purple	14
Petrol Gauge sw	—	Petrol Gauge	Green & Black	14
Petrol Gauge	—	Petrol Tank	Green & Black	14
Petrol Gauge	—	Dash E	Black	14
JB +B	—	Horn Push	Purple	28
Horn Push	—	Horns 2	Purple & Black	28
Dash E	—	Bulkhead E	Black	28

Main Feeds			Colour Coding	Wire Size
Lighting Circuit				
Amm A	—	Lt sw A	Brown	65
Lt sw T	—	JB S	Red	14
JB S	—	Tail & Number Lts	Red	14
JB S	—	Side Lt N/S	Red	14
JB S	—	Side Lt O/S	Red	14
Lt sw H	—	Dip sw	Blue	28
Dip sw Head	—	JB Ha	Blue & White	28
JB Ha	—	Head Lts 2	Blue & White	28
Dip sw Dip	—	JB Hb	Blue & Red	28
JB Hb	—	Dip Lts 2	Blue & Red	28
Wiper sw	—	Centre Lt sw	Purple	28
Centre Lt sw	—	Centre Lt	Blue & Yellow	28
Centre Lt sw	—	Spot Lt sw	Purple	28
Spot Lt sw	—	Spot Lt	Blue & Yellow	28
Spt Lt E	—	E	Black	28
Rev. Lt sw	—	JB R	Green & Brown	14
JB R	—	Reverse Lts 2	Green & Brown	14
JB +	—	Brake Lt sw	Green	14
Brake Lt sw	—	Brake Lts 2	Green & Purple	14
Lt sw T	—	Dash Lts 2	Red & White	14
Dash Lts 2	—	Dash E	Black	14
JB +	—	Bonnet Lts 2	Red & White	14
Bonnet Lts	—	Bulkhead E	Black	14
Amm A	—	Map Lt	Red & White	14
Map Lt	—	Dash E	Black	14
Rev. Lt sw	—	Boot Lt	Red & White	14
Boot Lt	—	Rear JB E	Black	14
Aux B	—	Flasher Relay	Green	14
Flasher Relay	—	Warning Lt	Lt Green	14
Warning Lt E	—	Bulkhead E	Black	14
Flasher Relay	—	Flasher sw	Lt Green	14
Flasher sw	—	N/S Flasher Lts 2	Green & Red	14
Flasher sw	—	O/S Flasher Lts 2	Green & White	14

Cable Size	Colour/Tracer	Length in Metres
65/0.30	Black	1
	Brown	6½
35 amp.	Brown/White	2
	Brown/Yellow	4
28/0.30	Black	13½
	White	1
17½ amp.	Green	2
	Purple	11½
	Blue	2
	Blue/White	10
	Blue/Red	10
	Blue/Yellow	7
	Purple/Black	6
14/0.30	Black	19
	White	6

Cable Size	Colour/Tracer	Length in Metres
8¾ amp.	Yellow	½
	Green	3
	Purple	11
	Red	20
	Light Green	4
	Brown/White	4½
	Black/Green	11
	White/Black	¼
	Brown/Green	4
	White/Red	5
	Blue/Lt Green	2
	Green/Black	8
	Purple/Black	4½
	Green/Brown	10
	Green/Purple	7
	Green/Red	14½
	Green/White	12½
	Red/White	12
	Brown/Yellow	2

PHIL ERHARDT

Life with a 3-litre.

WHILST ABSORBING THE CHRISTMAS SPIRIT in a pleasant country holstelery and reminiscing on things Vintage with a motoring friend of long standing, we were accosted by a stranger from the next bar.

Introductions completed, we discovered that, just like Lloyd George, we too knew his father.

Taking advantage of my benign stupour the stranger said "What about a few paragraphs on the 3-litre for the old mag?"

So, here, poor reader, are a few random references to various features of the type.

Notwithstanding the extra capacity and two more cylinders, the 3-litre never gained the "sporting image" of the 2-litre. Increased length, weight and poor steering lock no doubt had some influence on this, but the concept of the car's design seemed to be aimed more towards the Gentleman's Touring Carriage. Engine flexibility and top gear motoring were emphasised in contemporary motoring reports and claims of 8 to 80 mph in top gear were made.

My car cannot quite manage either of these extremes, but it gets fairly close. With a light foot and judicious use of the advance and retard lever most round-abouts, road junctions and other highway hazards can be slowly negotiated if necessary in either top or 3rd gear.

The chassis is very similar to the low chassis 2-litre car, the main variation being an increase in length forward of the bulkhead to accommodate the longer engine. This gives a wheelbase of 10′ 9″ and an overall length of 15′. With a turning circle of 47′ it does not represent the ideal shopping car. Braking arrangements are also very similar to the L.C. 2-litre, which has recently been so ably described by John Anderson in issue No. 119.

The engine has an uncluttered exterior and effectively fills the bonnet space. A seven bearing crank with a 120 mm stroke and 72 mm bore gives a capacity of just under 3 litres. Later models were of 75 mm bore and the 3½-litre engine was produced by an increase to 80 mm. Push-rods operate the valves which are vertical and side by side.

The 18 mm sparking plugs are on the exhaust side of the head and screw into little pockets which connect with the main combustion chamber via a 5/16 diameter hole. This restriction, I imagine, slows down the flame progression and helps the low speed flexibility, but how the H – L the exhaust gas gets out and the new charge gets to the "spark" in the time available, I do not know.

Water is circulated, by pump, through the head but is left to meander around the cylinder block, which tends to silt up over the years.

Removal of the head is definitely a two man job but the sump, notwithstanding its 3′ length, 9″ depth and foot width (plus part of the flywheel housing) can be lowered single handed.

But this does involve a trolley jack and numerous bits of wood of various thicknesses.

Many years ago, when re-ringing the pistons, I discovered that the big ends don't go up the bore and the pistons won't come down past the crank. Working bits in from the top and bottom simultaneously was, as they say on some management courses, a very stretching experience. At the time of doing this work on the engine I had a lady friend who expressed an interest in helping. I gave her a ¼″ BSF die and suggested that she cleaned the threads on the various bolts and studs. She made an excellent job of the first few so I gave her the remaining 150 or so. Shortly after this she married a friend who had no interests in vintage cars. I have often wondered why?

Finding the cost of re-profiling the camshaft a bit high, I looked for a second hand one in better condition and was fortunate to find one in virtually new condition. On fitting it I found that with the other the valve timing as per original I now had inlet opening at T.D.C. instead of 5° after. Also the oil pump drive gears were of a higher ratio, which presumably is why in later models, Lagonda

recommended a higher oil pressure.

The increase in the inlet valve open period and the change, at the same time, from one exhaust manifold to twin, three branch with separate down pipes were two features of the engine development, prior to the bore increase mentioned earlier. The camshaft drive is by a massive inverted tooth chain of 1½" width; tensioned by a spring loaded steel slipper, which is poorly located at the moving end. The "History Book" indicates that when the 3-litres were raced for long periods the timing chain was a source of failure. I feel this was possibly due to such a mass of chain, travelling at about 40 feet/seconds, dancing a "merry jig" with the tensioner blade.

