



www.lagondaclub.com

NEWSLETTER

MEMBERSHIP SECRETARY:
Colin Bugler, Wintney House
London Road, Hartley Wintney
Hants, RG27 8RN
Tel 01252 845451

email: admin@lagondaclub.com

Newsletter compiled By: Tim Wadsworth
To include news items please email Tim at
tim@lagondahire.co.uk
This month's Guest Contributor is:
Stephen Weld

No 479

July 2020

Contributions do not necessarily represent the views of the Board of Directors, nor of the Editor and expressed opinions are personal to contributors. Acceptance of an advertisement does not imply endorsement of the product or service by the Board

With Motorsport at a standstill there is little to report and not much to look forward to, but the one bright star is that the BDC Silverstone Meeting on Saturday August 22nd is definitely ON. This has always been an excellent meeting, with not too much formality where the Lagonda Club have been made most welcome. Unfortunately it will almost certainly be a "no spectator" event but there may be some pit crew tickets available for those who would really like to come and watch the action. More details next month. At the time of writing it is not certain that the VSCC Meeting at Mallory Park will go ahead on the following day.

Our letter this month is written by Stephen Weld another long term owner, not of a Lagonda but of a Crossley. The 2 litre Crossley shares the same engine as the 16/80 Lagonda and Crossley owners have always been very much part of the Lagonda Club.

In May 2020 I will have owned my 1930 Crossley 2 Litre Sports for 59 years. It replaced my first car which was a 1934 Morris Minor 2-seater tourer on which I learnt to drive in 1957-8. This little car provided ideal wheels for my two years at Sandhurst and experience of old car maintenance and the "treasures" to be found in scrap yards of the period; I soon learnt it was always the same bits that wear out! The Minor was very reliable if not wildly quick. It did let me down once on the A4, causing me to miss my date at the Royal Festival Hall – which was not a good idea, particularly as she was the brigadier's daughter; such trauma caused by the failure of a condenser.

I was unfamiliar with the marque Crossley, although coincidentally our family car while posted to Bermuda in 1949-51 was a Crosley, a rather depressing American "light car" shaped like a blancmange. I was 10 and had yet to develop an interest in cars. Then in the early '50s we campaigned a Riley Monaco: my father and I loved it, but my mother was less impressed, perhaps preferring teenage memories of a boyfriend's 30/98! I forget how long we had the Riley, but it motored well – I remember dashing along the new Winchester Bypass at a thrilling 50mph – and yes, the brakes squeaked in what I am told is true Riley 9 fashion.

So, in 1961 I bought the Crossley for £150, which was over the top but my bank manager (yes, remember them?) agreed to go 50/50. My "share" of £75 was still a huge sum for a junior second lieutenant. The car was tatty with cracked fabric, boy racer cycle wings, fat tyres on the rear, no hood, but it sported that handsome 2 litre sports bullnose radiator, and of course the purringly smooth 6-cylinder engine so familiar to 16/80 owners.

With the impetuosity of youth, three of us second lieutenants drove to Spain later that summer of 1961, in what was a virtually untested car, the Crossley being vastly overloaded with 2 weeks of touring baggage. After sampling the incessant rains of the Basque coast, we turned southward via sunny Pamplona and Zaragoza, and to return over the Pyrenees. We spent a couple of nights in a hotel in Pamplona to witness a bull fight (not very nice) and because one of us had "gippy tummy". More memorable was the girl who "did" the rooms who sang raw flamenco while she worked – beautiful. In Paris we camped in the Bois de Boulogne. With 50 miles to go to the channel port we bust the near side half shaft in a filling station having just cashed our last petrol coupons (remember those?). The car was recovered by the AA 5-star service and after a search for Crossley half shafts in London (of which I found two) the car was back on the road in four weeks. I believe my Crossley is the only model which has travelled by air, Le Touquet to Southend via Silver City air freighter, with the front opening doors.

Within the next couple of years two events helped shape my motoring future: Tim Carson, then VSCC secretary, accepted the Crossley into the VSCC at a first Thursday meet at the Phoenix at Hartley Wintney; and I discovered Ivan Forshaw and the Lagonda Club and the mecca which was Lagonda farm at Longham. John Shutler of Invicta fame introduced me to Ivan.

