

## Lagondaforum: 2L clutch

### Re: 2L clutch

*Written by oakley at Dec 17, 2007 9:59 am*

I am still struggling with another problem and hope that anyone out there may have an answer. The downdraught SU carburettors on my 2L engine "spit back" quite a bit of petrol (in very tiny droplets) through the air inlets when the engine is running, especially when the car accelerates. This creates a highly explosive atmosphere under the bonnet and a nasty petrol smell. As I am currently rebuilding the engine I would like to solve that problem - only I haven't a clue what causes it. The car ran very well in spite of this and the valve overlap was 15 degrees. Ideas anyone?

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### Re: 2L clutch

*Written by oakley at Dec 17, 2007 10:08 am*

Stupid questions perhaps but how do I start a new topic? Also I tried to answer an earlier posting from Adrian but I do not know how to do that. Is there perhaps a Forum manager who can explain this or am I being particularly thick?

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### Re: 2L clutch

*Written by DavidLG45 at Dec 17, 2007 12:31 pm*

Hi Oakley,

To start a new topic:

On the page that lists all the different sections - General, Market, V12, 2 litre etc (it's the first page you get when you login) scroll down until you find a suitable section for your new post. Let's say you choose 16/80, click on either "motor" or "other" according to where you want to put your new topic. At the bottom of the existing posts on the right hand side it says "New Topic", click on there and type away on the form. You don't need to bother with any of the fancy bits like bold, etc. Then hit Submit (or Preview) when you're done. You can come back and edit your own posts later.

To add to an existing topic I think you can only add at the end (most recent).

Hope that helps?

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### Re: 2L clutch

*Written by TimGresty at Dec 17, 2007 5:26 pm*

Hi, Julian M, Tim W + all !

Now that's what a good Forum is all about.

Different viewpoints, put positively without rancour, and building up to a worthwhile dialogue from which we can all learn.

There's truth in all the points made. We 2-Litres can be a bit of a handful in challenging terrain, and a fast, clean gearchange can make all the difference to success or shuddering stop. That's what happened on Sutton Bank.

I've even suffered the dreaded clutch slip as Course Car at Oulton park, due to a carelessly-applied left foot. Amateur drivers !

And when my keeper completes that original engine rebuild, I will be able to judge the effectiveness of those new re-profiled camshafts which Julian supplied so helpfully . . . so I'm not without sin in the originality department !

By the way, if you want a really informative day out, drive or fly over to Antwerp, and get Julian to show you around LMB. My keeper had a wonderful time, and was very impressed.

Cheers to all !

## Lagondaforum: 2L clutch

Lenny the Lagonda

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### Re: 2L clutch

Written by at Dec 17, 2007 7:31 pm

Well, I only asked! What a fascinating cross section of views. But then what did I expect, as obviously only intelligent people buy 2Ls in the first place. I do agree about the pleasures of mastering a vintage car - but try asking the six people who had to push me off my parking spot at Prescot ( four-up, but picnic box and bottles empty uphill on grass). Or those moderns who follow me impatiently uphill and then suddenly find me slowing down when I change from 2 to 3.

So, Julian to help me in my deliberations one way or t'other - "How much?"

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### Re: 2L clutch

Written by Julian at Dec 20, 2007 4:57 pm

PM sent Don.

And thank you Lenny for the kind words recorded by your trusted keeper 🍷

Julian.

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### Re: 2L clutch

Written by H 54 John at Dec 21, 2007 5:25 pm

Throwing in my three ha'pence for what it's worth - I fitted Julian's clutch to my 14/60 after I had one or two embarrassing experiences with temporary loss of drive in dense traffic. OK, I shouldn't have slipped the clutch at all but it can be hard to avoid in some conditions. I don't find the new clutch diminishes my enjoyment of the car and there's still plenty left to worry about in a vintage way...

Happy New Year to all,

John

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### Re: 2L clutch

Written by Colin M34 at Dec 26, 2007 2:37 pm

Hello every body.

My thoughts about the 2 Litre clutch...bloody thing...wouldn't change it for the world...

Make sure the lining is a good modern material and renew the pins so that everything slides nicely. Lubricate every now and then according to the manual.

The OH box is a delight. When I am in the mood, I don't bother with the clutch - just match the revs and snick it in..lovely. On the other hand, the clutch stop is great when properly adjusted. 'Late and hard' (as the actress said to the vicar), so that for fast changes up you push the pedal right down and for a really good down shift, just dab it when you double de-clutch.

IMHO the problem with the 2 Litre clutch is that the friction material is on the pressure plate and flywheel and the centre plate is not. Heat builds up in the centre plate, especially in reverse up a hill (yes I had problems as a Prescot spectator as well), and you have to stop and let it cool down. If the flywheel and pressure plate were bare, they would conduct the heat way. Mine is still original.

By the way, my new lining seems to cope with heat better and now in difficult manouvers I just get a very offensive smell of rotting fish but still some traction .

Alan Brown has modified my M45 clutch with a lined centre plate but I have not yet had a chance to use it yet.

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## Lagondaforum: 2L clutch

### **Re: 2L clutch**

*Written by at Jan 09, 2008 2:09 pm*

Thank you Julian for details etc of your conversion. Very tempting, but a new problem - crack in head between spark plug and exhaust valve is now taking up my attention and the spare(?) housekeeping.

Thank you also, Colin, for your observations which are encouraging and point up what I know is a weakness on mine. As also is a large amount of wear between the splines on the output shaft and the coupling.

regards to all correspondents and thank you.

Don Courtney

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### **Re: 2L clutch**

*Written by at Jan 21, 2008 10:52 pm*

Well, Ive taken the brute out (not that brute - the clutch unit) and the driving plate had whole chunks missing from two of the segments. A huge amount of carbon dust in bottom of the cover. Will be having a standard re-build but with everything in full working order.

Thanks again for all your comments.

don

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