



**THE MAGAZINE OF THE  
LAGONDA CLUB**  
**Number 200      Spring 2004**



# DAVID AYRE



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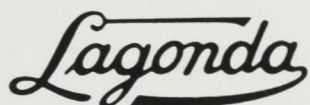
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### LAGONDA CLUB LIST OF OFFICERS 2003/04

**President:** D. R. Hine

**Vice Presidents:**

A. Davey, A. W. May

**Chairman:** Clive Dalton

e-mail: caminsitu@aol.com

**Chairman Elect:** Brian Savill

e-mail: brian@lag16/80.fsnet.co.uk

**Hon Secretary:**

Colin Bugler, Wintney House, London Road,  
Hartley Wintney, Hants, RG27 8RN

Tel/Fax: 01252 845451

e-mail: lagclub@tiscali.co.uk

**Hon Company Secretary:**

Brigadier Stephen Matthews, Heathercoate  
House, Silchester Common, Reading RG7 2PG

Tel/Fax: 0118 9700 300

e-mail: calleva@btinternet.com

**Hon Communications Officer:**

John Stoneman, 21 Main Street, Little Thetford,  
Ely, Cambs. CB6 3HA.

Tel: 01353 649494

Fax: 01353 648500

e-mail: johnstoneman@btinternet.com

**Hon Competition Secretary:**

Nick Hine, "Poppycorn", 30 Millcroft Way,  
Handsacre, Nr Rugeley, Staffs WS15 4TE

Tel: 01543 492822

e-mail: njckhine@aol.com

**Hon Registrar & Newsletter Editor:**

Arnold Davey, 86 The Walk, Potters Bar,  
Herts. EN6 1QF.

Tel/Fax: 01707 651302.

**The Spares Service:**

Alan Hancock, The Old Mill House, Horsted  
Keynes, West Sussex, RH17 7AZ

Tel: 01825 791526

Fax: 01825 791754

e-mail: lagondaspares@onetel.net.uk

**Hon Editor:**

Ken Painter, Church Farm Cottage, The Street,  
Rickingham, Diss, IP22 1EQ.

Tel/Fax: 01379 890653

e-mail: kenpainter@expertise333.freemove.co.uk

**Events Finance Officer:**

Michael Drakeford, Hillcrest, 21 Abbotswood,  
Guildford, Surrey GU1 1UX

Tel: 01483 567291

Fax: 01483 564734

e-mail: michaelwdrakeford@hotmail.com

**Other Board Members:**

John Batt, Reynard House, 49 Ampthill Road,  
Maulden, Beds MK45 2DH

Tel/Fax: 01525 402935

Kevin Lloyd-Bisley, 62 Updown Hill,  
Windlesham, Surrey GU20 6DT.

Tel: 01276 452723

Fax: 01276 475351

e-mail: kevinlloydb@aol.com

Mark Yeomans, The Corner House, Birlingham,  
Persore, Worcestershire WR10 3AB

Tel: 01386 750251

Peter Blenk, 65 Perrymead Street,  
London SW6 3SN

Tel: 020 7731 7484

Fax: 020 7731 2836

e-mail: perterblenk@aol.com

**USA Representative:**

Rudy Wood-Muller, P.O. Box 403, 51 Bill Hill  
Road, Old Lyme, CT 06371, USA

Tel: 001 860 434 1996

Fax: 001 212 226 4909

e-mail: lagondausa@aol.com

**Netherlands and Belgium Representative:**

J. J. Dolleman, Hendrik Kraemer Park 6,  
2341 GT Oegstgeest, The Netherlands

Tel: (+31) 715 123918

Fax: (+31) 715 145922

**Germany Representatives:**

Roland Danner, Kleingschaidt 79,  
D-90562 Heroldsberg, Germany.

Tel: +49 (0) 9126 288 472

Fax: +49 (0) 9126 288 374

e-mail: rusedanner@t-online.de

Rudolf Ernst,  
Schoenaich-Carolath-Snr. 22,  
D-22607 Hamburg, Germany  
e-mail: RudErnst@aol.com

**Yahoo newsgroup:** <http://groups.yahoo.com/group/Lagonda>

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## FRONT COVER

The victorious Lagonda racing team, minus Jeremy Oates, who was unable to attend, display their trophies outside the Aston Martin Club's new headquarters in a lovely old barn.

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# From the Driving Seat

**Ken Painter**

THIS IS BEING written on one of the first glorious spring days of 2004 and it seems a crime to leave the joys of Lagonda fettling and sit in front of a computer screen to prepare the magazine for you, but then I remind myself that I have already had the pleasure of reading the articles as they are sent to me and it is only fair to share them with you!

I have not attempted to count the number of small parts on a 2 litre that have to be cleaned and painted, but although the collection of prepared bits grows week by week, the pile of parts waiting to be done seems to be as large as it was when I started. Where do they all come from – and where do they all fit?

My plea for a set of second gears was answered very promptly, so now I can abandon the paint brush for a while and transform several cardboard boxes full of oily metal lumps into a gearbox. Swapping surplus spares with a fellow member has given me a better crankshaft than the one that came with my kit of parts, so the engine rebuild can soon be commissioned. The springs are due to be rebuilt in the next few weeks, then, once the front and rear axles are re-assembled, some serious bolting together of the car's underpinnings will free-up more space for the next manic buying spree. Just for a change, my Italian mistress is being

neglected in favour of the beauty from Staines, but it will still be some time before she is ready to show her face at a Club event.

By the time this reaches you, the motoring season will be well under way for 2004 and our racing members will have had their first event of the year. Even if taking part is something you leave for others, watching our cars in action is always most entertaining, so do try to attend as many events as possible and offer our racing members your enthusiastic support. I am not going to be able to attend as many events as I should like this year, so if you can take some photographs of Lagondas at play they would be particularly welcome. If you are willing to write a short report on any events you attend, then let Nick Hine and me know. We don't have a regular 'events reporter' now and we would welcome contributions, this would not commit you to a long term involvement, even a 'one off' report would help us record the continuing history of Lagondas. To help all potential contributors, there are approximately 600 words per page in the magazine. Go for it!

***LAST DATE FOR COPY FOR THE SUMMER MAGAZINE IS***

***. . . SATURDAY 26TH JUNE, 2004 . . .***



# 2003 Competition Results

## *Competition Secretary Nick Hine reports on a very successful year*

THE COMPILATION OF the year's results is one part of the role of Competition Secretary that my predecessor suggested to me as being a five minute task. Well at the risk of never finding a successor, I would just like to make it perfectly clear that it takes slightly longer than five minutes!

Indeed it takes many hours of poring over tiny print results, to glean the position of each Lagonda at each event throughout the year (why do the sporting clubs insist on printing the results so small and then photocopying them several times to make them almost illegible?). However, it must be said that it is also a great privilege to do the job as the effort required by myself is a mere drop in the ocean when you compare it to what the competitors have done to get their pride and joy out there and active. It is also wonderful to know that so many of us are using our cars for their intended purpose.

This is my second year of working out the results and this year, as you can see from the results list, was a busy one with many more members out and about in their Lagondas.

Once the results have been compiled, there is a second daunting task of allocating the trophies and awards. There are nine competitive trophies allocated by the Competition Secretary, and they have been awarded as follows:

Well done to Mark Butterworth who again has been out at most meetings flying the flag in one of his racing Lagondas. Mark's exploits in Lagondas are even more extraordinary when you

realise that he also competes in many other non-eligible cars, notably a Austin Healey 100M and a very quick TR3 around the various British and European circuits and is out getting cold, wet and muddy on VSCC trials in his splendid pre war Chevrolet throughout the year, both of which do not earn any points in the Lagonda Club scoring system (yes there is a system). In fact he will be even harder to keep up with in the points this year (2004) as he is developing yet another Lagonda special (16/80), to compete in the off-road trials thus making him eligible for yet more competition points. Mark wins the Fox and Nicholl Trophy for best overall racing performance and the Gaber Trophy for the best performance by a V12.

Closely behind him in 2003 was Roy Williams who, with only the one Lagonda to play with, entered Rallies, Sprint and Track Racing galore, including the the Rallye Des Alpes, The Winter Trial to Monte Carlo, and the Classic Marathon. Consequently he racked up a considerable number of points. He takes second place and for the best performance driving any Lagonda car in all types of events he has been awarded the Michael Trophy.

A special mention should be made of Martin Bugler who came a fashionable third place in the points but, like me last year, was not eligible for any of the awards. Most notably he came 1st at the Bentley Drivers Club Silverstone Meeting, Race 1 (not the team race) and 1st at the VSCC Goodwood Sprint.



The Crocker Trophy for the best performance by a Rapier is awarded to Tim Metcalfe, who did very well with a 1st at the VSCC April Silverstone and who tirelessly appeared to be at every VSCC track event in the year.

The Invicta Trophy is deservedly awarded to Duncan Arthur who, with the full support of the Northern Lagonda Factory (Alan Brown), has entered his lovely HC Invicta in every type of event last year from Track to Trial.

The Fox Mobil Trophy for the fastest 2 litre or 16/80 up Prescott and the Densham Trophy (Awarded by the Committee) for the most active 2 litre or 16/80 have both been awarded to Tim Wadsworth. I would like also to mention that Tim has been a great help to me this last year, not only but most notably, with the organising of the very successful "Team 2 Litre" for the Pre-war team challenge (AMOC and BDC).

Which brings me neatly on to the Bentley Trophy for the first Lagonda in the BDC/Lagonda Race at Silverstone, this year romping home was the very, and I mean **very** fast V12 of David Brock-Jest, who not only was the first Lagonda but also first car to receive the Chequered flag. David along with Mark Butterworth and Alistair Barker won the team challenge overall and can be seen receiving the Holland trophy, presented by David Holland at the recent AMOC prize giving (see photo). A fantastic result for the team of three V12s and one which, if this year's AMOC and BDC handicappers have anything to do with

it, we are unlikely to see again for quite a while.

