



[www.lagondaclub.com](http://www.lagondaclub.com)

# NEWSLETTER

MEMBERSHIP SECRETARY:  
Colin Bugler, Wintney House  
London Road, Hartley Wintney  
Hants, RG27 8RN  
Tel 01252 845451  
email: [admin@lagondaclub.com](mailto:admin@lagondaclub.com)

Newsletter compiled By: Tim Wadsworth  
To include news items please email Tim at  
[tim@lagondahire.co.uk](mailto:tim@lagondahire.co.uk)

This month's Guest Contributor is:

**Brian Green**

No 454

April 2018

<b>April</b> 7 <sup>th</sup> – 8 <sup>th</sup> 21 <sup>st</sup> 22 <sup>nd</sup> 21 <sup>st</sup> -22 <sup>nd</sup> 29 <sup>th</sup>	LC Suffolk Lagonda Weekend, Ufford Park Hotel. Contact Colin Mallett 01728 688696 LC Anglia Area Pub Meet (3rd Saturday each month) for details contact John Stoneman 01353 649494 LC Southern Area Spring Meet, The Cricketers Wisborough Green Michael Drakeford on 01903 872197 VSCC Race Meeting, Silverstone Northants, see <a href="http://www.vsc.co.uk">www.vsc.co.uk</a> LC - 2018 Spring Tour in East Devon (contact John and Joan Fitton 01823 451690)
<b>May</b> 6 <sup>th</sup> 10 <sup>th</sup> – 13 <sup>th</sup> 13 <sup>th</sup> 16 <sup>th</sup> 25 <sup>th</sup> – 28 <sup>th</sup>	VSCC Speed Championship Rd 1 Curborough LC – Norther Dinner and Tour (contact Nigel Hall 01457 762766) VSCC Speed Championship Rd 2 – Wiscombe Park Hill Climb LC Board Meeting 21 <sup>st</sup> Fourgeres Rally Brittany & Normandy France (contact Patrick Rollet <a href="mailto:prkconsel@free.fr">prkconsel@free.fr</a> )

**NOW IS THE HOUR ! YOUR 2018 SUB WAS DUE ON APRIL 1<sup>ST</sup> YOU CAN PAY BY CHEQUE OR CREDIT CARD BUT PAYING THROUGH THE WEBSITE IS BY FAR THE EASIEST. IF YOU HAVE NOT PAID PLEASE HELP OUR MEMBERSHIP SECRETARY BY DOING SO NOW. THANK YOU.**

A final reminder for **THE NORTHERN DINNER on May 11<sup>th</sup>**, again, if you intend to come, please help our new organiser Nigel Hall by sending off your booking form **NOW**. This is of course our annual Prize Giving evening so those who haven't yet returned their trophies to Martin Sumner should do so without delay.

Our contributor this month is the Club Treasurer Brian Green :

I grew up in a motoring environment. My father ran a successful tyre distribution business in and around Merseyside and knew everyone in the local motor trade. He had a succession of large Jaguar saloons before moving on to an S1 Bentley, but it was the wonderful pre-war cars that appeared from time to time in the garage next door to his main depot in Birkenhead which really caught my attention.

I remember Alvis, Bentley, Bugatti, MG, Morgan and Riley, but no Lagondas until, at the age of 17, I read a road test of the 2 Litre Lagonda Low Chassis tourer which was reprinted in the Autocar. At the time, I was avidly scanning the adverts in the motoring magazines and local papers as I had been promised an old car for my 18<sup>th</sup> birthday. I really wanted a Riley but, not long after reading the road test, a Lagonda 2L was offered for sale in the local paper. It turned out to be identical to the one in the Autocar's road test, the only problem being that the owner had started a major overhaul and most of the engine, the radiator, lights and other parts were piled up in the back seat or strewn around his garage.

Nevertheless, a deal was soon struck and the meagre sum of £70 changed hands. All the loose parts were collected and the car was towed home and installed in the garage, alongside Dad's Bentley whilst I sorted out the pile of bits and decided how to get it all back together again.

I joined the Lagonda Club in 1963 and started a long and fruitful correspondence with Ivan Forshaw. Requests were sent and long helpful replies were received, together with the necessary parts for which remarkably little money changed hands.

It was about this time that I met the girl who would eventually agree to marry me. Our regular routine consisted of me picking her up in my mother's car. Taking her back to our house and disappearing into the garage to work on my car whilst she talked to my parents and kept me supplied with refreshments and encouragement. I guess it was inevitable that we would get married as my mother would invite her for Sunday lunch without my knowledge whenever we had an argument.

