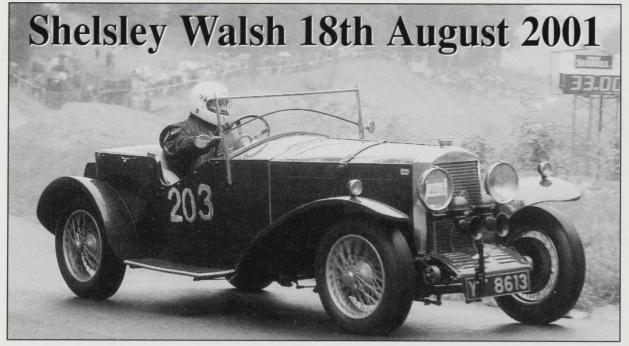


THE MACAZINE OF THE LACONDA GLUB

Number 191 Winter 2001/2002

Congratulations to Trevor Swete and his Invicta



Winner Bill Phillips Trophy Winner Thoroughbred Trophy Ford Trophy 3rd

Prescott Hill Climb 1st Overall Class 6 Time 49.40 Shelsey Walsh VSCC & MCC 1st Overall Class 6 Time 50.83

VSCC quote "Trevor Swete's Invicta was almost indecently quick!"

Trevor quotes very inaccurately and far too modestly:-The car is always referred to as "extremely well prepared" never "very well driven!" sole credit to Derek and his team at Cedar . . . I'm afraid.

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Lagonda Magazine Issue No. 191 • Winter 2001/2002

CONTENTS

From the Driving Seat	4
John and Vivien Breen	5
Lagondas and the Police	7
The Thoughts of Chairman Dalton	13
Magic of the Midlands	15
The Mille Miglia in a 2 Litre	16
John Scholey	23
Lagonda Performance Development	29
Letters	33

FRONT COVER

Jonathan Hartop and his 2 litre on the Mille Miglia, in Sienna.

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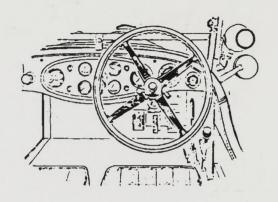
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From the Driving Seat

by Ken Painter

I HAPPENED TO BE TALKING to a near neighbour recently and admired his vintage Bentley-shaped weather vane on his garage roof. It turned out that he has, tucked away in the garage, a small collection of 'classic' cars, not the sort to get our pulses racing, but no matter. As we chatted, I noticed a car transporter trailer, half hidden in the long grass at the back of his garden. He didn't use it, didn't really want to keep it and, ten minutes later, it was mine for a small sum. That was early November and ever since then I have been trying to clean it and re-paint it, between the rainstorms, snow showers and periods of heavy frost. The garage is littered with trailer wheels and assorted removable trailer parts, so there is no room to lay out and cut up my stock of ash to become more sections of 2 litre body frame. No, this isn't an excuse for delaying the Lagonda restoration yet again, but explains why I have switched to mechanical restoration for a time.

It was, I decided, a good time to explore the mysteries of the gearbox. Of course, these are less of a mystery since the publication of Phil Ridout's masterly treatise on their inner secrets, but gearboxes have never been my fortè and I need all the help I can get. Ironically, my first task was to assemble the thing. When I describe the car as a 'kit of parts' the emphasis is most emphatically on



the word 'parts'. The good news is that my gearbox is essentially complete, with nothing significant missing. The bad news is that some of the gears are very badly worn and not fit for further use, but I have been half-promised some good used replacements, so it remains to be seen just how bad the news really was.

My next moves will be to organise a full set of bearings and to follow up that offer for gears. It will be good to transform what was several boxes of greasy and anonymous lumps of metal into a single and functioning entity – but I am still fed up with tripping over that great heap of ash planks, so it will be 'back to bodybuilding' at the earliest opportunity.

It won't all be woodworking though, I am getting very close to the stage where the many metal brackets that connect the pieces of timber, but actually prevent them from touching, will need to be carved out of thick steel plate. I already have the metal, my local metal recycling plant sells me off-cuts as large as two feet by three, by weight, at scrap metal prices. Cutting this is hard work though, I am currently using my third electric jigsaw in twelve months. Thank goodness for unconditional guarantees. The original brackets are often surprisingly complex shapes, but I have some ideas that might make their manufacture much simpler. Watch this space!

Last date for copy for the Spring magazine is . . . 19th April 2002 . . .

John and Vivien Breen

An appreciation of a job well done, from the Chairman

THE SPARES SCHEME is, rightly, one of the great strengths of the Club and one of the reasons that our cars have such a high survival rate. When the Club was formed, spares could be obtained from almost any breakers' yard, but those days are long gone and, for many members, the Spares Scheme is now one of the most important functions of the Club.

There have been two crises in the Scheme, one in the 1960s and one in 1995. The occasion of John Breen's retirement from the Board of the Club allows me properly to acknowledge the way in which he and Vivien came instantly to the rescue in 1995 and then ran the Scheme superbly well for the next six years.

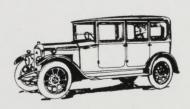
Running the Scheme is no small effort not only because the Lagonda Company made a lot of different models but the cars and the members are very active too. Running the Scheme could not be contemplated under voluntary arrangements. Even then it can come to dominate your life as it did for the Breens. John participates in a wedding car business and their garage is but one

car width. This practical detail might be thought trivial until one realises that not only does the polished 16/80 wedding car live there with their modern car, but so did 90% of the Club Spares. Getting something large or heavy off a top shelf was a seriously fraught operation. An office is also required for the paperwork. With the best organisation possible, both motoring and domestic life became very crowded.

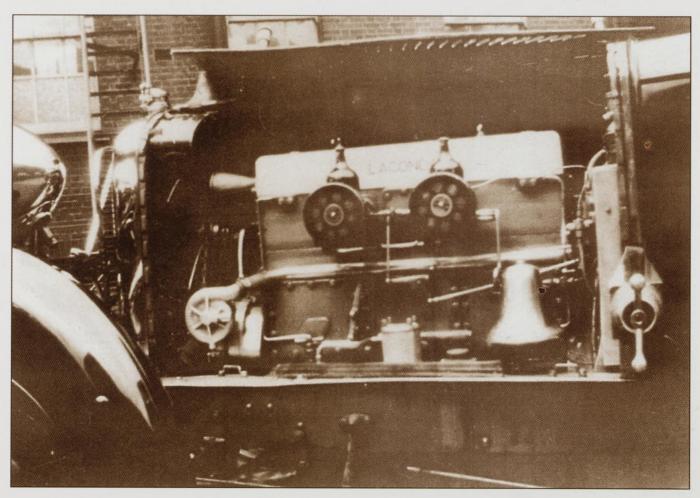
There has also been a lot of valuable fall-out from John's tenure. Because of many valuable suggestions from John's experience we are now much better organised in important ways. We have, for example, a Spares Committee, a much more active policy for drawings and records and a proper catalogue coming.

John and Vivien inherited something in dire need of care and attention. They cured it of its ills and have now handed it on in excellent order and with a good practical set of policies for the future. Our thanks are due to you both.

Clive Dalton







In Register – Lagondas and the Police

Arnold Davey Investigates

IN THE SUMMER OF 2001 I was contacted by a family in Tunbridge Wells who were researching the life of the wife's late uncle. He had been a driver in the Metropolitan Police between 1925 and 1951 and had often mentioned driving a Lagonda during his service in this period. The family were put on to me by the DVLA and the initial letter enclosed a photograph of a line-up of policemen flanked by two old model cars. Were either of these Lagondas? Neither was, as it happens, but I replied confirming that the Metropolitan Police certainly did use Lagondas and in fact owned 14 of them between 1932 and 1939. Lattach the list.

My reply encouraged the lady to search further within the family and finally she came up with the three illustrations reproduced here, showing GW 3886, a 3 Litre Weymann semipanelled saloon, bought by the force in the Spring of 1932. It is on the later ZM chassis, but the body predates the Silent Travel era, which began later that year. It has two side-mounted spares and as befits a 'Q-Car', the essential bell is concealed under the bonnet, as you can see. These pictures are copies of copies, so I apologise for the quality.

From 1920 onwards, with the founding of the Flying Squad, there was a constant battle between motorised criminals and the police for the possession of faster and faster vehicles, which led to an alarming series of accidents. Unmarked 'Q-Cars' were introduced in 1933. They weren't all Lagondas but were always of high performance By the beginning of 1934 the accident rate had become so high

(One per 8000 vehicle miles) that the press began to campaign against high speed chases. The result was the establishment of the Hendon Police Driving School, with the first students starting in January 1935. An Advanced Course for selected drivers began in the Spring of 1936, under the guidance of Lord Cottenham, an experienced racing driver.