The final trophy and some say most important, is the Bellini Trophy for best performance in competition events by a newcomer. This really should be awarded to two newcomers who, despite the daunting task of entering into a very competitive group of races, really entered into the spirit of vintage racing. They drive to each event and proceed to merely lower the windscreen of their "very standard" 2 litre cars, don the correct racing apparel and go out there and do their stuff. I speak of the other two members of the "Team 2 Litre", Jeremy Oats and Roger Seabrook. The Team, headed up by Tim Wadsworth, came a brilliant second overall in the team challenge and if poor Jeremy had not run out of puff on the final lap of the final race in the challenge at the AMOC event at Donnington Park then both he and Roger would have scored the same final points. However that is what happened and so Roger Seabrook gets the Bellini Trophy. Well done Roger.

Many other people have had great a year of competitive eventing. My sincere apologies if I have missed out your results. I can only include the results that I am sent by post or fax or email. Well done to all of you who had a go in 2003. It is through you that the spirit of competitive Lagonda-ing lives on and I look forward to seeing even more of you out putting the "pedal to the metal" this year.





## Lagonda Club Competition Results 2003

Name	Points/Total	Trophies
Mark Butterworth	229.5	Fox & Nicholl le Mans Trophy, Gaber Trophy
Roy Williams	217	Michael Trophy
Martin Bugler	177	
Tim Metcalfe	161	Crocker Trophy
Duncan Arthur	130	Invicta Trophy
Alan Brown	130	
Tim Wadsworth	128	Fox Mobil Trophy, Densham Trophy
David Brock-Jest	120	Bentley Trophy
Colin Bugler	101	
Florian Brandt	100	
Rob Bettigole	100	
Jo Moss	90	
Nick Hine	80	
Neil Jones	80	
Roger Seabrook	68	Bellini Trophy
Jonathan Elliott	65	
Jeremy Oates	62	
Alistair Barker	60	
Jamie Dutton-Forshaw	60	
Tony Metcalfe	45	
Paul Tebbett	45	
David Hine	40	
Trevor Swete	40	
Alan Elliott	35	
Nigel Hall	30	
Peter Goulding	20	
Mike Fountain	18	
Terry Brewster	15	
Richard Cambell	15	
Robin Colquhoun	15	
Michael Drakeford	10	
David Furnell	10	
Anthony Howat	10	
Ian Ronald	10	
Michael Blackwell	5	
Martin Holloway	5	
Tim Kerridge	5	
Witt Wittridge	5	



# Ghosts from the Past

## *Ivan Forshaw remembers Peter Densham*

PETER DENSHAM HAS been gone for some years and few people will remember him as being the father of the Lagonda Club in its present form.

I first met him just after the war when he was extremely angry about the treatment he had received from Davies Motors of Staines. Davies had been Service Manager at Lagonda for twenty-five years. When the war came to an end he saw little future for the Lagonda Company and left it to set up his own business as a Lagonda specialist. His wife, who had been in the office at Lagonda, left with him. She is principally remembered for touching herself behind the ears with Castrol R, where most girls used perfume.

It is believed that the Lagonda Company gave him all the spares, except those for the V 12 model for the pre-war cars, as a golden handshake, .

Peter Densham was serving with the Army in the Far East. When he was told that he was coming home to be demobilised, he wrote to Davies Motors asking them to get his 2 litre Lagonda out of store and put it on the road ready for his return.

Unhappily Davies Motors put their own interpretation on this and did a great deal of work on the car relieving the owner of his war-time gratuity and very much more besides. Densham thought that he had been ripped off and was incandescent with anger.

When he approached me he told me of his intentions to set up what he called a Register, whose membership would help each other with parts and advice. He somewhat arbitrarily appointed me as

his Spares Registrar and Technical Advisor. Secretly I was grateful for this, as I had just been discharged from Guys Marsh Military Hospital near Shaftesbury after a bruising encounter with the Germans in Northern Italy. I was feeling very poorly and fraught, and was told I would not be fit for work for a couple of years or more.

Peter Densham was a handsome and engagingly serious man and a man of great energy. His Register was a great success. There was no entrance fee or yearly subscription though he later asked for 2/6 (two shillings and six pence) from each member to help him with postage. On 20 April 1947 he organised a Rally at Farnborough and to everyone's astonishment 69 rather shabby cars turned up, many on threadbare tyres. In the midst of the excitement Davies arrived with cars, which had been restored in his workshops, saying that he wanted to join the Register. Densham would have none of this and told him what he could do in words which I ought not to repeat here other than f... o..., Davies went off with his tail between his legs and in a fit of dreadful dudgeon destroyed all the Lagonda records of 2 litre cars, for which horrible deed he is no doubt still being crucified in the nether world.

Densham had asked everyone to bring to this Rally for the general good any spares or tyres they were holding but nothing appeared except one dead smooth 21" tyre which can be seen on the attached photograph. Densham is seated at the table signing up new members for his Register. The man



leaning next to him, looks to be Ronald Barker, later a motoring journalist and an expert on early cars.

Densham had not taken root and was using his Bank as an accommodation address. He received an angry letter from the Bank Manager to say that a large piece of oily engineering had been delivered to the Bank, which had no facilities for housing such merchandise, and would he please remove it as soon as possible.

Like many other men Densham was finding it difficult to fit back into civilian life. Clifford Rees and I went to Martin (Wiltshire) to have supper with him where he was managing a farm for his brother. The evening was not a success, as Densham's first wife did not share his enthusiasm.

It was there that I first met Hamish Moffat. Hamish later became famous for driving his 12/24 Lagonda single-handed to Cape Town.

In later years Hamish was a sheep farmer in Wales. He arrived at my house

one day with a Lagonda. There was a loud bleating from the back of the car where investigation disclosed three lambs. He could not leave them behind, he said, because they were motherless and he had to bottle-feed them every three hours.

Peter Densham then found a factory which was making machetes for the underdeveloped countries and made a success of selling these enlisting the support of the gardening magazines and advertising the machetes as being particularly suitable for poking through the fence and cutting off the neighbour's prime marrows.

Air Chief Marshall Coryton who still had great influence in the industrial world got him a job with Alvis but this did not suit him as he was always his own man.

Finally he set up a business as a gardening engineer in a then prosperous suburb of Coventry. One pound an hour for a man and a machine. It doesn't seem right in the present world.





# Liège-Rome-Liège and the Klausenrennen in our 2 Litre.

*Jonathan Hartop recalls some fine Continental events*

## Liège-Rome-Liège

IN 2001 FRANCA and I had completed the Mille Miglia and despite planning to enrol ourselves again for 2002, we decided against it. Although we had enjoyed ourselves, there were some items in the event that we had not liked very much.

First and mainly, the inscription fees had gone up by about 900 Euros which was starting to make it a very expensive three days, especially when you have added up all the other travelling costs. So for about the same money as we paid in 2001 we entered the Liège-Rome-Liège event, of which we had heard endless favourable remarks, but this year it ended in Venice.

Nothing much was done on our car during the winter apart from a normal service, oil changes, greasing, etc, etc. The event started on a Saturday morning so we left home on the Thursday afternoon for the 650 odd kilometre drive up to Liège. Our plans were to break the journey in half with a night stop at a Hotel-Restaurant called "Les Agapes".

We had found this place in the Michelin guide on returning from England after purchasing our Lagonda a few years ago. "Les Agapes" is an old fort, more of a gastronomic restaurant with a few nice rooms, at Revigny sur Ornain, near St Dizier.

As often is the case we left home a little late and were further delayed with a puncture. Our route was to cross over the Jura Mountains and make our way to Dijon and then straight up towards St Dizier. We got to "Les Agapes" later than

planned but they had very kindly kept some supper for us.

Our friend Colin Pasold, also participating in the Rally with his Healey 3000, had planned to join us that evening, but his departure was even later than ours. Colin is quite a character and really meticulous with his cars. Before leaving Geneva he decided to give his car a last minute oil change, knowing him he had probably changed it a few weeks before and had probably covered only a few hundred km, but Colin is Colin. He had printed the itinerary from his computer to get to "Les Agapes".

Unfortunately for Colin it was not the most accurate of readings and he managed to get lost. Now Colin must surely be the only person to leave his home with the intention of driving a few hundred km through France, on his own, at night time, and not take a real map with him! So inevitably he managed to get lost, but finally caught up with us around 2:00 a.m. after many phone calls on our mobiles trying to get him on the right route! I felt like giving him my portable phone bill for that month! His Healey must have woken up every single person, cattle, sheep, etc in a radius of 100 kilometres as he got more & more frustrated after endless wrong turns. The revs were flying in his 180 odd BHP modified engine with side exhausts!

A picnic supper and a few beers that we had put aside for him soon cooled him off! And after a peaceful night's sleep and watching the first half of the England v Brazil world cup football match, we took off for Liège.



I had told Colin not to wait for us and that we would meet him in Liège, but he seemed very surprised at our cruising speed, (about 65 mph), or maybe he was just being polite, and we stayed in convoy all the way. On checking the water level during a fuel stop, I noticed that it was abnormally low and had to add a good 3 litres.

I checked for any leaks but found nothing and as the engine temperature was fine, continued our journey. Upon arriving the car was scrutinized and accepted for the rally, so on the Saturday morning we lined up with about 130 cars in the main square of the town ready for departure. We were to be the 6<sup>th</sup> car off and the first leg was to take us to Baden Baden in Germany.

There was not much to report on the first half of the day, which took us through the Ardennes and into Luxemburg for the lunch halt. The car was running fine, oil pressure and water temperature gauges were stable, but on checking the water again I had to fill the radiator up.