The breathing apparatus on all but the earliest 3-litres, is twin horizontal 1⅜" choke SU's bolted directly onto the head, the induction manifold being cast integral. The carbs are placed between inlets 2 and 3 and 4 and 5. It is sometimes thought this was unfair to cylinders numbers 1 and 6; however when the firing order, 1,5,3,6,2,4 is considered it will be seen that 2,3,4 and 5 inductions all call for a reversal of direction of gas flow but numbers 1 and 6 do not. This helps to avoid trouble from the equal opportunities commission.

During our life together both the Lag and I have had our denture problems. Those of the car were solved by obtaining a later gear box of the "silent third" type. This has a pair of constant mesh, helical gears, for the third ratio which both slide along splines to a dog engagement.

Except occasionally when coming down into second, I usually manage reasonably clean changes. (See reference earlier to roundabouts, etc.)

An amusing nugget of information to drop, usually just before closing time, is that the magneto runs at ¾ engine speed. This either gets one ignored as having had too much or some fellow thirsting (sorry) for knowledge who buys another pint in the hope of an explanation.

The magneto armature has a four lobe cam so that to get six sparks every two revs of the crankshaft it has to rotate 1½ times. Gear reduction to the rotor arm sorts out

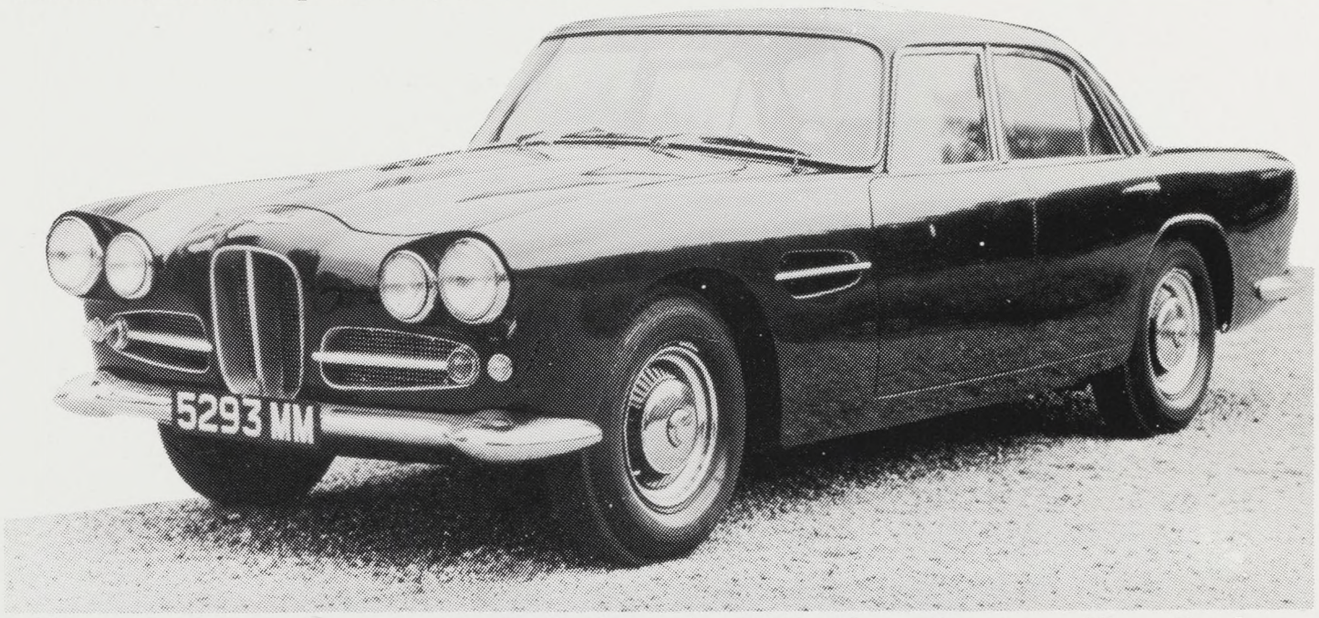
which cylinder gets which spark.

This little bit of frivolity would seem to be for two reasons. One, to get a good sharp profile to the contact breaker cam; secondly, and mainly, because of the low engine speed and the encouragement to use the advance/retard control the 50% higher speed of rotation ensures adequate sparks under all conditions.

The current task on the car is to fit some beautiful new running boards, so if anyone can tell me of a foolproof way to bend the aluminium edge to the small radius at the rear of the boards, I would be most grateful.

Recently the bottom end and bores have been given "the treatment" and the Lag and I are looking forward to another 30 + years of life together. By which time I shall be 86 and probably have to use the N.S. door, instead of climbing in over the O.S. cutaway.

JOHN ROGERS



The 4-litre DB Rapide owned by E. G. Conrad of USA. Photo: Courtesy of Ivan Forshaw

1962 Lagonda "Rapide"

CHASSIS No. LR/109/L. Engine No. 400/109. LHD (Left Hand Drive). 4-speed manual gearbox.

This is the *only* surviving original LHD car, with the original engine and the original David Brown gearbox. Total production 55 cars (1961-1964) of which 4 LHD, 51 RHD; 42 automatic, 13 manual.

Production 1960, 1 prototype RHD; 1961, 2 RHD both automatic; 1962, 9 cars, 5 automatic and 4 manual amongst which LR/109/L as only LHD, 8 others RHD; 1963, 40 cars, 32 RHD automatic, 5 RHD manual, 3 LHD manual of which 1 was returned from USA to the factory to be converted to automatic—of the 2 other LHD manual cars, 1 belonged to the famous French Star of the Thirties Josephine Baker and was dismantled, 1 was stolen in Germany 3 days after the owners had taken delivery and found back in a scrapyard in 1981 and sold for spareparts; 1964, 4 RHD cars, 3 automatic and 1 manual. All manual cars had the 4-speed David Brown gearbox which was later replaced on many cars either by the 3-speed Borg Warner automatic, or the 5-speed "ZF" manual gearbox as used on the DB5 and later DB6 Aston Martins.