My correspondent's uncle, P.C.Apps, passed this course in June 1936, so was one of the first to do so, with excellent marks and the concluding remark by the Officer i/c Transport "A polished driver, suitable for speed work".

Lord Cottenham's fund-raising efforts led to, among other makes, Lagonda supplying six police forces with cars. Lancashire's LG45 (Chassis 12087) was still in their possession in 1999, the last we heard of it. Essex even went so far as to buy an LG45 Rapide, whose subsequent history is obscure. particularly as its engine is now in another car. The noble lord stayed with Hendon until 1938, by which time the accident rate had dropped to one per 27,000 vehicle miles, a rate which has been sustained, more or less, ever since. This looks high to a civilian driver, but you have to bear in mind the hazardous nature of the work.

The Lancashire Lagonda took a starring role in a prewar road safety film made by the force, a copy of which is in the club's archives. In it, the saintly police driver, wearing regulation gauntlets despite driving a saloon, does all the right things in his Wolseley, making elaborate hand signals and using

second gear at every junction, while the absolute cad driving the Lagonda breaks all the rules and comes to a sticky end. Probably wearing two-tone shoes as well.

One of the more unusual cars on the Metropolitan list is APJ 367 (Z10419), the prototype M45 tourer, which started life as a 3 Litre with the T6 body. The Mets bought it in 1936 when it was three years old and had had a hectic life as the development car and then the press car and demonstrator. By 1936 it must have been well-used but was probably comprehensively overhauled by the works before sale. Apart from its use as a high speed trainer at Hendon, I understand from conversations with ex-Hendon officers that one of its other functions was to train drivers in the use of a really awkward gearbox. Now the Meadows T8 'box isn't all that difficult, so I deduce that AP3 was still fitted with Lagonda's own Silent Third Z box. All early M45s had this but they were replaced under warranty by Meadows box. APJ must have escaped this recall.

Only three of the ex-Metropolitan Lagondas are known to the club; the others were probably too far gone to survive once the police had worn them out. APJ 367 is with a member in Germany, BXB 770 was broken up for spares years ago and GPE 624 was sold through Christie's in 1996, by which time it had acquired a drophead body, and has since vanished, although one of our members has the original saloon body, or what is left of it. GPE was 'The Autocars' Road Test car of 1938, so once again the force had bought a well-used press car, but were presumably less bothered than a private owner would have been about a few scuffs on the bodywork provided the mechanicals were in good order.

Frank Feeley told me that when the police ordered a car they had a string of special requirements, which included

strengthened running boards so that large constables could ride on them or at least jump in and out with alacrity. The floor boards had to be covered with copper plates to provide a good radio earth and they also, with the M45s, ordered the earlier ST24 body rather than the then current ST34. At the time I couldn't see a reason for this unless it attracted a discount, but subsequent measurements revealed that the earlier body is 3 inches longer from windscreen to backlight, the later car having a larger boot at the expense of rear legroom. The police must have preferred the legroom.

He also told me a story about the time the police tested a high-mileage LG45 S3 saloon. To get a lower roof line, Frank had taken advantage of the removal of the batteries from beside the rear axle to a position under the bonnet. This freed the space on either side of the differential housing and rather than use a pressing, complicated Frank employed a rubber diaphragm as a flexible seat base, adding a metal bar above the axle in the centre to support it and also to prevent a centre passenger's bottom being hit by the axle. However, the demonstrator had had a hard life and heavyweight constables in the rear seats led to the diaphragm failing and official serge being scraped along the road.

The dates of sale are only occasionally provided and APJ was at Hendon until about 1950. In the late '40s the Bentley Drivers Club used to challenge the Hendon school to a driving test meeting, held at Hendon and I have a photograph taken at one such meeting (not dated, unfortunately) where one of the police drivers is driving APJ as part of their team. Later the car went to America and then Germany.

It has nothing to do with Lagondas but I did once have the experience of spending a day being driven in a patrol car. As part of my job in the late '60s I had route responsibility for the

25th Suffolk Dinner

Saturday 16 March 2002, 6.45pm for 7.15pm

at

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Market Cross Place, Aldeburgh

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*

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or

Steamed thai-style Mussels

*

Roast Leg of Lamb with Seasonal Vegetables and Potatoes

*

Poached Williams Pears **or** Warm Banana, Caramel and Lemon Crumble

*

Fresh Brewed Coffee with Mints

*

Our speaker, Tony Metcalfe, will reminisce on more than a quarter century's involvement with Lagondas and Rapiers. The Gary Guiver Gong will be awarded for the Rapier coming the furthest. Dress optional. A vegetarian main course of Marinated Buffalo Mozzarella is available in lieu of Lamb *if stated with your ticket order*. Tickets £21 each from Little Orchard, Bredfield, WOODBRIDGE, IP13 6AW, cheques, payable to Mike Pilgrim, by end of February please.

The White Lion, tel. 01728 452720, offers two nights but no one-night bookings. Details of accommodation at other hotels and guest houses, or with local members, from Mike on 01394 382773. Early booking advised.

ALSO - on Sunday 17 March

Meet for lunch, from noon onwards at the Old Mill House, Saxstead Green near Framlingham

Bring your Lagonda!



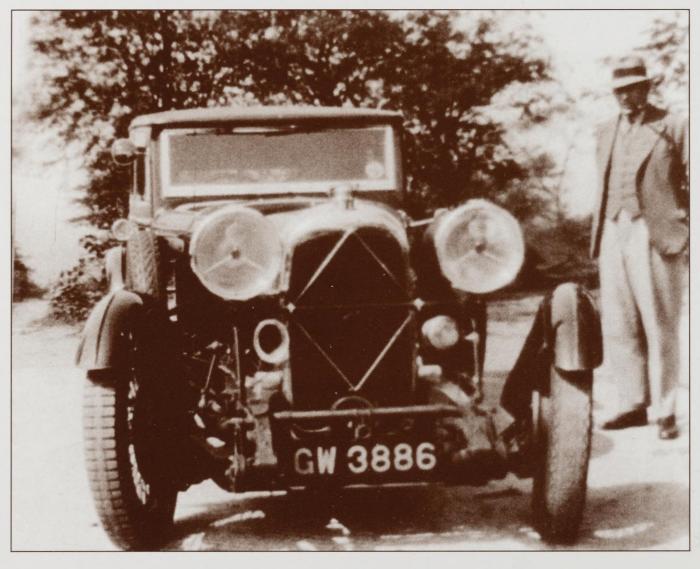


Hertfordshire length of the A11 between Harlow and Bishops Stortford. The M11 was planned but not yet built. We got a report from the bridge engineer that the bridge in Bishops Stortford that carried the A11 over the railway was in serious distress and something would have to be done urgently. Ideally, a new deck. To do this meant closing the road for at least six months. Any diversion route would involve Essex, so eventually a party was made up of Herts and Essex police, my opposite number at Essex and myself and we spent a day in a marked patrol car touring all the possible diversion routes and some impossible ones into the bargain, bearing in mind that a fair proportion of the diverted traffic would be six-axle artics. The overwhelming impression of the day was how polite and law-abiding British drivers are, waving you on at the narrow bits and

scrupulously adhering to speed limits. It was quite a shock to see how their behaviour had deteriorated by the evening, when I drove home in my own car. We never did find a route and the M11 took most of the traffic off, later on.

A little addendum from your editor: In a previous life I was an RAF Policeman and, on an advanced training course in 1963, visited the Essex Police HQ. We visited their driving school and skid pan and they had a large photograph of their LG45 R on display at that time. We were invited to compete against the police around the skid pan and the RAF contingent beat the Essex police by an embarrassing margin - playing silly b***ers with Landrovers on deserted snow-covered runways must have taught us something!

K.P.P.