As for most of us at that time, our cars were in daily use. I had no other car for 25 years except for an XK120 which I had while in Malaya from 1964 to 1967. Over this period, the Crossley was on display at Beaulieu. At that time I was approached by ATV for use of the Crossley by Steed in the Avengers series; I declined as the car had a newly rebuilt engine and I was the one who was going to run it in – not Steed!

Over the frigid winter of 1962-63 I rebuilt the fabric body, working in an empty stable behind the Officers' Mess at Tidworth, using brilliant notes from Ivan Forshaw, and a small electric bowl fire for warmth and to soften the fabric over compound curves. Some timber around the scuttle needed replacement or repair. I became adept at using a spoke shave. In the late '60s I replaced the cycle wings with the more elegant long wings – Vanden Plas-style, based on drawings I made from period photos and prints. This model was also produced with ungainly cycle wings which my car must have had originally.

In 1968 I was stationed at Farnborough, near Aldershot. Returning from the office for lunch one Saturday I spied a strange and wonderful car parked outside the mess. I parked the Crossley behind this "imposter" and made a B-line for the bar (as one does) to meet: Dick Sage. It was, of course, his 16/80 parked outside, as I remember, painted in grey undercoat at that time. Thus began a long and memorable friendship with the Sage family, I was only speaking to Pat the other day. Where is AYM 703 (I think it was) today?

The Crossley has never been restored, but just kept on the road. Sometimes with so-called repairs of dubious engineering excellence. So, over the 300,000 miles or so I've covered, every part of the car has received attention as necessary, but the car maintains its originality including the engine – apart from steel rods replacing the original duralumin, Rotax dynamo (3 brush), starter motor/electrics, Scintilla magneto, autovac fuel supply. The original, barely adequate cable brakes remain, but new Alfin brake drums replace the original steel ones which had worn too thin to function. I have modified the brakes with a backplate extension to keep them dry in wet weather. In 1931, Crossley Motors fitted the same modification.

I'm sure many of us have fond memories of great trips abroad when we were less old and there was considerably less traffic. The Crossley has been over and through the Alps – enjoying total brake fade descending into Domodossola in Northern Italy, toured the Italian Lakes, rallied in Austria, visited West Berlin in the height of the cold war in the late '70s, toured the Italian and French Riviera, and I could go on and on. Of course, I've also driven around the Le Mans 24-hour circuit in the Crossley – the Lagonda club visit in 1985 – indeed a memorable event.

In the 1970s I enjoyed two tours with the Rhine Army (BAOR). To both postings I took the Crossley. The BFG (British Forces Germany) regulations required that the car be registered, so on both occasions the car wore BFG number plates (2 letters, 3 figures and "B"). The car also had to be put through the German MOT or TUV test. The German "Ole Timer" world was flourishing, and I attended many, mostly alcoholic, rallies! In about 1979-80 I attended VSCC Cadwell Park, driving over via Hamburg – Harwich. A photo duly appeared in the VSCC bulletin (by Roger MacDonald?) of the Crossley and its BFG number plates, commenting that it was sad that NATO forces were forced to rely on such antiquated equipment (as the Crossley!).

In 1976 I was posted to Ripon after two years in Indonesia. We had a summer exercise in Germany where we (sappers) were to hone our skills in providing the ground support for the UK's Harrier force deployed in the ground attack role. This included the construction of VTOL pads, STOL strips and fuel bunds etc. On my recce, before the exercise, I duly reported to the Harrier Squadron Commander somewhere in the field to find Squadron Leader Dougie Marr (is he still a Lagonda club member?) – so we rattled on about Lagondas and Crossleys etc; thoughts on the exercise came second. Come the date of the exercise, my second in command ably took my squadron from Ripon to the exercise area on the North German Plain. I decided to drive out in the Crossley – at my own expense I should add! We exercised during the week with the Crossley safely locked away in the local Gasthof garage. Weekends were different. I have an abiding memory of the Crossley loaded up with Harrier pilots, uniformed, with RAF moustaches and all, cruising down the main Strasse to a suitable hostelry – and you can imagine the rest! The Germans loved it.

