



THE MAGAZINE OF THE
LAGONDA CLUB

Number 160

Spring 1994

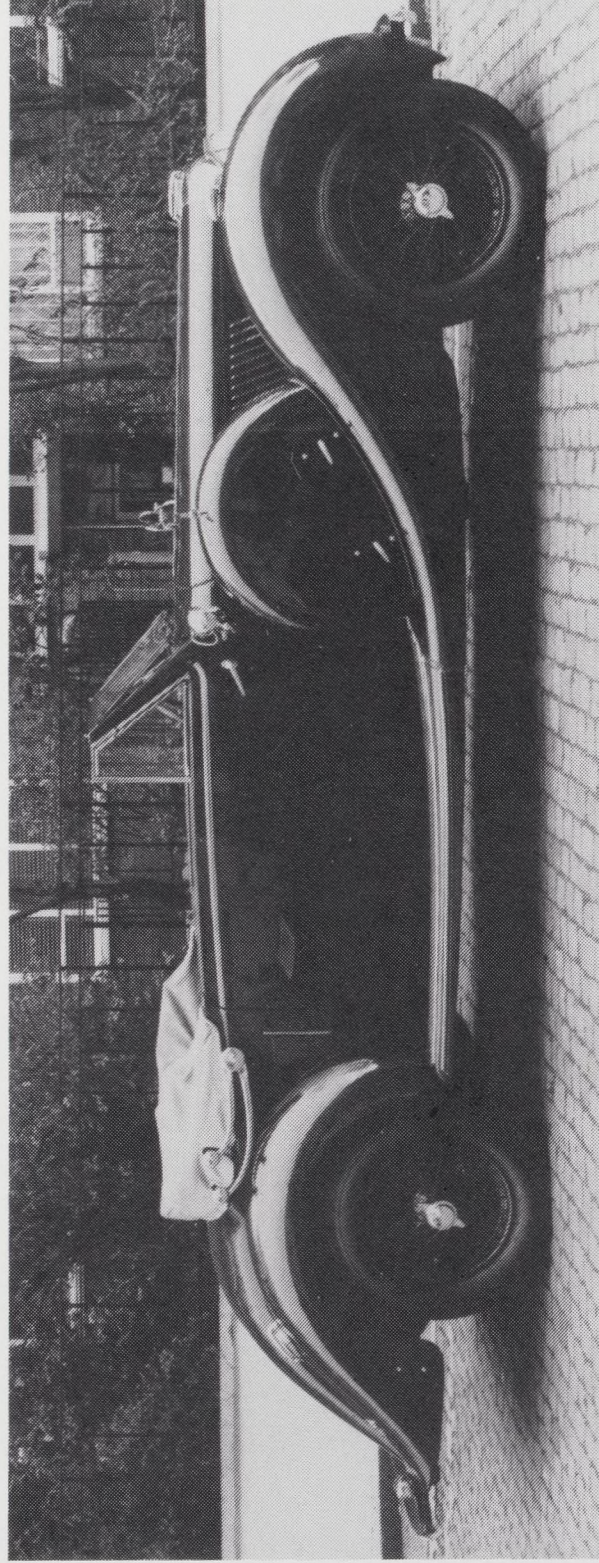
OPEN FROM
9.30 TO 6.00 WEEKDAYS
10.00 TO 4.00 SATURDAYS

COYS

OF
KENSINGTON

FOUNDED 1919

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1937 Lagonda LG6 Drophead Coupe.

*A recently restored car presented in exceptional order throughout.
Finished in burgundy with a black leather interior.*

1929 Aston Martin 1 1/2 litre International 2 seater sports
1930 Aston Martin 1 1/2 litre International 2/4 seat tourer
1963 Aston Martin DB4 Convertible
1937 Attenborough Special
1955 Bentley SI Continental DHC by Park Ward
1930 Bentley 4 1/2 Litre Supercharged Le Mans Style Tourer
1935 Bentley 3 1/2 Litre "The Eddie Hall Team Car"
1934 Bentley 3 1/2 Litre Continental Open Tourer by Oxborrow & Fuller
1934 Bentley 3 1/2 Litre Drophead Coupe by Thrupp & Maberley
1937 Bentley 4 1/4 Litre Owen Sedanca by Gurney Nutting
1954 Bentley R Type Continental Fastback by H J Mulliner
1954 Bentley R Type Convertible by Park Ward
1947 Bentley Mark VI 2 door coupe by Park Ward
1937 Bentley 4 1/4 Litre by Park Ward
1886 Benz Velo 3 Wheeler Replica

CARS IN STOCK

1934 Bugatti Type 51 Grand Prix
1936 Cord 812 convertible
1931 Delage D8 Sedanca Town Car by Fernandez & Darrin
1938 Delahaye 135 M Drophead Coupe by Figoni & Falaschi
1964 Ferrari 275 GTB/2 6C, Right Hand Drive
1966 Ferrari 330 GT MKII
1967 Ferrari 275 GTB/4, Left Hand Drive
1972 Ferrari 246 GTS Right Hand Drive
1974 Ferrari 365 GT4/BB Right Hand Drive
1934 Fraser-Nash "Chain Gang" T.T. Rep
1932 Invicta 4 1/2 Litre S Type Carbodies Tourer
1934 Invicta 4 1/2 Litre S Type Drophead Coupe by Salmons
1938 Jaguar SS100 3 1/2 Litre Works Car
1973 Jaguar E-Type V12 Roadster

1958 Jaguar XK150 DHC 3-4 Right-Hand Drive
1966 Jaguar E Type Series 1 4.2 Left-Hand Drive
1933 Lagonda M45 Tourer
1934 Lagonda M45 3 Position DHC by Freestone & Webb
1938 Lagonda LG45 Rapide
1956 Mercedes-Benz 300SL Gullwing
1931 MG Q Type Supercharged by Peter Gregory
1952 MG TD
1930 Riley Brooklands
1912 Rolls-Royce Silver Ghost Roi de Belges
1927 Rolls-Royce Phantom I Sportsmans Roadster
1934 Rolls-Royce 20/25 Gurney Nutting Three Position Drophead
1937 Rolls-Royce 25/30 3 Position Drophead Coupe by Freestone & Webb
1964 Rolls-Royce Silver Cloud III Drophead Coupe by Mulliner
1964 Talbot Lago T26 Grand Prix

Please contact: COYS SALES DEPARTMENT for further information on cars for sale

COYS OF KENSINGTON · 2 - 4 QUEEN'S GATE MEWS · LONDON SW7 5QJ
TELEX 938015 COYKEN G · TELEPHONE 071 - 584 7444 · FAX 071 - 584 2733



MAGAZINE
Issue No. 160
Spring 1994

THE LAGONDA CLUB LIST OF OFFICERS 1994

President: James Crocker

Vice Presidents: A. Davey, A. W. May,
H. L. Schofield

Chairman: David Hine

Hon Secretary: Colin Bugler, Wintney
House, London Road, Hartley Wintney,
Hants, RG27 8RN. Tel: 0252 845451.

Hon Treasurer: Clive Peerless, 29a
Lingfield Road, Wimbledon, London
SW19 4PU. Tel: 946 7784

Hon Competition Secretary: Peter
Whenman, White Cottage, Phoenix
Green, Hartley Wintney, Hants RG27
8RT. Tel: 0252 842589 (between 7.30 -
8.30 pm) Fax: 0252 844980

Hon Social Secretary: Jeff Leeks,
"Ashleigh", 183 Main Road, Naphill,
High Wycombe HP14 4SD Tel: 049 456
3188

The Spares Service: John Oliver,
Dormer Cottage, Woodham Park Way,
Woodham, Weybridge, Surrey KT15
3SD. Tel and Fax: 0932 346359.

Editor: Ken Painter, Church Farm
Cottage, The Street, Rickingham, Suffolk
IP22 1EQ. Tel: 0379 898228.

Registrar & Newsletter Editor: Arnold
Davey, 86 The Walk, Potters Bar, Herts.
EN6 1QF. Tel: 0707 654179.

Technical Advice:

Peter Whenman, address as previous.

Alan Brown, Knarr Mill, Oldham Rd.,
Delph, Nr Oldham, Lancs, OL3 5RQ.
Tel. 0457 820267.

Jeff Leeks (DB models), address as previ-
ous.

Colin Mallett, (11.9 and 12/24 models).
Tel: 0728 88696.

Paul Nickalls (Rapiers) , Maryland,
Bredfield Road, Woodbridge, Suffolk
IP12 1JE. Tel: 0394 384463.

Australian Representative: Ron Graham,
P.O. Box 63, Walkerville, Southern
Australia 5081.

USA Representative: Christopher Salyer,
3237 Harvey Parkway, Oklahoma City,
Oklahoma 73118, USA.

CONTENTS

From the Driving Seat	4
Reflections	5
South of Scotland News	7
Sports Car Record	8
A Little Bit of History	12
Lagondas in Russia	14
Another Bit of History	17
Competition Driving	18
Overheating in 4.1/2s	24
LEL	25
Vaporisation in 16'80s	26
Letters	29

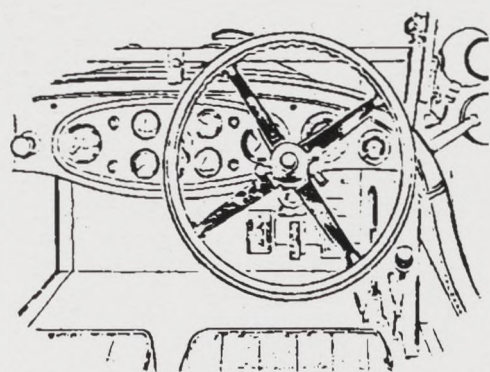
FRONT COVER

EPE 97, competing in the BRDC 500 mile race at Brooklands on 19th September 1936. Donald Wilkinson, Fox and Nicholl's Chief Mechanic filling up oil. Earl Howe at the wheel. The car's average speed was in excess of 113 mph, including pit stop. Car entered by Arthur Fox.

The original of this photograph was generously loaned by Mrs Patricia Stevens, who is Arthur Fox's grand daughter. We are grateful to Peter Meonde for making it possible for us to reproduce it

Contributions do not necessarily represent the views of the Committee, none of the Editor and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered. Acceptance of an advertisement for publication in "The Lagonda" does not imply endorsement of the product or service by the Committee.

From the Driving Seat



Well, the house move is complete and Mr and Mrs Editor are now settled in what is intended to be their permanent home from now on. Applying for permission to build a garage next to a listed building in a conservation area is proving a little taxing - and storing one car and the contents of a four car garage in a single car garage has been interesting to say the least!

The complications of settling in, coupled with the last minute traumas of preparing my car for the April Silverstone meeting have conspired to make this magazine a little later than planned, but I am confident that all will be back to normal from here on. Keeping my computer 16 miles from home hasn't helped either, but now all my boxes are unpacked and new hiding places found for the rubbish we all move from house to house I can settle down to what we laughingly call "normal" and even start work on my long neglected 2 litre, once the new motorhouse is built.