Original specifications of LR/109/L: Colour of body: Black; Interior: Fawn, Conolly hide No. 3234; Picnic tables in rear compartment; Optional 4-speed manual DB gearbox with twin-plate clutch, hydraulic operation. Standard 3.995 cm 3 6 cylinder engine, 236 DIN-HP, standard 2 horizontal twin-SOLEX 44-PHH carburettors. Optional oil-cooler. The twin-plate clutch was fitted to 5 cars only; the oil-cooler only to 2 cars; only the

Peter Whenman

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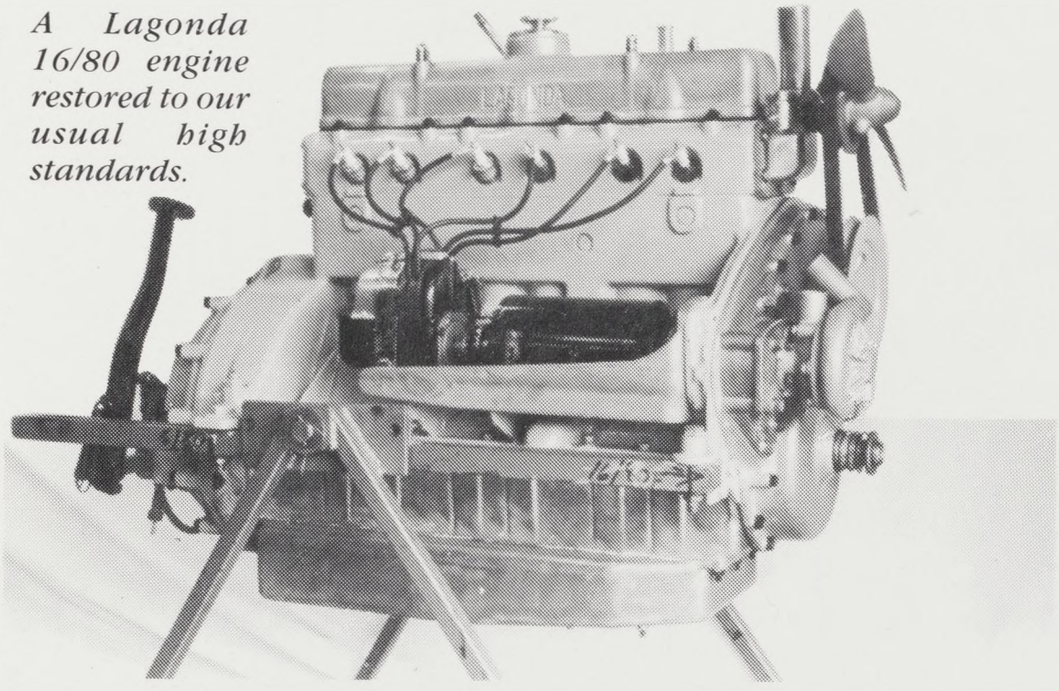


We pride ourselves in offering a comprehensive service for all Lagondas. Complete restorations, engine and chassis rebuilding, rewiring, tuning and general servicing. Retrimming and painting to concours standard.

Various replacement parts are available including:– L/C cycle wings, H.C. and M.45 wings, hood frames, tourer seat frames, complete ash frame bodies or kits for 2, 3, 16/80 or M.45 cars.

Engineers reports and valuations can be arranged.

Lagondas occasionally bought or sold.

'Vintage Coachworks', Forecourt 'Phoenix Inn', Hartley Wintney, nr. Basingstoke, Hants RG27 8RT. Tel: Hartley Wintney (025 126) 2589

previously indicated German car and LR/109/L had both, the latter remaining the only surviving original car. Dunlop disc brakes on all 4 wheels, power assisted. Electric operated windows. No power steering was fitted to any "Rapide"; several cars received power-stering once after this had become optional on the DB5. Only 2 cars were painted in black: the LR/109/L was the first one, the second one being LR/138/R, the RHD version exhibited at the 1983 Geneva Motor Show with a red leather interior. Only 1 car was fitted with normal air-conditioning directly at the factory (LR/128/R) whereas a few others had it installed later.

Body: Lightweight 5-seater 4-doors "Superleggera" construction, incorporating magnesium aluminium alloy panels on tubular steel framework in unit with steel platform chassis. Body designed by Touring, Torino, Italy. Body-chassis unit completely rust-proofed, insulated and undersealed before delivery. Rear suspension: De Dion axle mounted on parallel trailing links and located transversely by Watt linkage. Transverse torsion bars and large double acting piston type shock-absorbers.

History: Only 2 "Rapide" have been imported into Switzerland, the present LR/109/L and LR/118/R (the car which was converted from RHD to LHD, after having been fitted by its owner, Mr Wills, with a DB5 Vantage engine and a 5-speed ZF gearbox for racing purposes). The present car has spent all its life near Lake Geneva. The original order was taken by Mr Hubert Patthey, then official David Brown Aston Martin and Lagonda importer (Neuchâtel) on 15th March, 1962 at the Geneva Motor Show, for Mrs Nelly Cartier (wife of the famous jeweller Jacques Cartier, Paris), with above specifications.

1st August, 1962 (Swiss National Day) it was imported and cleared at the Geneva customs. 3rd August, 1962 it was delivered to Mrs Nelly Cartier, at her Swiss lakeside residence "Le Manoir", Promenthoux, 1196-Gland (Canton Vaud) with licence plates VD-20941. Servicing was done by a local garage M. Rochat, Nyon (Vaud). The car was exclusively chauffeur driven and was never used during the winter months. Total mileage covered only 18,000 km.

18th December 1963 LR/109/L was sold to Mr Rudolphe Trembley, well known industralist living in nearby "Domaine du Mimoray", 1267-Vich (Canton Vaud). The car receives VD-68578 registration which remained until 15th December 1964. 15th February, 1965, the end of a mild winter, the car is re-registered VD-93461 until 12th August, 1970 and is exclusively chauffeur driven. It is kept for occasional use until 12th December, 1974. Regularly serviced by local garage M. Rochat and the Geneva appointed Aston Martin and Lagonda distributor garage André Baumgartner. During these years it was mostly used to drive Mr Trembley's son to and from the "International School of Geneva", an exclusive private school equally attended by the car's present owner (1958-1964) who was fascinated when seeing it on the schoolgrounds. It covered an approx. 77,000 km during this period altogether, totally free of any accident; the only problem mentioned seems to have been overheating during summertime, when caught in slow traffic.

12th December, 1974 a neighbouring car-collector Jean-Jacques Chessex, 1261-Genolier (Canton Vaud) purchased the car, but never drove nor registered it.

During the 1975 Geneva Motor Show (13th-23rd March, 1975), LR/109/L was exhibited at a special stand of collector's cars. Total mileage then was around 95,000 km only. Mr Schneider recognises the car and decides to purchase it.