LAGONDAS USED BY THE METROPOLITAN POLICE UP TO 1939

Acquired	Model	Body	HP	Registration	Date sold	Chassis No.
-						
1. Jan/Mar 1932	3L	saloon	20.9	GW 3886		
2. Jan 29-Jan 30	3L	saloon	19.2	KW 6299	1934/5	
3. May 29-Jan 30	3L	saloon	19.2	PG 3263		
4. Jan-Oct 32	3L	saloon	20.9	PJ 7583		
5. Jan-Oct 32	3L ZMBS	saloon	20.9	PJ 7586		
6. July-Aug 33 **	M45 T7#	tourer	29.1	APJ 367		Z10419
7. Dec 33-Feb 34	M45 CH	saloon	29.1	AXD 524		
8. Nov 33-Jan 34	M45	saloon	29.1	AUU 481		
9. July 1934	M45 ST24	saloon	29.1	BGQ 382		
10. July 1934	M45 ST24	saloon	29.1	BGO 581	17.5.39	
11. July 1934	M45 ST24	saloon	29.1	BGO 582	7.3.40	
12. July 1934	M45 ST24	saloon	29.1	BGO 583	4.3.40	
13. Feb-Mar 35	M45R CH	saloon by VdP	29.t	BXB 770		Z11380
14. Feb/Mar 38	LG6	saloon	29.1	GPE 624		12320

** This date is clearly wrong. Lagonda were still using APJ as a press car up to December 1933. Dates of acquisition are sometimes vague. All ST24 saloons entered as "fabric saloon". Probably an error. Chassis number only shown from Lagonda Club records. They do not appear in MP records (unfxortunately).

The car's plate says this, even though the body is a T6.

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The Thoughts of Chairman Dalton

Not a "Little Red Book", but Clive has some useful comments to make on recent correspondence

Further News on Tyres, Punctures etc

THE LETTER THAT APPEARED in the summer led to some interesting and very helpful interchanges. Unsurprisingly Phil Ridout knew all about it from the 1950s. I might have guessed.

The story he told me at Prescott was this. Troubled with the incidence of punctures in the 1950s he approached Dunlop who told him that the problem was well known and that the pre-war cure had been so called Taxi Tubes which had seriously reinforced bases. They admitted however that this was not a complete cure.

What is the complete cure is "flaps". These are fitted to lorry tyres and are also available in our sizes. The two I have here originate in the USA and are marked 18". They are like very wide rim tapes which they replace. Their extra width means that they cover the line where the inside of the tyre bead meets the flat of the rim which is where the gap appears when the beads rock under the stresses of cornering.

Phil's experience is that they are a complete cure and this is reinforced by Tim Wadsworth and by Dennis Clarke, who has an even simpler method.

Dennis, like most of us, has a supply of old inner tubes. What he does is probably best explained by an imaginary procedure. Lay the inflated inner tube down on the table in front of you. You have a rather big doughnut. Now cut all round the inner tube at its highest point, where it is furthest from the table. Turn the tube over and do the same on the other side. Discard the outer circumference of the tube and cut a small hole in the inner circumference for the valve of your existing tube. You now have your DIY flap.

If it is not already there fit one bead of the tyre to the rim. Now wrap the DIY flap round your deflated inner tube and put them both together on to the rim inside the other bead of the tyre. This is a gradual process working round the tyre bit by bit. You have also to check when you have done it that neither flap nor tube has appeared out the other side of the tyre by mistake.

You can now fit the second bead of the tyre. Check again that neither flap nor tube are in the wrong place and then inflate the tube. This, Dennis says, is a complete cure. When I have summoned up enough ergs to go tyre fitting I shall be following his recipe.

On 2 Litre Timing and Cylinder Bores

PETER DOCKER'S ARTICLE about the rebuilding of his High Chassis 2 Litre made fascinating reading on several grounds. The one that most interests me is his valve timing. Peter has IVO (inlet valve opening) at +3° and EVC at +12°.

Now I have just been to Boston in Massachusetts where I got to drive Werner & Patience Bundschuh's newly rebuilt Continental. This car, on the recommendation of (a) Phil Ridout and (b) John Batt has much wilder valve timing than Peter's. Werner's car was Harry Gostling's and now has IVO at -15° before TDC and EVC at +15° after TDC. Even in its present not properly run in state it seems to me very much more lively than mine even though in all other respects it is identical.

I need hardly say I am seriously jealous and plan over the Christmas holiday to retime mine to -15° TDC $+15^{\circ}$.

Still discussing Werner's car there is an **awful warning** coming. Werner's engine has needed two rebuilds. Shortly after the first something broke off a piston ring and badly scored the bore.

When it came to the second rebore the machine shop is on record as telephoning to ask what material the liners were as they were blunting their boring tools trying to cut it. After a bit of about thinking it one possible explanation is that in the 1950s and 60s Chromard liners were easily available. I have a set in my car. They are chromium plated and must never be used with chrome faced rings. The correct rings are plain cast iron. If chrome plated rings are used the similarity of metals means that they will 'pick up', weld momentarily together and destroy each other. My guess is that the first rebuilder, not recognising this possibility, fitted the universal chrome faced rings.

As soon as I get round to it, a small brass plate will be affixed to my engine somewhere telling any future rebuilder to take care over this.

Clive Dalton

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Magic of the Midlands

Book Review

The Magic of the Midlands and the Black Country, Strictly Vintage and 'In Tune' By Jim Shelley

Published in Gt. Britain by the Black

Country Society, 2001

Available from: 'Minimag Company', 358 Birmingham Rd, Walsall, West Midlands W55 3NX. Price £11.00 inc postage and packing (UK addresses only,

other countries, please enquire.)

FOR THOSE WHO HAVE spent their working lives in the Engineering Industry, the most depressing aspect of 'Blair's New Britain' is the virtual extinction of the once prolific number of manufacturing companies which made this country of ours so great. A process which has taken place over several decades. In the early days of my own career (in the Black Country, where else?), it was almost impossible to find a street which did not contain numerous small businesses covering an impressive range of activities, populated by craftsmen with a formidable array of skills and knowledge.

Alas, these have all but disappeared, suffocated by bureaucratic regulations and starved of young people anxious to 'do' something creative, but now more eager to embrace the world of mindless computer games, or enrol at so-called 'Universities', to indulge in the psycho-babble of 'social awareness', 'political correctness' and, most importantly, 'counselling'! (No 10

Meccano Set - what's that?!)

This splendid offering by Jim Shelley comes therefore as an absolute breath of fresh air, profiling as it does the talents and achievements of some quite

exceptional people.

VSCC members will readily identify with them and know one or two for certain. Jim's entertaining and informed narrative, together with some excellent photography, makes this book a first-class read and a most reasonably priced 'buy'. In addition, 50p from the

sale of each copy is donated to Guide Dogs for the Blind, a most worthy cause.

Dr Carl Chinn and Richard Barnes, (owner of several proper cars and a vintage aeroplane), jointly contributed to the 'Foreword' and in reviewing this book one can do no better than to quote their words: "Jim Shelley is one whose mind is eager to set itself racing to discover new things, to learn fresh skills and to enquire about novel developments. He still has that enchantment for the wonder of life and his vouthful exuberance is something which marks him out. He is not just enthusiastic about asking questions - but determined to dig about until the answer emerges. His book makes his wide ranging interests and knowledge very plain. He extols us to recognise the significance of actually 'making' things and refers to some of the great engineers about whom far too little has been written." Would that politicians of all persuasions could draw-in just a little of that ardour!

Whilst in the South East, arrogant people with more aspiration than talent dreamt up a 'white elephant' such as the Millenium Dome, Paul Morgan made Formula-One winning engines, Len Vale Onslow (100 years old!) was filing in his workshop and riding his own designed and manufactured motor cycles. Barry Hares in his home workshop and with basic traditional machine tools and incredible hand skill, produced a perfect working 1/5th replica of a 24 cylinder sleeve-valve Rolls Royce 'Eagle' Aero engine.

Jim is just as passionate about his other great interest - jazz - so do not expect a standard life story or a work aimed only at jazz aficionados. This is a vibrant, yet factual account of people's resolve to get

stuck into life.

However, perhaps the answer for us all is some really serious 'counselling!

John Ryder

The Mille Miglia in a High Chassis 2 Litre

Jonathan Hartop tries la Dolce Vita

"WELL WHY DON'T YOU send in your application then?" These are the words that started our adventure on the Mille Miglia back in November 2000. I was a spectator in 1998 and was amazed by the variety of cars participating and the whole atmosphere, I had always wanted to return as a participant but never thought that I would actually do it.

In July 1999 I realised one of my dreams when I purchased a 1928 2 litre Speed Model Lagonda. One evening while talking about cars, rallies, etc. with a friend he came out with the above magic phrase: "Well why don't you send in your application then?" In fact this friend of mine also knew the personal lawyer of Karl-Friederich Scheupfle, Vice President of Chopard, one of the main sponsors for this event.

Realising that I also knew somebody who dealt with Chopard, and the idea becoming more and more anchored in my mind, I decided to go into action. After several telephone calls, within a couple of days I had received the

application forms.