Eventually, the car was ready to take its MOT, which it passed and, at the age of 18, I was the proud owner of a magnificent thoroughbred motor car. It certainly looked the part but, although I managed to record almost 80mph on an airfield runway in Yorkshire, it never really performed as I wanted and having got to know a bit more about Lagondas, my attention soon turned to the 4½ Litre cars which I saw at my local pub meet (some 60 miles away near Stockport) run by Herb Schofield.

I decided that I really wanted an M45 so the 2 litre was sold to a chap who seemed really enthusiastic and asked if he could borrow all my club magazines to read. I was surprised therefore when a few weeks later I received a telephone call from someone called Lawton Warren who said he had just bought my car! I eventually tracked down the buyer and recovered my magazines. Lawton Warren became a good friend and in due course our son was named after him. The car now belongs to club representative Herman Arentsen and performs just as I would have wished all those years ago.

Having sold the 2 Litre, I started looking for an M45 tourer but couldn't find one immediately and so I bought and restored an HRG which was just finished when Herb told me about an M45 for sale in Chesterfield. The HRG was promptly sold and in 1966 I bought BU 8558, the car that I still own today.

BU 8558 was originally registered in Oldham, on 8 Feb 1935, to a Mr Wilfred Whitehead of 85, Windsor Road. Mr Whitehead was managing director of Till & Whitehead (a successful ironmongery supply company which still exists) but unfortunately nothing else is known about the car until 1951 when it was purchased by Wing Commander Ogle-Skan, who lived in Didsbury. The Wing Commander kept a detailed note book during the 10 years he owned the car, recording details of every journey made, petrol consumed and repairs carried out. In 11 years he covered 43,090 miles and the total mileage when he sold it was 110,158.

The next owner, Peter (Doc) Evans, was pictured with the car in magazine No 48 as the first in a series of short articles on "Northern Cars and Faces" but he only kept it for 2 years, during which he added about 6000 miles, almost exactly the same as the next owner, Mr John Robinson of Chesterfield.

When I purchased the car in June 1966 it had covered approximately 121,000 miles and was looking rather tired. The engine would not run, which the vendor assured me would be fixed in time for me to drive it home, the chrome was dull, the trim was badly worn and the body had been badly re-sprayed in Renault Blue, but it was complete and original including the vulnerable spare wheel cover which is completely unprotected at the back of the car.

A price was agreed and in due course the vendor advised that it was ready to be driven the 100 or so miles back to Birkenhead. Sure enough the engine fired up and off we set but after a few miles the water temperature was off the scale and every time we slowed down a fountain of boiling hot water erupted from the radiator requiring some evasive action to avoid being scalded! After many stops for water we eventually got the car home and I removed the cylinder head and fitted a new head gasket, purchased from Herb Schofield for £1.90.

I ran the car for about a year before deciding on a major overhaul and completely dismantled it. The chassis was sent to Rubery Owen for checking and was zinc sprayed to prevent future rust problems. Each component was cleaned and repaired where necessary and the car was gradually re-assembled, using as many original parts as possible. A spare engine came with the car and it was decided to fit this as a temporary measure pending a full rebuild of the original engine.

It returned to the road in 1972 but was almost immediately put into storage as I was seconded overseas by my employer, ICI. Over the next 25 years I worked in Africa and the Far East, returning to the UK for a few years in-between each assignment, when the car was used regularly for weekend trips and summer evening drives to the pub, but otherwise spent its time in a number of museums and storage facilities.

Living close to Oulton Park, the annual VSCC meeting there was a must if we were in the U.K. and the car was awarded the Martini Trophy (Concours d'Etat) in 1978 and the Cheshire Life Trophy for Concours d' Elegance in 1980, '82 and '88.

In 2000 I retired from full time employment and the car has been used sparingly but regularly ever since, including trips to Europe.

The original engine was finally rebuilt by marque specialist David Ayer in 2002 and refitted. The bodywork was completely re-sprayed in 2005 and new weather equipment was fitted in 2016. In 2017 it once again won the Cheshire Life Trophy at the VSCC Oulton Park Concours. Brian Green.