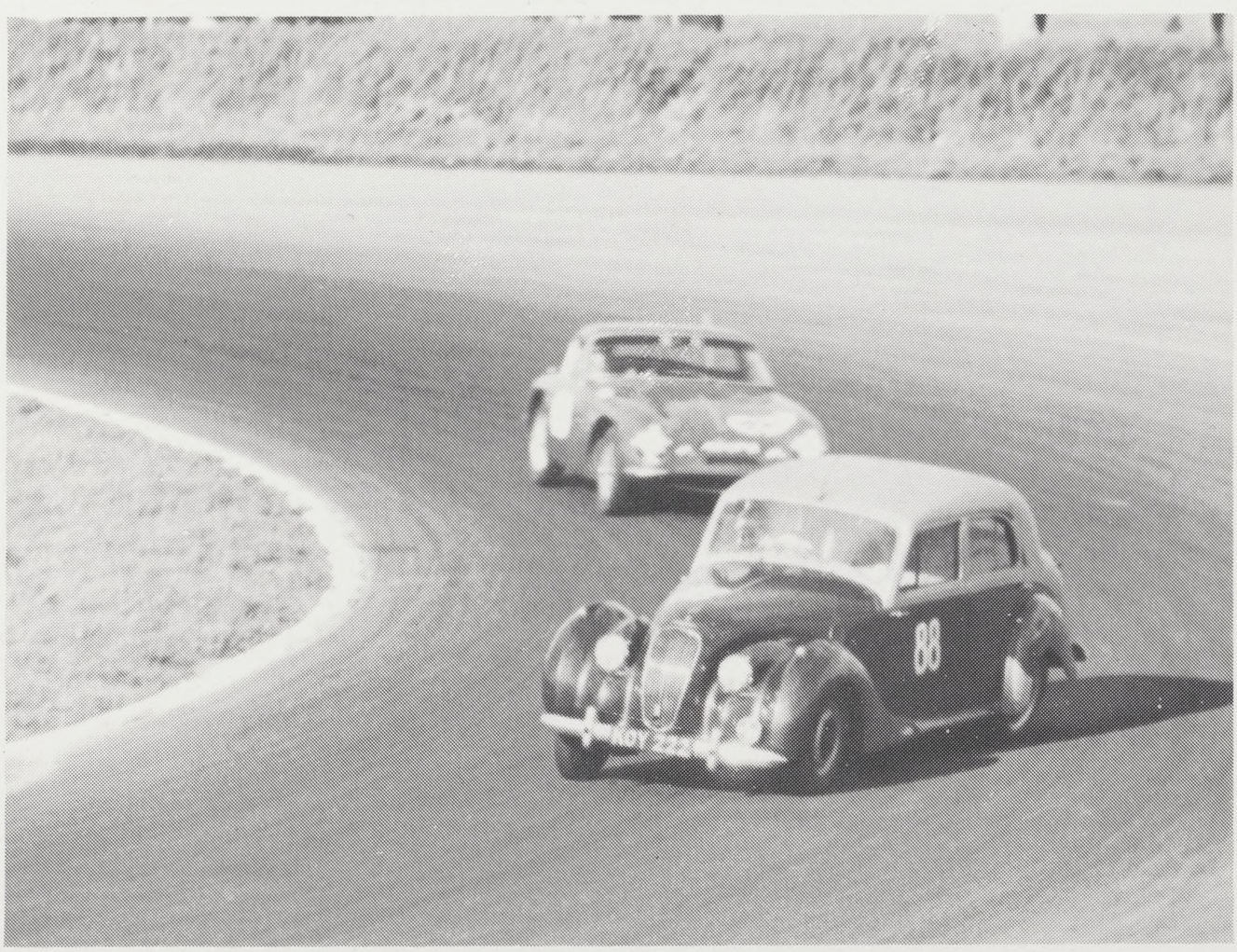
20th March, 1975, under the hammer of H. H. Prince Ghéza von Habsburg, Geneva director of "Christie's", the famous London Auction House, founded 1766, LR/109/L was put up for sale as Lot No. 67, indicating "Only 55 of the Touring-styled Lagonda Rapides were made between 1962 and 1964; the engine developed 236 bhp at 5,500 rpm, and an automatic gearbox was standard. A few cars were, however, produced with manual boxes, as in the case of this one. The car carries 4-door, 4-light, 4-5 seater Sports Saloon coachwork with integral projecting boot and electrically operated windows. There

are four headlamps and left-hand drive is fitted. The original owner was Mme Jacques Cartier. It is in good condition throughout, and has been cleared by the Swiss customs."

The Swiss weekly "Automobil Review" printed a picture showing the present car exhibited before the auction (27.3.1975, Nr 14, page 17) in company of a 1963 Ferrari 250-GTE, 1956 Maserati A6-G, 1963 Facel-Véga Facel-11. The main attractions of this auction were: 1912 Rolls-Royce 40-50 HP Silver Ghost Torpedo; 1914 Napier 30/35 HP Sedanca-Carbriolet; 1915 Rolls-Royce 40-50 HP Silver Ghost "Gentleman's Speedy Roadster"; 1924 Hispano-Suiza H6B 32 HP "Roadster-Skiff" 2-seater; 1925 Bugatti type 35 2-Litre "Grand Prix" 2-seater; 1927 Isotta-Fraschini 7.4 Litre Tipo-8A Torpedo; 1929 Duesenberg Model-J 6.9 Litre Coupé Town Car; 1930 Mercedes-Benz Model-SS 7.1-Litre Super-Charged Cabriolet; 1938 Mercedes-Benz Type 540-K Cabriolet "A" model 2 + 2 Super-Charged; 1932 Pierce-Arrow Series-52 12-Cylinder 4-door convertible; and many other desirable automobiles.

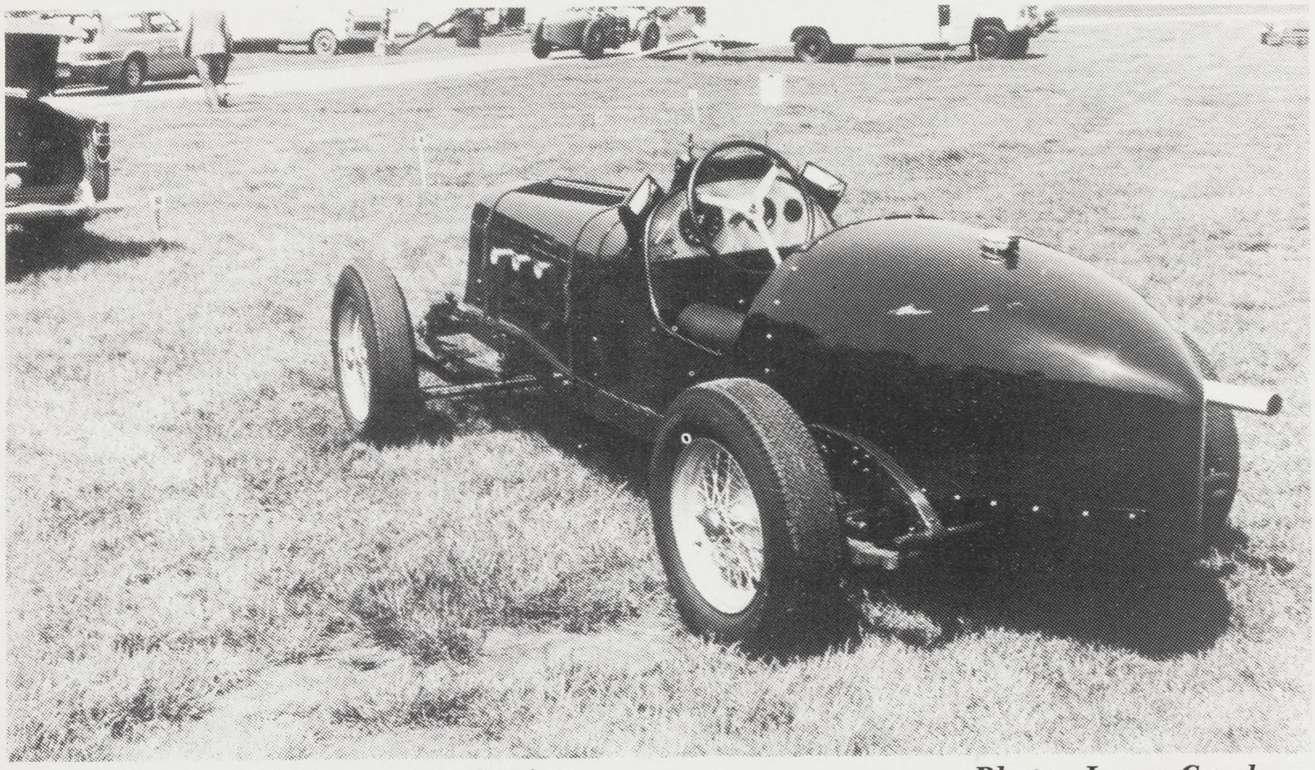
LR/109/L is registered GE-300600 by Mr André Schneider in Canton Geneva (so-called "interchangeable licence plates" which could be used, alternatively, on two cars, the other car being his 1964 Maserati "Quattroporte") and later GE-304604 ("interchangeable" with 1967 Lincoln Continental 4-door convertible). Exclusively owner-driven, the car was never used during winter months and stored in an air-conditioned garage. Maintenance by the Geneva appointed Aston Martin and Lagonda distributor garage André Baumgartner. 1st August 1983, on the car's 21st birthday, total mileage was a genuine 106,350 km.