Enough of personal problems. Don't get too excited about the coloured cover! We can't afford to do this too often, but this time we are fortunate to have a truly historic picture in that few photographers were working in colour before the war, so the lovely picture of EPE is a great rarity. Coincidentally, Phill May has provided some additional material on the same car, plus a caricature of Alan Hess, drawn by his late father, Fred May, so this edition concentrates very much on historical matters, with just a dash of technical advice and recent news for variety. We also have an excellent article on competition driving by Alan Elliott.

All I can say about it is that I wish he had written it three or four years ago, before I started racing! It is excellent advice and I hope it encourages lots more of you to try competitive driving. Never forget, it has been described as the most fun you can have and still keep your clothes on!

Talking of competitions, your Committee have asked for more pictures of Lagondas in competition to be printed in the magazine. We see lots of you at the meetings, loaded down with cameras, but few offer pictures for publication. Perhaps it would help overcome your shyness if I reminded you of the basics for successful publication . . .

We prefer pictures that are in focus! It also helps if they are properly exposed, with no large blacked out shadows or washed out highlights. It helps if you can chose a neutral background, or one which complements the picture - no trees or poles growing out of the driver's head, or out of the car bonnet. It also helps if the picture is "landscape" format, that is wider than it is high. The alternative, portrait, format often needs so much trimming off the top of bottom of the picture it becomes unuseable. Really good portrait style pictures can be used for the front cover, but if they are to be enlarged to full cover size they have to be perfectly focused and perfectly exposed. Finally, and this is really important, be very careful how you write your name and details of the picture on the back. Many modern pictures are printed on a plasticised paper, which is not at all absorbent, if you use a felt tipped pen the writing may rub off onto

(continued on page 6)

Reflections



We all had a very exciting day not long ago when my eldest daughter Kathryn got married to her college sweetheart Ben. She had ordered me to use her favourite Lagonda 'Lady' the trusty M45 saloon which was a wise decision considering the spring weather, cold but gloriously sunny! Apart from the day itself I had many happy hours making sure Lady was on top form for the occasion not to mention the test drive with Alistair Barker who was our chauffeur for the day. His gear changes were perfect after lunchtime refreshments!

It's a sobering thought to reflect that

I've owned Lady since 1964 when Jill and I responded to an advert in the Manchester Evening News which just said Lagonda for Sale £100 o.n.o.

We both fell in love with her but the usual haggle had to be gone through before the deal was done at £90. Well he did say o.n.o.!

I used to go and visit Jill in Sheffield where she lived at the time and once or twice Lady was the last car to get over the Snake Pass before the snow closed in.

Two happy years later a chance came to buy a Rapide and we were just getting married ourselves so Lady had to go.

£400 was received from the new owner so that comforted us in our loss.

Another two years later we spotted an advert for a car that sounded just like her and more out of curiosity than anything else I followed it up. Well, she did look sad and neglected with all crumpled back wings and one very small back tyre which gave her a distinct lean to port. She had been driven till she dropped only saved by a slipping clutch which the chap did

not know how to adjust and feared the cost of a repair. So a deal was done to get her back at £350 and I don't suppose we shall ever part with her now. She was only 30 years old then and now she's 60 and looking younger every day.

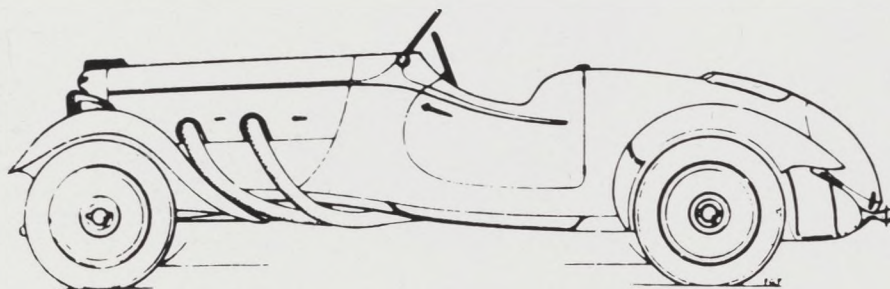
So Kathryn and Ben had a wonderful wedding day and Jill and I were bursting with pride. When she thought no one was looking Lady gave a big smile too . . .

D.R.H.

(continued from Page 4)

other pictures - and always onto the picture itself! I get lots of beautiful pictures which I can't use because they are smeared with the ink used to write the captions. Try writing on a "Post-it" note and sticking that on the back of your picture.

K.P.P.



HERB SCHOFIELD

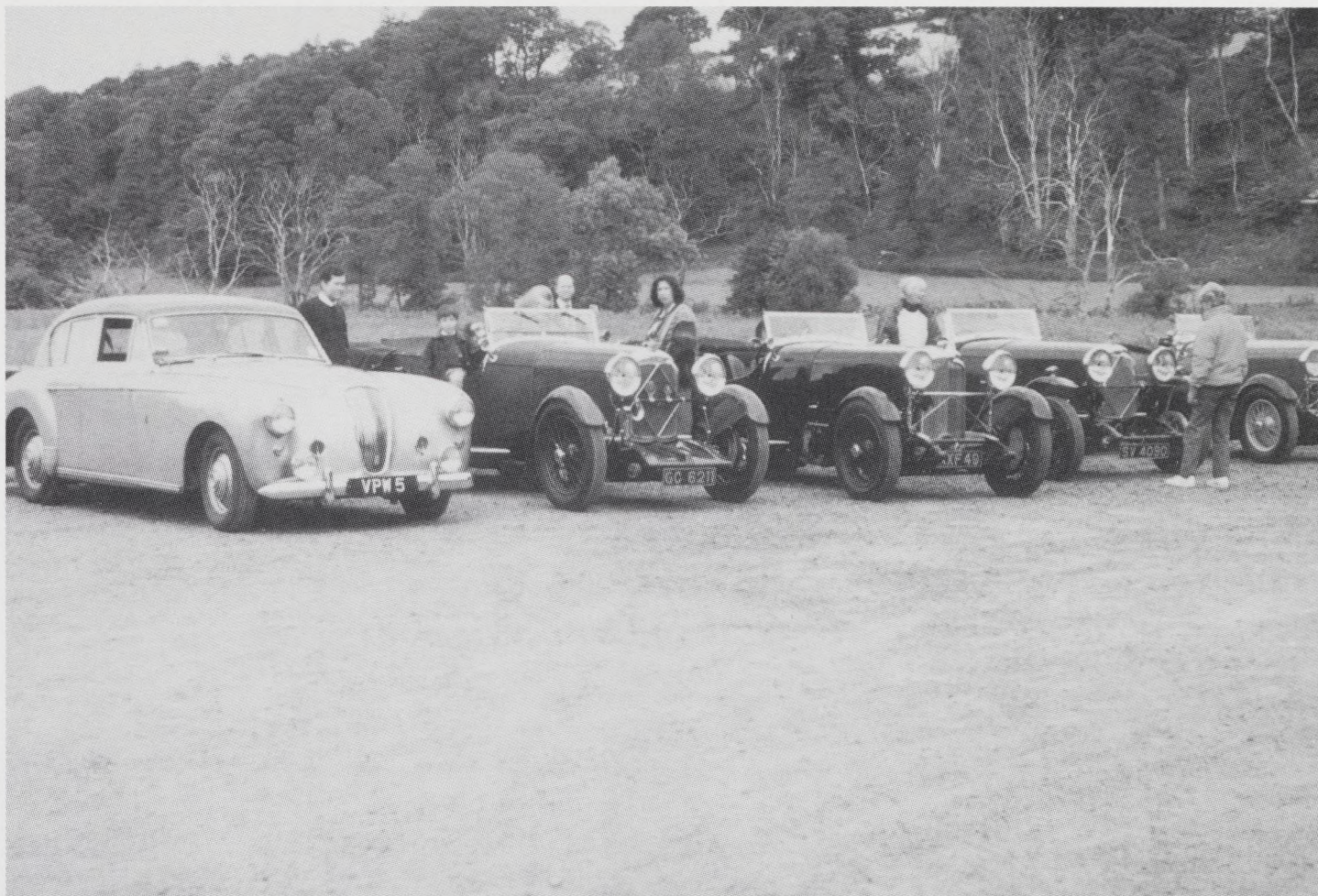
**Complete car interior restoration service
by experts. Anything in leather.**

**Mechanical work now undertaken.
We are the acknowledged experts on
the 4¹/₂ Lagonda.**

**LAGONDA GARAGE, REAR 44 LONDON ROAD, OLDHAM
LANCASHIRE, ENGLAND**

**Telephone: 061-633 7356/061-624 6236
or Mottram-in-Longdendale 63295**

South of Scotland News



A small meeting of south of Scotland and North of England members was held on Sunday 22nd August 1993. The Scottish members assembled at Hardengreen House near Dalkeith, the home of Roy Martin and family. The assembled Lagondas were Roy Martin's 1930 2L L.C. tourer with family; Robert Hunter and Archie Thompson from Glasgow in Robert's 1956 DB3L saloon; Tom and Margaret Anderson from Edinburgh in their 1934 3L tourer; Muir and Mary Laidlaw from Limekilns in their 1929 3L H.C. tourer Team Car. Myself and my wife Patricia in "Deux Cheveux" borrowed from our daughter, hence my appointment as scribe!

The cars left in convoy for the Ledforest Hotel, which is about half way between Edinburgh and Newcastle on the A68.

We arrived at about 12.45, to find that Chester and Mrs Boylan had made the journey from Whitley Bay in their 1932 16/80 tourer. From Kelso, Mr and Mrs Blair, in a "modern", but owners of various cars, including a Rolls Royce formerly owned by the Queen of Siam. A very pleasant four hours were passed, with drinks, lunch, car talk and inspections.

The weather was hazy sunshine and cool, which was good for Scotland this year.

Thanks to Roy Martin for organising our first official Lagonda meeting for several years, giving us the opportunity to meet old and new friends.

Our regular meetings are still with the VSCC, on the first Thursday of the month at various hostelrys.

Hamish Davidson

Sports car covers 104.44 miles in 1 hour - two up (reprinted from "Speed", November 1937)

Editor's Note, Alan Hess.

On the eve of the Motor Show, on October 7th, on a damp rainy day, the editor of "Speed", driving a 4.1/2 litre Lagonda Rapide prepared by Arthur Fox, covered 104.44 miles within the hour under RAC observation in full touring trim, lamps, wings, spare wheel etc., plus a passenger. This article records his impressions.

Arrangements had been made with the Track authorities and with the RAC for the run to be made on the afternoon of Thursday, October 7th. It was, therefore, confidently expected that the day would turn out wet and misty. And it did!

In the morning, after the driver had slid about at the Fork and experienced one or two hectic moments on the Home Banking during a preliminary run to test conditions, a deep gloom settled over Mr Arthur Fox, the mechanics, the passenger, and the group of friends clustered opposite the Sheds.

A little later, however, the drizzle ceased and thereafter matters improved somewhat - not much, but sufficiently for the run to take place as scheduled. After the necessary inspection and measuring by RAC officials, the car was fuelled with ordinary Cleveland Discol, bought from a wayside pump, weighed (driver and passenger also submitting - very self-consciously - to this indignity and returning the somewhat surprising joint total of 28 stone, or 3.1/2 cwt - quite a handicap for any high-performance car!), and then driven down to the starting line at the Fork.