A request for a FIVA Identity Form for the Lagonda was rapidly made. However, it was not until just before Christmas, the entry limit being 31st of December, that an envelope containing the necessary entry form, other various papers and naturally a cheque was sent by courier mail to the "Organising Committee of the MILLE MIGLIA" in Brescia.

Christmas passed and my thoughts were more on the preparation of the January "Rallye Monte Carlo Historique" organised by the Automobile Club de Monaco in which I have participated several times in my 1964 Mini Cooper S. It was just after that event that a

registered letter was received confirming my participation in the 2001 Mille Miglia event. I was absolutely thrilled.

May seemed a long way away, but soon arrived and, a day before the start of the event, the Lagonda was loaded onto the trailer behind the Range Rover. We set off with friends Mike and Margaret Abram who came all the way from Liverpool to act as a backup team. Their knowledge of Classic Rallying was most valuable and it was reassuring to know that although they did not follow the actual route they were never very far away in case anything went wrong with

The trip down to the departure town of Brescia went without any problems, apart from the Carabinieri being out in force at the Italian border looking at and enquiring about the car. Our hotel outside Brescia took a little time to find but after a good meal and pleasant night's sleep Franca and I started off early the next morning in order to, hopefully, be among the

scrutineering.

Despite arriving well over an hour before the opening of scrutineering, people were everywhere and the crowd just kept on growing with the Italians running it all in their usual flippant manner! We were awarded the number 29 and after sponsor stickers had been stuck on, loads of little gifts and leaflets received, we finally managed, after a few hours, to push our way out and back to order hotel finalise in to preparations.

Being number 29 meant we were early starters, our departure time being The weather was a little cloudy, warm but not very hot (even by British standards!), and the forecast for



the evening was no better. Around 18.00 we set off back to Brescia where a welcome cocktail was being organised before the start. Already black clouds were seen in the distance and cars were coming in from all over the place, (about 370 cars were to take part), we parked as best as we could.

Soon after 19:00 the storm started. Now it is said that it always rains during the Mille Miglia, but this was no shower, it came down in buckets, (even by British standards!). The debate started, shall we or shall we not put the hood up. We finally made our way to the starting ramp, protected by a big umbrella hoping that the rain would at least slow down a bit, but it did not and at the last minute we had to put the hood up. Our departure took place in front of thousands of spectators and television cameras.

The pouring rain continued for well over an hour, but after that we were able to put the hood down. The first leg took us to Ferrara. Soon after the start it was fairly obvious that all the maps that we had carefully planned were not going to be much use, as the sides of the roads were crowded with spectators who willingly showed us the way. The welcome received in all major towns, Verona, Ferrara, etc, was unbelievable. For the Italians, this is their major event of the year! We arrived in Ferrara after midnight tired but happy.

After a few hours sleep, we were up and ready for the 2nd leg which took us via the East Coast, the Republic of San Marino, inland over two passes where snow was found, all the way down to The further South we got the hotter the outside temperature became, and in the afternoon it must have been close to 35°C. The car's temperature gauge was frequently being checked but apart from at the top of the two mountain passes when it was a little high, all went well. On the bypass of Perugia we were travelling at over 70 MPH for a good 30 miles, but again despite the outside heat, she ran perfectly.

The only problem during that 2nd day was a puncture. The spare wheel was quickly fitted and we were on our way again. Mike and Margaret met up with us and we exchanged our punctured wheel for another spare that they were carrying. Participants were gathered together on the outskirts of Rome, and escorted by the "Carabinieri" on their Moto Guzzi motorbikes through Rome, passing some of the famous sites, including the Vatican. Eventually the car was parked, oil and water levels checked, and then bed for a well-earned rest.

The third and final leg consisted of the drive back from Rome to Brescia, with the first car starting off at 06:30. The sky was clear and the temperature a trifle frisky, but our departure went without a hitch. The route back up to Brescia took us through more gorgeous countryside, up through Tuscany and towns like Sienna and Florence, etc. As the first 2 legs, huge crowds accompanied us all the way. A short halt for lunch, another check of the car's oil and water, and we took off again. Coming down the "Passo della Raticosa", the car started to pull strongly to the left when braking, great care was therefore taken until the next halt, where the LHF drum was found to be very hot. A little water helped the drum to cool down, the brake adjuster was unwound by half a turn, and everything was fine again.

Strong winds were keeping the clouds well away. The closer we got to Brescia the more crowded the roads became. We also felt the tension mounting, and thoughts like 'surely nothing is going to stop us making it now' were going through my mind! Concentration was the key word, as we did not want to spoil it with a stupid accident on the last run. Franca's mobile phone was ringing more and more frequently as family members and friends, who had decided to come and see the arrival, were enquiring as to where we were.

About 50 km before the arrival, the



The departure, in the pouring rain.



Looking very tense just before the start.



Just look at that crowd at the finish!

local police again wisely escorted us. At around 21:00 we made our way onto the finishing ramp, the crowd seemed to be twice as big as the one at the departure, (the good weather helped!). Franca then got caught for an interview, a good thing she spoke fluent Italian, (I suppose being Italian does help!)

It was great to have some friends there to greet us, and despite being rather tired we found a local "pizzeria" and had

a super time.

The "Mille Miglia" event is a commemorative run, of the great race held between 1927 and 1957. Although there is a classification, it does not mean anything as the times taken, the check points and time checks were handled in the usual lackadaisical Italian manner. The event is supposed to be run under FIVA rules and regulations, but???????.

Unfortunately, like many events, high level sponsorship has made its way in and spoilt the atmosphere. The attitude of some of the drivers, especially when going through villages and towns, packed with the crowds of people young and old, was, well, the least I can say, rather shameful. Having a number on your car does not make you a racing driver.

still enjoyed We the immensely and remember the fantastic welcome we got from the public, going through the villages you felt that some of the inhabitants cheering you along had been doing the same thing 44 years ago. The superb scenery, and a magnificent car, which only used a few litres of water, (the radiator had a slight leak which can explain that), and a litre of engine oil, will leave us with the most fondest of memories. Also, despite seeing many other gorgeous vintage and classic cars, there was not one for which I would have exchanged my Lagonda.

As I write this, the application forms have just arrived and, guess what, they

are already filled in!.

Our special thanks go to:

James & Gerry Woollard for helping us find the car.

Henri Louis Maunoir for "everything". Sister Moia and her hubby Rob,

Mike and Margaret,

Emilio and Eric for coming to see us off, (despite the weather), and who were there to greet us back.

Steve for helping prepare the car

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What's all this then? See 'Letters' page 34 for the answer.



John Scholey

An affectionate tribute by Mark Walker

JOHN SCHOLEY, WHO was one of the last links with the prewar Lagonda factory, died in November. Members who attended the Club celebrations at Brooklands in 1999 will remember his presence (most appropriate) there, but my friendship with him went back a great deal longer, to sometime in 1960, when he advertised a Lagonda V12 for sale. Ignorant then of such exotica, but intrigued, I went to visit Martins Garage in Guildford, to find out more.

I had passed Martins Garage many times in my youth, usually on the way to the South Coast, from where I lived. Run by John and his elder brother (actually Tony, but for some unknown reason known more often as Peter), the garage occupied a convenient spot on the outskirts of the town opposite the River Wey and a hostelry known as the Jolly

Farmer.

After a bit of toing and froing I set about buying the car and for good measure I went to work at the garage in what students now call their 'gap year'. I never regretted either. Working at the garage was always slightly shambolic since John would willingly service anything from a lawn mower to an Aston Martin, and did. I started to learn by servicing the lawnmowers, while he and his rather more expert staff serviced the Aston Martins. I progressed to a little car delivery. 'Go and leave it at the station for its owner, and for goodness' sake don't let any of the plugs oil up'. This referred to rather a nice DB2 Mk3 in a fetching shade of BRG. However, not everything was idyllic as one fondly thinks one's student days should have been: this was the sixties, and the garage with foreman presented John ultimatum that his staff would not work with a snotty ex public schoolboy who was about to go up to Oxford. Hence I stayed down in the showroom, with its workshop behind, while the artisans worked away in the proper workshops a few hundred yards away without risking exposure to anything so effete as an undergraduate. They weren't all like that: one, called Tiny was (of course) a large man who was also very genial, and when sober could and did rebuild a Lagonda V12 engine with Hillman Hunter pistons, as was the fashion at the time. This he could not have done without a great deal of guidance from and I managed to watch occasionally what he was doing without causing a walkout. The V12 concerned was a black drophead with brown interior; its owner, a relation of a Maharajah, tried very hard to get me to buy it for £150 (with the rebuilt engine), but by then I had a V12 already, A Rapide. I had nowhere to keep another, quite apart from the £150 concerned. I do however remember driving drophead, and thinking how much slower and less taut than the Rapide it felt, but I should have bought it, all the same. The rest of the time at the garage was pretty enjoyable. I even took out John's daughter as well.