With this in the back of my mind we set off for the afternoon trip to Baden Baden, the air temperature was getting very high and I kept an even more watchful eye on the temperature gauge. The long stretch of dual carriageway before our arrival reminded me of a similar road in Italy during the Mille Miglia and I just let the car go, cruising for about 50 kilometres at well over 70 mph. The air temperature was very high, (mid 30's °C) but the car temperature gauge was at a stable 185°F. However on the next fuel stop more water had to be put in the radiator.

At the night stop I had a thorough look on and under the engine, no leaks. With the car running so well I wasn't worried but a little puzzled, where was the water going? The next day was to take us to Livigno, passing by the Bodensee and through Liechtenstein, and with the

weather forecast being even hotter; I made sure we had a few bottles of water in the car.

The day was effectively very hot, and, not only were many cars suffering, but also the crews. After lunch by the lake in Konstanz where more water was put in, we set off for Livigno. However soon after the famous resort Davos, the car started juddering until after a few kilometres it finally came to a halt.

Considering the very hot temperatures I suspected vapour lock, (the car runs with an Autovac), many other cars were suffering with this problem. Some spare fuel was poured in to the Autovac and the car started again and we were off, but it was not to last. Close to the top of the Flüela pass the engine temperature was beginning to rise to boiling point and the car started to misfire until it stopped again.

At that point I decided to plug in an electric fuel pump thinking this was the problem, but not being absolutely sure as more water had to be added. She did start again but a few kilometres further on, the temperature gauge was far too high for comfort. We pulled in and tried to work out what could be wrong. My conclusion was that the head gasket had blown and it was decided to call it a day and announced our retirement to the rally organisers.

We turned around and made our way back to Davos, it was all down hill so no heating problems. As it was early evening and the outside temperature had dropped we decided to try to drive back for a while keeping speeds rather low and see how she progressed. At Davos we found a McDonalds where we grabbed a few cheeseburgers got out the sweaters and started on our way home. The idea being to see how the car behaved and how far we could get before any problems occurred.

On cruising at around 55 mph she got





*Jonathan Hartop's 2 litre before the Liège event.*



*Jonathan and Franca trying hard. Note co-driver peeping round the mirror*





*With James Woollard in San Bernadino*



*Another shot of the Klausenrennen.*



us the entire 400 odd kilometres home, with 2 water (and fuel) stops on the way. Soon after Zurich pouring rain along with some impressive lightening accompanied us and finally we got into bed just after 04:00 in the morning. As long as we kept to 55 mph the temperature didn't move but if we speeded up or if the road climbed (as it does in Switzerland!), the temperature would rise.

In my mind there was little doubt that the head gasket had gone. The next morning, or rather later that morning, the head was removed. On undoing the head bolts it was noticed that some were loose and on trying to tighten them the studs were coming out. At least the source of the problem had been found but I was more concerned to know if the problem was from the studs or the threads in the block itself.

On trying with new studs, I found them holding fine, so the head was given to be skimmed and the seats replaced with hardened ones. Once all fitted with a new gasket the car was ready to tackle the Klausenrennen a serious hill climb held in Eastern Switzerland, to commemorate the race which was held there in the late 20's and early 30's.

As neither Franca nor myself had ever been to Venice, and considering that the hotels were paid for and our great friend, Henri Louis, proposed to lend us his 512 BB, (what a change !), we decided to join the rally again and follow them to Venice.

### **Klausenrennen, September 2002**

It was long time family friend and Lagonda Club member, James Woollard, who persuaded us to take part in this event which he had entered with his 1925 Lancia Lambda.

As far as I know this is probably the only real vintage rally held in Switzerland and despite it taking place

on the same week end as the Le Mans Classic we didn't have to think twice before putting our names down.

James & Gerry drove down in their Lancia to spend a few days with us before we set off together for Hätzingen in the Canton of Glaris where we had booked a B & B. The route took us through the Jaunpass, Interlaken, Sustenpass, down to Altdorf, home of William Tell, his crossbow and apple, and then for a first time up the Klausenpass (the opposite side!).

This time the weather was not on our side and most of the journey was done under hard rain so much so that hoods were put up. The Lagonda was going well but James was having concerns with his oil pressure which was rather low. However we made it and found our B&B in Hätzingen.

The B & B is the home of Jacques & Sally Leuzinger but who only make it a B&B during this event. Jacques is a local and Sally, as the name suggests, English born who had come out to Switzerland to work, met Jacques and is still living there! Their welcome was very warm, with hot tea and a nice supper, and they made us feel very much at home straight away.

This area of Switzerland used to be prosperous with the textile industry, however most of the factories are now closed and the local people, (well let's say most of the people, as some Swiss still don't like the idea of car gatherings, rallies, etc), are pleased to have something different going on in their area.

Unfortunately the weather was not on our side the whole week-end, and we were very grateful that Jacques found us an old empty factory to put the cars in at night. The Klausenrennen is a long hill climb of 21,5 km long and a climb of 1290 meters, consisting of 2 practice runs and 2 timed runs.



Our 2 litre ran very well each time, the cold weather especially at the top made sure that the water temperature remained more or less correct for each run. This was not the same for all cars, as some arrived at the top with steam coming out of the radiator caps! Some were even less fortunate and had to stop on the way up, a few at just a few hundred metres from the finishing line, which made us feel very sorry for them.

Following the low oil pressure on James's Lancia Lambda he decided not to participate in the runs, fearing for his engine, which I suppose one can understand. Again with Jacques's help, he found a local garage where he was able to drain the engine oil and clean the filter. Once a few litres of fresh 20/50 had been poured into the sump the oil pressure was back to normal again. James suspects that the filter had just been a little bit dirty. Their journey back home went fine for them with no more hitches.

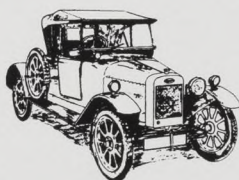
We finally managed 2nd in our class but actually got the trophy for 1st of another class! We had decided to cut our trip home into two. On leaving Linthal we drove down to Lugano going through several passes and at the top of some it

was very cold and windy. In Lugano we stayed with friends Laurent & Nathalie, who not only put us up for the night and garaged our cars, but more than anything else invited us for a lovely meal accompanied with a beautiful local red wine.

Next day we went along the Centovalli to Domodossola, to climb the Simplon pass where more cold weather and even a little snow was waiting for us. Coming down that pass, we got onto the Rhône Valley where we were met with a very strong head wind, but our 2 litre passed through all the way without a problem.

James & Gerry spent 2 more nights with us before setting off home. This time beautiful weather was on the cards and James enjoyed the sun as much as he could. What a nice way to finish a great run.

I am sure the Klausenrennen will be run again in a few years time. Although our car was not really made for hill climbing we will no doubt do it again. I am however thinking of getting something which would go a little better, like a 2 Litre Supercharged or a Rapier Supercharged, if anybody knows of anything going, do let me know.

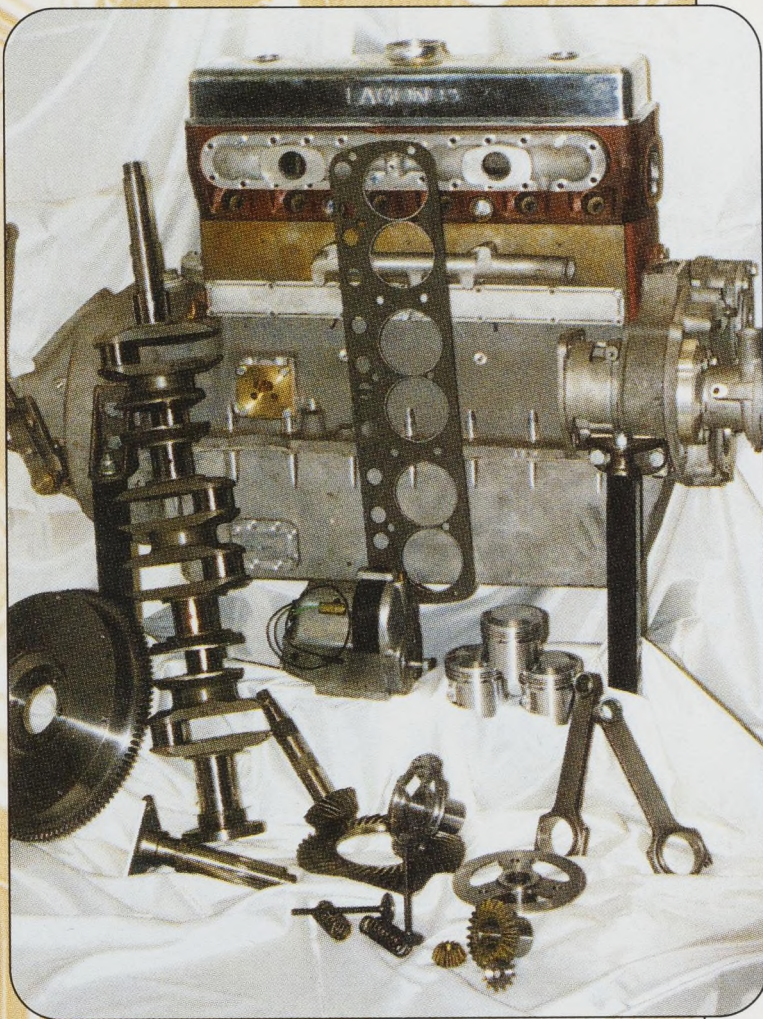




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*The car park at the top of the Klausenrennen course*

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# Two Litre Topics

***Alan Elliott discusses some of the problems he has encountered – and overcome - in the last 40 years***

## **GEARBOX**

I RECENTLY HAD a problem with the OH gearbox in my 1929 high chassis two litre, when two gears engaged simultaneously, namely 1 and 3. I was stationary at a road junction with the car immobile, because of course the car cannot even be pushed; the gearbox was totally locked. Some other road-users were sympathetic, others were not! I was stuck for some time whilst I removed the floor, took the top off the gearbox, and prised apart the recalcitrant gears with a big screwdriver.