From a standing start the Lagonda completed its first lap in 1 min 51.2/5 secs. at a speed of 89.41 mph; had the track been dry, and less wheel-spin encountered in consequence, this figure would undoubtedly have been materially

improved. Thereafter, however, on no lap was a speed of less than 104 mph recorded; in fact, apart from the standing lap, the *slowest* lap of the Lagonda exceeded the *fastest* put up by Mr Davis's BMW during his very creditable performance in April last.

A study of Mr Ebbelwhite's time chart shows the amazing consistency throughout. Laps No. 3 to 11 - nine in all - were covered at an identical speed, 104.85 mph or 1 min 35 secs; and later, similar times were returned for a further nine laps. Fourteen laps were covered at over 105 mph - four in succession at exactly 105.07. The fastest laps were Nos. 16 and 19, each at 105.52; the slowest was (appropriately) No. 13 at 104.19 mph - and for this there was a very good reason. With the Lagonda emerging fast out of the mist down to the Fork, a mechanic from the Vickers' Shed chose that moment to attempt to cross the Track right in front of the car, and the driver momentarily had to lift his foot!

On no lap (apart from the first) did the speed vary from the mean by more than 3/5 of a second - and at a speed of over 100 mph that might justifiably be called consistency!

To the passenger it was extremely interesting to follow the driver's tactics in his attempts to clip off split seconds - well up on the Home Banking up the Hill, letting the car follow its own line more or less to prevent excessive tyre-scrub; continuing moderately high all round, up to and under the Members' Bridge; no swerve for the famous Bump - every time round, car, driver and passenger went up into the air and subsided again to a resounding "clonk", flat-out along the Railway Straight, with the car placed exactly at the same spot each lap for the Byfleet Banking, the Byfleet Bridge and the approach to the Fork;

well over to the right close under the Sheds; then once more finding the right line up the Hill.

Wet Conditions

Throughout the afternoon water lay about the Fork in big pools, causing the car to snake and slide, and calling for some desperate work on the wheel, to say nothing of putting the driver off his proper line for the approach to the Home Banking. On two occasions, for some reason not divulged to the passenger, the car indulged in a hectic slide when quite high up, but the driver seemed quite unperturbed and the rev counter made no appreciable complaint.

Up the Hill, lap after lap, the dial showed 3,400 revs; on the Byfleet, all the way round, a steady 3,600; with maximum readings of 3,700 - 3,800 (about 112 mph - well within the car's capacity) on the fast run down to the Fork and again along the Railway Straight.

Oil pressure (apart from one period of a few seconds) remained absolutely steady, as did the oil temperature; water remained at a steady 75 - 80 degrees. In fact, the whole range of dials in their steadiness seemed to inspire the utmost confidence in the car's capacity to do its job without protest.

One or two things stood out during the run - at least to the passenger. The peculiar squeak at one spot on the Banking as wheel and wing met momentarily on almost every lap round; the vindictiveness of two nasty bumps in quick succession at the end of the Byfleet Banking (surely the worst on the track?); the surprising comfort and steadiness of the ride as a whole; the growing gloom which almost threatened to blot out the view of the Sheds, as the Hour wore on; the swarm of insects on one lap coming up to the Byfleet Banking; the hardihood of the before-mentioned Vickers' mechanic; the sedate black Saloon loaded with passengers which suddenly appeared from nowhere one-third of the way through and which as suddenly disappeared after being lapped twice - its disappearance

probably accelerated after a magnificent swoop down the Home Banking on to it by the Lagonda. (It came as a bit of a shock to learn later from an observer that the Saloon had been lapping at a cool 85, when the Lagonda's passenger would have put down its speed at a doubtful 50!)

During the hour's run only two signals were shown by Mr Fox - one at 25 laps and the other to indicate the car's average speed. And these were almost unreadable owing to the rapidly growing gloom.

The whole attempt, in the humble opinion of the quite insignificant passenger, reflects the very greatest credit on the driver and on Mr Arthur Fox, who entered and prepared the car. When it is considered that the Lagonda was in full standard touring trim (it was driven down to the track from Tolworth in the morning and back again after dark - after a jubilant tea in the Clubhouse - just as your car and mine might be taken out for a day's run), carrying two substantial persons - and consequently *two* windshields to disturb the air flow - and yet managed to beat the previous best (when only one person was carried) by 2.22 mph, over a comparatively short distance, it will doubtless appear to many to be quite a considerable achievement and another feather in Mr Arthur Fox's already overburdened cap.

As a matter of further interest it might be mentioned that the car ran on ordinary Cleveland Discol, Dunlop tyres, Champion plugs and Castrol oil

The Lagonda can now claim to be the fastest standard sports car in Great Britain, and the only British car ever to have achieved over 100 mph within an officially-observed hour.

The anonymous passenger was Jeff Leitner, Editor of "The Sphere", which was published by a different company, hence the need for anonymity. This information was given to Arnold Davey by Alan Hess.

K.P.P.

LAP-BY-LAP TIMES AND SPEEDS.

LAP	TIME		SPEED	LAP	TIME		SPEED
	M.	S.			M.	S.	
1		51 $\frac{2}{5}$	89.41	20		34 $\frac{4}{5}$	105.07
2		34 $\frac{3}{5}$	105.29	21		34 $\frac{3}{5}$	105.29
3		35	104.85	22		34 $\frac{4}{5}$	105.07
4		35	"	23		34 $\frac{4}{5}$	"
5		35	"	24		34 $\frac{4}{5}$	"
6		35	"	25		35 $\frac{1}{5}$	104.63
7		35	"	26		35	104.85
8		35	"	27		35 $\frac{1}{5}$	104.63
9		35	"	28		34 $\frac{4}{5}$	105.07
10		35	"	29		34 $\frac{3}{5}$	105.29
11		35	"	30		35	104.85
12		35 $\frac{2}{5}$	104.41	31		35 $\frac{1}{5}$	104.63
13		35 $\frac{3}{5}$	104.19	32		35	104.85
14		35	104.85	33		35	"
15		35	"	34		34 $\frac{1}{5}$	105.07
16		34 $\frac{2}{5}$	105.52	35		35 $\frac{1}{5}$	104.63
17		35	104.85	36		34 $\frac{3}{5}$	105.29
18		34 $\frac{4}{5}$	105.07	37		35	104.85
19		34 $\frac{2}{5}$	105.52	38		35	"

Lagonda

ADVERTISING RATES

Full Page, Outside Back Cover	£66.00
Inside Front/Back Cover	£55.00
Within Text of Magazine	£44.00
Half Page	£28.00
Quarter Page	£16.00
Inserts, per single A4 Sheet	£100.00
Full Colour Rates now available	Consult the Editor for Details

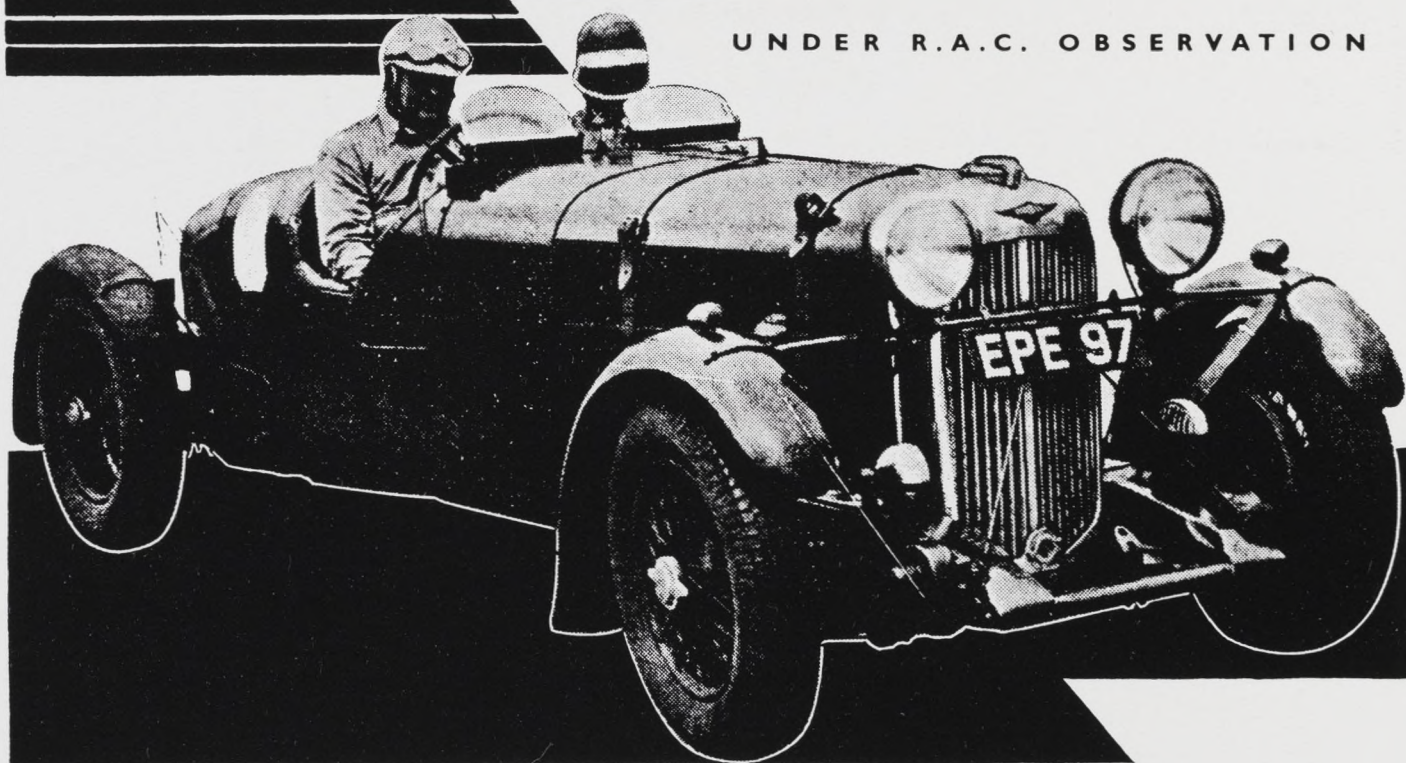
All prices plus 17 $\frac{1}{2}$ % VAT

A series discount of 10% will be allowed on any four advertisements of the same size, paid in advance.

Members of the Lagonda Club are granted a 10% discount on advertising rates.

4 1/2 LITRE
**SPORTS LAGONDA
COVERS 104.44 MILES
IN 1 HOUR!**

UNDER R.A.C. OBSERVATION



U S I N G

Entered by Mr. Fox, of Fox & Nicholl, and driven by Mr. Alan Hess, this 4½ litre SPORTS LAGONDA, carrying touring equipment such as lamps, wings, number plates, etc., covered 104.44 miles in one hour under R.A.C. observation on Brooklands.

**WAKEFIELD
PATENT**
Castrol
MOTOR OIL

C. C. WAKEFIELD & CO. LTD., All-British Firm, Wakefield House, Cheapside, London, E.C.2

A little bit of history

My recent investigation into the early history of my "Scottish 4.1/2" has turned up the enclosed from the daughter of the original owner.