Our Chairman John Sword is pleased to announce that Richard Jenkins will be joining the club's board. Richard has been involved with 'old cars' since the 1960s, including trialing and racing, and his catholic tastes have included Austin 7, Vauxhall, Land Rover and MGs (favourite is his 1934 N Magnette). He is also the enthusiastic owner of an aged Selectamatic David Brown tractor - arguably a sister brand to Lagonda ! He acquired his Lagonda, a 1933 Selector Special 3 litre saloon, some six years ago and has been 'improving' it since then - as with so many of these cars (Nigel Hall's being an outstanding exception) the Maybach gearbox has gone missing; has anyone got one, perhaps at the back of their shed ? In real life, Richard is/was a solicitor, with most of his career spent in London. He moved to Houghton, near Stockbridge, in 2000, where he lives with his wife Jaqueline (their two daughters having fled the nest), along with a wide range of livestock, as well as his cars.

Our Australian member Bruce Rodgers has alerted us, via Mike Pilgrim, to the somewhat absurd situation regarding the import, even temporarily, of classic cars into Australia due to the possible inclusion of a very small amount of asbestos. To see what Australian enthusiasts think about it see

<https://www.motoring.com.au/australian-border-patrol-nabs-maseratis-111746/>

If you have not seen the NEW Lagonda another website worth having a look at is

<https://www.msn.com/en-gb/cars/geneva/aston-martin-lagonda-vision-concept-rips-up-the-luxury-car-rulebook/ar-BBJVBn0?li=AA9SkI&ocid=spartanntp>

As so often we have to end on a sad note recording the death of long time member Harley Jetzer. David Hine writes "Harley lived in Switzerland and often travelled to England to club events. He had a splendid M45 tourer but like me he often proceeded with the hood up! He was a great character with his mischievous sense of humour twinkling eyes and perpetual pipe billowing smoke.

Alan and I met Harley and his wife Anne 15 years ago, on the first Continental Rally we entered in Vienna. Anne and I were amazed to realise that we had been at the same school Ackworth and in the same form as well. We also had matching green Lagondas. Our annual reunions were great fun on each occasion since then. Our Continental Rallies move from country to country and Harley was a prime mover in the Swiss rally five years ago. We send our condolences to Anne, she is in our thoughts at this very sad time.

**ADVERTISEMENTS:** All advertisements should be sent to Len Cozzolino ([len@cozzolino.co.uk](mailto:len@cozzolino.co.uk)).

## WANTED

**Standard crown wheel and pinion set for my LG45** - either 3.67 or 3.58 to 1 in good condition. John Abel – tel 07803 245456 or email [johnabel321@gmail.com](mailto:johnabel321@gmail.com)

## FOR SALE

**DB Spares.** I wish to run down my stock of spares accumulated over 49 years of DB motoring. These are chassis & engine parts. Interested?? Email me at [hta108@aol.com](mailto:hta108@aol.com) for a list of parts available. Harry Taylor (T6) Phone 01159830363

**Five 18" wheels ( 52mm)** black, good condition they came on my 2 Litre. Currently fitted with old but usable tyres. £350 ono. Also set of Standard JP Pistons for a 2 Litre complete with rings and pins. They have had very little use offers to; Mike Fountain tel 01858 880733. [michaelfountain1949@btinternet.com](mailto:michaelfountain1949@btinternet.com)

**1932 Lagonda 2 litre low chassis tourer.** Well-known car purchased in 1956 and used regularly ever since as everyday transport, on club events and driven to many countries. Reluctant sale as no longer physically able to drive and maintain it. Mechanically sound and maintained by the owner it is a very good example of a well-used original car in good order. Fitted with an S3 gearbox which makes gear changing a real pleasure. The current owner would like the purchaser to be an enthusiastic club member who will enjoy driving and maintaining the car. I (Mike Heins) have assisted with the maintenance of the car over the last few years. Offered for sale at £80,000. Please contact me directly on my landline 01270 780656, mobile 07816570254 or E-mail [m.heins@btinternet.com](mailto:m.heins@btinternet.com) for further details or to arrange a suitable time to view the car.

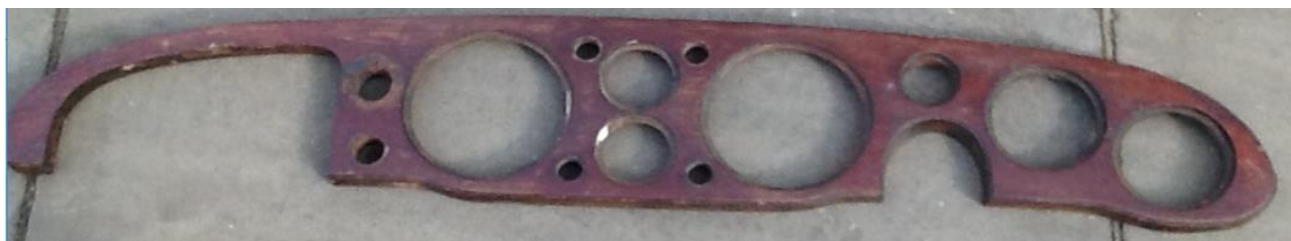


**1934 Lagonda Rapier.** I have been asked to sell this on behalf of it's long term owner, Abbot bodied 4 seat tourer runs and drives well looks quite smart, an older but well done restoration in blue with black trim. He is looking for £50.000 A P/X is possible so please call David Wall 01603 782353 office hours please.