John was the most delightful person to work for, with enormous patience and a vast store of knowledge. He could make more or less anything, and even presented me with the special spanners for a V12 he had made out of spring leaves while apprenticed at the factory. This constructive attitude expressed itself in the day to day life of the garage. Being given a task to do, the subsequent activities were something like:

- l. Get description and explanation of job to be done
- 2. Get description of tools required for the job
- 3. Find the tools for the job
- 4. Mend the tools for the job
- 5. Carry out job itself

It would not be unkind to say that frequently 3. and 4. took longer than 5.

Talking of Lawn Mowers, it is little known that John Scholey designed what was quite a revolutionary mowing machine, at the time I worked at the garage. The unusual nature of this machine was concentrated in the drive. rather than the cutter. This was done through two closely set rear wheels mounted on a shaft set vertically in a tube on which the seat was mounted, and through which the steering was also carried out. This had two advantages in that no reverse gear was required, because the wheels could turn through 360 degrees, and as there was no limitation of a steering lock, it was possible to mow round an obstacle such as a tree trunk (however small) with one pass and with great precision. Originally named the Locust, it had to be renamed the Herbecuter (sic) because the original name, unsurprisingly, had already been registered elsewhere. I had the honour to be present at its inaugural launch, at the 1961 Surrey Agricultural Show. John possessed a pair of Polo sticks, and with these in suitably crossed fashion he adorned his new exhibit, as if to demonstrate its ability to change direction and turn on the currency of the time, a sixpence. What he did not know was that the guest of honour that year was none other than the Duke of Edinburgh, who seeing the polo sticks, made a beeline for the stand and demanded to know the reason for their presence. John tried to explain. The Duke listened in silence for several minutes and before marching off, broke in rather huffily: 'I can't see the connection'. Sadly it never made it into production, and the only working

example remained in the hands of its inventor, where, when last heard of, it was still giving excellent service.

But back to 1939. Several times I begged him to write down his memories of those times, but I never succeeded. He had amassed a quantity of notes and other material but this was sadly lost in a fire in one of his sheds at home. Not that he would do something if he didn't want to; he would just give you a look and say nothing, and I soon learnt that it was pointless taking that line of conversation

any further.

In 1939 John went to Le Mans with the factory cars for the Great Race. He took a number of photographs which he later lent to John Rees, when the latter commenced his painstaking restoration of the Team Car HPL 448, and which of course came 3rd in the race, driven by Charles Brackenbury and Arthur Dobson. He also provided a huge amount of technical advice for the restoration which was invaluable, and without which it would have been far less accurate. John had then returned to factory before war was declared and he was called up. In the intervening period he acted as works test driver, and he told me how he was expected to test drive the V12s before they were delivered. All except the long wheelbase cars were expected to reach around 100 mph, when said John, he was expected to remove his hands from the steering wheel, and apply the brakes hard. The car had to pull up in a straight line. In the Service Department, there was a fixed time for each job. For instance, 12 spark plugs had to be checked and changed in 15 minutes, something that I have certainly subsequently found as a challenge with four carburettors in the way. On one Test Drive John paused for lunch in a suitable hostelry. When he came out of the pub, he leapt into the car, accelerated to 30 mph and started to change gear, whereupon the rear wheels locked. He had forgotten to release the handbrake. Try and achieve that in a modern car, if you can, with its anaemic

'parking' brake. One highlight of my time at the garage was when John told me that he had invited Arthur Dobson to an evening at the Jolly Farmer. Sadly it turned out to be rather a disappointment, as time had not looked kindly upon the former great racing driver, and he was only a shadow of his former self.

I don't think that John really liked the way the world was going. His politics were well to the right of mine (quite somehow difficult) and encapsulated in the metamorphosis of the Jolly Farmer, with its cosy public and private bars of the sixties, to the 'theme' pub which it had become by the nineties. Pork pies and bitter had been replaced by microwaved foreign sounding food and lager, and John and I were out of place. Even in his early eighties, John still went to the garage several times a week to keep an eye on the place, while it was up for sale, as he and his brother had fallen out, and I don't think they trusted each other

any more. The last time I saw John was a couple of years ago, when he came up to London for an eye test, and we had a pint together in a City hostelry. Perhaps with some foreboding that I would not see him again, I asked for just one story from the factory days. He thought for a bit, and told me about the 1938 Works Christmas party. Unusually for those days, even the junior staff (including the apprentices) were allowed to let their hair down, and, slightly refreshed, John and another apprentice set off on their hands and knees for a trip round the assembled company beneath the tables. Eventually losing his way in the rather poor light, John decided to come up for air and seeing a pair of substantial and well upholstered knees, appeared at the top table between them. Their owner's face appeared level with his own. It turned out to belong to none other than the Works Manager, the very important Mr Davies, who after the war acquired the factory parts department and set up on his own as Davies Motors of Staines. He was, said John, not amused.

If I have one abiding memory of those days, it is standing outside the Jolly Farmer, clutching John's pint of bitter in one hand and mine in the other, while he cheerfully balanced the four carburettors of my car by ear.

Jeremy Oates adds the following personal recollections:

JOHN died on 17th November 2001 at the age of 84. I had known him all my life and he was probably the last surviving club member who worked at Lagonda before the war. He went with the team to Le Mans in 1939 and some of the dashboard photographs that he took there were used in subsequent restorations.

He served in the RNVR during the war and it was in the service that he met my father.

In 1946 he and his brother Peter purchased Martins Garage in Quarry Street, Guildford. Martin was I think a founder of the VSCC. Their first task was recommissioning all types of vehicle that had been laid up for the duration. It was John's inventive genius that saved these scarce vehicles and put them back on the road.

John could make practically anything with the minimum of tools. It is said that two young ladies asked him to play tennis one Saturday, on ringing him that morning to enquire where he was he replied "the glue is just drying on the racket".

He was involved in flying and while pioneering a new route through Spain the light plane he was navigating began to suffer mechanical problems. They landed without authority on a Spanish Military Airbase to be surrounded by armed soldiers and marched to the officer's mess.

The next morning the aircraft had been carefully repaired and serviced and they proceeded on their way. The airfield had no aeroplanes of their own-only a single engine which was daily dismantled and then reassembled by a bored ground crew - so a taste of the real thing was not to be missed.

I purchased my 12/24 Lagonda in 1980 as someone's failed restoration project. It was dismantled, rusty and incomplete but John soon had it up together and running. It started on the button and never required any adjustments thereafter.

When it was decided to recreate the 1922 racing Lagonda, it was John who gently assessed the assorted bits that had been found and began to assemble them

into a proper order.

John was a very quiet man, devoted to his wife Anne and his three daughters. He was a keen and productive gardenerespecially vegetables and maintained his house immaculately. He will be sorely missed by a large number of friends who had come to rely on his ability to repair or remake practically anything.

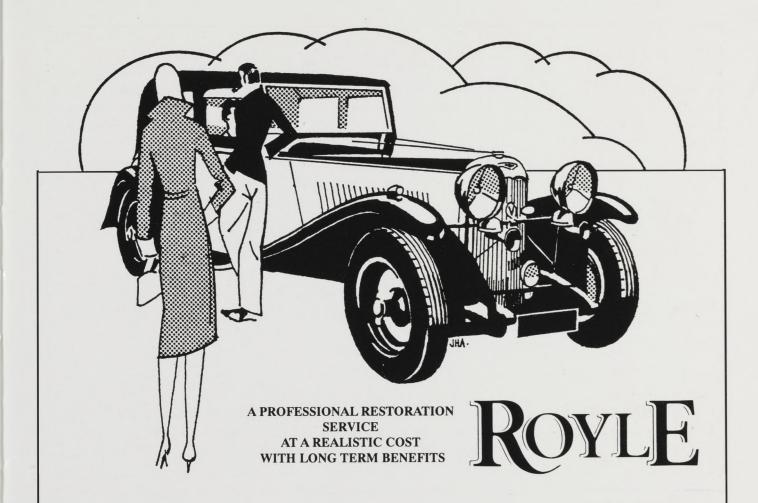
John knew the likes of Brackenbury before the war, was a keen sailor and acted as mechanic to a Maserati at the opening of Goodwood after the war. He was responsible for repairing Kipling's Rolls Royce Ghost after it suffered heavy frost damage and he had a particular interest in Riley 9 s.