There was, of course, a historical precedence to my support of the Harrier force in the Crossley: The Royal Flying Corps ground support vehicles were Crossleys – the ubiquitous Crossley Tender known as the RFC Tender.

In 1994 my Crossley 15.7 fabric saloon was finally commissioned after it was rebuilt by Tony Longmate. It, too, is totally original and mechanically identical to the tourer, except the power output of the 2-litre engine which produces about 66% of the sports tourer. It also has a smaller radiator which does the car no favours in hot weather.

By late 1988 the Crossley tourer and I had retired from the army. We enjoyed the next 12 years at a prep school on the South Coast, the saloon joining us in 1994. As head of art I took regular trips to Normandy to sketch in the footsteps of Monet, one or other Crossley filled with children, I hope happy memories for them. On these trips both Crossleys gave excellent service. The only serious mishap was when 11-year-old Richard dropped Sir's bottle of Calvados while unloading the saloon at our hostelry. His look of total remorse at such a sin ensured immediate and absolute forgiveness! However, teaching as I was at a school on the Solent Coast but living in North Yorkshire meant a frequent nearly 600-mile round "commute" – about eight hours drive each way including stops, traffic and use of minor i.e. slower roads. Once more the Crossley had to work for its living! The only trouble I ever had was due to the electric fuel pump, temporarily fitted, and not original equipment. This was a relic of when, in the '60s, I fitted the 16/80 system of twin SUs. These are located too high up for the Autovac to operate. I found no difference in performance between twin SUs and a single updraught Stromberg, which the car's been running on since 1969.

In 1987 the Crossley was relieved of its duty as my only transport after 25 years and 250,000 miles. It is in good order and "on the button". For daily or shopping transport and for the months of salty roads we have here in North Yorkshire I have a 1977 MG Midget – a fun little car, but it seems to be getting smaller as the years roll by...

"Lockdown" has changed our lives. I keep the Crossleys mobile by running the engines until warm to dispel damp and water vapour. Periodically I visit the tourer, and we reminisce about happier times, whether crossing Lake Garda; driving through Chamonix, Mont Blanc visible from Argentiere (I climbed the Aiguille de l'Argentiere once) or camping at Prescott et al...

Stephen Weld

Roger Firth writes to tell us of the sad passing of Harry Fuchs. He will be remembered by some as the owner of a couple of M45 Tourers one being AXV 294. He passed away peacefully at his home on the 5 May 2020 in the presence of his wife, Carol, to whom we send our sincere condolences.

Dr. Fuchs was an interesting man and not easy to get on with, you would never win an argument with him as many people found out, but if he accepted you as he did me, then he was delightful and extremely generous.

He was born in Kosice, Czechoslovakia on the 24th October 1930, His father an accountant was a reservist in the Czech army, posted to the Sudetenland province during the 1938 crisis. Following Chamberlain's ill-fated intervention and the ceding of the province of Germany, a number of UK visas were granted to Czech Citizens including the Fuchs family and Harry was sent over to England in early 1939 to initiate the family transition.

From such a beginning Harry, with his father now an established accountant in Devon, rapidly displayed his academic prowess, winning a scholarship to Manchester University to study physics, followed by a PhD in Southampton. This provided the basis for a distinguished career working initially under Barnes Wallace at Vickers. Harry was later Chief Electronics engineer at Blackburn Aircraft working on the advanced Buccaneer maritime strike aircraft.

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

FOR SALE

Lagonda 2 Litre High Chassis "Honeymoon Coupe". The previous custodian acquired the car in 2016 from the well-respected vintage dealer Robert Glover and he decided to give UU 7571 a full overhaul befitting of such a rare and hansom car. A list of all work carried out would be extensive, but the major points to mention are:

- A full check over of the body
- New wheels and tyres, wheel bearings and seal
- Reinstated dash instruments correctly and all gauges working as they should
- Completely rewired using period correct fabric covered wire
- A correct and rare Zenith 36 HK carburettor was acquired and fitted (these are a rare model type and were also fitted to the Bugatti T35 so they have often been removed or sold)
- The Autovac was repaired and the fuel system had new copper piping installed, a new water pump was acquired and installed and the radiator and heating system was overhauled.
- The brake system was stripped checked through with new linings and then set up