A. SCHNEIDER

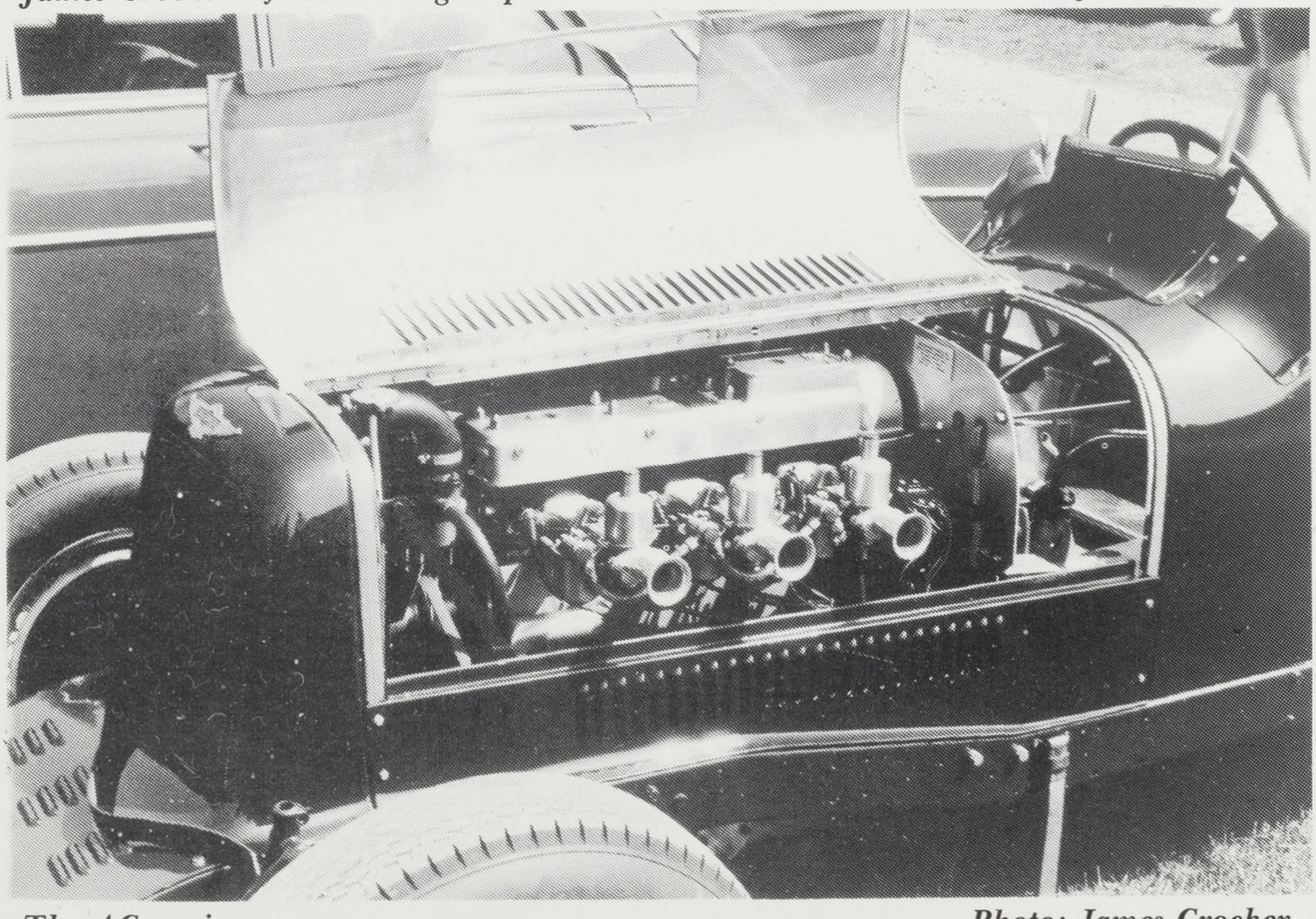


Ron Gee demonstrating the cornering characteristics of the 2.6 Lagonda.
Photo: Courtesy of Harold Barker

James Crocker's Rapier AC Special.



James Crocker's faster racing Rapier. *Photo: James Crocker*



The AC engine. *Photo: James Crocker*

Hull and East Riding Members' Notes.

LIBRARY NOTES—Herme's reading not entirely confined to The Magazine of the Lagonda Club and The Bulletin of the VSCC, it sometimes embraces Motor Sport. So here is Our Cars in Books.

> "Winston Churchill had not been my only important guest in the 1937 season. Someone else . . . more important to me, had turned up unexpectedly; she was coming north for York Races, could she have a suite and accommodation for her chauffeur? She arrived looking more glamorous than ever in a chauffeur-driven Lagonda. It was an exciting visit for me . . . and her attraction was as strong as ever."

Additionally, this out-of-print book has brief mentions of Buick, Cadillac, and Rolls-Royce, but this is not worth seeking solely for car references. However, interesting autobiography by noteworthy Yorkshireman. Any guesses? Answer in next Hermes Notes.

Libatory—Good Vintage Lakeland Trial last November. Noted that Lancs and Yorks squad did another Fox & Hounds flanker and infiltrated the Bridge at buttermere. They also seem to have promoted Jim Crocker to Officer i/c Drummers, and were hospitable lot to Hermes detachment. It must be mentioned in despatches that Hermes marshals found on arrival that all the John Scott & Partners' free beer for marshals had already been supped.