I found that, if the gate is faulty, it is quite possible for two gears to engage at the same time. For some time, the gate-divider between the first and third gear positions had been broken. I had always prided myself that this did not really matter, because I could always engage the gears by feel. However, I now realise that if one is clumsy in changing gear, it is quite possible to position the gear change lever sideways, halfway between these two positions. When the gear lever is then pushed forward, the finger on the gear lever extension shaft is able to engage with the slots on both the 1st/2nd and 3rd/4th selector forks simultaneously, thus moving 1st and 3rd gears into engagement together.

I had previously set the spring-loaded gear selector plungers with a fairly light spring pressure, to obtain a nice light gear-change. This was probably a mistake, because it allowed the selector rods to move too easily. The problem

with the gate was solved by silver-soldering a piece of brass in position, to replace the missing 1st/3rd divider. The selector spring pressure was also increased slightly.

## **BRAKE COMPENSATOR BOX**

One sees quite a lot of two-litres with additional pull-off springs on the rear brake levers. These are usually added by the owner when he finds that the brakes 'drag' in the off position, with the shoes always in contact with the drums. When restoring the high chassis two-litre I found that the brake compensator box was packed tightly with ancient grease, congealed into a hard mass. The sprockets and chains have a hard job trying to move against this resistance!

With great difficulty I dug out all this solid material, and lubricated the working parts with engine oil. The whole braking system now moves infinitely more easily. The standard brake pull-off springs inside the brake drums are now quite adequate in preventing the brakes from dragging. For regular maintenance it is sufficient to remove the cover under the box and lubricate with engine oil. I use my Enots oil can with its long spout. Once a year is probably enough unless the car covers a huge mileage. (I must admit to having a pit in my garage, making jobs under the car much easier.)

## **IGNITION SYSTEM**

I had always been happy with magneto ignition, until I decided that the spark from the ML magneto had become somewhat weak, and the machine



needed remagnetising. I sent it to a supposed expert, who, somewhat against my will also persuaded me to have it rewound. I was to regret this decision a few weeks later when I learnt that in his attempt to dismantle the magneto, it had ended up as a complete wreck!

However, I have now obtained a second-hand Delco-Remy coil ignition unit which is designed as a replacement for the magneto. It is easy to install and has the same Simms coupling. (Incidentally, it does not seem to be widely known that one step of the standard 19/20 teeth vernier coupling alters the timing by just under one degree.) I find that coil ignition has many advantages and certainly gives instant starting. With the magneto, it had always been necessary to crank the engine over for quite a few revolutions before it burst into life.

You can find these coil ignition units at autojumbles. There are various types; some have automatic advance and retard, others have manual timing adjustment. You are also able to find six-cylinder versions as well as four-cylinder. Of course, there are alternative coil conversion units around as well as the Delco-Remy.

It was always recommended to retard the ignition for starting, and then adjust the timing lever for optimum performance on the road. I have always found this to be a very hit or miss system, totally subjective, and you never really achieve optimum performance. The standard timing in the book for a two-litre Lagonda is 36° before top dead centre, with the magneto on full advance. Using a stopwatch, I have carried out timed acceleration tests on the road with my car. Over the important range between 1000 and 3000 RPM, I have obtained best acceleration with timing of

24° before top dead centre. Any further advance is detrimental. This is my standard timing, which I have used for years. It enabled me to achieve the best time ever recorded for a standard two-litre Lagonda at the Prescott hill climb. (Yes, I know I am blowing my own trumpet here!)

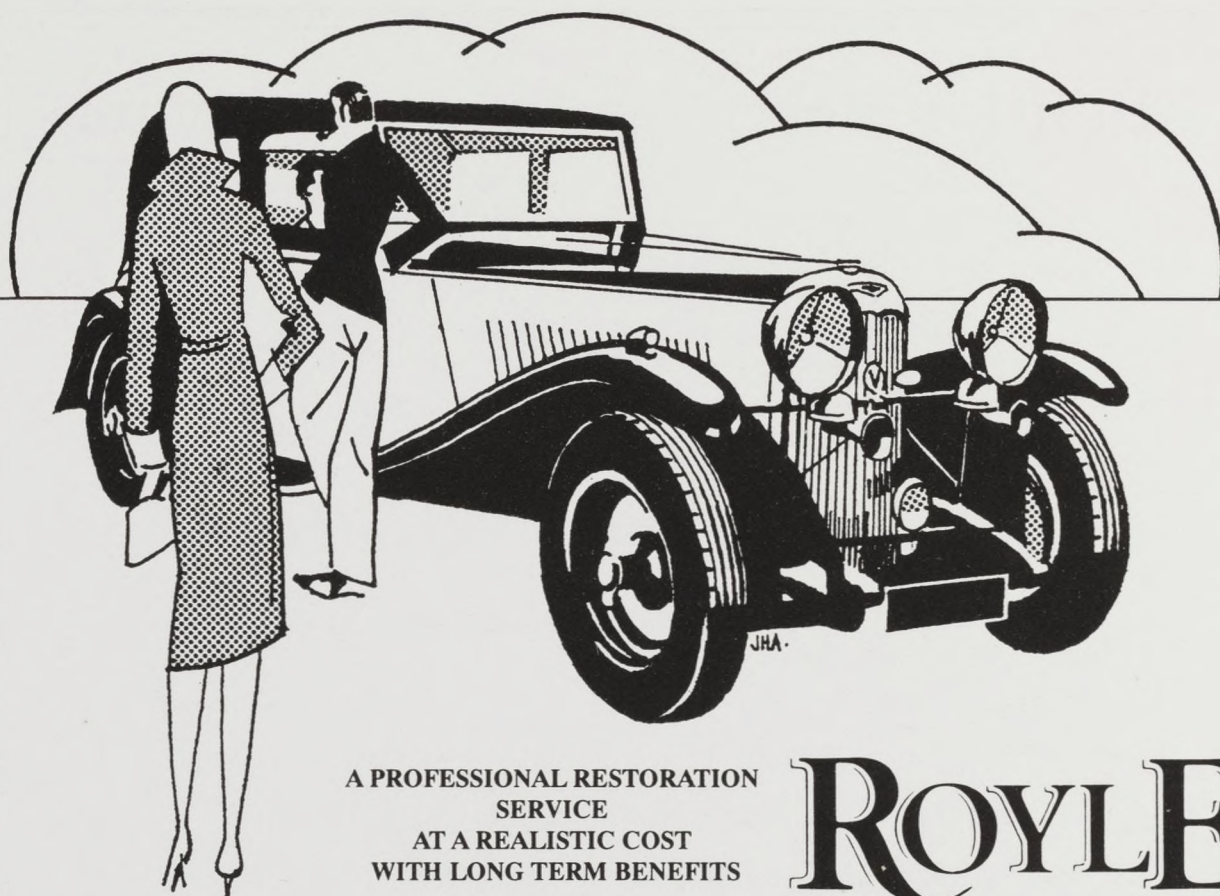
## **RADIATOR**

A few years ago, I had a great deal of radiator trouble. The effect was that as soon as the engine was started, the water level began to rise in the header tank until the water level came above the top of the overflow pipe. Water was then lost until seriously depleted.

The problem was clearly due to the radiator being partially blocked. The water pump was conveying water to the top of the radiator, but the water could not go down through the core sufficiently rapidly, hence the water level rose until it came out through the overflow. I tried disconnecting the hoses and back-flushing through the bottom radiator connection. However, even with a pressure hose, this made no improvement.

I then tried to clear the cooling system with ordinary Radflush but again, no improvement. However, I then discovered Radflush Heavy Duty Formula, which comprises three separate chemicals. This purged the system very well. It is also an advantage to fit the toe of an old nylon stocking in the top radiator hose. Sixty-year-old cylinder blocks inevitably contain a great deal of miscellaneous debris that has accumulated over the years and can block the radiator core. The nylon stocking proves very successful in trapping the lime scale and particles of rust. Fitting a replacement nylon is now a regular service routine at least once a year.





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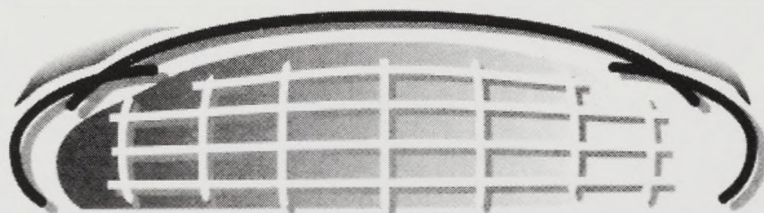
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*Eat your hearts out Prescott fans, this is just a short part of the top of the Klausenrennen course.*





*Harry Robinson's Lagonda above, taking part in the First Asian Highway Rally from Laos to Singapore in April 1969 and Christopher Claridge-Ware at the start of the Round the World in 80 Days Rally. Tragically both of these cars were destroyed by fire recently, but it is thought that Christopher's might rise again from the ashes.*





# The Clutch Brake

## *The ever inventive Tim Wadsworth builds a better mousetrap*

TO MANY, WHAT goes on under their feet when they are changing gear has always been a bit of a mystery. This "thing" called the clutch brake is somehow supposed to make gear changing faster and or easier but many owners I know regard it as just an extra complication and, either remove it altogether, or slacken it off to the point where it is totally ineffective. This is unfair on the clutch brake. Properly adjusted it does perform a useful function but it is a crude design – the sort of thing the tea boy might have dreamt up on a wet Saturday morning.

We all know that upward changes on a crash gearbox cannot be rushed. The clutch and cardon shaft assembly take time to slow down to the point when the next gear can be engaged smoothly. This time will vary depending upon which gear is being engaged, how high the revs were before the change was made, whether the car is going uphill, downhill or on the flat and how hot the gear box oil is. Add to this the increasing effect of the clutch brake in proportion to how far down the clutch pedal is pressed, and it is no wonder that the poor old clutch brake is frequently discarded in the interests of eliminating at least one variable!