On the first service bill (at 7800 miles), I particularly like the £1 - 17s - 6d charged for collecting and returning

the car - from Fife! Also, there is no mention here of the new gearbox that was fitted at the same time - as noted on the Lagonda works service card. Perhaps they didn't wish to admit the problems with the "new" G9 gearbox.

Paul Tebbett

DIRECTORS:
T. LEWIS.
W. HENDERSON.
G. HENDERSON.

SERVICE DEPOT:
25 COMMERCIAL STREET
GLASGOW

Burton & Tweedy (Glasgow)

Proprietors - LEWIS, HISLOP & HENDERSON, LTD.

Automobile Engineers.

122 ST. VINCENT STREET

Glasgow, C.2.



TELEPHONE: CENTRAL 1806
TELEGRAMS: BURTEEDY,
GLASGOW

Sole Distributors for Lagonda Cars for Scotland.

15th September, 1936.

Alex. Shanks, Esq., Falkland Wood, Falkland.

To One 4½ litre LAGONDA Saloon, Series 45, Unregistered, as per makers' specification and guarantee, Chassis No. 12017, Engine No. 12017. As listed....	1125	-	-
To Cost of Tax to end of year.....	7	17	6
Number plates.....	2	-	-
	1134	17	6

By Allowance for your 1932 3 litre

LAGONDA Saloon, as agreed..... 400 - -

£ 734 17

85

Received of

Date 16/9/36 The sum of £ 734 17 6

Mr. Alex. Shanks
Pounds
Shillings Pence

For BURTON & TWEEDY (Glasgow),
122 St. Vincent Street,



Registration Serial AGA 162

CUSTOMERS' CARS ARE DRIVEN BY OUR STAFF AT CUSTOMERS' OWN RISK AND RESPONSIBILITY AND THE COMPANY CANNOT ACCEPT LIABILITY FOR ANY LOSS OR DAMAGE TO SALES ARISING FROM FIRE OR ANY OTHER CAUSE

DR. TO LAGONDA MOTORS

DIRECTORS
A. P. GOOD
W. O. BENTLEY R. G. WATNEY

TELEGRAMS LAGONDA STANES
CABLE CODES
A B C STANTON BENTLEY

STANES, MIDDLESEX

TELEPHONE: STANES 1122 (4 LINES)



10th August, 1937.

A. Shanks Esq.,
Falkland Wood,
Falkland,
Fife.

R. No. 729/549/2104. & 2111.

Car No. 12017AGA.162.

To Decarbonizing engine, grinding in valves, truing and refacing valves and recutting valve seats.
Changing oil in engine and cleaning filter.
Adjusting and compensating brakes.
Oiling and greasing car.
Generally checking over locks and oiling same and adjusting.
Removing offside rear door, straightening and refitting moulding and spraying in as necessary, knocking out dent in nearside rear wing and spraying in locally and touching in paintwork as necessary.
Generally checking over jackall system and replenishing with fluid.
Renewing bulb in nearside indicator.
Renewing petrol hose.
Fitting set of sparking plugs and H.T. tube abd leads to exhaust side.
Road testing and generally tuning car on completion including cleaning engine, adjusting radiator shutters, and carburetters.....

11 10 -

Collecting car from the above address.

1 17 6

MATERIAL 12 sparking plugs, 8ft. H.T. cable, 6 terminals, 1 H.T. carrier, 3 transfer washers, 6 exhaust washers, 1 valve cover cork. 3" petrol hose, contd..

carried forward.....

13 7 6

From LAGONDA MOTORS LTD.

Date 10/8/37.

INVOICE No. 1132.

Brought forward.....
1 tin jackall fluid, 1 bulb,
2 gallons 7 pints Castrol XXL oil.....

13 7 6
4 12 -
1 2 6

£19 2 0

Lagondas in Russia - the saga continues

Since my last communication, my investigations of the State Archives in St Petersburg have continued, with mixed results.

Until this week my nearest miss was a beautifully produced Imperial Russian Army report, about the size of a full atlas, on the different motor vehicles available for Military use and their relative performance up hill and down dale. It was dated 1912 and was copiously illustrated with excellent photographs, including front, side and plan elevations.

About 20 makes were included, American, French, German, etc. and three British vehicles, 30 and 45 hp Vauxhalls and a Napier. But **no** Lagondas.

The volume itself was extracted, after a delay of some months, in response to my request for the Reliability Trial Report of 1910. You can't complain; people try so hard to please in such depressing circumstances, that the difference must seem to them to be so very minor.

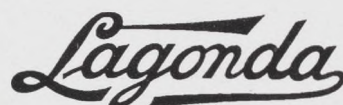
I tried a new tack last month and approached the State Photographic Archives and the State Postcard Collection (an ex Tsarist private collection) with **illustrations** from the Geoff Seaton book, in the hope that this might ring a bell of recognition. The photographic librarian was very helpful and said that she thought the Minister of the Interior may have used a Lagonda in Romanoff times. She also donated a nice snap of February Revolution Soviet Guards riding shotgun on a pretty little Edwardian Fiat. (I sent this to "The Automobile" for their Photo Discoveries!) She said she would keep looking.

The nice thing about most Russians is that they really have very little to do. They used to spend so much of their time

queuing, but the price rises have cured that, the hard way. Now something really interesting has turned up, via our manager in St. Petersburg. It is a picture of the same car, no 38, as in Geoff's book, and photographed a few minutes beforehand by the looks of things, before leaving the crowd of well-wishers. Sadly the picture has suffered from the degrading effects of photocopier **and** fax, but I am hopeful that the original article will contain something better!

Watch this space!

Jeff Ody



LAST COPY DATES

The deadlines for copy to be included in the remaining issues for 1994 are as follows:

Summer: Monday 20th June

Autumn: Monday 19th September

Winter: Monday 19th December

Please ensure any articles to be included are with me by these dates. Thank you.

K.P.P.

Since 1907 the name Hepworth has been synonymous with piston manufacturing. Over the past 15 years small batch production has been undertaken by the first of the fourth generation. Peter Hepworth has built up over the years the largest and most specialised range of piston, cylinder liner & bearing components for pre-1980 engines anywhere in the world.

The expertise given to each product line results in the latest technology being applied whatever the age of the engine. Lagonda engines play an important part in the range, with continual development being undertaken. To this end all new production pistons are diamond turned, ring equipment is the most technically advanced available with all original specifications coming from the company's own collection of Lagonda drawings.



Material Type:

12% Silicon / 1.2% Magnesium / 0.9% Copper / 1.6% Nickel / Aluminium Alloy with coefficient of Thermal expansion of 19.5×10^{-6} per °C.

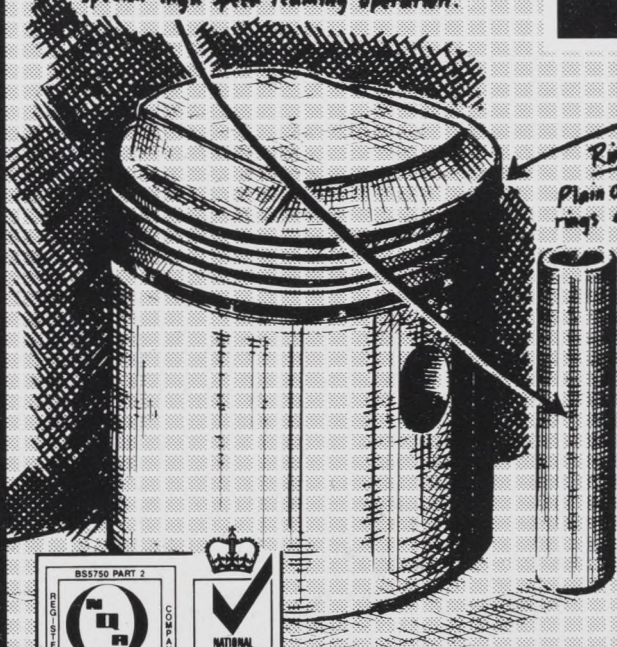


Gudgeon Pins

Extruded or Fine bored to give smooth low stress internal bore diameter. Surface finish polish lapped to within 4 micro inches, maximum CLA. Similarly the piston pin holes are controlled to the same degree of finish by using special high speed reaming operation.

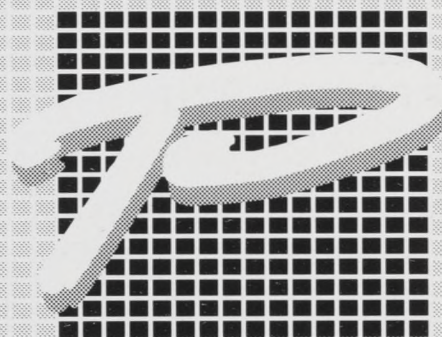
Peter Hepworth Components are able to offer piston & cylinder liner components for the following:

- 1934/35 - 10 H.P. 1104cc Rapier.
- 1933/35 - 16/80 1991cc.
- 1926/33 - 12.9 H.P. 2 Litre, Speed, C.R. 6.2 to 1.
- 1932/35 - 20.94 H.P. 3181cc. O.H.V. 3 Litre, special selector.
- 1934/35 - 30 H.P. 4 1/2 litre, Z, (M45) Comp HT 1²⁵/32 Crown Dome
- 1937 - 30 H.P. 4 1/2 Litre, Rapide, C.R. 6.55 to 1. Comp HT 1⁷/8 Crown Cone
- Post War DB Engines.



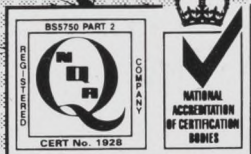
Ring Equipment:

Plain or chrome top compression rings depending upon application.
Napier undercut compression rings for the 2nd or 3rd groove - a sophisticated compression ring acting as well as an oil scraper.
Oil control ring twin bevelled cast iron and in certain applications fitted with a conformable helicoil expander giving uniform wall pressure independent of groove depth.



**PETER HEPWORTH
COMPONENTS**

Crayke, York, North Yorkshire. YO6 4TJ
Tel: 0347 821340 Fax: 0347 822942



PUB MEETS

Northern: Third Thursday, The Great Western, Standedge. Between Oldham and Huddersfield, past Floating Light towards Huddersfield. Details, Roger Firth, Tel 061 303 9127.

Home Counties: First Sunday, The Stonor Arms, Stonor, Nr Henley, from noon. B480, 3 miles off the A423 from Henley. Details Jeff Leeks, Tel 0494 563188.

East Kent: First Sunday, Griffin's Head, Chillendon, Nr Canterbury, from noon. Details, John Anderson, Tel 0304 61309.

Dorset: First Thursday, The Wise Man, West Stafford. 3 miles E of Dorchester, MR 726895. Details Dudley Palmer, Tel 0205 788458, or Peter Dobson, Tel 0202 731265.

Somerset: First Tuesday, The Strode Arms, West Cranmore, 3 miles E of

Shepton Mallett. MR 668432 (VSCC Meeting)

Third Thursday, The Rose and Crown, East Lambrook, 5 miles E of Ilminster. MR 423190.