Successful debuts for Ken Pape as designer of Club's Christmas Card, and as solo-organiser of Hermes Annual Christmas Dinner where we were all pleased to welcome a small contingent from the Lancs & Yorks. Ken did find time to enjoy Bridget Laycock's Northern VSCC Dinner at Malton, strongly supported by most of Hermes.

The only Hermes marshal at January's VSCC dinner for that ilk thought fewer Lagonda faces there than last year. His red Lagonda Club tie evoked, from a respected club librarian and collector of other makes, the question, "Whose tie is that you're wearing?" When our man spotted another Lagonda tie, its owner was pleased to have had a Lagonda in the past. He now has an Alvis. His friend Jane was also pleased to say that for passing her driving test she had been treated to a (used) Rapier, which was still on the road at 1984's Silverstone Rapier Parade, but she too had changed to an Alvis. confession must be good for the soul.

Victory—Time—Between last Christmas and New Year. Place—Between Blubberhouses Moor and Kettlesing Bottom.*

Northern members apparently trigger-happy since Alne Show (Mag No 122). Mike and Wendy Hoare there also, subsequently sent invitations to a shooting match using our own guns and ammo. So Hermes crews through 55 miles of persistent low tedious fog surprised to find rendezvous sitting on its 650ft contour line in a clear patch. Must be the height; similarly the wind, low temperature, and odd showers.

More than thirty hardy souls, including a number of womenfolk and Clayton children, had accepted. Steaming coffee on arrival, scalding soup and jacket potatoes at the interval, and quite a spread to conclude; warm and generous hospitality. Great social occasion, good time had by all, even the petted little wet pony. Best thanks to Mike and Wendy.

Strict discipline according to the rulebook—make no mistake about that—for the marksmen and their supporting spectators. Former sorted themselves into three teams, Bentley with nine guns, Alvis with four, and we had Don Hoggard (capt), Mike Hoare (host), Ted Townsley, Rowland Hill, Ron Clayton, and Andy Hill. Each of our first four named got a kill with his initial shot. It transpired Don is active member of his local gun club, Mike keeps in practice lest the rustlers come, veteran

Ted was an Air Gunner; and Rowly in the Palestine Police Force, doubtless why father outclassed son. Scores secondary to the social aspect but for the record best shot overall was Maximum Mike, and however the scores were computed Bentleys and Alvis were outpointed by Lagondas at last. Hermes crews pleased to be there, and wonder whether this shoot-out breaks new ground in the activities of the club. Noteworthy cars present were Alvis none, Bentley none. Just one Lagonda, Mike and Wendy's 1929 tourer sitting in its garage where the soup was served. However, it was out on New Year's Day taking them to another vintage party, somewhat quieter.

Theirs went with a bang;? November-January can be enjoyable for Club enthusiasts.

*Yorkshire's response to Betjeman's reputed Tussock Wood and Windy Brake.

HERMES I

Letters to the Editor.

Dear Sir,

Felt I must put pen to paper in support of "us" Northerners who attended the A.G.M. last year, and a very enjoyable time we had, meeting old friends and making new ones.

Also to express my admiration for Sue Batt and family, Sue really did work long and hard to make everyone welcome and able to be recognised by "sticking one on" each member attending.

From our own area I saw Mike and Wendy Hoare and friends, the Clarke's and others I unfortunately cannot put name to, and of course, Alan doing his "thing".

Hoping we shall all meet again at Monk Fryston in April.

ELEANOR TOWNSLEY,
Leeds.

Dear Sir,

It is in some trepidation that I take issue with Arnold Davey on Club matters. It appears, however, that I may be one of those to whom he refers in the February News Letter on the subject of the Spares Scheme.

Ever since I rejoined the Club at the end of 1974, having been a Register Member, I have been aware of the need to provide a spares organisation, emphasised by the fact that I was trying a 2-litre rebuild with lots of missing bits. Back in the '50s most spares were available on a canibalising basis, aided by Ivan Forshaw who had accumulated a lot of old cars—I am of course talking as a 2-litre owner, and inevitably such spares were "part worn".

There can be very little left to canibalise in the 1980's and therefore, bearing this in mind, it is always the same parts which wear out/fail on our cars. Manufacture has now become the only answer.

The Austin 7 people have gone through the same problem and gone in for this in a big way. I was treated very kindly by them when I wanted a somewhat rare bearing for the rear axle of my "special".

You may remember that I wrote strongly supporting the Spares Scheme when it eventually materialised, and even suggested, at a subsequent A.G.M., that any increase in the annual sub. might include an element of further donation to the Fund. Great play was made of the need of members to join the Scheme, the inference being that if they didn't they would not be able to avail themselves of the facilities offered. (Are new members being asked to join and make a donation?)

My 2-litre, like everyone elses can last another 50 years (with my successors in my case), provided that the parts that wear out can be replaced. Certainly it makes sense to personally keep a spare fibre timing wheel (I have one) but for all 106 2-litre owners to keep spare half shafts, for example, is nonsense. Similarly it makes sense to have a batch of water elbows, brake drums etc. made when it becomes obvious that several members want them, but again it's nonsense to suggest that everyone should put their name on the list.

Isn't the answer to have a few made surplus to requirement to go on the shelf? That is what I assumed the fund was for—to maintain a certain shelf stock. Another point that I made at the time, was the importance of maintaining a stock of spares to keep cars on the road.

Sill plates and running boards are no doubt essential to the concours wallahs, but a waste of time as far as mobility is concerned.

Wheel rims and brake drums—that makes sense. Of necessity the fund is small to start with, so let's think in terms of essentials and devise some method to increase it in the future.

A voluntary donation was a good method of getting the idea off the ground but looking ahead everyone must be involved.

Let's be honest, one joins the Club to gain access to the advantages, so why not put someting towards those advantages.

I have often chatted with James Crocker on this subject and would have liked to help in a practical way but at this extremity of the U.K. I feel a bit out of touch and age-wise I am not far from the alloted span.

I have however, nothing but praise for Peter Whenman and Alan Brown and in no sense is any comment in this letter intended as a criticism of their noble efforts.

JOHN ANDERSON,
Deal,
Kent.

Dear Sir,

Being a rather slow reader I have just completed digestion of John Anderson's article "Stop-It" in the Autumn '83 magazine and the follow-up re-print item on compensation in the Winter '83 edition.

I have no experience of the 2-litre, but from John's detailed description of the brake mechanism, it would seem to be almost identical to that on my 3-litre.

If I understand the "fore and aft" compensator idea correctly it would seem that failure of the chain or its attachment to the rest of the brake mechanism would lead to total loss of the foot brake system. It would seem, therefore, that the degree of over design, commented upon by John, may well be desirable.