**2/3 litre clutch lubricators.** Due to overwhelming demand for 2/3 litre clutch lubricators droves of people have been disappointed (well one, actually) so I'm having a dozen more made. They're a screwdown greaser with adaptor for the clutch driving pins, nicely made in brass. See me at the Northern Dinner or £21 cheque to Nigel Hall (H39) 32, Broadbottom Road, Mottram, Hyde, Cheshire SK14 6JA. [nigelhallgb@gmail.com](mailto:nigelhallgb@gmail.com)

**LG45 Rapide Dashboard,** another priceless relic from Knarr Mill. Not carbon dated but believed to be original. Highest offer by the end of the month secures. Proceeds to Alan,s and my Conti Rally fund ! E mail to David at [hinedavid@aol.com](mailto:hinedavid@aol.com)



## SERVICES TO MEMBERS

Vintage and Classic mechanical car clocks rebuilt, restored, overhauled and repaired. Please contact Simon Drachman (member D10) for further details. Vintage Watch Store, our shop is located in Hampstead, London NW3. We also sell Vintage and Classic clocks and watches and offer a full restoration and repair service. Contact 0759 830 1277 or [info@vintagewatchstore.com](mailto:info@vintagewatchstore.com). (Trader)

### Lagonda Instrument Restoration

Professional restoration service and supply of pre-war Lagonda instruments. Also vintage racing type instruments supplied to order such 6" Rev-counters etc. Contact Patrick Henry. Phone 07342 306690 Email:- [vintageinstruments@hotmail.co.uk](mailto:vintageinstruments@hotmail.co.uk) (Trader)

## NEW MEMBERS

We welcome the following new members:- \* Rejoin\*/

B 37	Simon Bish	SPH Historics Ltd, Forest Stud Lines Road, Hurst, Berkshire. RG10 0RT N/O
C 30	Nick Cook	Highnam Old Rectory, Newent Road, Highnam, Gloucester. GL2 8DG N/O
E 9	Raymond Elliot	14 Drake Mews, Bromley , Kent. BR2 9NA V8 Sln V580/3096 UFA 150
G 12	Sybren Van der Goot	Skrymakker 32, Heerenveen, Friesland 8447GH. Netherlands Invicta Tr L40-15 WP 1684
L 14	Patrick Lapin	Brugse steenweg 81, Blankenberge, West Vlaanderen, B-8370 Belgium LG6 Rapide Coupe 12359 1-ZAH-850
M 42	George Maxwell	Squirrels, Kennel Ln, Frensham Surrey, GU10 3AS M45 T7 Tr Z10565 APL 209
M 71	Hugo Miller	71 Curzon Avenue, Horsham, West Sussex. RH12 2LA N/O
R 15	Johan Rogiers	Zavelberg 8, Waregem, West-Vlaanderen, 8790 Belgium. M35R Le Mans Replica Z11371 BKA 240
S 31	Siddhraj Singh	Barwani House, 12 Old Palasia, Indore, MP 452018. India N/O
S 52	Richard Southgate	Spindrift, Auckengill, Wick, Caithness. KW1 4XP N/O
W 45	Christopher Wilkins	Summerleys, Whales Lane, Marsh Gibbon, Bicester, Oxon OX27 0HB N/O
Y 1	Paul Yallop	Glebe House, Toad Row, Henstead, Suffolk NR34 7LG N/O



# THE POST 1945 GAZETTE

Lagondas the proper touring cars



## Welcome

Raymond Elliot of Kent who joins us with a 1981 WT V8 LOOR13096

## Auction Watch

An M45 Tourer through Bonhams along with an M45 Saloon:

<http://www.bonhams.com/auctions/24874/lot/8/?category=list&length=10&page=1>

<http://www.bonhams.com/auctions/24874/lot/15/?category=list&length=100&page=1>

and noted again, this time on E-Bay by Antony Bowie, a rather dejected 2.6L saloon