However in doing so the driver does give himself one big problem. A second or two's delay in changing up is normally of no consequence *except* when pulling away up an incline. 2 Litre owners, in particular, will know the scenario. Accelerate away, reach max revs, attempt to change up and the wretched gear box takes so long to get

into the next gear that the car has slowed, the engine revs have died, and we need to be back where we started. Result - we either grind up all the way in bottom gear or endanger the gearbox, trying to force reluctant cogs to engage before they are ready. It is under these circumstances, more than any other, that the clutch brake comes into its own.

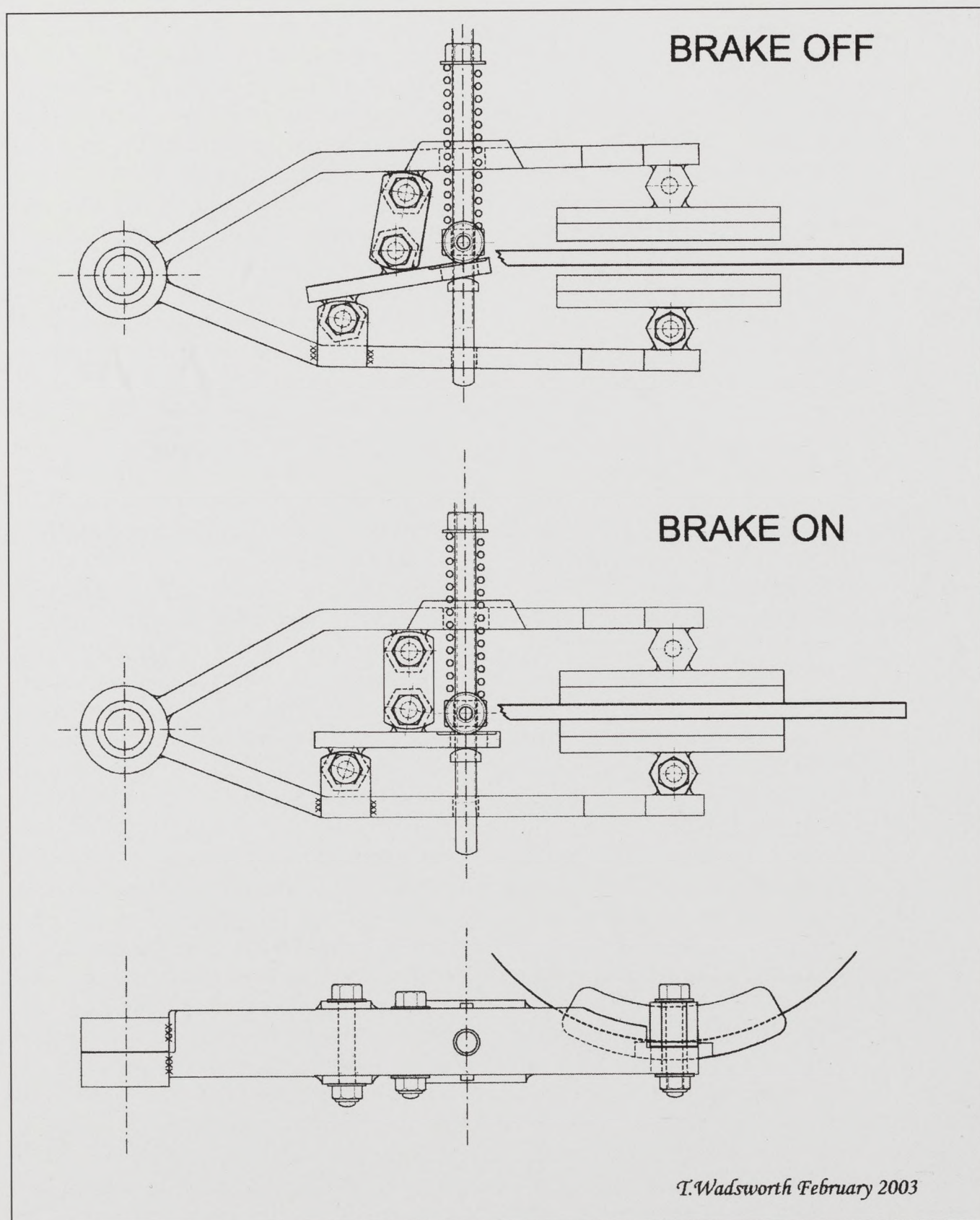
As designed by Lagonda the single arm has a radial movement swinging up to the brake disc. The chance of the brake pad and disc meeting square on is minimal. Most brake pads tend to be worn on just a small area at one end. In addition, as there is only one arm bearing on one side of the disc the mechanical advantage is poor and the force applied relatively low.

All this can be overcome by having two arms which move in together like a bicycle calliper and floating shoes that align themselves with the brake disc. The actuating rod needs to be a little longer but, as in the existing design, the spring is preloaded to set the force of application, and adjusted in position on the rod to set the point at which the brake comes into action. The BRAKE ON / BRAKE OFF diagram shows how the linkage operates to give an equal and opposite force either side of the brake disc. Both arms are pivoted on the same pin as the existing arm enabling the entire assembly to be easily fitted without modification to the car. Presumably, before any one gave the clutch brake serious thought, synchromesh had been invented making this possibly the first time the design of the clutch brake has been considered in

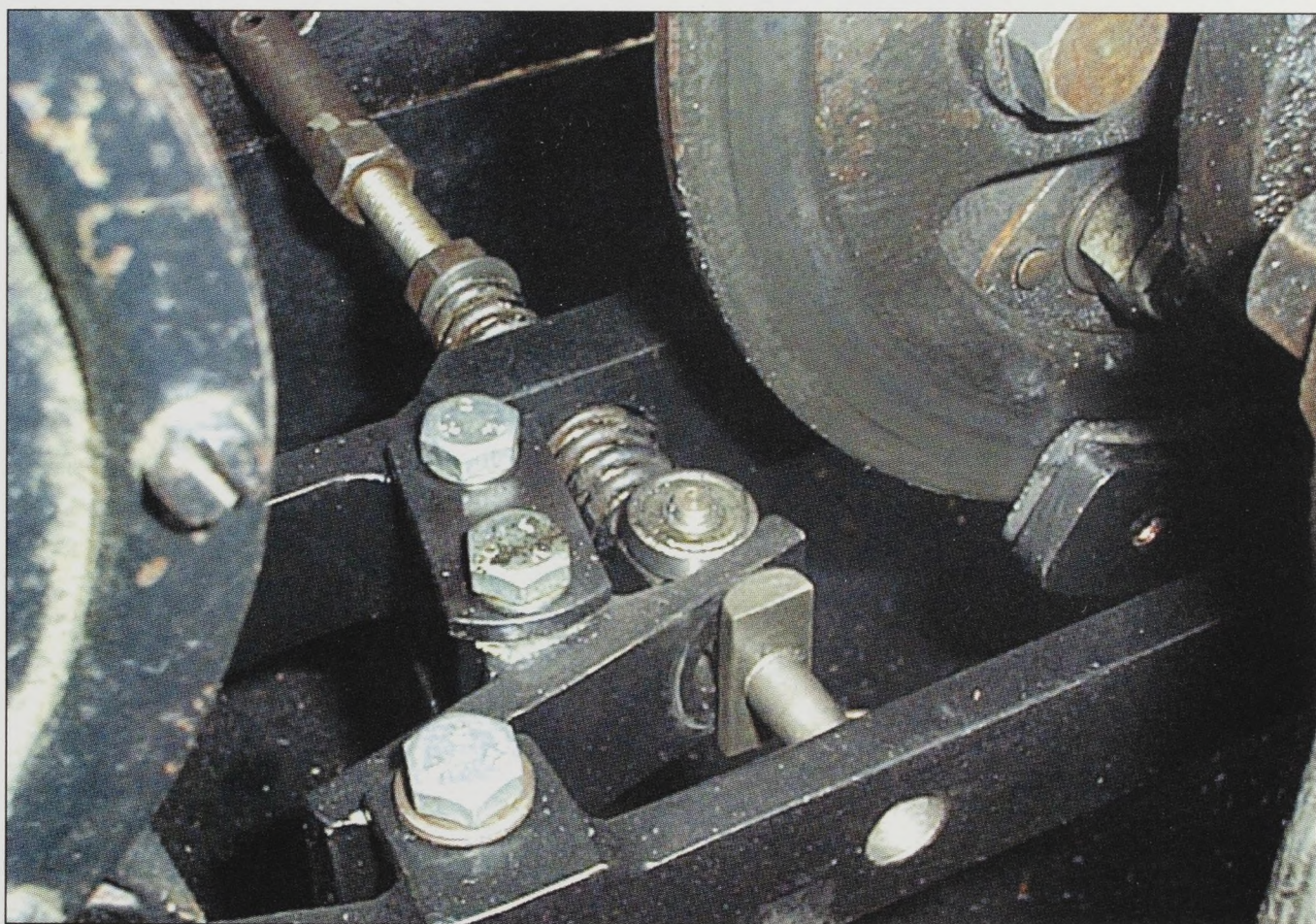
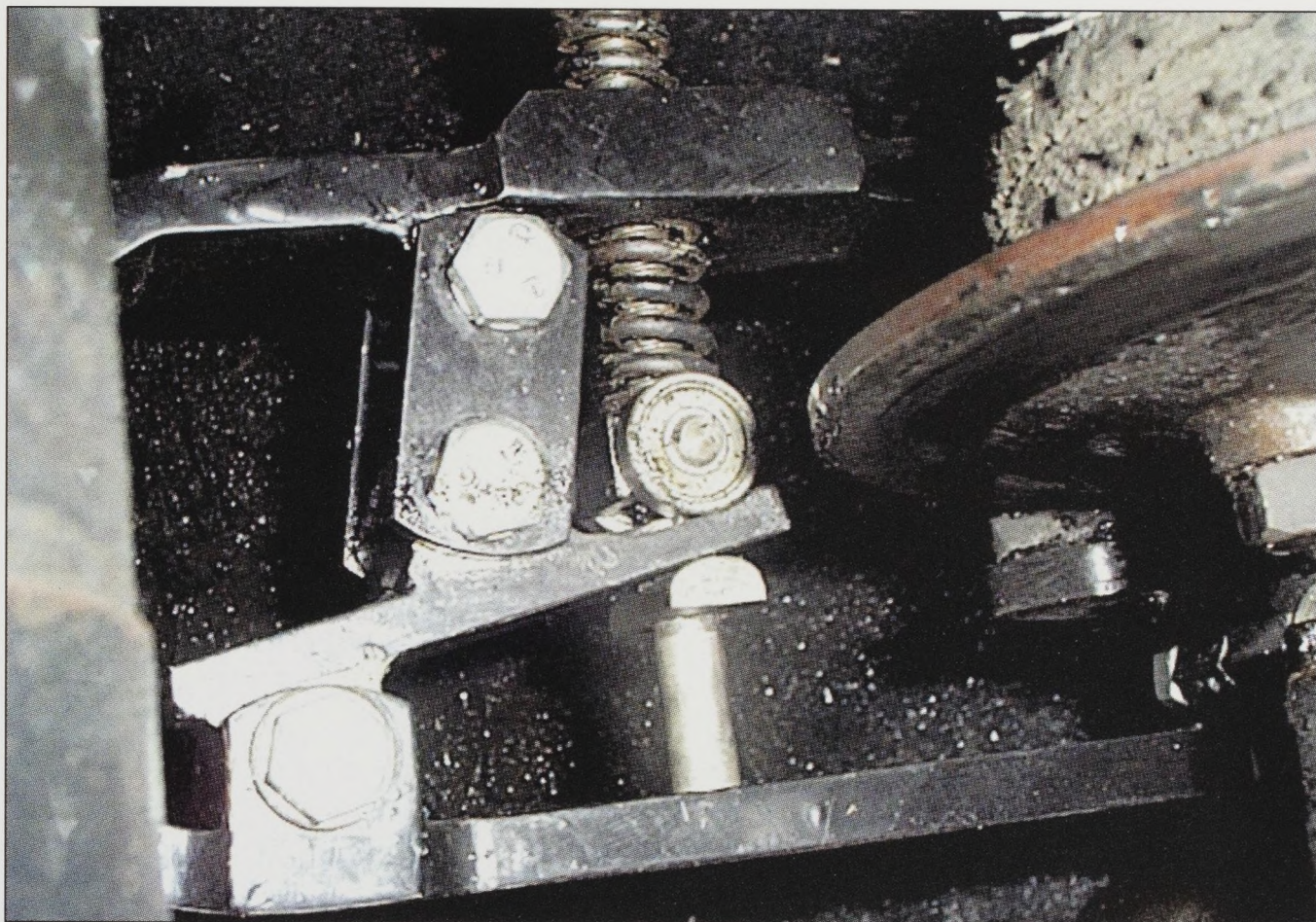