After a full dismantle and inspection the cylinder liners were removed and the block repaired (small cracks) and it was bored. The crankshaft and assembly was balanced, conrods were crack-tested, new white metal bearings and big ends, new water jacket plates fitted, camshafts inspected and fitted with new bearings to get an engine in A1 condition. The lists of work carried out by David Ayre are extensive and detailed, the term 'regardless of cost' comes to mind

The exceptional condition of the car is also backed up by an excellent history file that includes its original buff logbook from 1929 and a further buff logbook from the '50s. A very rare original owners handbook with its original sleeve still remains with the car, as does a large amount of servicing and maintenance information. Priced at £99,950. Currently in Devon. Iain Wilson 07798 555777 iw@laser.co.uk

I have a brand new low chassis windscreen made by James E Pearce and Co. £4980+vat (cost Price) Next day delivery available. Currently in Devon. Iain Wilson 07798 555777 iw@laser.co.uk



Items of sale by Charles Milne Atkinson, charles.atkinson1@btinternet.com. 07971 883083 (Member)

- Post war: DB Lagonda spares: 2 torsion bars, radiators, hub caps, brake drums, hubs, dynamos, cam covers, heater vents, etc.
- Pre war: 3 litre crankshaft, LG45 fan drive pulley assembly. Ki gas pump mounting casting which clamps to steering column for 3.5, rear bumper from a V12. Unidentified petrol tank with twin filler pipes.
- Please email or send for a full list and prices and specific requests for photos. Thank you.

Items for Sale by Jeff Leeks: email@jeffleeks.com or phone 01494 563188

- Set of 12 original V12 conrods and Specialloid pistons/rings, standard size-crank surface excellent
- Set of 4 original 2 litre conrods and pistons/rings, believed standard size
- Bosch trumpet horn in excellent condition suitable for all 2 litres cars
- Half shaft, new for 2 litre supercharged car with Z diff
- 2 litre cylinder head + valve, springs, oil gallery-used good condition
- Z box, 2 litre needle roller bearings-set of 3-new
- Lagonda Winged Badge-suitable for 4.5 and V12 models-new
- SU carb linkages-various-used
- Wing screw bolts-various 2 litre used
- Lucas fuel pumps -single & double type-new
- DB 3 litre -set of restored seats in light grey leather in excellent condition
- DB radiator badge-restored/re-chromed & enamelled

Regretful sale of 2 litre Low Chassis Lagonda. Original body with original fabric, even on bonnet panels which is very rare. Nicely mellowed condition, with excellent hood and side screens. Completely re-wired by Winston Teague last year with sensible additions of hidden twin USB points and hazard warning lights. Everything works as it should, although the brakes will need relining soon as they are fully adjusted. Large history file, with many bills and old buff logbook. Owned by Ivan Forshaw and with several letters in his handwriting on file. Completed Measham in 2018, and 2800 mile trip around France in the same year, as well as several VSCC navigation rallies. Lovely car, nicely mellowed. £85,000. Nick Bell 01865 736160 or 07713 800291 or nickbell3098@gmail.com



WANTED

A derelict V12 rolling chassis, in any condition. Must have complete mechanics, though not necessarily running, and a similarly complete bulkhead with fittings. I am not necessarily looking for one with a body as I am a skilled panel beater and would only dispose of the body in order to build my own 'art deco' one. Please contact me via email at; michael.burnett@sfr.fr I live in Brittany, France but will travel to any EU country or the UK

Lagonda DB 1955 grill wanted to replace stolen one. Please call Jonathan on 07533333606.

Wanted for 1951 DB 2.6 an original cylindrical air filter (I have the lower part which connects to the two carbs.) Also as a new owner I am working on a light mechanical and interior restoration of the coupe. Along with the car came a selection of tools. Can any members supply a photo of the original tools supplied with the car so I can recognise those from the box of spares, and start looking for similar ones to complete a similar tool roll. I also have a hub cap which does not match the set on the car, it has slots all round and a red painted centre, anyone interested? Plus Does anyone have a photo of the strap mentioned on the top of p 72 of the instruction book..... "To remove the wheel, lift the bar up and forwards by means of strap provided or the bar" Mike Baggott, mike.baggott@talktalk.net or call 07761133851.

