# Lagondaforum: Thoughts appreciated

### Thoughts appreciated

*Written by BillS at Feb 06, 2008 8:51 am*

I have a 2 litre with zenith carbs which currently will not run.  When last out I broke the rocker pin and rocker, I do not drive my car particularly fast, but I did find the bronze spacer, in two parts, in the cam box! Compression tests show 120 on 1 to 3 and 100 on 4 which is the cylinder that had the broken rocker and pin. Incidentally the cylinder head is around 2 years old.

Having now replaced the rocker and pin (after regretably a few months inactivity) the car would not start. Having heated the plugs it will start with kigass pump (and continue if I keep pumping) but comes to a stop, with spitting from a carb or cards soon after.  Now my car ran and started well before so I can not understand why it will not run now - ideas really appreciated.

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### Re: Thoughts appreciated

*Written by Julian at Feb 06, 2008 4:09 pm*

Change the fuel first!  modern fuel has a habit of "going off" if left,  it varies from batch to batch etc but we have seen it very often.

Regards,

Julian.

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### Re: Thoughts appreciated

*Written by Roger Seabrook at Feb 11, 2008 6:35 pm*

I agree with Julian - I had the same sort of problem with my car.  After standing for approx 18 months it would not start properly, and when it did it smoked dreadfully!  Problem was solved when i drained the tank and purged the fuel lines. I am running on twin Zeniths too.

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### Re: Thoughts appreciated

*Written by alanelliott at Feb 13, 2008 6:10 pm*

The starting problems must be coincidental to the broken rocker - cold weather or a damp magneto? Try removing it and put in a warm place overnight. I used to have starting problems with a single Zenith - completely cured when I substituted a Delco-Remy coil ignition unit. I now have a spark at zero revs and instant starting. However, I now have twin SUs - much better. You need pocketfuls of jets to try to tune Zeniths! When I bought my 2Litre, Ivan Forshaw advised me always to carry a spare rocker and pin, both of which he sold me, and they were always in my toolbox. 35 years later a rocker broke on a trip to Luxembourg. Unbelievably, a fulcrum pin broke the next day, but on a different rocker! I was able to replace both at the roadside. The pin had evidence of a dirty crack, halfway through its diameter. Hope these comments are helpful, regards, Alan Elliott

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### Re: Thoughts appreciated

*Written by bob at Feb 13, 2008 9:22 pm*

Hi Alan

Best wishes from Luxembourg where I participated that year (2003) in my Salmson S4 Sport.I remeber well your elegant 2 litre and your frequent spark plug cleanings.

http://www.vvccl.com/activites/33_4.jpg

See you back at the "End of the holidays Tour" of VCCGD this year...?

Paul

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### Re: Thoughts appreciated

*Written by Colin M34 at Feb 13, 2008 9:35 pm*

Hi there everybody,

I am pleased to mention that I am also a memberof the select company of 2 Litre owners who have experienced a broken rocker pin. I was on the way to the AGM, staying overhight with my sister, and I phoned up the then spares officer John Breen, who kindly brought a new one with him. It was a quick job to be back on all 4 cylinders!

As well as carrying a spare rocker pin, one ought to also carry a spare fibre timing gear.

Both items available from the Club spares

Colin Mallett

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**Re: Thoughts appreciated**

*Written by Tim Wadsworth at Feb 13, 2008 10:59 pm*

Quite agree. In fact I normally carry rather more, especially if I am going abroad.

My list is as follows :-

Spare Magneto and vernier coupling, Fibre gear wheel, Carden shaft drive disc, Head gasket and corks, Rocker pins, rockers, Thimble and cotters, valve springs. Starter spring and fabric disc, inner tube and a general selection of bulbs, fuses, nuts and bolts, gasket paper, tape, wire etc etc In 49 years of 2 litre ownership I've had to use almost all of them at one time or another. Happy motoring !

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