He maintained my father's 20/25 for eight years at a cost of 7/6d for a fuel filter. Made his own electricity and enjoyed blowing up trees with black powder - once nearly decapitating a double decker bus when the pick-axe handle, used to stop up the entrance

hole, became a missile.



John Scholey, his wife Anne and their three daughters enjoy Jeremy Oates' 12/24.



There is something about Lagondas that appeals to people, whether it is the styling, the fine engineering or the quality of the coachwork. Whichever it is it certainly attracted me, I have owned and enjoyed Lagondas for forty years. This company was founded because of them and our long established team of craftsmen and engineers have now restored over 700 motor cars in our Staindrop workshops (not all of them Lagondas!)

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Lagonda Performance Development The 2 Litre Speed Model - Part 2

Tim Wadsworth goes a step further

IT IS always difficult to know how far one should go with modifications, if indeed we should modify our cars at all. After many years of ownership I have come to a personal decision that, providing the technology was available the time the car was made, modifications to enhance performance or road holding are acceptable e.g. high compression pistons. In other areas I am not ashamed to admit that I allow myself the discrete use of modern materials e.g. neoprene o rings where this does not detract from the look or character of the car. It was therefore with great interest that I read Peter Docker's account of his modifications to his 2 Litre engine (Magazine 189). I too have, in the past, been embarrassed by the 2 Litre's lack of urge in the company of cars of a similar vintage. I readily agree with him that the number one problem is it's torturous inlet tract. The side draught carburettors were presumably designed to enable the removed be disconnecting the throttle linkage etc. A high price to pay for such a small advantage. In 1930, towards the end of the model run, the factory attempted to remedy this by offering an additional model called the Two-Litre Special with a downdraught head but it's not clear if any were actually made and in any case later that year the supercharged 2 Litre was launched, effectively solving the problem, but again at a price.

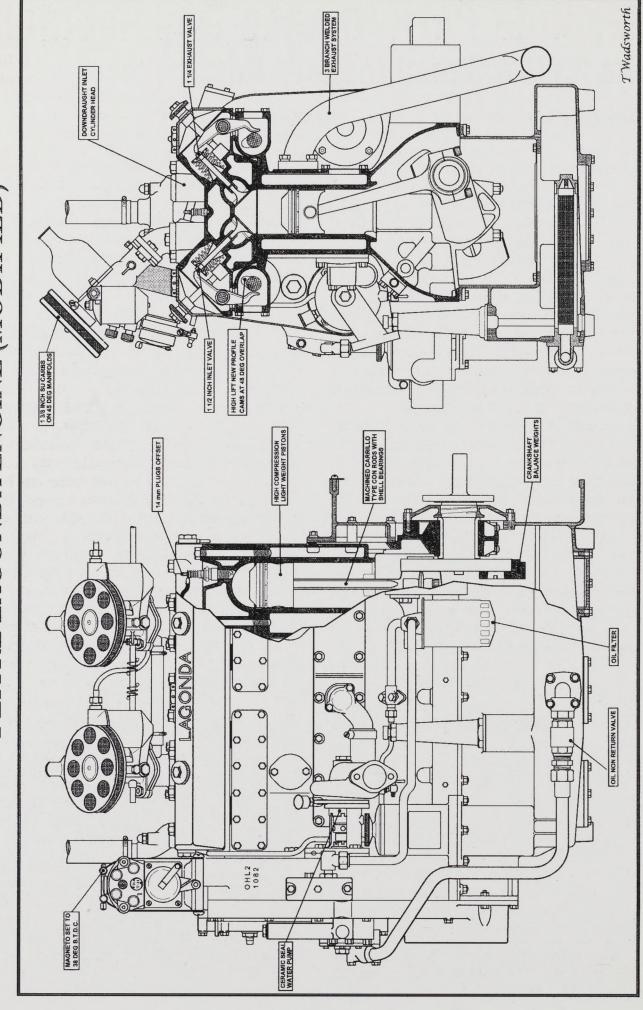
Thanks to Wessex Workshops, fully machined downdraught head castings are now available with the added advantage of larger (1½") inlet valves. I purchased one of the first of these and, as I wanted to retain my existing S.U. carburettors, I fitted them with 45deg. float chambers and mounted them on stub inlet manifolds in a semi-

downdraught arrangement. Sadly the existing Autovac system had to be dispensed with in favour of an S.U. electric pump as the float chambers are now too high for gravity feed. The performance improvements were very noticeable but this just gave me the incentive to attempt further engine modifications!

Attention was now turned to the pistons. Helped by an old college chum who is now Technical Director for Ricardo I designed a new high compression piston and had a set of 4 made in the U.S.A. by Arias, at a very The choice reasonable cost. compression ratio depends very much on how you intend to use your car but I have found that 8:1 (11mm crown) is by no means too high although you will need a octane boost additive if you are not to be constantly adjusting the advance/retard control lever. I felt quite happy about the crankshaft, after all there is a diesel version of the 2 litre engine which must be working at 20:1, but I was less happy about the con rods having had one break, with disastrous results, some years ago. I therefore splashed out on a set of fully machined rods taking the opportunity to thicken up the little end, turn the cross section profile 90 deg (Carrillo pattern) and change from white metal to shell bearings. I also took the opportunity to replace my cracked cast iron exhaust manifold with a welded "bunch of bananas" system.

David Hine's excellent article (Magazine 185) on the V12 cam shafts had rung a bell with me. Those who recall this most interesting piece of history will remember that the V12's lack of power had been cured by reprofiling the cams with a concave flank to suit the

2 LITRE LAGONDA ENGINE (MODIFIED)



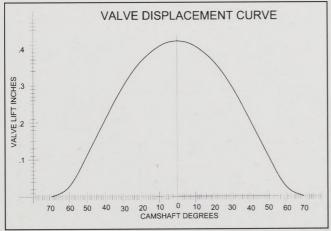
convex cam followers. Now, although the valve gear is quite different on the 2 Litre, the ends of the rockers are convex. Could the same reasoning apply? Not having a tame expert to turn to I decided to "have a go" using my home PC with a

simple CAD package.

Phil Ridout kindly pointed the way with some good advice and reference to an excellent book on cam design. To start the process off it is necessary to draw a Valve Displacement Curve and make some basic decisions about the length of opening, the height of lift, and the acceleration and deceleration of the valve. The last item is important as I have found that, if the engine is reved hard with the standard cam shaft, despite having double valve springs the valve can not follow the rapid movement of the rocker which allows the two to move apart jettisoning the little hardened cap covering the end of the valve.

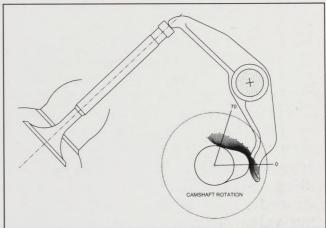
According to the instruction book the standard cam opening is - inlet 225, exhaust 236 crankshaft degrees but I felt this could be increased to 280 for both (140 camshaft degrees) although in practice this turned out to be nearer 260 with .004" tappet clearance. My existing cams were giving a lift of 0.38" and I calculated this could be increased to 0.42" without binding the valve springs but it did need some metal removed from the underside of the spring collar to prevent this fouling the top of the valve guide. These decisions having been made the Valve Displacement Curve

could be drawn.



The next step was to scan into my CAD system a view of the valve, rocker

and cam arrangement and overdraw each of these items so that they could be moved independently. Measuring off the Valve Displacement Curve I then "opened" the valve a distance corresponding to 1 degree of camshaft rotation. The rocker was rotated on its pivot until the tip was brought into contact with the top of the valve and a trace then made of the outline of the foot.

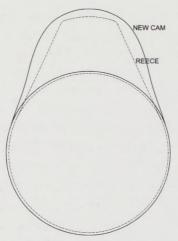


This trace was attached to the cam base circle and both rotated 1 degree whereupon the process starts again and continues in 70 steps until the valve is fully open. Finding a "best fit" curve to join the traces of the rocker foot produces the cam profile and surprise, surprise, the profile is slightly concave! To be absolutely true a small correction is necessary. Because the cam follower is a pivoting rocker and the foot moves in an arc, not a straight line, the contact point between rocker and cam is retarding throughout the movement. This is equal to 0.05 degree per step. In other words to get a true 70 degrees of opening the cam must be rotated 73.5 degrees. Easy when you have CAD.