Urgently wanted. A Scintilla MN6 3/4 magneto suitable for a 3 litre. Contact David Rowe on 01483 890275 or dave_rowe@btinternet.com. (Member)

11¼" head light glass for Lucas 100R part number 506508. Contact Charles Milne Atkinson, charles.atkinson1@btinternet.com. 07971 883083

NEW MEMBERS We welcome the following new members:- * Rejoin*/

C 44	Andrew Chisholm	Sunny Croft, Haslop Rd, Wimborne, Dorset. BH21 2SG N/O
P 26	Russell Pain	Orchard Cottage, Burnt Oak Rd, High Hurstwood, E Sussex. TN22 4AE N/O
R 20	Peter Rimes	Allotment Farm, Goodmanham Wold, York. YO43 3LT 1925 12/24 Tr 7122 YM 221
S 31	Toru Sakuma	2-6-4 hamada, Miham Japan. 261-0025 N/Oa, Chiba
S 15	Luca Schroeder	Am Weinberg 41, Neumarkt, 92318 Germany 1934 Rapier spl D10816 WP 6822

THE POST 1945 GAZETTE

Lagondas the proper touring cars



Welcome

Auction Watch

A DB3L has turned up on Ebay. No engine or gearbox and needs a lot of work.

<https://www.ebay.co.uk/itm/114243301902>

As has a DB2.6L saloon in very poor condition, also less engine and gearbox

<https://www.ebay.co.uk/itm/133427955402>

and a nice looking 16/80 Tourer

<https://www.ebay.co.uk/itm/392798275318>

and a local 3L saloon

<https://www.carandclassic.co.uk/car/C1232236>

and an M45 tourer

<https://www.handh.co.uk/auction/lot/-1934-Lagonda-M45-T7-Tourer/?lot=49982>

and a 12/24 tourer

<https://www.handh.co.uk/auction/lot/-1925-Lagonda-1224-Tourer/?lot=49983>

More driving (and owning) impressions

After writing up the driving impressions article last month comparing a post war Daimler and 3L Lagonda, I thought to myself that I could do such an article myself having owned four cars built in the UK between 1950 and 1954 when I lived in Sydney. First a bit of background about myself. I was born and raised in the US, DC suburbs in fact, so "inside the beltway". I was never a big fan of US cars with a few exceptions, but was mesmerized by European ones, especially the Austin-Healy 100/4 owned by a friend of the older kid who lived across the street. My first car was a "hand me down" 1959 Renault Dauphine fitted with the Ferlec electric clutch which was ever a source of problems aside from the clutch but I learned quickly to do most of my own work on it and it got me on the road and out of the house. Fast forward to 1970 and I'm finishing up my engineering degree and driving a Plymouth Formula S Barracuda (all I could afford) and rallying amongst some great British cars such as a TVR Griffith, Elva Courier, MGAs, MGBs, even an AC Cobra. There were also a few MG T-Types around which I really liked but all out of my price range. Following graduation, I migrated to Oz, landing in Sydney. Wound up sharing a big house in Mosman with a number of other guys after I had secured a job. Looking through the paper every weekend for cars for sale (I was riding a Triumph 500 Tiger at the time) I reckoned I had landed in car lover's paradise, with my favourite T-Types selling for around \$4-500 (vs three times that in the US) so I bought one a 1950 TD. One housemate was also keen on British cars having owned a TC and who was restoring a Mk IV Jag. So, every weekend we would go looking at interesting cars for sale, Bristols, an AC Ace, a Facel Vega, MkIV and V Jags, a Jensen 541 come to mind. We finally purchased a Citroen Big 6, and shortly thereafter I bought a 1951 MkV Jag. One day, I noticed a 1951 Lagonda for sale, "what's a Lagonda I asked" "oh wow, that's a really class motorcar he said, right up there with Rolls and Bentley. Asking price was only \$600 so we went to have a look. The car was for sale though a garage and petrol station and that visit began a life long friendship with the couple who ran the garage. I ended up making an offer on the car and buying it. It was in running condition but not registered but I ended up driving it back to Mosman on trade plates where I got it into one of the three garages to begin tidying it up for registration. So, the four cars

