

## Lagondaforum: V12 timing gears

### Re: V12 timing gears

*Written by Charlie at Mar 27, 2018 2:01 pm*

Dear Laurence

I am away for a few days and can't check the junk folder on BT Internet from my iPad for some reason. I check the junk folder regularly on my computer and it had not got that far. I called it a washer but as you say it is a machined component with a diameter that locates in the idler gear spigot. Strictly there are no capitals in the email address but the systems usually ignore them these days. I will double check the members list when I get home.

Do you have any original tools with your car? Who made the body? I have about 50% of the original tool kit including the valve Spring compressor and have just had a new tool tray cut to replicate the original in the boot lid. I was thinking of posing a separate note on the subject of tools. Do you have a handbook for your car? Does it specifically cover the S2 showing the engine oil filler on the cam cover? Also does the wiring diagram cover the fact that the oil pressure and temperature are electric gauges rather than bourdon tube and capillary? Auto Sparks in the UK list a wiring loom for a V12 but I think their pattern was an S1 car. Once I know what I need they have invited me to visit and go through their drawing with a view to upgrade for the S2 requirements. All the handbooks I have seen show the S1 oil filler arrangement. If you happen to have an S2 wiring diagram I would love a copy if possible.

KR

Charles

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### Re: V12 timing gears

*Written by Charlie at Mar 27, 2018 5:07 pm*

Dear Laurence

I didn't get your email. I am away at the mo and can't access BT junk folder from my iPad.

My email doesn't have capital letters charles.atkinson1@btinternet.com but that shouldn't make any difference.

My washer is as you describe which locates in the idler gear spigot.

Was a new handbook produced for the S2 cars as I have only ever seen them with a picture of an S1 engine. My car has the electrically operated oil and temp gauges and I was wondering if there is a wiring diagram that shows these? If so I would love a copy.

Kind regards

Charles

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### Re: V12 timing gears

*Written by h14 at Mar 28, 2018 11:33 am*

Hi Charles,

I'll re-send that and my latest email, member list shows "A" instead of "a"; could explain non-arrival.

Ha ha. Lagonda produce a revised handbook?! Whilst there appear to be two bindings, an earlier type in book format, and the later type similar, but with a fold down flap, the page content never altered. Indeed, one photo at least, is actually of an LG45.

I was lucky enough to buy a handbook for a late model V12, and I can tell you that Lagonda dealt with updates by simply sticking in "errata slips" in red ink. The first of these refers to alterations to be made on no less than seven pages. Unbelievable, for a car costing the price of three quite decent houses, at that time. The later handbook at least, is actually of loose-leaf format, so presumably there was intention to print fresh/replacement pages. Doubtless the war put paid to any hope of that.

One of the most important amendments was to the firing order. When my fibre gear failed, I checked the camshaft positions before stripping further. On reassembly, I set it up with the Sanction 2 (3 or 4 if you believe those existed!) timing. This evidenced that the timing on one cam had been around 180 degrees out! The engine started immediately; previously, after pressing the button for around a minute, you might have got a few pops and bangs. I'd only driven the car 100 miles, so the gear failure was disastrous...but getting the timing right as a consequence was a major silver lining.

I'm pretty certain all V12s and LG6s had the all-electric gauges; these are 6 volt and there is a 6 volt "potential divider" behind the dash...be careful not to omit that if rewiring. It sounds like you have a handbook; you should have a wiring diagram included at the back of that (also a page describing

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the SU Thermostatic Carburetter), and that does show the instruments and potential divider.

If you don't have it, I can strongly recommend the Club's publication "Revised Handbook Lagonda V12", which includes the wiring diagram. Bear in mind however that this diagram is April 1938, so does not include, for example, the green warning light and wiring run necessitated from the tank sender, as fitted to later cars and indeed included in the errata details.

Another publication worth buying is the "Trader Service Data No. 73" issued with the "Motor Trader" magazine dated September 13 1939. The Club sells copies of this, but my opinion is that the photos are so much clearer (and usefully, different to those in the handbook) in an original, that it is worth paying a little more for one. A dealer is (and has been for many years!) advertising one for £18, however they do come up occasionally on ebay, selling for much less than that. If you have one of these and the factory handbook, you are pretty close to having most of the information you would expect from a pukka workshop manual.

Let me know if you receive my emails; re-sending next!

Laurence

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### Re: V12 timing gears

*Written by Charlie at Apr 05, 2018 6:20 pm*

Dear Laurence

Sorry only just seen your comprehensive reply.

I did get the emails and have replied. Did you get my response?

I haven't been to the car since Scotland but will photograph horn bracket/location next week.

I actually don't have a handbook yet. I was hoping to get the one that was with the car in 1967 as it was mentioned in the Motor Sport advert! So far the previous owner's son has not found it. There is a club member who has one and it has my name on it if the original doesn't turn up. All I got was a handbook for a 4.5 he owned as well. The car still exists but I haven't managed to track it down although the reg number is now on a 3 litre according to DVLA. I have the club book and the Trader Service Sheet. I also have a lot of articles from LC news letters which had been kept by Mike Nassim even though he doesn't have a V12. I have an instrument panel from what I assumed was an early V12 as the Rev counter reads to 6000rpm and speedo to 120mph with a red line at 70mph for max speed in third which has mechanical temp & oil gauges.

KR

Charles