The final result is shown compared to the profile of my existing cam which was built up and reground by Reece, some years ago, to a profile which I think was developed for the supercharged cars

in the 1930's

Now all I had to do was to get a pair of camshafts made to this new design and here Julian at LMB proved most helpful. They agreed to fund the master cam providing they had free use of it thereafter, a suggestion to which I readily agreed.



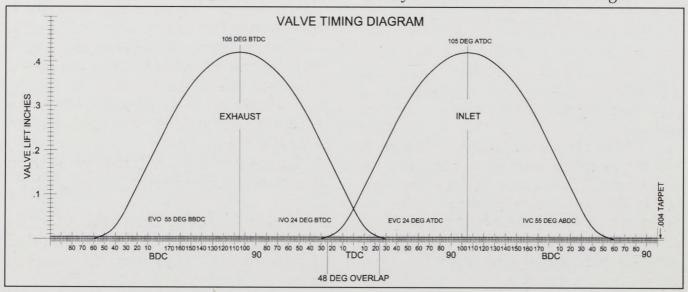
One of the big advantages of designing for a twin cam engine is that the decision on valve overlap can be put off until the engine is assembled and then one can adjust this until an optimum is achieved. For a relatively advanced cross flow head design the settings given in the instruction book are extraordinarily conservative with the inlet valve not starting to open until 5 degrees after TDC and the exhaust valve closing just 3 degrees later. supercharged model is somewhat better but still has only 15 degrees of overlap. Previous contributor Peter Docker increased his overlap to 17 degrees and in the last issue John Fitton suggested 20 degrees. I needed to go further than this as with a 260 degree opening cycle one cannot afford to close the inlet valve too late otherwise the mixture will be forced straight back through the carburettor, a condition known as reverse pumping. The settings I chose are shown in the diagram having first checked carefully that there would be adequate clearance

between the valves and the piston crown. An important and often overlooked factor is the effect that tappet clearances have on these figures. Every thou of clearance is equivalent to raising the base line of the graph 1 thou just where the graph is at its flattest. Thus a theoretical design of 60 degrees of overlap reduces to 48 when set up with a .004 tappet and would reduce 40 degrees to if the tappet clearance was increased to .008.

It was with some trepidation that I started my engine for the first time but I need not have worried. The tick over is smooth down to 600 r.p.m. and she pulls away without hesitation. The modifications described have little obvious effect below 2500 r.p.m., but from there on the revs build up effortlessly to a comfortable cruising speed around 70 mph. Given a good piece of road she will exceed 80 and in competition I have run the engine to over 4000 r.p.m. with no ill effects.

The car, always a delight to drive, is now a real pleasure. She will quite happily amble along at 30, often doing duty as a wedding car, but when called upon she will easily keep up with a blown 2 litre and not be disgraced in the company of a 4½. Hills, which I once chugged up in second, are now cruised up in third and all this with a fuel consumption of 25 to 30 mpg.

It has been a most rewarding exercise which I can thoroughly recommend to all those 2 litre owners who yearn for "a little more urge."



Letters

Dear Ken.

You may remember when last we spoke that I felt a reply coming on to the Ron Gee article published in the Summer 01 edition.

In the preface he did say that the answers to Joe Defalco's questions were hopefully answered correctly. In fact many were not. So this I hope will put the misguided straight.

Liners. The implication, intended or not, was that these engines originally had liners fitted. They did not. Liners, produced by Wellworthy were fitted however once the 0.060 inch oversize bore became NBG. These were full length with a 1/8" retaining ring at the top. A section has to be removed from the bottom to match in with the block conrod clearance slot. The angle at the bottom to remove the sharp edge can only be large enough to aid ring control for the first regrind from 65mm standard bore. The fitting of number 6 rod should be fitted only after removal of the oil pump, a few minutes work, as the opportunity should be taken to inspect and overhaul this vital assembly. Common faults found on this item:

Thrust race pitted. Bearings worn. Top locating section split or section broken off and needing machining down and an external sleeve fitted. Plus new gear fitted if it is so bad that turning it over is no longer an option. This gear will give better service if produced in phosphor bronze and not the original steel.

A fault often found is that a replaced lower phosphor bronze bearing has no slot in the OD to enable oil to pass and reach the top bearing. Note. This has nothing to do with lubricating the skew gear for that, together with oil systems in general, requires a War & Peace type publication of its own.

Pistons & Rings. First, it is not now, as engine specialists have discovered, a good idea to have any rings below the gudgeon pin. Any good engine rebore specialist will be able to obtain rings to suit whatever pistons are selected and many motor publications have adverts in

them for ring manufacturers. Pistons are a problem however and a word to the wise is relevant. The originals were doomed and a flat top, with all other things being equal, lowers the compression ratio by about 0.14. Some rule of thumb guide- lines: Std bore and doomed pistons, CR = 6.14. Std bore and Flat top, CR = 6.02. Plus 0.060" bore and flat top, CR = 6.3. With doomed top, CR = 6.423. If it is desirable to increase the CR, a standard head has a cavity of 0.508" deep and 0.060" removed plus 0.060" oversize doomed pistons will give a CR of circa 7.28. If you do this don't try it with only 20 ft lb torque settings. It is worth having new modern technology pistons made, as I have yet to find really suitable replacements from other engines.

Water pump. The standard head or lower both work OK and the fan belt should be of link type being the original, fully adjustable to any required length, and very good. If overheating is a problem and all other builds are correct, think on these lines:

A modern rad core is well worth the effort and still looks correct to all but the most discerning eyes.

By far the best for many reasons is to fit a thermostatically controlled oil cooler.

Removing the sump. I can't think that, as Ron Gee suggested, anyone would think of re-using that vital item of chemical engineering called Oil.

Valve timing. The factory setting for inlet is 1/2 degree after TDC. Not TDC. How you check this is relevant to the quality and type of the equipment that you have.

Note. You can see and feel half a thou so you don't need expensive equipment to

obtain satisfactory results.

Set the camshaft position by having a suitable chain running this and the crankshaft sprocket only **do not** run the unsupported dynamo/MAG drive shaft and **do not** attempt to run the engine with this engaged and the timing cover off. The amount of damage this could cause to the dynamo side bearing and housing on this assembly is enough to give one nightmares. Never arrive at any setting with a rotation other than driven by the crankshaft and only then in the running direction.

Torque values. Our editor was quite correct in his remarks but one wonders about the quality of the studs and nuts used when only 20 & 30 ft-lb was recommended. If it were kilos that could be OK. If in doubt use new full nuts. Never old studs. A list of suitable torque settings can be found in "The Restoration and Preservation of Vintage and Classic Cars' by Jonathan Wood, or you could look for suitable settings in Haynes manuals for similar tasks that use the same threads.

Starting. I have found this, with obviously the engine timing correct, never to be a problem. It, following a suitable prime with the "Ki-gas" pump, will, unless the temperature is very cold, start instantly even without retarding the Mag.

In fact if it has been standing for only an hour or so it can be started by turning the Mag kill switch off and turning the ignition control to full advance. Yes, no starter engaged. A neat trick but don't expect it to work every time.

Best regards

Brian Savill

Dear Ken,

I enclose two photographs of my 1937 25/30 h.p. Rolls Royce (4½ litre) chassis to which I have fitted an unwanted V12 saloon body. The Rolls Royce originally had a large six seater body with as much thought for aerodynamics as the side of a barn! This Thrupp & Maberly body was destroyed some 20 years ago and the chassis left in a shed!

The Lagonda body certainly makes her a very attractive car. I would be interested to know the actual age of the body. The body number is 8260 and I understand it was removed to make a Le Mans replica! As you can see, the body is in superb original condition - such a shame to separate it from its own chassis.

But every cloud has a silver lining and the Rolls Royce is back on the road with a beautiful body of the correct era and, possibly, the only Rolls Royce with a coach built Lagonda body!

I am missing one door stay, if anyone

can help.

Best wishes.

Yours sincerely,

Llyn Small

According to Arnold, it is from a 1938 or 1939 car. His record of body numbers does not record the actual chassis to which it was fitted. Perhaps Maurice Leo's files can help?