East Anglia: First Friday, Royal Oak, Barrington, Cambs. Details John Stoneman, Tel 0353 649494.

Second Wednesday, The Scole Inn, Scole, near Diss (VSCC Meeing).

Third Wednesday, The Bridge Hotel, Clayhythe, Waterbeach Cambs. Details, John Stoneman 0353 649494.

North East: First Wednesday, The Triton, Brantingham, near the A63T

Note: These are the only meetings for which Jeff Leeks or Ken Painter have confirmed details. Would local organisers please let us have details of other meets for the next issue?

ASTON SERVICE-DORSET

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

Aston Martin and Lagonda Specialists

73 RINGWOOD ROAD, LONGHAM, WIMBORNE, DORSET

Tel: BOURNEMOUTH 574727

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

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

Distributor for the United States of America:

Aston Martin Services (Kenneth J. Boyd)

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

Tel: 415 376 6633

Another bit of history

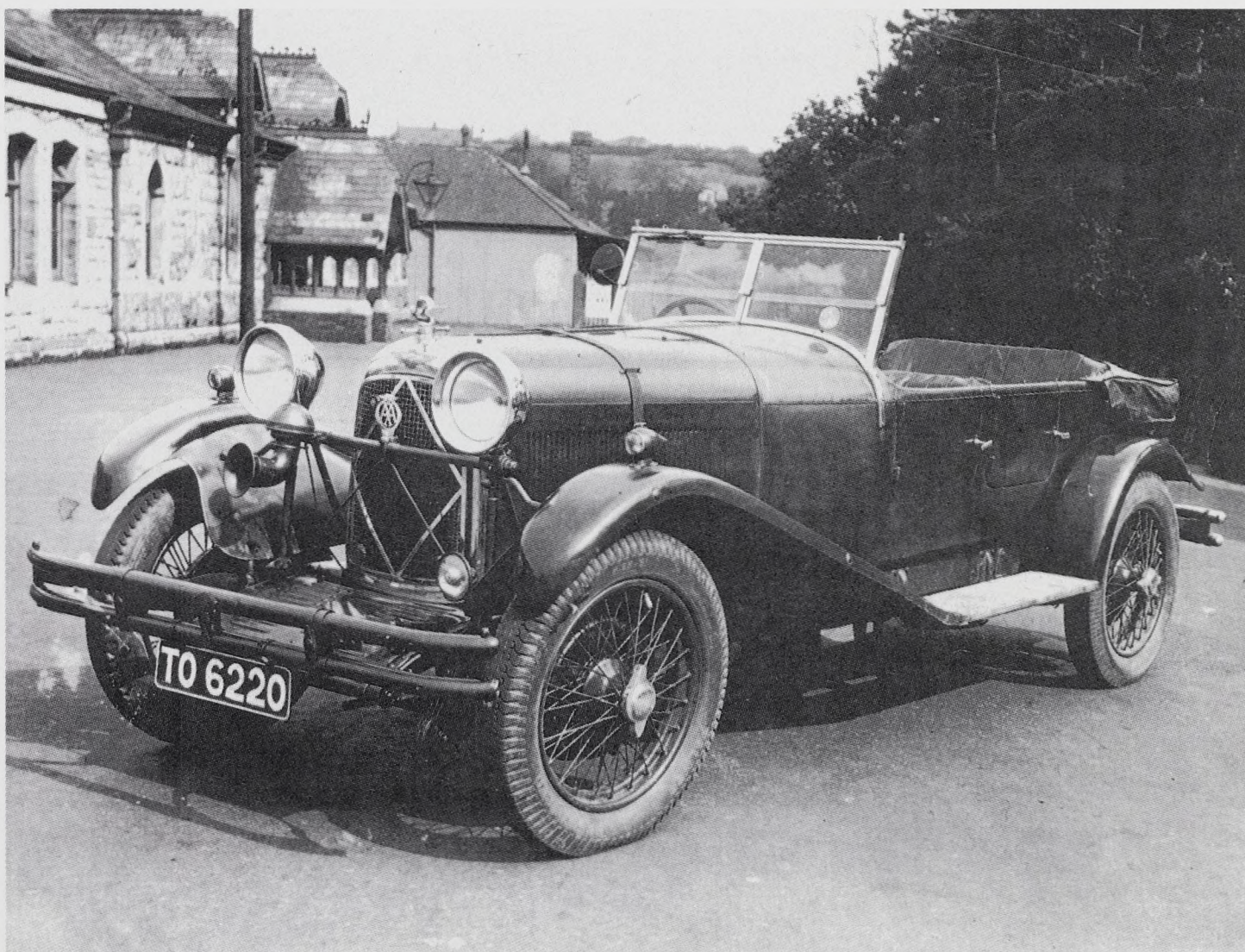
Royston Carss recently passed this picture to Arnold Davey, who comments:

Note how even a motor trader in the 'thirties would run about on bald tyres. The car is a high chassis 2 litre Speed Model. The chassis number is unknown, but TO 6219 is known to be OH8 766, so this is a 1927 car.

The photo is by George Ace, of George Ace Ltd, of Warren Street, Tenby, Pembrokeshire. (car dealers) and was taken in the 'thirties outside Tenby station.

Apart from the giant bumpers note:

- i Winged radiator badge added to original HC radiator.
- iii Diamond stoneguard added
- iii Bald tyres
- iv Winged mascot underneath the Boyce Motormeter on the radiator filler cap,
- v Dumbiron shield, rare on HC cars.



Competition Driving

Contents List

- 1 Introduction
- 2 Competition Licences
- 3 The Regulations
- 4 Arrival at the Circuit
- 5 Scrutineering
- 6 Sprints & Hillclimbs
- 7 Racing
- 8 Rallies
- 9 Driving Tests
- 10 Trials
- 11 Continental Rallies
- 12 Marshalling

1 INTRODUCTION

My introduction to competition driving was in 1955 when I acquired a Ford Anglia 100E. This was a car making quite a name for itself at that time, having taken the team prize in the 1954 RAC Rally. The car was particularly good for driving tests where the three-speed gearbox with its straight up and down change from first to reverse was ideally suited to fast backward and forward manoeuvres. A couple of years later, I graduated to a Triumph TR2 and with its rasping exhaust note it seemed like a real racing car. It was a first class vehicle in which to broaden my experience into speed events.

However, this all changed in 1959 when I acquired my first Lagonda, a 1932 16/80. This car whetted my appetite for vintage motoring, to which I have been faithful ever since. I sold it three years later as by this time I was married and my spare time activities were devoted to restoring a seventeenth century cottage. Nevertheless, the marque Lagonda remained in my memory and in 1967 I purchased GP895, a two-litre low chassis tourer which I still own. My first competition event with the Lagonda was the November Handicap Rally of 1967.

Thanks to an excellent navigator, we came in first! I have also been fortunate to have won the Lagonda race at the Bentley Drivers' Club Silverstone meeting and to have set up the outright fastest time by an unsupercharged two-Litre Lagonda at Prescott Hillclimb.

I have written these notes on competition driving in the light of nearly forty years experience, in the hope of helping new entrants and perhaps to persuade doubtful members to "have a go". I have taken part in most types of motor competition including races, rallies, sprints, hill-climbs and driving tests. I have never myself taken part in a trial and in any case, Lagondas are not exactly the most suitable mounts for this type of event. However, my son Jonathan has competed with his J2 MG and he will be providing his experiences for this part of the series.

One last point about these articles is that they are written in the male gender. However, I have great respect for lady drivers, many of whom are much more competent than I could ever be. Therefore, when I have written "he" this equally well means "she".

2 COMPETITION LICENCES

Many smaller events are only open to members of the organising club and do not require a competition licence. Driving tests and the less strenuous types of rally are examples.

However, as soon as you enter the realms of speed events, a competition licence issued by the RAC Motor Sports Association will be necessary. For the typical VSCC Sprints & Hillclimbs you will need a Non-Race National B Licence, which for 1994 will cost you £25. All licences expire on 31st December each year, irrespective of when they were taken out.

If you are more ambitious and intend to race, a Race National B Licence at £34 will be needed. It is also valid for sprints and hillclimbs. A medical certificate is needed for racing, but not for the lesser events. The RAC Licence application form gives all the details. I am afraid you will have to pay for the medical certificate - it is not available on the National Health!

Years ago, you used to be able to walk into the Royal Automobile Club in Pall Mall, ascend their imposing stairway to the Competition Department on the first floor, pay ten shillings and walk out with a Competition Licence. For the princely sum of thirty shillings, you could on demand obtain an International Licence - valid for Le Mans or even a Grand Prix!

However, these days of personal service are long gone and you must now apply by post, the address being:-

The RAC Motor Sports Association
Motor Sports House
Riverside Park, Colnbrook
Slough SL3 0HG

The RAC MSA do not offer a return of post service, so allow plenty of time for the licence to arrive. However in an emergency, you can pay an extra fee for their express service.

With your licence, you will also be sent the annual "Blue Book", the RAC Competition Regulations. This is a somewhat indigestible document - even the page numbering and index system is difficult to understand! However, it does repay careful study. You will find that many of the more stringent regulations do not apply to the older cars. Some scrutineers are not too familiar with these concessions and need to be politely reminded of them!

3 THE REGULATIONS

The importance of reading and understanding the regulations for each event cannot be over-stressed. You must understand precisely what it is that the competition entails and the rules which apply.

The regulations will make it clear whether you require a competition

licence. If the event requires a co-driver or navigator, they also may require a competition licence.

Consider whether any special equipment is needed for the car, eg. timing strut, carburettor springs, navigation lamp, reversing lamp, additional driving lamps etc. etc.

Make sure that you understand every clause. When you complete the entry form, do provide all the information which is asked for. Do not write your name and then add "same as last time" against all the other questions! the organiser's archive system may not be that good.

4 ARRIVAL AT THE CIRCUIT

On arrival at the venue and having found the appropriate place to park - not always very obvious - the next duty is to sign on. You need to present your competition licence and are then usually given a ticket to present to the scrutineer. For hill-climbs and sprints, you may also be given a ticket which requires the signature of the marshal at the finish line, after you have walked the course.

5 SCRUTINEERING

The vital first part of any competition is to get the car passed by the scrutineer. Any car in reasonable condition should pass but there are several pitfalls into which the unwary can fall.

Presumably if the car has been driven to the circuit, it must be at least up to MOT standard. However, the scrutineer includes many other items not in the MOT. He will insist upon throttle closure springs directly on each carburettor. The purpose is an obvious safety measure - to close the throttle butterflies even if the throttle linkage should break or become disconnected. Such springs are rarely fitted as standard, so you must add them. Make sure that the springs are not coil-bound and still exert some tension, even with the throttle completely closed.

The ON/OFF positions of the ignition switch must be clearly marked in fluorescent red paint. Furthermore, if the location of the switch is at all concealed, eg.

on a dashboard which is well hidden under the scuttle, the position of the switch should be indicated by a zig-zag marker.

