

## Lagondaforum: 2L clutch

### 2L clutch

*Written by at Dec 06, 2007 4:57 pm*

I am contemplating an overhaul of the clutch. Has any one found a way to improve its performance?

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### Re: 2L clutch

*Written by Tim Wadsworth at Dec 06, 2007 5:35 pm*

It was never very good but if you use clutch springs from the 3/3.5 litre (and providing you have a strong enough left leg) you can get some improvement.

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### Re: 2L clutch

*Written by bob at Dec 06, 2007 7:04 pm*

LMB racing proposes a conversion to Land Rover clutch; this can be operated by a 7 years old child.

Of course, not the original, but very effective.

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### Re: 2L clutch

*Written by Julian at Dec 07, 2007 12:40 pm*

Thanks for the plug Bob,

Yes, we do a simple conversion and the kit comes complete with everything you need to carry out the fitment,

It also improves gear changing drastically 😊 😊

In stock at all times.

Julian.

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### Re: 2L clutch

*Written by TimGresty at Dec 14, 2007 6:36 pm*

### Quote by bob:

*LMB racing proposes a conversion to Land Rover clutch; this can be operated by a 7 years old child.*

*Of course, not the original, but very effective.*

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I am very concerned re encouraging 7 years olds to drive 2-Litres.

My Keeper is at least 8 times that age, he's driven me for over 8 years, and he still screws up that awkward gear change with grinding regularity. And he claims he's a good driver. Humph.

So, please be careful who you encourage to drive us. We get hurt, you know !

Cheers !

Lennie the Lagonda

PS Excellent idea, offering a Land Rover based clutch. But two points :

1. Doesn't that negate the VSCC Eligibility Form, thus precluding you from competition ?
2. Isn't the point of having a car like me that you accept the challenges and limitations of old cars, and their weaknesses as well as strengths ?

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My keeper is rebuilding my original engine, and has elected to keep the original clutch with new lining.

Perhaps we'll master Sutton Bank next time, and not just end up in an embarrassing cloud of smoke !

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### Re: 2L clutch

*Written by oakley at Dec 15, 2007 12:25 pm*

I am rebuilding the clutch of my 2L as well and have also decided to restore it but keep it original (albeit with improved springs and lining). If you know how to use the Lagonda 2L clutch and how to handle the gear lever there should be no trouble changing gear without unnecessary noises. However, I can recommend de-activating the "clutch-stop". This is a highly sensitive Lagonda device which, in my experience, actually only complicates gear changing. I have tried to apply it for many months, using hundreds of different settings, but only after I disconnected it altogether I could silently change gears. You just have to be slightly more relaxed in your movements.

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### Re: 2L clutch

*Written by Adrian Lead at Dec 15, 2007 12:57 pm*

I cannot understand why people have vintage cars and then want to make them modern by putting Landrover parts in the clutch. I have driven 2 Litre Lagondas all my life and if the clutch is set up properly it is first class and has never given me any trouble, in fact it is most robust. I do agree that one gets a much better change with the clutch stop let almost off. Half the fun of driving a vintage car is to get to know its ways and how to master them. Gear changing on the 2 Litre is great fun when you get it right and that only comes with use and familiarity, so please do not ruin your car by changing it from the original. Sorry about that Julian

Adrian lead

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### Re: 2L clutch

*Written by TimGresty at Dec 15, 2007 11:33 pm*

I'm with you, Adrian + Oakley.

Why have a superb vintage car such as a 2-litre, and then change the running gear (eg clutch) to make it easier to drive ?

If you want a 'modern car experience', go and buy a modern car.

If you want the real reward of owning and driving a vintage car, keep it in its original specification, and learn how to drive it properly - including handling challenging gear changes, temperamental clutches that demand a careful left foot, braking that demands careful planning, and all the other elements that make driving a real piece of motoring history so special, rather than the ersatz pseudo-satisfaction of using some sort of updated replica.

Winning your class at VSCC Prescott + Loton Park (OK, on handicap !), thundering round VSCC circuits as Course Car, enjoying such track days as Anglesey Circuit, or completing the Northern Rally and the 75th Anniversary parade at Le Mans, in a car that is original, is a sheer joy.

To do the same in a car that 'benefits' from modern adaptations like new clutches or revised brakes or engine components that never saw the light of day when I was new is to achieve far less.

Lennie the Lagonda

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### Re: 2L clutch

*Written by Tim Wadsworth at Dec 16, 2007 10:46 pm*

Yes, and No ! Despite all you say about the 2 litre (and I should know, I've had mine for almost 50 years) not every bit of the design is perfect and the clutch stop is a case in point. In fact it is a very poor piece of design. If you are not going to embarrass your self and hold up other traffic it is

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sometimes necessary to achieve a quick upward change. An improved clutch stop (see magazine 200) works wonders, replaces the existing with no other modifications, and could easily have been made in the 30's - if the factory had given some attention to it. I fully respect the "keep it as it was" brigade but in my view some "in period" modifications are fully justified.

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### Re: 2L clutch

*Written by Julian at Dec 17, 2007 9:48 am*

I hear what you say guys BUT.

I dare say that not one of you has a "standard" 2 litre in any case,

53 bhp and 1500kg do not make exciting motoring and most people these days have done something or other to their 2 litres to make them perform better and NOT as the factory supplied them. Why not the clutch? (although I do see your argument up to a point)

Secondly, we have a new sort of Lagonda owner appearing these days, these people want a car to perform better (this is their prerogative as they are the owners!) they want them, faster, more reliable and dare I say easier to drive than a standard 2 litre which has got to rate, in standard form, as one of the most awkward cars of the 30s to drive in the mountains.

VSCC? who are they? 😏 😏 😏

Not everyone cares about the VSCC, they are shooting themselves in the foot more and more, and I for one and many of my friends and customers have chosen not to our my toes too close to them any more.

I would rather help someone by giving them a lot more power from their engine, as long as it looks standard on the outside, Giving them a clutch that not only works properly, but makes life easier, and does not slip when faced with this extra power and a hill start, And not only can you not see this modification, but it still retains the essence of the 2 litre lagonda which has got to be one of the most beautiful and pleasant Lagonda's ever made. Rather than fitting an Alvis syncro gearbox and hydraulic brakes etc,

Why struggle with a bad design and let it spoil your motoring (as it does for some people) when it is so easy so remedy?

Julian. 😊

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