some 80 years! The results are impressive. The new linkage substantially improves the action of the brake enabling much faster changes even at revs over 3000 and consequently a much faster get away but without

affecting downward changes. As an extra bonus it also makes engaging first gear at standstill easier as it prevents any clutch drag being transmitted through to the gear box.





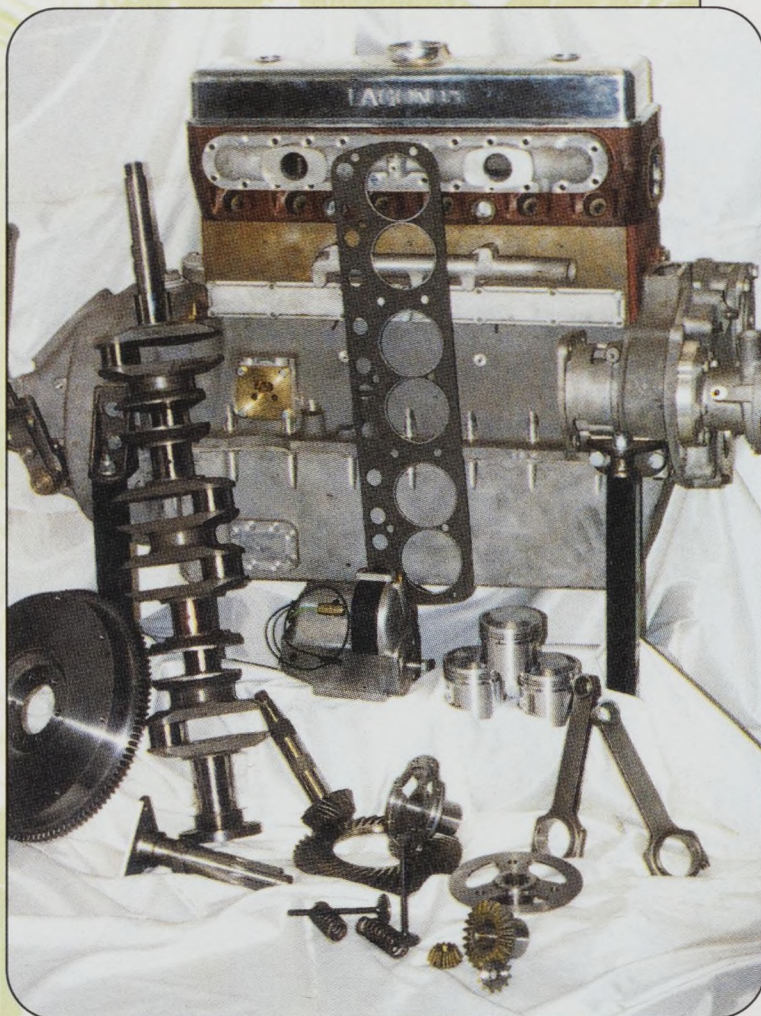




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# De-scaling Your Cooling System

*Mike Pilgrim expands on the process he outlined in his letter in the previous magazine*

IN RESPONSE TO your request, here is more info about using Fernox products to de-scale Lagonda cooling systems.

Since the mid-nineties our Lagondas have tended to overheat in summer, even at normal cruising speeds, which I attribute to changes in petrol formulation. Even a very thin film of scale in a radiator can reduce its cooling efficiency significantly and lead to boiling. Scale in the engine water jackets raises cylinder and combustion chamber temperatures, maybe aggravating any tendency to pre-ignition, but has less effect on coolant temperature.

Fernox make three different de-scalers, viz: DS-3, DS-40, and "Heavy Duty Restorer", the latter called "Superfloc", until recently. I thank Colin Mallett for telling me about them. They are available from central heating services outlets. DS-3, the strongest, contains a mix of sulphamic acid (N.B. sulphamic, an organic acid, NOT sulphuric), citric acid and other proprietary ingredients. It is effective at removing limescale from your car radiator core, but will attack the aluminium water pump body and pipework. DS-40 contains a weaker mix of acids, including malic acid and dissolves not only limescale but also ironscale from the cylinder block.

I have not used Heavy Duty Restorer, but see below.

It is important to remove all limescale from the radiator. For this the most effective is DS-3 but it must not get at the water pump. Easy to use, it comes in a tub and looks like coarse granulated sugar. Recommended concentration is

2.5% to 10%, and I find the maximum of 1 kg per 10 litres of water is best. Remove the hoses and block the radiator inlet and outlet orifices. Fill the radiator with the DS-3 solution and leave to descale for about a week every night and morning, draining the solution via the drain tap(s) and pouring it back into the radiator filler. This ensures that fresh solution will reach any badly scaled area where the strength of the solution may become locally exhausted. Afterwards drain and flush with clean water several times to remove all traces of DS-3 before re-connecting radiator to engine.

Efficient Lagonda water pumps dislodge flakes of ironscale from the block so that, unless Rudi Wood-Muller's celebrated sock is in your top hose, they become entrapped in the narrow tubes of the radiator core and choke it. A choked core is the usual cause of the geysers from the radiator cap, or water loss via the overflow, which so aggravate Rapier and M45 owners. In severe cases one may need to remove accessible pipes and plates from the block, to physically dislodge accumulated scale and blow it clear with compressed air. But more often DS-40 will rid the water jacket of both limescale and oxide sludge. Fill the whole cooling system with a 2% solution, viz 200g of DS-40 per 10 litres of water, and leave to de-scale for up to four hours, periodically running the engine to warm and circulate the solution. Then drain. It is amazing how much sludge comes out.

In 1998 Fernox Technical department told Colin there is no need to neutralise



after using DS-40, simply flush with water and refill with antifreeze. But their printed advice (for central heating systems) is to eliminate the DS-40 afterwards. using the neutraliser supplied, which should be circulated hot for two hours, then flushed out very well. My practice is to drive the car a few miles with neutraliser in the system, and afterwards flush with clean water several times to remove all traces of chemicals. It takes several flushes before the water runs out clear. Then refill with antifreeze mixture made with clean soft water, not hard water. Filtered rainwater is OK. A 33% solution (1 part antifreeze to 2 parts water) is adequate in British winters if the car is garaged. It is imperative to use either a corrosion inhibitor, or an antifreeze which contains inhibitors all year round in a Lagonda, otherwise the variety of metals in the cooling system will assuredly result in corrosion, and water pump bodies are not cheap. Following the above treatment, our M45 Saloon and two Rapiers now run at comfortable temperatures and no longer boil on hot summer days in France.