If you have an electric fuel pump, this should be connected to the same switch so that both are turned off together. If for any reason the fuel pump has its own switch, this also should have fluorescent markings. With a gravity fuel tank, the petrol cock should be similarly marked. Most scrutineers consider an Autovac in the same light as a gravity tank, hence the petrol cock should be clearly marked ON/OFF. On my Lagonda I have added a control knob just under the dashboard, linked to the push-pull petrol cock on the Autovac. However, the question of Autovacs seems to be a matter of opinion amongst scrutineers. I once had one ask me to remove the fluorescent marking on my petrol cock. The logic was that since an Autovac operates from suction on the inlet manifold, it will cease operating as soon as the engine is switched-off, consequently unnecessary markings could be confusing to a track marshal in an emergency situation.

The whole car must be taut. Wings, bonnet, exhaust, doors etc. should not be about to fall off! The driver's seat must be firm and secure. The car must have a satisfactory silencer. Spare wheels must be removed, except on Edwardian cars.

Another possible source of trouble is a loose steering box. It is surprising how the bolts can loosen, purely with normal usage. Test for this by waggling the steering wheel firmly from side to side. If the box moves at all, some attention is needed. It goes without saying that the entire steering system including the ball joints and king pins must not have excessive free play. Furthermore, the steering wheel itself must be sound. The screws securing the spokes to the rim are often loose - and may be rusty with age. the only way to fix this problem is to remove the wheel and deal with the offending screws with the wheel laid flat on the bench. It is rarely possible to carry out this repair on the car.

Road wheels are the next item. Run a pencil round the spokes. They should all emit a reasonable musical note. Any with a dull rattle will certainly require attention. Check the Rudge-Whitworth splined hubs and the taper cone against which the wheel is tightened. Make sure that the knock-off hub caps tighten up correctly onto the outer taper of the wheel. I have seen cars with so much wear that the hub caps are pulling up directly against the spokes. This is very dangerous.

The battery must be firmly bolted down, not hanging on its cables! I have heard of scrutineers asking for the position of the battery box to be marked and for the earth terminal to be painted yellow. This must be a personal whim, I don't believe the RAC regulations ask for it.

The engine should have no obvious oil leaks. Scrutineers fear that if a car is presented to them with the engine smothered in oil, what will it be like under the stress and heat of racing conditions? Will it deposit oil all round the circuit for the benefit of other competitors?

For obvious reasons, scrutineers do not like rear view mirrors with unprotected glass edges. The mirror glass must be fitted in some sort of frame. Quick release petrol filler caps are not liked and should either be wired down or at least secured with a split pin.

The whole car is much more likely to pass if it is presented in a clean and workmanlike condition. The rusty wreck which has spent the winter under a tarpulin at the bottom of the garden is unlikely to impress anyone.

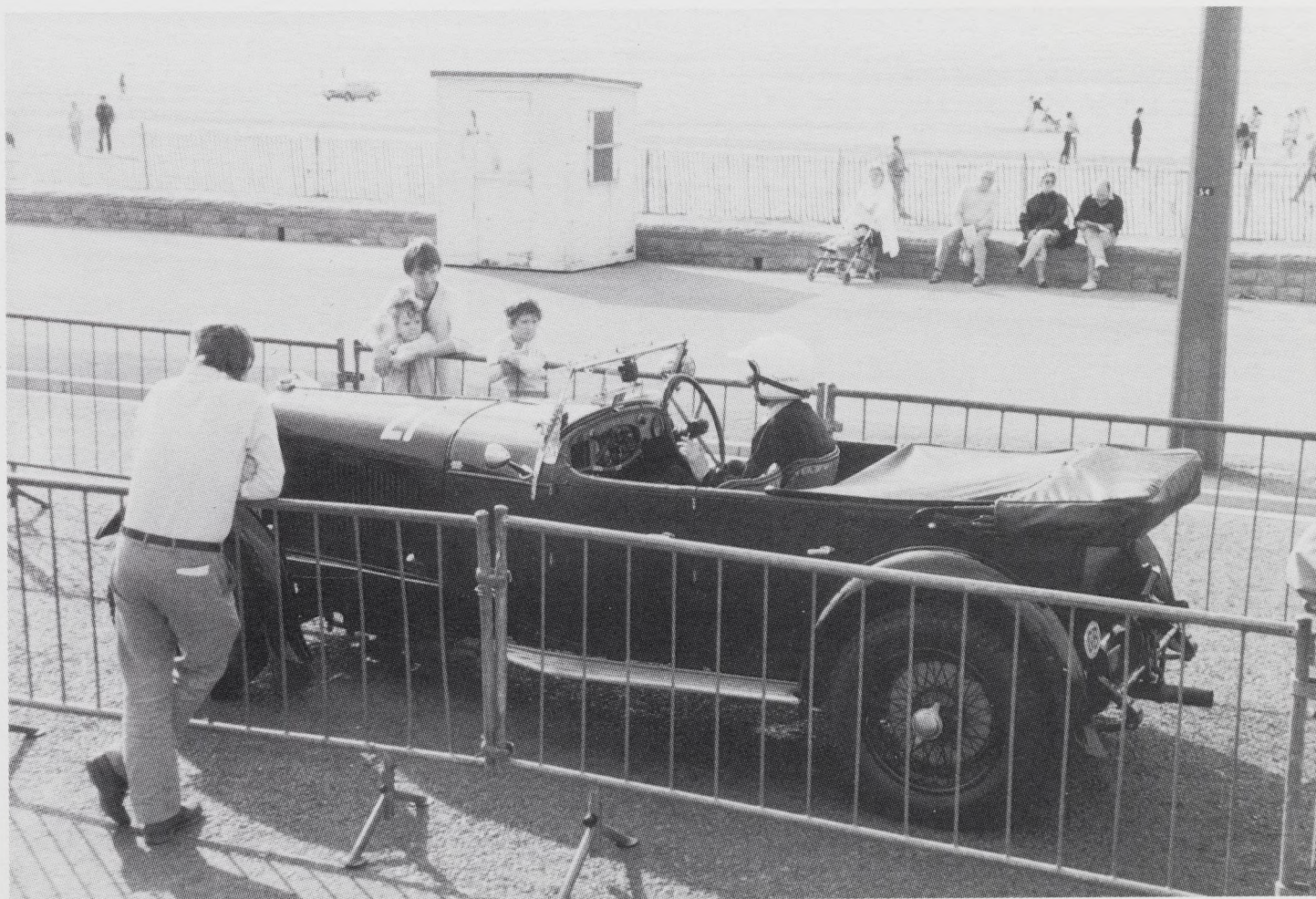
If by any chance you should fail and are required to carry out remedial action, go back to the same scrutineer. Don't try another one in the hope that *he* doesn't notice the defect. You will be caught out!

Remember, most circuits are remote from filling stations. Make sure you have enough fuel for the entire meeting. A can of water is also highly recommended.

More and more venues have photo-electric timing equipment, necessitating a



Alan practicing what he preaches! Above: The "old days", BDC Silvestone, August 1984. Below: Still before overalls were mandatory, Weston-super-Mare Sprint October 1988. Photos: Pat Elliott



timing strut on the car. This should comprise a verticle 10" by 2" strip of dull black metal at the extreme front of the car. The bottom of the strut should be 8" above the ground.

Crash Helmets & Clothing

The scrutineer will check that your crash helmet is to the correct specification, also that it has no sign of accident damage or any deep scratches. Either all-enveloping or open face helmets are equally acceptable. The relevant specification numbers at the time of writing (February 1994) are BS 6658 and also some of the USA Snell Foundation specifications. You need to study the RAC Blue Book carefully for the full details. Crash helmets are expensive items but are often cheaper in motor-cycle shops, but be warned that some helmets accepted by the ACU for motor cycle racing are *not* acceptable by the RAC for cars. Goggles or visors are necessary in open cars, even if you run with the windscreen in position.

Flame resistant overalls to BS6249 are now required for all races, sprints and hill climbs. This standard must be clearly

marked by a label woven within the garment. The earlier standard of BS3120 is acceptable until 31st December 1995. The car must also be fitted with a fire extinguisher. Halon units are still accepted but are due to be phased out. Helmets, overalls and fire extinguishers are all available through the Vintage Sports Car Club Regalia section.

Although gloves are not obligatory, I always wear them. Having once been thrown out of an overturning car onto the unyielding road, I am well aware how desirable it is to protect all exposed parts of the body.

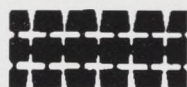
Tyres

Tyres must be in good condition with sufficient tread. Remarks such as "bald tyres enable me to slide round corners more easily" will not endear you to the scrutineer. (This was an actual remark made to a scrutineer by an erstwhile competitor at a Bentley Drivers Club meeting!)

Numbers

Official number painters used to be provided at most meetings, but can be

Veteran, Vintage, Classic & Contemporary



TRIPLE STUD (SS) PATTERN



F4 PATTERN



B5 PATTERN



D2 103 PATTERN



R55 PATTERN

Crossply: Dunlop, Lee, Bedford, Fulda, Firestone, Universal/Lester, Ceat, Avon, Denman, Olympic, Fort, Pirelli, Mabor.

Beaded Edge: Dunlop, Bedford, Firestone, Universal, Durandal. Wheel rims also available.

Bibendum: Michelin, Durandal, Firestone.

Straight sided: Dunlop, Universal/Lester.

Racing: Dunlop CR65, CR70, R1, R5, R6, 5-stud.

Low profile: 55/60/70% profile Dunlop, Michelin and Pirelli performance range.

Motorcycle: Dunlop, Avon, Cheng Shin, Universal/Lester.

Whitewall: USA wide Whitewall in many makes.

Whitewall trims: Sets to fit 10, 12-17 inch tyres.

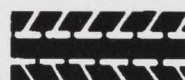


VINTAGE TYRES

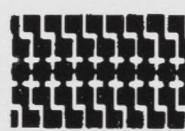
BEAULIEU
NATIONAL MOTOR MUSEUM
BEAULIEU BROCKENHURST
HAMPSHIRE SO42 7ZN
FAX: 0590 612722
TEL: 0590 612261

STOCKISTS
LONDON
MIDLANDS
DEVON

VETERAN, VINTAGE, CLASSIC, LOW PROFILE, WHITEWALL
ORDER BY BARCLAYCARD ACCESS
PLEASE ASK FOR PRICE LIST. EXPORTS WORLDWIDE



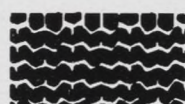
CHEVRON PATTERN



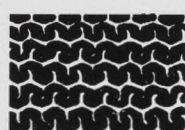
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN

elusive. The normal painting material is actually silk-screen printing ink. This has the advantage of not marking the paintwork and at the same time, being waterproof. It can be cleaned off with petrol, although do it as soon as the meeting is finished. Left on for a day, it hardens and is much more difficult to remove. If you don't like the thought of this material being applied to your pristine paintwork, self adhesive plastic numbers can be used and look frightfully smart. For all events, the VSCC is now encouraging competitors to use self adhesive numbers; they are sold at the signing-on desk.