from those few post war years I want to compare are quite diverse, the MGTD, the Lagonda, the MkV Jaguar, and the Citroen. I'll start with the latter, The Citroen was an English built Traction Avant and somewhat different in detail to the French built models. It had a number of interesting features aside from the front wheel drive. The gearshift lever emerged from the dashboard and was easy to access and straightforward to use. It had a wind out windscreen for summer cooling (straight off the bonnet) and had flat floors so you could easily slide into the driver's seat from the passenger's. It had reasonable power but the turning circle was atrocious, I used to tell people there was no such thing as a three-point turn with them, it was more of a 10-point turn. On the road it was comfortable if somewhat agricultural to drive. The chap I bought it with and I spent an afternoon unsuccessfully trying to polish the dull black paint, only to find out a week later they were painted flat black. I have no doubt W.O. Bentley was an admirer of these cars as mentioned by Don Bastow in his book. Will go into some of the details on that next month when I finish this comparison

DB Spares news from Martin Peters, mjpeters@supanet.com, tel: 01480-212657

From the June spares news:, I am still waiting for more feedback on window regulator gears. One owner mentioned he has some that are worn but to take this further it would need a greater level of interest.

Meanwhile, is there a need for 2.6 fog lamp brackets? As one of my own cars was bought without fog lamps or their brackets I am in need of two - brackets not fog lamps (luckily my car had the later SFT700 lamps - easier to find than the early SFT462s!) As they look reasonably simple things to manufacture we probably wouldn't require a large batch size for a project to be viable. Whilst on the subject does anyone know what the bracket's original finish was. The surface of a pair I have are so badly corroded that my best guess can only be some metal finish; zinc or nickel plate? I'm fairly sure they were not chromium plated. Or were they painted, black, silver or body colour?

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 in to it.
Please order parts via the website if possible.

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 and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

Club and other websites

The Club website, 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 run by Peter Schirg.

Ron Press' Post-1945 website 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

For DB Rapide information visit

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

For the William Towns V8 visit

<http://lagondanet.com/>

Compiled by Nick Proferes. email: nproferes@internode.on.net

SPARES NEWS – July 2020

E-mail; spares@lagonda-club.com, website: www.lagondaclub.com

NEW PARTS NOW AVAILABLE

DBGSK04 – DB Gasket set (3) for steering rack, all DB 2.6 and 3 Litre models.	£3.75
DBSTG08 – DB Steering rack oil seal, all DB 2.6 and 3 Litre models.	£4.00
ENG227Z – Crankshaft & Conrod set for 2.4L Conversion.	£3500
Complete rebuild and uprating of G9 gearbox.	£6250

All prices quoted are excluding VAT and carriage.

SPECIAL PROJECTS

2.4L Engine conversion – LMB Racing, our associates in Belgium, are offering a 2.4L engine conversion service for 2L engines at an approximate cost of €25,000. Full details are on our website

G9 Gearbox rebuild – LMB Racing can rebuild your G9 gearbox completely for a price of £6250, inclusive of all gears, shafts, synchros and bearings. Full details are on our website

NEW PARTS IN PROGRESS





CLT209 - Clutch drive spider & shaft for 2L.	STGV05 V12/LG6 ball joints for steering/suspension.
2L, 16/80 handbrake ratchet.	All cars - range of gaskets in 'Chieftain' material.
BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.	DB Bumper overrider.

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.

Rear spring U bolts, LG45.	Rockers, 4.5L.
ZM chassis - braking system (13 parts).	Fuel tank senders (3-terminal type), 2L, 3L.
PMP103/4 – High/Low water pump housing, fully machined, 16/80.	Various DB parts, please see Nick Proferes' Gazette for details.

NEW PARTS AVAILABLE

		
DB Gasket set (3) for steering rack, all DB 2.6 and 3 Litre models.	DB Steering rack oil seal, all DB 2.6 and 3 Litre models.	Crankshaft & Conrod set for 2.4L Conversion.
		
Complete rebuild of G9 gearbox.		