Fernox literature continues to claim DS-40 is well-inhibited and compatible with aluminium and it used to recommend whole-system de-scaling for a week. But DS-40 package labelling recently changed. to advise "MAXIMUM OF 4 HOURS IF ALUMINIUM

COMPONENTS ARE FITTED". Fernox Technical Department now confirm the 4-hour limit with aluminium, whilst saying the product formulation has not changed. Hmm, how odd ! Do observe the 4-hour limit, as a home-made aluminium water-plate on my Rapier corroded through after I had followed the earlier advice and run the car for a week with DS-40 in the system. And never use DS-3 where aluminium is present.

Fernox Technical Department now tell me they recommend "Heavy Duty Restorer" for removing sludge and scale from car cooling systems and say it is safe with aluminium. One of its principal applications is cleaning out flux residues and other debris when commissioning new central heating systems. but it is also recommended for restoring efficiency of existing systems. They say it is less aggressive than DS-3 or DS-40. It is certainly much less acidic, having pH=7.5-7.8 in 1% solution, compared with pH=2 at 1% for DS-3 and pH=2 at 2% for DS-40. But it appears to me not to be intended principally as a de-scaler. and I suspect that the more aggressively acidic products are needed to deal with any radiator causing enough grief to need treatment of this kind. I shall continue to plump for DS-3 and DS-40. respecting the 4-hour limit with DS-40. For product data sheets phone Fernox on 01799-550811.

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# When Problems Come, they Come not Lightly

*Alan Debes recalls over forty years of M45 ownership*

IT WAS BACK IN THE SPRING OF 1961 that two friends and myself bought the M45. She was a pillarless saloon and had had three of her pistons taken out during the war to save fuel. Fortunately they had been restored by the time we bought her for £50 and she drove very well. Unfortunately, not long after we had had a new clutch fitted, costing almost as much as the purchase price, we parked her in a remote place near Oxford where she was set upon by stone-throwing vandals and the coachwork wrecked. We were quoted £2,000 + by a local firm to restore her but as University undergraduates we were some £2,000 short of being able to afford that, so the car became, by default, mine as I was able to find a lock-up garage to keep her in.

Negotiations with Ivan Forshaw followed and a trip to Longham resulted in a swap, plus a further £50, for another M45 pillarless saloon which had just reached him. All he could tell me was that the previous owner had re-wired her and had given up after attempting to repaint her by hand with Valspar. The boot lid had dropped and after it had been opened with difficulty there was no guarantee that it would close again. Closer inspection showed that she was composed of all sorts of different metals. The tops of the doors were in aluminium but two of the bottom panels were of steel; the bonnet was aluminium but the scuttle and the generously flowing wings were steel and full of rust holes.

This no longer surprises me after reading Arnold Davey's superb history of

the marque. The company was so strapped for funds in 1934 that they used any old sheet metal they could lay their hands on. Anyway, once started, I discovered that oil pressure was nil on over-run and that she didn't seem to have quite the urge of the former car. However, at the tender age of twenty-two I was full of enthusiasm and set about filling the rust-holes and having the headlining, especially above the driver's head, repaired. A previous owner must have been quite tall and had greasy hair, I think! Moreover the steering wheel, a "Brooklands" model, was so flexible that he must have held onto it very tightly when he braked, praying, no doubt, that he would stop in time....

On the way back from London, where the new headlining had been fitted, she ran a big-end at 70 mph on the M1 and I limped back into Oxford with her because I couldn't afford to be rescued. After I started my first job I dismantled the engine and had the crank reground and all the bearings re-metalled, but the journal where the big-end had "gone" (No.3) had been ground down to a considerable degree of undersize by the journey from the M1 and the new white metal bearing in the conrod was huge in comparison with the others. Nevertheless oil pressure was now just under 40 psi, though it fell somewhat when the engine was hot.

Puffed up with pride and finding that she now had more urge, I set off in the summer of 1964 for Turkey with my girl-friend, twin sister and her husband. At Lâon in France we managed to lose



the starting handle but she always started well on the button, so that didn't seem a problem at the time. Going through the Alps we discovered that with her long-stroke engine and masses of torque she overtook almost every car on the way *up*; but that on the way *down* everyone re-passed us because their hydraulic brakes were so much more efficient. The steering wheel became ever more wobbly in my hands.

After the Alps we were doing nearly 90 mph on the north Italian autostrada, heading for Venice, when there was a ghastly noise from the engine and oil pressure dropped to zero. No.3 again! We found a garage which was closed for its annual holidays and dismantled the engine in the comparative comfort and tranquillity of its forecourt. Only when we reassembled the engine, after hitchhiking to Verona along the autostrada, crankshaft and conrod in hand, did we find that we missed the starting handle for re-timing the engine. We used a large spanner instead and she started at once.

We set off again for Istanbul. I shall never forget the sound the engine made when the bearing ran; nor the sense of pride with which, three days after the disaster, I turned her long bonnet towards Turkey.

And we got there; and we got back, with no foreign currency left and about an inch of petrol in the tank as we drove off the ferry in Dover.

Maturer years followed, but even in the financially lean years of early marriage, raising a family and building our home in the Derbyshire hills, restoring the M45 was always an ambition, even though chickens were now roosting and laying eggs in her venerable saloon body, laid up, as she was, in my father-in-law's Shropshire barn. I started to build a garage to give her a home more in keeping with her pedigree and my brother-in-law brought

her up to us on a low-loader. She was a sorry sight but she was a *Lagonda* and I planned to dig and construct a pit in the second bay of the new garage so that I could work with greater ease on her. Meanwhile, once the garage had been roofed, she proudly occupied the first bay and our more modern car remained outside.

The next disaster could hardly have been anticipated. Constructing the new pit meant digging out the sloping millstone grit shales over a far wider area than the finished oblong; then building vertical walls in brick and filling in the 'V' on the outside of the four walls of the pit area. This 'V' was narrow and deep - too deep and too narrow at the bottom for a hand to reach down to pick anything up that might inadvertently drop into it. I had, of course, already started to dismantle parts of the old car and they were in the loft above the new pit. Need I say more? Irreplaceable parts, like the back spring hangers, dropped into the 'V's before I had refilled them with rubble and I had to take down almost all of the new brick work to retrieve them. The frustration I felt as I did so and the tediousness of rebuilding those walls haunts me to this day. Now, more than 25 years later, the pit has served its purpose and been a God-send for everyday maintenance.

It became clear that the pillarless saloon body could not be saved. Much of the ash framework had deteriorated and anyway the T7 body had always struck me as being one of the loveliest shapes any car ever had. With the help of Alan Brown and Jack Buckley a replica body with cycle wings was constructed and Herb Schofield - so sadly missed - did the leather work, his first upholstery job, he told me later, after the founding of the "Lagonda Factory" in Oldham. To avoid my having to pay VAT he kindly charged me as if for a replacement engine. Maybe



he got through a lot of engines this way !

In its new shape the car went well but before she could do so I had to have a new petrol tank made. The bottom of the old one had rusted through during her chicken hutch period! I then used her to go to work and we had several very happy family holidays in France with her. After a puncture and reaching a camp-site by a lake in central France in wonderful sunny weather in the summer of 1988 we bowled the punctured tyre on its wheel by hand 4 km to the nearest village and whilst it was being repaired we looked around and saw a house for sale. Two years later we bought it, first as a holiday home, then, later, for retirement.

However I was always worried by that under-size crank-pin, so making use of the help now offered by growing-up sons with much greater engineering expertise than their dad, we dismantled the engine for the *third* time and this time made a proper job of the crankshaft. Oil pressure returned to 20 psi on the over-run and has remained there.

You would think that all disasters were now firmly behind us. We learned from David Hine that the Company had got the instructions about adjusting the clutch all wrong in the original handbook (an early photo-copy of which I still had from the first M45) and that when it slipped it didn't need expensive relining but merely an adjustment of the three large knurled nuts. I thought back to the first car and the bill which nearly broke us for the clutch rebuild. It must have been quite unnecessary ....

After we had deposited five gallons of water on the floor of the Portsmouth ferry one year on our way back to England Alan Brown kindly helped us with the renewal of the water pump (it has never leaked since) and we had the radiator core renewed. She doesn't boil now but in very hot weather in France

she does get vapour lock because of the placing of the SU petrol pumps above the exhaust manifold. These were fairly new in 1934 so the Company little experience of where best to site them. Vapour lock is a frightening experience, especially if you are travelling at speed or going uphill when it happens. With climate change driving up summer temperatures (and it was *43 degrees* at its hottest in central France in 2003) it is more necessary than ever to reposition the petrol pump(s) inside the chassis member if you are going to drive your M45 in hot weather. This is something I still have to do.

And so to retirement, when increasingly long sight and the need to wear glasses means that they slip down my nose while I am trying to fit the right BSF spanner to the nut that needs undoing or I can't see the slot in a fixing screw. Some loss of strength in my arms means, too, that everything seems *heavier*.

Towards the end of March 2002, the weather was brilliantly sunny, we had an invitation to stay with friends in Yorkshire (which we love) and shortly thereafter we were going (by modern transport) to France. An ideal opportunity to see what the old car could still do, crossing the Pennines.

Ki-gass, magneto and coil combine to make starting easy but unfortunately the starter motor was only working one press of the button out of three, then not at all. Expensive thoughts of a new starter ring being shrunk onto the flywheel crossed my mind. Observing this, my engineer son offered to remove the starter motor and look at it. It took but a couple of minutes to remove and when he had examined it he said that that the heavy spring at the end needed tightening up. Because of the narrow space it occupies inside the bellhousing, it's held in place by a left-hand thread



nut of a specially flat design to fit behind the flywheel. He removed the split pin, tightened it up, refitted the pin and replaced the starter motor. She fired at once on the button, he looked pleased and off we set.

We filled up with lead-free petrol at the first filling station (I rarely, if ever, exceed 3,000 revs and the 1928-designed engine pre-dates lead so I am quite happy to be lead-free) only to discover when I pressed the starter button that the only noise was a dull electrical thud from the solenoid. No sound of the starter gear engaging. My wife pushed us onto the little downhill incline away from the pumps and two hours later we were being greeted by our friends near York. *He* was from those far-off Oxford days and knew the *first* Lagonda. His garage was up a short but steep slope from the road so I parked in the road outside his house. Only later that evening did he suggest that we move the old car onto the parking space in front of his garage for extra security. The tonneau covering seems to be an invitation, these days, for young people to lift and peer underneath.