Alternatively, you can paint your own, using white shoe cleaner - the sort in a little plastic bottle with a built-in foam applicator pad. You need to practice your artistic abilities first though. This material can usually be washed off with water. A light shower does not affect it, but heavy and prolonged rain will make your numbers take on a rather sad appearance. I have found one make of shoe cleaner which is actually waterproof, and needs petrol to remove it. Do not paint numbers directly onto fabric covered bodies. The paint will become engrained into the fabric and virtually impossible to remove.

It is of course against the RAC competition rules to drive a car on the road with the numbers showing. Remember this if you leave the circuit at the lunch break.

You've Passed!

Once your car has passed the scrutineer, you will be given the vital label to attach to the car. It must be clearly visible for the start-line marshals to check as necessary. Note that the scrutineers' brief also includes keeping an eye on the cars at the start line. He will most likely notice if you have subsequently fitted your special wheels with the bald racing tyres. Taping the headlamps with masking tape is mandatory for racing and for some speed events.

Walking the Course

For sprints and hillclimbs, the next hurdle is walking the course. There is a

theory that this requirement is really a test of the driver's stamina, to prove he is fit to compete. However, you can learn quite a lot during this walk. Corners look much sharper on the road than from the spectators' enclosure. Eye the various corners as you would from the driver's seat and assess the line and speed at which you can take them. Sometimes there is a marshal who will mark your card at the finish. Otherwise, you just sign in the paddock to the effect that you have walked the course.

Alan Elliott
(To be continued)



Overheating & surge in 4.1/2 litre cars, another view

Surge and how Alan manages it horrifies me, no wonder his urge is declining if he so mutilates his pump and obstructs his outflows!

As he so rightly says, **surge** - the emission of mucky brown water from the radiator cap - occurs after a spell of fast motoring suddenly ceases, usually by braking. Although the whole car is slowing rapidly the water in the cooling system still sustains its pre-deceleration speed and arrives at the header tank under great pressure, sufficient to expose the weakest links in the system - the radiator filler cap - and so escapes.

There are various steps which I have taken over the years to cure this:

1. On heating, water expands, therefore do not fill the radiator above the matrix, thus producing a decent sized header tank.
2. Ensure the overflow pipe is functioning and that the ball valve, if fitted, works.
3. Fit an adequate sized seal to the radiator cap, cork will do, check that the hinge allows a good even fit, otherwise the cap will never seat squarely and will continue to leak.
4. Check the radiator core, the easiest and quickest way is to remove it and let your local radiator repair man have it. He will soon decide if it can be salvaged, or a new core is needed. A new core is not prohibitive.

Finally, do **not** remove blades from the water pump. A little thought will show that the more efficient the pump, the quicker it will remove water from the radiator. On deceleration the pump also slows, thus taking longer to clear the radiator with three blades instead of six - it will take twice as long! Perhaps that's a little too simple, after all, I'm only a retired human engineer!

Overheating of SU pumps on the

M45s and M45Rs is due, assuming the electrics are in order, to either excessive output or restricted input. Excessive output can be ruled out, providing there are no leaks. Each pump is capable of producing 8 galls/hour, i.e. 16 galls total, more than enough for any Meadows 4.1/2 litre.

Restriction of input can be due to obvious causes, e.g. obstruction in the pipework, leaking joints, or empty tank. The problem can arise at any time, although it usually occurs in hot weather during some rapid motoring, the engine dies unexpectedly and fuel starvation due to vaporisation is suspected. Opening the bonnet reveals an extremely hot engine bay, crackling exhaust manifolds and hot, silent pumps. The theory is seemingly confirmed, when all is well after cooling for 20 minutes or so.

With the excessive heat there may be some vaporisation, making the pumps work harder, but in doing so air is sucked into the system, compounding the issue. Assuming all unions are tight, the leak occurs at the junction of the glass filter bowl and its base. the seal may be old or cracked, the edge of the bowl chipped, or the junction dirty. Therefore, clean the faces and fit a new seal after smearing both faces with Vaseline, then screw up tight. For years now I have carried a spare seal and a small jar of Vaseline and have had no more trouble. I have tried heat shields and new pumps in the past, all to no avail. Yes, the pumps would be better situated on the right side of the engine bay, as are all later 4.1/2s, but more for safety, e.g. fire, than efficiency.

Gordon Rider



The Autobiography of LEL

(continued)

It's a long time since I contributed anything of my life history and hence there may be a gap in my story. The point is, as I am getting older my memory isn't quite as good as it used to be, but I reckon it's better than the boss's memory - his is terrible! (*Be careful, LEL*)

Mind you, he has just told me my last contribution to the magazine was when we were waiting for Geoff Seaton's book (I was featured in that).

A little over a year ago the boss and his wife moved back to Nottingham from Bristol and I gather they wanted additions to the bungalow they bought. One of these additions was a bigger garage - nice of the boss - another was two extra rooms. Furniture had to go in the garage for a while with the Rover, the men worked in there and stored timber etc. and so there was no room for me - not so good of the boss! I was a bit cross, not being at home, but he did find me a nicely heated garage near Coventry belonging to his Godson, who looked after me very nicely. Whilst I was there, the curator of the Coventry Motor Museum came to have a look at me and was very interested in me. I don't know whether he had ideas about me being in his museum, but whilst I would appreciate it, I think I would rather be on the road (*that's the idea LEL*).

After twelve months of relative inactivity I needed a little hospital treatment, some welding on the rear exhaust box, one new battery and a new gasket on one manifold. This happened a little while after I came up to Nottingham, a short time before Christmas. I made both journeys with no bother at all - both Bristol to Coventry and Coventry to Nottingham.

There is some quite interesting scenery not too far away from my new home, with a number of stately mansions and I hope to take the boss and his wife

around Derbyshire and North Notts before too long (*Thank you, LEL*). Also, it's about time we went to a Lag Annual Meeting.

Oh yes, I nearly forgot, the boss took me into Woolaton Park recently to have my photograph taken umpteen times by a professional photographer for a new Aston/Lagonda book coming out in about 12 months. I hope I am included in it. I gather it's rather an expensive book, I heard £125.00. After being in Geoff Seaton's book I must be getting quite famous.

As I have mentioned before, I had two sisters initially - we were three development cars, differing in many ways from the standard model which evolved - we were much better of course! One was dismantled for spares. We've been looking for the other and maybe she has recently arrived in Nottingham. It is a 2.6 of about the same vintage and for the moment is stored in a place difficult to negotiate. I am hoping to see her in the spring to check whether she looks like me and is my long-lost sister.

All this is making me very interested and excited!

LEL

(but dictated to John Caine)



A possible solution for 16/80 owners suffering from fuel vaporisation problems

Along with many other owners and drivers of older cars, I have suffered for some time now from severe fuel vaporisation problems, due to the demise of 3 star petrol.

My initial response to these difficulties was a piece meal one, largely due to ignorance and the confusion caused by listening to other people who, either had always had the problem, or conversely, never had the problem. I also read every article published on the subject, and every letter to the editor contributed by the owners of sovereign remedies. Inevitably a dozen experts provided a dozen different solutions.

Some people swore by paraffin, but this simple suggestion was complicated by the question, what is paraffin? and in what proportions should it be administered to achieve the desired results. Most of the articles read were of quite a technical nature and advised caution in the specific type of paraffin purchased and even more caution in its appropriate dosage. This approach did not appeal to me as I needed a fuel that would see me off in the morning and could be replaced at any time during the day at some not inconsiderable distance from home; the nature of my motoring did not permit the carrying of separate cans of additive or the necessary measuring equipment. Owners of 16/80 tourers know that there is not a lot of room with four people up. I did try various experiments of paraffin dilution, paraffin bought over the counter but it did nothing for the vaporisation problem and even less for the environment.

It appeared to me that I was not going to solve the problem by altering the characteristics of the fuel itself, so I concentrated efforts on what I could do. The problem itself is quite simple. Modern fuels have a much higher volatility range

and are designed to create a lot more heat than 2/3 star. The engine can cope with this extra heat, as long as there is sufficient air flow. But cessation of forward movement leads to a build-up of under bonnet heat that easily flashes off the fuel in the fuel lines and float chambers, this leaves the pump working like mad but with very little result until things have cooled down a bit.

I decided on a two pronged attack. One to increase the air flow through the engine compartment whilst the car was in forward motion to try and reduce some of the under bonnet temperature, and Two, to insulate those parts of the delivery system most prone to the waves of heat. Several people had recommended fitting a 'pusher pump' at the tank end of the car feeding through a dummy one mounted in the usual place on the scuttle to preserve the appearance of authenticity for those who value this above workability, it may have worked in other cases but it did not benefit mine, indeed I could see no reason why it should. The fuel lines in the 16/80 are clipped along inside the chassis member, some distance away from any source of heat until they rise up on the face of the bulkhead to join the two way tap and thence to the pump on the scuttle. Another idea that I tried was to insert into the suction side of the pump an expansion chamber with its base at a height just above the pump body. I understand that this has worked on some Alvis cars, but again I found no useful results with the 16/80.

By this time I had decided to stop trying to be clever and look at the problem in as simple a manner as possible. The problem was heat, Ergo, a Big Electric Fan. This seemed so simple, but two things bothered me. One, would I have over cooling, and two the appearance of the thing itself. I have little time for the

gent who looks under your bonnet or up your exhaust and remarks loftily that such and such an item is not original. I tend to subscribe to the notion that if an old car is 100% original, then it won't go very far very often. However I baulked at the Kenwood idea more from an aesthetic standpoint, though no doubt it would have done the trick.

My thoughts continued along the "cool air in large volumes" line as I had in my possession a small electric fan that used to be fitted by Jaguar in their battery boxes on certain models that suffered from an excess of heat. This device was small and discreet and could be fitted without causing offence. The draw back became apparent when I had finished construction of the ducting required to channel air to so many parts of the fuel delivery system. Some considerable time and effort was wasted trying to make this idea work but eventually it was abandoned, not least because of the drop in velocity of the air itself, but also the fact that the air heated up in the trunking.

An idea of the heat built up in the fuel delivery system can be gained from the fact that the float chambers of the carburettors were too hot to touch after any length of time, so it was at this point that I started to work on a more rational manner.

The exhaust manifolds provide two quite large hot spot areas adjacent to the carburettors by being clamped to the alloy inlet manifold at each instrument. This has been modified by removing the cast iron platform completely and reshaping the exhaust manifold itself. This has resulted in a wedge shaped space of some 3/8" between the iron exhaust manifold and the alloy inlet manifold. An additional benefit from this operation has been the removal of the two 5/16" stud bolts that reached down through the inlet manifold to screw into the exhaust platform. This improves the gas flow in the inlet manifold but care must be taken when aligning the manifold to the cylinder head to ensure that all the ports match up correctly. With the clamping

bolts there was no option for a good or a bad alignment, as the inlet sat on the exhaust manifold. This is not a problem if care is taken. I used a socket head of the required diameter in each port, aligned the manifold, marked up with marking blue, removed the socket heads and bolted up the manifold.

The holes in the inlet manifold have been closed up with domed head bolts and fibre washers.

A double gasket was used between the cylinder head and the manifolds to act as a heat sink, and a 3/8" thick heat sink was placed between the bronze carburettor flange and the manifold flange. These heat sinks were made from material supplied by the trade for the purpose of heat absorption. New mounting studs 3/8" longer than the originals are needed here.