<https://www.ebay.co.uk/itm/Lagonda-2-6-saloon-project-car-no-engine-box-documents/263576075099>

And an unrestored LG45 at Anglia Car Auctions. Spotted by Chris Merrick

<https://angliacarauctions.co.uk/classic/saturday-14th-april-2018/1937-lagonda-lg45-saloon-de-ville/>

## An invitation from the Rolls Royce Enthusiasts Club

Just repeating the invitation to participate in their Annual Rally & Concours d'Elegance at Burghley House, Stamford, on the weekend of 22-24 June 2018. I have the full information which I can pass on to anyone interested or you can contact them directly at:

<https://www.rrec.org.uk/> Or organizer Gerard Le Clerc at: [leclerc.g@sunrise.ch](mailto:leclerc.g@sunrise.ch)

## AGM CD still Available

Alan Heard still has copies of the CD of the AGM available and if anyone would like a copy they are £10 including postage just cover his costs. It covers the evening meal on Saturday and members speeches etc. and the cars on Sunday plus the prize giving and many stills. most Lagondas are in it.

So if you want one, contact Alan **1 Beaufort Gardens, Ilford, Essex. IG1 3DB ph. 0208 554 8938** [alandheard@yahoo.co.uk](mailto:alandheard@yahoo.co.uk)

Alan has also mentioned to me a book called **THE WAY WE WERE motoring photos of GEORGE STUART** which contains three photos of Lagondas taken during the '50's and '60's. You can google up a copy of the book if you are interested in car photos from that era, or Alan has sent me the three concerned which I can send on to you if you wish. Interestingly, the DB2.6L saloon which is pictured in the book at the Royal Dublin Society has Irish number plate AI9590 so if anyone can help identify its chassis number please do so. We have records of a number of DB Lagondas sold to Ireland but not their Irish number plates. Recently a couple of plate numbers have come up without any reference to their chassis numbers.

## The Lagonda Concept Vehicle

A new Lagonda concept vehicle was shown at the March Geneva Motor Show. Quite striking in appearance and "up with the best" in my view though I have doubts about its ability to meet safety standards, say bumping into a pedestrian while reversing and I hate to think of the repair costs if you backed into a bollard or tree trunk. Anyway have a look for yourself at: <http://www.astonmartin.com/en/live/news/2018/03/06/lagonda-vision-concept---a-new-kind-of-luxury-mobility>

**Wedding Cars**

In my last note on this saga, the Lagonda still sat awaiting camshaft removal to see what has befallen the No.6 exhaust valve. I finally got back to it last month, removing the camshaft after checking valve clearance and finding the No.6 exhaust cam follower hard up against the cam, no clearance, none. So, I removed the exhaust camshaft half expecting the spring and follower to lift up to its full height. That didn't happen so I put some compressed air into the cylinder through the spark plug hole and the pressure held. Exhaust valve seating ok. It was quite evident that the No.6 follower was sitting higher than that of cylinder five so measuring the height of both to the head gave me an indication of how much I would need to grind off the top of the valve before I started getting clearance to the cam. I removed the follower with a magnet then put a cardboard sleeve around the spring after cleaning the top off with solvent. This gave me space to grind the top of the valve with a diamond grinding disk and contain the filings. It took three attempts, removing filings with a magnet and wiping the area with an oily rag, then refitting the follower and camshaft, before I had clearance between follower and cam. It was then just a matter of removing just enough from the top of the valve to get the desired 12 thou clearance. Replacing the camshaft, checking clearance, I turned the engine over to check compression, yep, 125psi now in cylinder 6. Reassembly of the cam covers, and timing chain sprocket cover, with new gaskets and liberal sprays of Hylomar and the engine fired up and runs a lot better. I'll now have to re tune the carbs as no compression in one cylinder will have affected the balance and possibly mixture.

Checking the timing an issue though with no points, more on that later.

**DB Spares news** from Martin Peters, [mjpeters@supanet.com](mailto:mjpeters@supanet.com), tel: 01480-212657

I have been away for almost all of March and so have no news or progress to report on our several outstanding projects, to be pursued during April which is presently clear of any distracting appointments. If you are having difficulty sourcing or repairing DB chassis or body parts that you think we could reasonably have made please let me know - we will at least look into it.