Dear Sir,

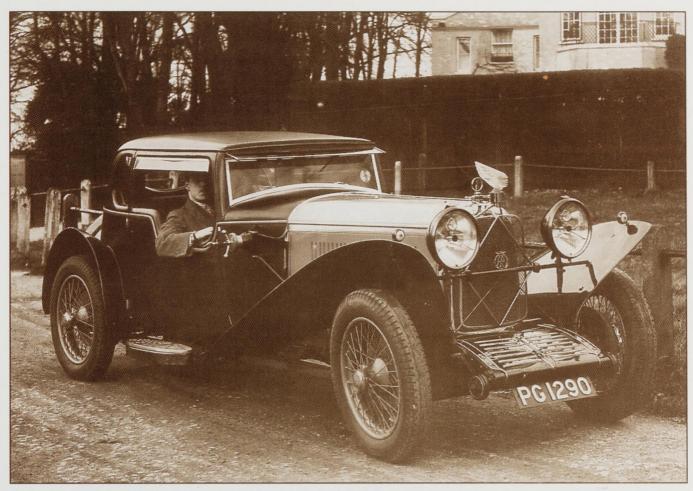
Following Mr Davey's recent recycling article, I have returned to search the membership lists and there is positively no mention of Archduke Shanks.

Yours

A.Norak

I think Mr Norak has missed the point. Armitage did not change his title until very shortly before his sudden and unexpected departure from the Club.

K.P.P.



See Arnold Davey's letter on page 36 for details of these cars.



Dear Ken,

Here are some interesting pictures

for the magazine.

Four pictures of Bill Oates and his single-seater and two-seater 11.9 racers. All are from 1921 and from "The Autocar" of the time. they came to me from the factory, who got them from "Steady"Barker in the Victor Gauntlett era. Rather than type out all the interesting bits again, I enclose a copy of my letter to Jeremy Oates, which I sent with his set. (See next letter, Ed.)

The other two came from Simon Rosenkrantz, who lent the originals to me at the AGM.. The upper picture, of PG 1290 (chassis number unknown), is the car shown on Page 91 of Geoff Seaton's book. It is a high chassis 3 Litre of 1929, whose first owner Mr F.M.Cook commissioned this body from Wylder's of Kew. With it he won the Class 4 in the 1929 Brighton Concours d'Elegance. He also took it to the 1930 Lagonda Fete at Brooklands, where it can be seen in "The Motor" photographs. Items of interest include THREE spare wheels, two on the back and an offside sidemount (missing in the picture); a Lalique glass mascot on a special bracket, nowadays worth almost as much as the car; sidelamps with illegal patterned glasses; black, no chrome PlOOs (he spent all that money, but jibbed at the couple of quid for chrome plate); bald tyres, like everyone else before the war.

The lower picture is the 1955 space-frame DB V12, taken at Le Mans and driven by Reg Parnell. This is a better picture of this car than the one I had to use in the 1999 "Images" book. I wish it had been available then. This car, after its very unsuccessful Le Mans, was rebuilt to become the DBR2 and still exists.

Regards,

Arnold Davey

Dear Jeremy,

Here are the 1921 photos I referred to on the 'phone. They were supplied to Victor Gauntlett when he was the boss at AML, by "Steady" Barker. All are clearly 1921. These are laser copies of the originals, to get the best quality. I have written on the backs what appears already, plus, in the case of the single seater picture, the actual date, which can be established by the rounded noses which replaced the earlier vertical slot in September 1921. This picture was taken in the paddock at Brooklands, the others in the yard at Hammersmith Rd, complete with traditional white cloth hung up by two employees and waved about to get it out of focus.

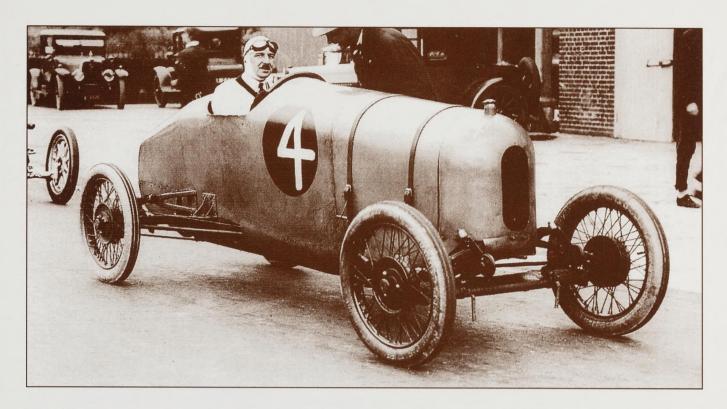
Things that are new to me.

Single seater: The sticky tape "wing" between front axle and drag link. To add downforce? More likely to stabilise the steering and stop shimmy. The elaborate bracketry for the rear dampers. Similar wheels to the two-seaters. Bonnet has no central hinge, therefore it must lift right off to gain access to the engine. Tyre size is 710 x 85 and the nsf is actually marked "racing type".

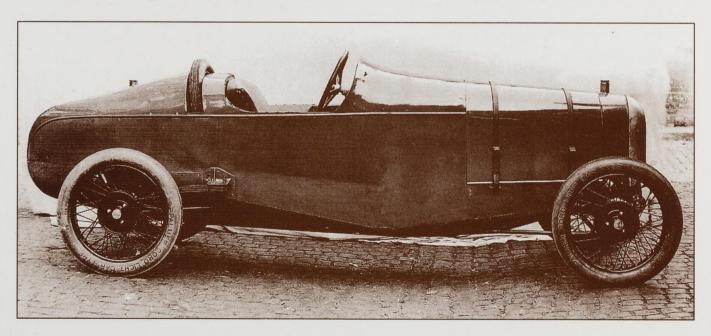
Two-seater: Discrepancy between the two profiles. The one with Oates in the car has no transverse spare wheel; the other shot shows the spare, as does the overhead view. The former must be the later photo, as the car has its racing numbers on.

Which raises the question, did they race with or without the spare. Or perhaps stowed it differently? The original print has been quite heavily retouched for printing, so must be Autocar's actual print and not a copy.

The overhead view is a first, so far as I am aware, and shows the seating arrangements very well. Luxurious for the driver, less so for the mechanic. I haven't understood the brake cable arrangement at the rear axle. Is this one cable working hand and footbrake? If so, does that mean there wasn't a transmission brake? There is a little knob attached to the scuttle on the mechanic's side. It has just dawned on me that the fuel tank is in the tail, in contrast to a normal ll.9's gravity tank, so this must be





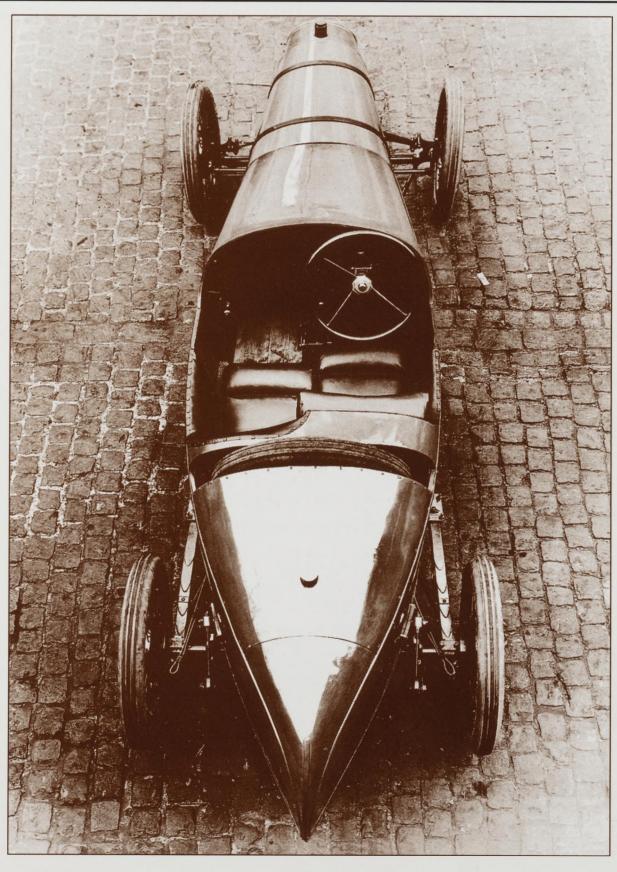


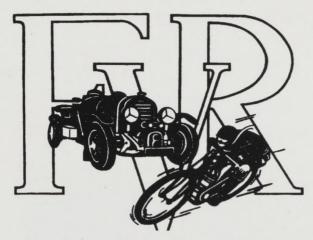
a tank pressurising pump, worked by the mechanic. The overhead view confirms the lack of a central bonnet hinge on these cars too. The wider tail of the two-seaters means that the damper brackets get concealed by the bodywork. The left-side profile carries a tax disc holder!

I hope nothing in these pictures means you have got to re-do anything on your car, but I know you will be interested in them.

Regards,

Arnold





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