The fuel pipe from the outlet side of the pump to the float chambers has been moved through 90 degrees from its original position which ran above the exhaust manifolds. It now runs along the front of the carburettors and in the path of a new air stream created by inserting into the leading edge of the bonnet side panel, one of a pair of scuttle ventilators. This has fitted in quite well and is unobtrusive. With the ventilator open I have a stream of outside air directed onto the float chambers, associated piping and fuel pump.

All piping has been insulated with a 3/8" thick jacket, held onto the pipes with small clips that allow you to remove the lagging if you want to show your shiny copper pipes at any time!

Finally, I replaced the fuel pump contact breaker set with a modern electronic breakerless system, a refinement that is invisible to the most ardent seeker after authenticity, and which allows the pump to work as hard as is necessary with having to worry about burnt out points.

To those of us who are fortunate enough to live close to the Cotswolds, Saintsbury Hill, leading up from Aston sub Edge and Willersey will be familiar. It is a good climb with some quite severe sections in places, indeed many years ago

readers will remember it was used as a hill climb venue, until these events on open roads were stopped. The hill was also used for the National Hill Climb Championship by the N.C.U. in the 50's.

Knowing the hill quite well, I decided that it was a suitable venue to test all the alterations I had made. July 3rd 1993 was a HOT day; real shirt sleeve order for those who know what I mean.

I made four ascents of the hill, the first alone, the second with a passenger and the third with two passengers and the fourth with a full crew. My electronic pump clattered a bit now and then, but at no time did the engine miss a beat.

Since this day I have covered a not

inconsiderable number of miles, in various degrees of heat and in many different traffic situations. I can now approach slow moving traffic, traffic lights or contra flow hold ups with equanimity, confident that when the traffic eventually moves on, I will also.

I offer these suggestions to those owners of 16/80 cars who may have a problem with fuel evaporation. They appear to have worked for me, and they are simple, logical and effective, with out making such alterations to the car that will cause offence to the purist. Whether they work for any one else, I am not prepared to guarantee, as so many variables impinge on the operation.



Letters



Dear Ken,

I read with great interest David Hine's article re 4.1/2 litre overheating and 'The Sock'. I am a firm believer in socks and can testify that they are worth their weight in gold thread. Enclosed is a photo of the contents of my never restored M45 saloon radiator, after a healthy run of a couple of hundred miles. This was after the usual thorough flush!

The nuts were a gratuitous legacy from some Canadian squirrels, who deposited them during the car's lengthy stay in the far north.

As David noted, this was a tennis ball sized wad and the offtake from the radia-

tor had to be removed to extract it from the header tank!

I recommend a finely meshed cotton sock, either from Turnbull's or Hilditch's. (*This has been passed to our Spares Representative for proper costing as a new stock line, Ed*).

I hope you and your Maser. are well and my compliments on the contents of the magazine - **However** I do agree with Brown, the covers just are not up to the old ones, especially those from the 70's and 60's - that is **1960** and **1970**.

Best wishes,

Rudy Wood-Muller

(*Hope you find the present cover more to your liking! Ed.*)

Dear Ken,

The following information may be of use to others.

Remembering Ivan Forshaw's awful warning in 2 litre Register days about mixing mineral and vegetable oils in one's back axle - something I believe John Batt overlooked - I've been dithering about my own problem.

When I bought my car the rear axle (heavy type) was about the only item which had not been taken apart. Thankful for this, I left it alone, apart from checking the oil level. 20,000 miles later I thought about a change!

Phoned Alan Brown for advice and was put on to his (fairly) local Castrol Depot. They referred me to their Swindon office, from whence I was told I needed their technical Dept. Still having M.C.P. tendencies, I was taken aback when a young female voice replied. "I want the technical dept." I repeated "That's me!" she answered! Cut a long story short, she sent me a specimen bottle! Please 3/4 fill! Four days later I had a report from her to say that my back axle contained an SAE 140 mineral oil and "due to fairly high iron level, we recommend changing the oil"! I was most interested to learn that my oil contained some 19 ingredients - including a minute amount of water! - all quoted in parts per million. There were others, she told me, but we don't bother about those!

Anyway, she was most helpful - her name is Shirley Normington and her phone number (business!) is 0793 512712, Castrol UK Ltd.

Yours,

John Anderson

Dear Ken,

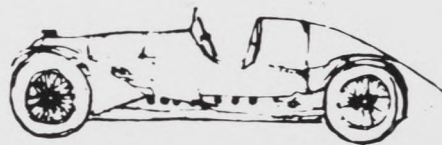
May I use your mail bag to compliment our Hon. Social Secretary, Jeff Leeks and his helpers, on their selection of the venue for the 1993 Lagonda Weekend. Not only was the Taplow House Hotel readily accessible from the motorway network but it was situated in the most beautiful mature grounds. The cars were secure and accommodated on hard stand-

ing, a great advantage in the event of a wet weekend (not unknown for club AGMs!). I was not able to attend the Dinner but I understand the chef excelled himself not only with the cuisine but threw in a touch of the Michael Angelos!

On the basis of established practice presumably the next two gatherings will be at the same Hotel, I look forward to them with enthusiasm, well done Jeff!

Yours sincerely,

Douglas Brown



**For those small machined items,
i.e. bushes, clevis pins, shackle-pins,
special screws, etc., reconditioning of
machined items. One offs a speciality.**

**Parts made to pattern or drawings.
Design work undertaken. Precision turning,
milling, drilling, fitting in all materials.**

NO JOB TOO SMALL

**Contact: Bill Evans (E.14 2-litre L.C. owner)
INDUSTRIAL PROTOTYPES & DESIGNS LTD.**

081 - 761 - 5347

**Evenings - Weekends
030 679 461**

You don't need the RAC?

If you can answer yes to all the following questions

As a Member of any other Motoring Organisation:

- | | |
|---|--|
| <p>1 Would you receive 15% off your membership plus a reduced joining fee? <input type="checkbox"/> YES or NO?</p> | <p>5 Would you receive a free traditionally crafted grille badge when you join? <input type="checkbox"/> YES or NO?</p> |
| <p>2 Are you offered off-road service when you breakdown away from the main highway? <input type="checkbox"/> YES or NO?</p> | <p>6 Will your motoring organisation represent your views to Parliament? <input type="checkbox"/> YES or NO?</p> |
| <p>3 Are you exempt from surcharges on older vehicles and caravans when you travel to Europe? <input type="checkbox"/> YES or NO?</p> | <p>7 Do you have a dedicated 0345 telephone number for membership enquiries? <input type="checkbox"/> YES or NO?</p> |
| <p>4 Do you receive discounts on European cover, publications and signs services? <input type="checkbox"/> YES or NO?</p> | <p>8 Does your membership cover your car for any authorised driver, and you, whatever car you and your spouse are travelling in, as driver or passenger? <input type="checkbox"/> YES or NO?</p> |

If your answer is YES to all these questions you must already be enjoying the privileges of RAC Associated Club membership.

For immediate cover or further information telephone 0345 41 41 51 (weekdays 9 a.m.-5 p.m.)

Members transferring from other motoring organisations are exempt from the £10 joining fee.

Contact the Lagonda Club Secretary for details

Offer valid until March 31st 1993.

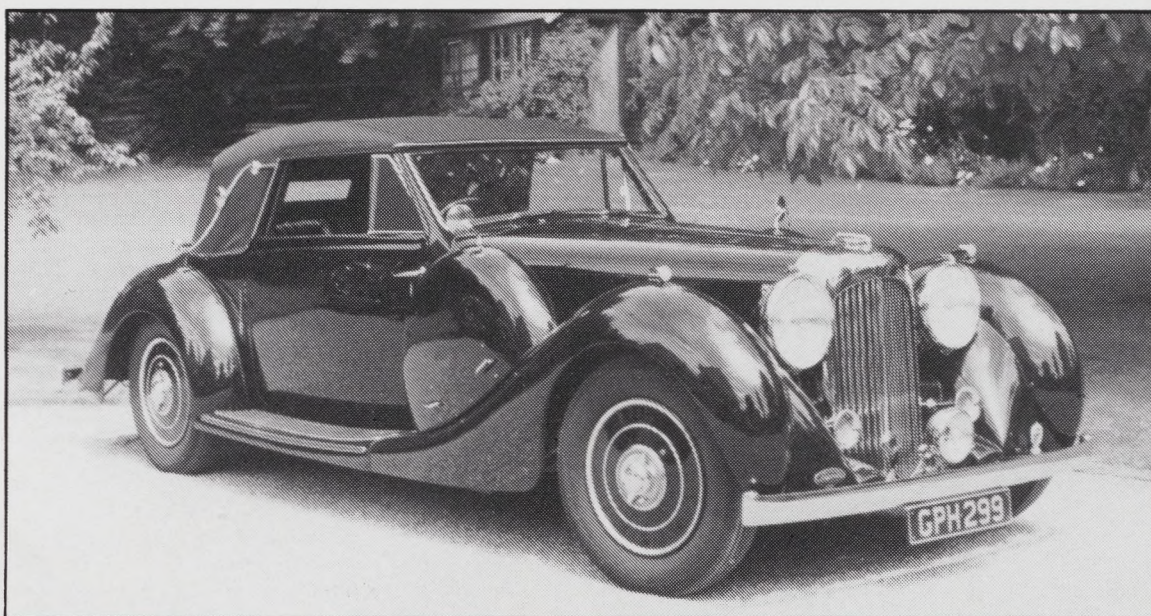
Please note: to qualify for this offer you must be
1. A member of an RACMSA Recognised Club or
2. An RACMSA licence holder or
3. An RACMSA Official.



THE NEW KNIGHTS OF THE ROAD

Restoration, repair & servicing of all pre-war Lagondas & Invictas

We take pride in offering a comprehensive restoration, repair and maintenance service for all Lagondas and Invictas. Complete or part restorations undertaken.



AN EXAMPLE OF OUR TOP QUALITY RESTORATIONS

FULL ENGINE RE-BUILDING SERVICE (including race preparation)

FOR ALL LAGONDA & INVICTA CARS

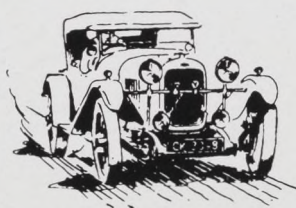
Rapier • 2-litre • 3-litre • 4½ Meadows • V12

*Many Meadows parts made, including crankshafts, con-rods,
camshafts, water & oil pumps, etc.*

**ROLLING ROAD TUNING * COMMISSION SALES * RESTORATION
TECHNICAL ADVICE * SPARES FOR LAGONDA & INVICTA**

Visit us at the famous 'Phoenix Inn'.

You are assured of a welcome and will be able to view
Lagondas and Invictas of all types.



Peter Whenman

— THE LAGONDA & INVICTA SPECIALIST —

Vintage Coachworks, The Phoenix Inn Forecourt, Phoenix Green,
Hartley Wintney, Hampshire RG27 8RT. Telephone (0252) 842589. Fax: (0252) 844980.

TECHNICAL ADVISORS TO THE LAGONDA CLUB