**If possible please order parts via the website.**

**DB Archives** Please send any information on your car(s) that you have not already submitted, to Arnold Davey, Registrar of The Lagonda Club. Arnold's address is in the Website or Member's Register. In addition I recommend sending the same information to Alan Heard for his Post 1945 Archives. He is also collecting body numbers. Alan's email address is: [alandheard@yahoo.co.uk](mailto:alandheard@yahoo.co.uk) and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

**Club and other websites** The Club website, [www.lagondaclub.com](http://www.lagondaclub.com), is fully operational and continually being developed with information on spare parts for most models of Lagonda. The Newsletters, including the Post 1945 Gazettes, are archived here.

Also of great interest is the [www.lagondaforum.com](http://www.lagondaforum.com) run by Peter Schirg.

Ron Press' Post-1945 website [www.lagonda1949-1958.co.uk](http://www.lagonda1949-1958.co.uk) for DB Lagondas has a huge number of photos, with more being continually added and other information, including members who have parts for sale. A section for technical items was added some time ago.

For the 2.6 & 3 Litre visit

[www.DB-Lagonda.com](http://www.DB-Lagonda.com)

For DB Rapide information visit

<http://lagonda-rapide.com/>

For the William Towns V8 visit

<http://lagondanet.com/>

For the 2.6 & 3 Litre visit

[www.DB-Lagonda.com](http://www.DB-Lagonda.com)

Compiled by Nick Proferes. email: [nproferes@internode.on.net](mailto:nproferes@internode.on.net)

## SPARES NEWS – April 2018

E-mail; [spares@lagonda-club.com](mailto:spares@lagonda-club.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

	PRICE
CST208C – Radiator cap T bar, chrome.	£95.00
CST208N – Radiator cap T bar, nickel.	£95.00
ENGVO2 – V12 lower sump, casting only.	£1381.77

All prices quoted are excluding VAT and carriage

### NEW PARTS IN PROGRESS

CST211 - Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.  
CLT209 - Clutch drive spider & shaft for 2L  
CST104 - Low water pump, side elbow, 16/80.  
CST105 - High water pump, front head offtake, 16/80.  
CST106 - Low water pump, bottom elbow to radiator, 16/80.  
CST111 - High Water pump, bottom elbow, 16/80.  
BEN201 - Starter bendix and pinion assembly for 2L, 3L and 3.5L.  
ENG114-6 - 16/80 high water pump impellor.  
BDY231 - Interior door pocket securing latch 14/60 & early cars.  
SSPX13 - U-Bolts Heavy Rear Axle.  
GRSX11 – light axle pinion assembly shims. 0.50mm, 0.25mm, 0.12mm, 0.075mm, 0.050mm.  
Replacement complete differential assembly for the light axle – see below.  
All cars - range of gaskets in 'Chieftain' material.  
Various DB parts, please see Nick Proferes's Gazette for details.

### PARTS UNDER CONSIDERATION.

**Please e-mail Robin Cooke if you are interested in any of these. Your support will influence the Committee's decision to proceed or not.**

CST302 - Radiator to head casting, 3L ZM.	GRS233 - Timing gear sprocket set supercharger, 2L
Rear spring U bolts, LG45.	Fuel tank senders (3-terminal type), 2L, 3L
Shock absorber mountings & pins, M45.	Baffle plate for flywheel (oil thrower), 2L, 3L, 14/60
Rockers, 4.5L.	PMP103 - High water pump housing, fully machined, 16/80
ZM chassis - braking system (13 parts)	PMP104 - Low water pump housing, fully machined, 16/80.
Various half-shafts.	Various DB parts, please see Nick Proferes's Gazette.
Pinion bearing for CWP, 2L, 3L, 16/80	
Gears and other service parts for the differential units on both the light and heavy axles	

### LIGHT AXLE DIFFERENTIAL

The Club is procuring a batch of complete differential assemblies (including the housing, gears, and 'cross') for the light rear axle (14/60, 2 litre and 16/80). These will be available in August, and the price will be £1,225 each plus vat. There are numerous clonky diffs out there, and if you have been putting up with one for ages, why not solve the problem with a brand new diff - we are offering an early-order discount of 10% to anyone who orders and pays for one of these units before the end of April.

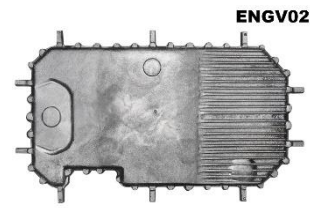
### NEW PARTS AVAILABLE



**CST208C – Radiator cap T bar, chrome.**



**CST208N – Radiator cap T bar, nickel.**



**ENGVO2 – V12 lower sump, casting only.**