I have not looked closely at the geometry of the situation (because it means lifting the floorboards), but unless some form of limit of movement of the arm on the rear compensator is provided it would seem that breakage of a rear cable, or rear compensator chain, might introduce sufficient free chain into the fore and aft compensator as to again make the whole footbrake system inefective.

Transverse brake compensation is a good thing but I am tempted to ask if there really is any benefit in providing it fore and aft?

At the front, on the 2 and 3-litres, we have wider shoes than the footbrake rears, and greater weight on the front wheels (the more so under braking). Therefore I feel the more of our pedal effort we can bring to operate on the front, particularly under heavy braking, the better; and does not the slight elasticity in the rear cables allow this to happen progressively the harder we press?

JOHN ROGERS
Tankerton,
Kent.

Special subscription offer

Dear Sir,

Despite our efforts *The Automobile* is not yet available in every newsagent in the land and some of your members may therefore have difficulty in obtaining copies. One way of overcoming this problem of course (where it exists) is to take out an annual subscription. To encourage Club members to adopt this solution, we are making an attractive money-saving special offer for a limited period.

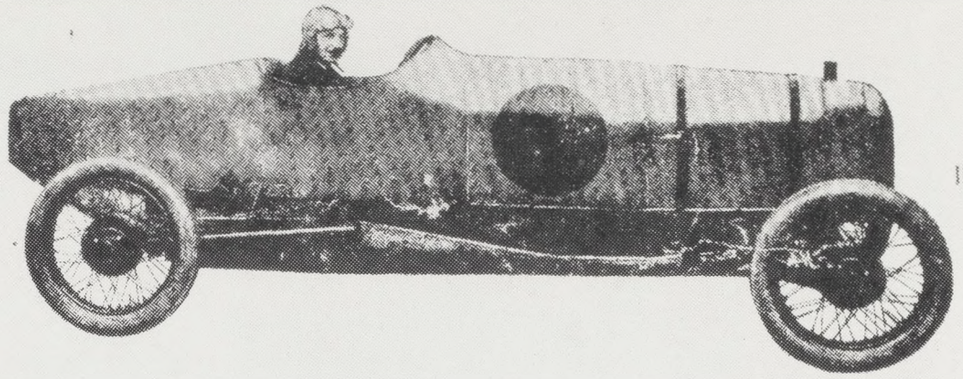
We wonder whether you will help us to bring the offer to the attention of your readers by including a mention of it in the next issue of your magazine.

Our Editor Michael Brisby, will always be glad to receive any news of your Club activities for possible publication in *The Automobile*.

PETER HART,
90 Wickham Road,
Beckenham,
Kent BR3 2QH.

The 'Kitchener' Appeal - HELP!

Your articles, photograps and letters are urgently required for the next, Summer, "Lagonda". We've emptied the files.



FIVE RECORDS BROKEN

ON the 5th October, 1921, the 11·9 h.p. Lagonda, driven by Major W. H. Oates, O.B.E., set up five records in the Light Car Class, as under :—

10 Laps in 20 min. 9·37 sec. = 82·36 m.p.h. RECORD.

50 Miles in 36 min. 18·82 sec. = 82·61 m.p.h. RECORD.

1 Hour - 79 miles 309 yds. = 79·17 m.p.h. RECORD.

100 Miles in 1 hr. 14 m. 49·55 sec. = 80·19 m.p.h. RECORD.

1 Mile (flying) 41 min. 42 sec. = 86·91 m.p.h. RECORD.

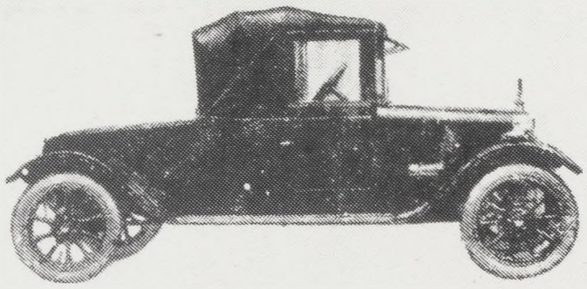
The records for the hour and the 100 miles are all the more remarkable in view of the fact that in the 27th lap the tyre on the off-side rear wheel punctured through picking up a nail, entailing a loss of 2½ minutes.

In a recent Lagonda advertisement in "The Light Car and Cyclecar" it was stated that the achievement of the Lagonda was "In the Ascendant."

This crowning triumph of the 11 h.p. Lagonda has proved our claim, it is the culmination of a string of successes that have put the Lagonda in a class by itself.

The speed, the sturdy strength and thorough reliability of the Lagonda racing model is incorporated in every Lagonda on the road and in the showrooms to-day—combined with a luxurious comfort that has made it essentially the "business man's pleasure car."

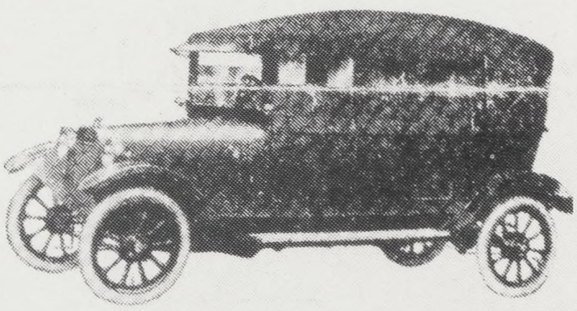
Many inquiries have already been received with reference to the Lagonda at this greatly reduced price, so, in order to get prompt delivery, book your order right away.



2-seater Coupe with Double Dicky.

4-seater All-Weather Model.

1922 PRICE, £395



Kindly assist us to attend to your inquiry at once by writing to—

Department "L."

LAGONDA, LIMITED,

195, Hammersmith Rd., London, W. 3.

"Grams:" "Lagonda, Hammer, London"
"Phone:" 333 Hammersmith.

Head Office and Works ... STAINES.

Lagonda

TO THE READER — *By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.*

B3

Reprinted from The Light Car and Cyclecar, October 15, 1921. Provided by Brian Dearden-Briggs

Printed by Kenion Press Ltd, Slough, Berkshire

SPARES SCHEME

MAY 1985

2 and 3L, 16/80

Peter Whenman,
"The White Cottage, Phoenix Green,
Hartley Wintney, Hants. 025126 2589.

3½, 4½L, V12

Alan Brown,
Matley Moor Cottage, Matley Lane,
Hyde, Cheshire. 061-338 2766.