Knowing that I would have to start her by the handle, and boasting that this was usually easy, I applied myself to it, only to find that the engine would not budge. And then an awful thought struck me. To confirm it I removed the starter and to my horror there was no longer a nut at the end of the shaft. I realized at once that it had fallen into the bellhousing and was probably jamming the flywheel.

I think I must have turned green at the thought of what it implied. A few years earlier I had taken pleasure in renewing the bearings in the Meadows gearbox and giving it a thorough clean so that I could run it on modern, mineral oils. So I knew what was involved in taking the gearbox out.

In the draft for his splendid revised M45 handbook David Hine says this calls for "Charles Atlas" strength if you try to do it alone - and my friend and I, if we added our respective years together, had 127 years between us! But we did have the necessary BSF spanners and if I no longer had the strength or the eyesight, I did have the experience. He cleared his garage and the four of us just managed to push the 30-odd cwt of ancient car up the slope and into his garage. There followed two days of the most strenuous activity as our wives nobly fed us even as we lay under the car (no pit here) and kept pace with our demands for this spanner or that. Not only does the gearbox have to come out to get at the bellhousing, but the brake cross-shafts and a substantial cross-chassis member too. Worst of all is the right-hand gear lever mechanism, with the gear lever gate on the *far* side of the chassis and the nuts almost unreachable. I lost count of the number of times my glasses slipped down my nose with everything going blurred. Muscles ached - back, arms, wrists, fingers - and not just mine but my friend's too. But when at last the bell housing was free to move *and* we had found the offending nut securely lodged between it and the flywheel, I felt almost as proud of having got it out as I did on that Italian autostrada thirty eight years earlier ...

Finally the job got done, the restoration of all the bits (to find one small nut) taking twice as long as their removal. While replacing the fiddly gear-change mechanism, the D-shaped Allen key at the gate end was found to be missing. Tightening the gear stick as much as possible on the shaft allowed a careful changing of gear, and putting the sad remains of the starter motor into the back of the car, we set off for home and Derbyshire. Our son was so uncomfortable as a result of the story we

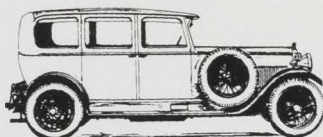


had to tell that he took the starter down to his works and a day later had fabricated a new left-hand thread nut, fitted a new spring and announced that all was now well.

And so it is. She'll be seventy years old in January 2004 and still has the wobbly "Brooklands" steering wheel, the original wheel bearings and the brake linings which she came with in 1961. She will be heading for France next summer to celebrate her birthday. She's by no means concours but I have every

expectation that she will be roadworthy in another seventy years time if treated with the love she deserves. As Club members we are privileged to have the skill and expertise of our officers and those members who continue to make and provide the spare parts so necessary for keeping our little bit of motoring history going each time we venture on the roads.

And it really is an adventure. *Vive Lagonda !*



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*See first letter opposite*





# Letters

Dear Arnold,

I was talking to my local Nursery at Ashill near here, owned by Dorothy and Paul Hyman, when she told me that her grandfather, William Maunders, had worked at Lagondas in Staines, in the machine shop, and that his son, her uncle, Leslie Maunders had worked at Davies Motors, for about 6 years after the war, until they ceased trading, under Davies himself. Leslie Maunders is now living at the Motor and Allied Trades Benevolent Fund accommodation in Ascot.

I enclose for your records two photographs of Leslie Maunders taken here beside my 3 Litre and V12 during the summer of 2003. If this interests the Lag Mag, please publish it, otherwise it may help to keep your archives full of rare and interesting material.

As an aside, these two cars have been getting up to no good during the dark hours and have produced offspring - a 1925 3 Litre Bentley !

With thanks for all your devoted labour, as always,

**Neale Edwards E15**

Dear Ken,

In the Autumn 2000 issue of "The Lagonda" you published an article by me about simple improvements to the V12 engine and chassis.

Well, I now have another one, brought about as so often by the bad experience

from which good experience is derived. Those who went to last year's AGM will remember that it was an exceedingly hot day. On my way back I was congratulating myself on how well the old girl was running and how she was keeping "reely, reely cool", when, as I neared Richmond Park on the A3, she started misfiring and then died. I know what this is, I thought, boiling petrol, and indeed it was, despite silver foil coated lagging around the supply pipe to the carburettors from the petrol pumps, put on after it happened before in Italy, some years ago. The engine top, to which this pipe is fixed so that it runs along the inside of the V for some inches, was very hot indeed and I had to wait on a bank beside the road for three quarters of an hour for it to cool, nursing a hand quite badly burned from delving in the V!

The subsequent cure was quite simple (though as yet untested in this year's tropical summer to come). I disconnected the flexible pipe leading from the pumps from the copper pipe fixed to the engine and leading to the carbs, disconnected that pipe from the clamp fixing it to the engine (kept for a lunatic restorer who wants to recreate the pains of originality) and carefully bent the pipe so that it came up and back in mid air between the Vs and directly below and between the carbs. A little adjustment got it to mate with the flexible pipe (would all life were thus!)



and the job was done. The pipes now have air all round them and if that doesn't work I can re-lag them.

Interestingly, the great W.O. in his book "My Life and My Cars" comments that the petrol boiled at the top of a pass

when he was testing a 3 1/2 litre Rolls Bentley in France. Strange that he didn't notice the design flaw when surveying his great V12 design, isn't it?

Yours sincerely

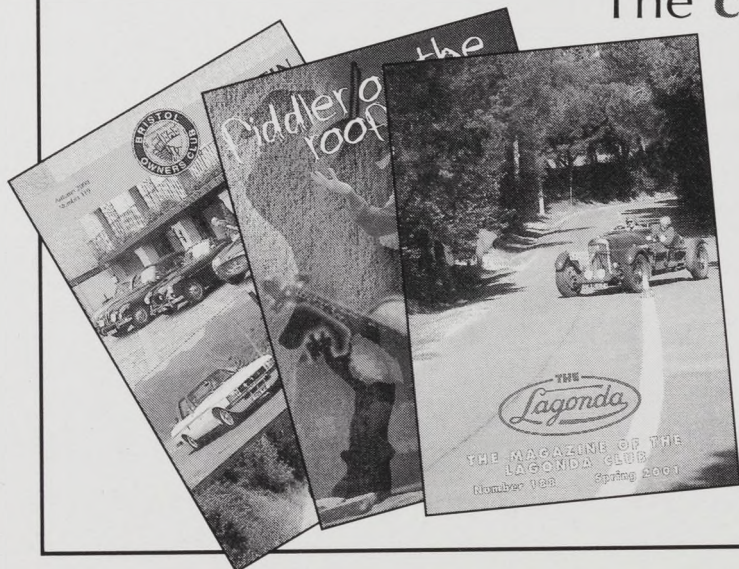
**Michael Valentine**



*"Needs cosmetic restoration", a DB 2.6 DHC, as found by Dr Michal Wojtowicz in Perthshire*

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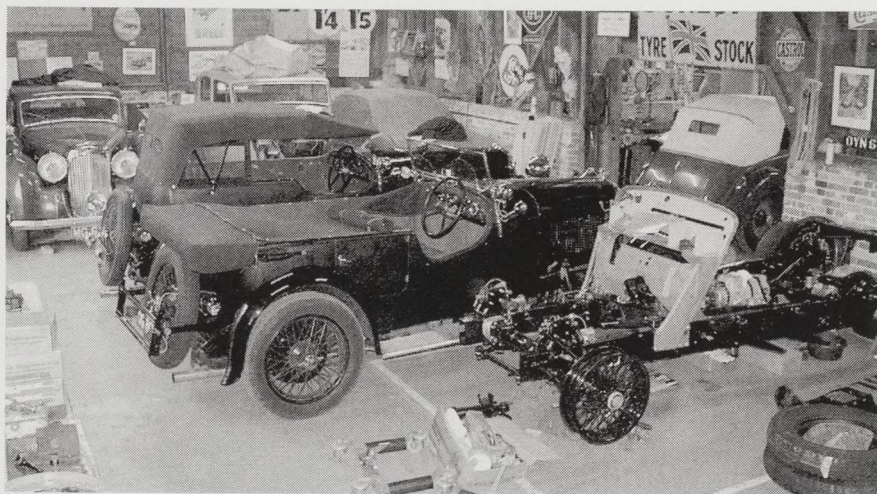
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Mobiles: Brian Bishop 07776 005633  
Charles Gray 07720 401845 Steve Slyfield 07947 063061





*Murray Smith's Invicta "Speedy" and Richard Lisman's Lagonda EPE 97  
after the Ards TT*

These historic works cars were previous entries in the Ards TT in the 1930's and we have the pleasure of looking after both of them. On behalf of the owners, Clive Doyle and I were invited to enter and drive them in this year's retrospective event. Both cars were driven there, performed impeccably and we were able to fully explore the capabilities of their 200 BHP engines in friendly competition!

It may appear that we only restore Invictas, but we have six Lagondas in the workshop at present, one V12 Rapide, two M45's, an LG45 and a brace of 2 litres as well as an SS100, a Vulcan, a 1927 Rover, a High Chassis NLC Invicta and two different S type Invictas from last time!

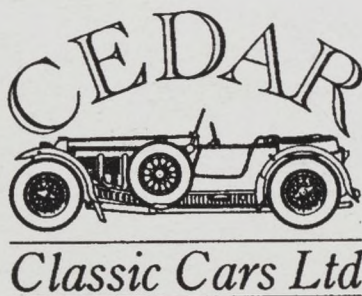
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