ENGINE PARTS

2L Cylinder head gasket	£35.00 each
" Valve springs	£20.00 set
" do. do. retaining washers, std & blown	£20.00 set
" do. do. collets	£10.50 set
" Top water elbow	£10.50 each
" Water elbow; block to pump	£5 .00 each
" Y-piece; rad to head	£ 6.00 each
" Water plate; near side (machined)	£16.00 each
" do. do.; offside(H/C)	£17.50 each
" Water pump body	£65.00 each
" do. impeller	£17.00 each
" Fibre timing gear. (right hand)	£35.00 each
" Block/exhaust manifold gasket (3 port type)	£ 2.00 each
" do. do. do. do. (gallery)	£ 7.50 each
" Block/inlet manifold gasket	£ 1.50 each
" Rad cap casting; T bar	£ 6.00 each
2L & 3L Clutch driven plate	* £35.00 each
" Starter & dynamo fabric coupling	£ 7.00 each
" Trunnion mounted radiator bushes	£ 6.00 set
3L Water pump casting	£65.00 each
3/3½L Top water elbow	£18.00 each
" Head to rad/fan casting	£20.00 each
16/80 Cylinder head gasket	£36.00 each
" Inlet/exhaust manifold gasket	£10.00 set
" Water pump body (not machined)	£35.00 each
3L Cylinder head gaskets(72 or 75 mm) From Alan B.	£30.00 each

GEARBOX PARTS

2L OH gearbox Layshaft steel thrust bearing	£ 4.00 each
2/3L Z gearbox, gears	£300.00 set

* Items temporarily out of stock.

CHASSIS PARTS

2L Brake cables	* £25.00 set
" Perrot shaft gaiters (LC)	£ 8.50 pair
2/3L Front spring/chassis pivot pin	£ 6.50 pair
" Bump stop rubber moulding	£ 5.25 each
" Brake drums	P.O.A.
All Lagondas. Pedal pads	£ 2.00 each
do. Steering box mounting bracket	£50.00 each

BODYWORK PARTS

Spare wheel mounting cone	£10.00 each
do. retaining disc casting	£ 6.00 each
do. ball end spinner casting	£ 4.00 each
Running board edge strip (2L)	£15.00 set
Body sill plate (2L)	£ 7.00 each
Running Boards in mahogany	£65.00 pair
Rubber rain channel (8ft length)	£ 6.00 each
Radiator/petrol cap, over-centre type	£60.00 each
2L head to block sealing rings	£ 4.00 set
2L valve caps	£ 4.50 set
2L clutch linings	£20.00 pair
Fabric drive couplings, standard	£20.00 each
ditto. , 3 layer	£25.00 each
2L twin-carb manifolds (Only one set left)	£50.00 pair

ENGINE PARTS

Valves. All models except M45	£6.00 each
Valves. M45	£7.00 each
Valve guides, except V12	£20.00 /six
Cylinder head gasket, all 6 cyl. models	£30.00 each
Cylinder head gasket, V12	£36.00 /gkt
Exhaust manifold gasket, all 6 cyl models	£ 0.50 each
Valve caps, all sixes	£ 0.50 each
Timing chain, camshaft(can be used for 3/3½)	£65.00 each
Timing chain, magneto	£43.00 each
Fan belt, all sixes	£4 .00 each
Magneto/distributor gears	£14.00 each
Oil pump gears	£18.00 pair
V12 Half speed cam gear (gunmetal)	£60.00 each
Exhaust manifold ,all sixes	£100 each
Clutch plates, LG45, LG6 & V12	£45.00 each
Timing case oil seal, V12	£10.00 each

ENGINE CASTINGS

Water transfer ports, all sixes	£ 9.00 each
Rt angle bend, water pump to inlet	£16.00 each
Water pump bottom elbow	£ 8.00 each
Block inlet pipe	£30.00 each
Front head outlet, M45, LG45 S1 & S11	£18.00 each
Front head outlet, S111	£21.00 each
Back block S111 & S1V	£15.00 each
Back block elbow	£ 3.00 each
Top radiator inlet, M45 & LG45	£15.00 each

CHASSIS & TRANSMISSION PARTS

Fabric couplings	£13.00 each
Shackle pins, ½in.	£ 2.50 each
Shackle pins, ½in. LG45 one-shot	£ 3.00 each
Shackle pins, 9/16in. Front of front spring	£ 4.00 each
Half shaft M45/LG45	£75.00 each
Perrot shaft, M45/3 litre	£36.00 each
Gears 2nd/3rd for T8,G9 + others	P.O.A.

STEERING AND BRAKE PARTS

V12/LG6 Master cylinder kits	£20.00 each
V12/LG6 Flexible brake hose, front	£ 6.00 each
LG45 Front swivel pin	£ 8.00 each
Brake fork ends	£ 1.60 each
Kingpin sets	£50.00 set
Oversize kingpin (Plus 4 thou. each end)	£15.00 each
Drag link plug	£ 6.00 each
Drag link plunger	£ 6.00 each
Drag link spring	£ 2.00 each
Steering gaiter sets(leather)	£27.00 set
Brake shoe pulloff springs	£ 1.50 each
Drag link ball joints	£ 8.00 each

VARIOUS ITEMS

Horn brackets, LG45	£55.00 each
Torpedo door handles	£27.00 each
Radiator badges, flat or curved	£24.00 each
LG45 Radiator/petrol caps & bar	£30.00 set
Hinges,stainless steel	£23.00 each
Hinges, aluminium	£10.00 each
Radiator/engine mounting pads(2L,3L & 3½L)	£ 5.00 each
Telecontrol plungers	£ 7.00 each
M45/ 2 litre overcentre bar petrol filler cap. Unmachined castings	£18.00 set
Rocker shafts for Meadows 4½L	£60.00 set
Timing chain gears for Meadows 4½ (set of 5)	£160.00 set
Girling brake renovation kit	P.O.A.

NEW ITEM

Cast foot mounting plate,with badge. 11 in.long by 5 in. wide with rim and lettering raised ⅛in. £21 each.

Do we have a member in the glass industry ? I am thinking of having glass filter bowls made and need a contact.

I would like to borrow an M45R con. rod which has a solid little end for a sample. The idea is to have made con.rods for the M45 and LG45 with the solid little end and shells but without the spacers of the M45

ALL PRICES ARE AS COLLECTED AND NEED POSTAGE, PACKING AND CARRIAGE TO BE ADDED.

SPARES SCHEME OVERFLOW

PETER WHENMAN

NEW ITEMS IN STOCK:

Engine mounting pads for 2 litres	£ 3.00 each.
Castellated petrol caps for 2 litres. Fully machined. 4 only	£15.00 each
Dynamo or starter couplings (Back in stock)	£ 7.00 each.

THE Clutch friction discs for 2 and 3 litres we have in stock are going quickly, so order now to avoid disappointment.

SUPPORT NEEDED FOR THE FOLLOWING PROJECTS:

Front dumb iron covers, with louvres, for 2 litre and 16/80.

Clutch driven plates for 2 and 3 litres.

Please write if interested.

Split camshaft bearing in lead-bronze for all 2 litres. (New) One set only. £115 a set. Telephone David Ayres 0635 69388

FOR SALE 2 pairs only, side lamp stalks for LC cars with cycle wings. Cast in bronze with the hole in the middle. Need fettling. £45 a pair.

ALAN BROWN

FLexible brake hoses. Now available, front and rear for LG6 and V12. Having to be made up specially so no price available yet.

Carbon clutch thrust rings. So far I have only had one enquiry for these, which only fit LG45s, not LG6s or V12s. The project will fold unless other people show an interest.