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NEWSLETTER

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This month's Guest Contributor is:
Florian Brandt

No 488

May 2021

April Silverstone took place in the most amazing warm sunny weather with some great racing. We had 4 Lagonda entries, Mark Butterworth in the V12, Nick Morley in his LG45 special, Tim Wadsworth and Malcolm Simmonds in their 2 litres, plus Trevor Swete in his Invicta S type. Nick took part in the Specials Race coming 18th from 25. Mark, Tim and Malcolm were all in the Fox and Nicholl with Mark coming in 8th, Tim 21st but sadly Malcolm suffered serious engine trouble in his very first race meeting and had to retire. The next meeting will be Cadwell on the 19th of June where spectators will be allowed.

Before then the Southern Area will be meeting at their usual watering hole, The Cricketers, Durbans Rd, Wisborough Green, Billingshurst RH14 0DG on Sunday, May 23rd. All are welcome but please contact Catherine Monnington if you intend to come.

On the 26th June The Lagonda Heritage Trust has been invited to bring along as many pre-war Lagondas as we can muster to the Aston Martin Heritage Trust major event just south of Coventry. This is a fund raising event for which The Lagonda Heritage Trust will earn something so our members support is encouraged. A flyer is attached giving full details.

Our letter this month is from one of our most enthusiastic members in Germany - Florian Brandt who writes as follows :-

It all started with the attempt of my parents to get me educated when I was a toddler. I trained myself by reading the small ads of our local newspaper. When I was six years old I discovered an ad which said : *Motorrad zu verschenken* (motorcycle to give away). My parents were shocked, but they didn't want to take away the spirit of my slow reading attempts. The Triumph 250 cc motorcycle was stored in the basement and the gardener started it once a year. As I grew up in a household without any tools at all, I soon asked the *Christkind* at Christmas for a set of spanners - again a shock for my parents.

When I was an innocent teenager my father asked me to sign the first written contract in my life: "Never, never ride a motorcycle, your compensation will be a car (no Beetle) and a driving license." When I was 12 years old I learned to navigate a Fiat 850 Siata Spring through the vineyards of the Provence. Quickly I learnt to drive any car I could get hold off. My father was tolerant, he allowed me to chauffeur him regularly; even on the motorway when traveling to the South of France. As a youngster I found an abandoned dainty Fuldamobil and a Ford 12m, both were used to practice car jumping over a self-built ramp on the pastures nearby. You guessed it - my parents were shocked again!

When I finally got my driving license, I choose a wreck of a Triumph TR 4 (no Beetle!!). I filled and moulded the rusty sills with concrete and removed the filthy Flokati-rug which covered the dashboard. Old water pipes from a demolished house nearby made an exquisite and solid "state of the art" exhaust. My first Triumph long distance trip brought me to the UK. The car was very tired, but I spruced it up with many parts from various scrap yards. Twice the owners of awkward knackers yards asked me to leave the car with them: Oh no no,- fully loaded with greasy spare-parts I arrived with a grin back home.

I didn't grow up with a golden spoon, but it was definitely silver plated. I swapped the tatty TR4 for a TR6 LHD (cheap) in the UK. The TR4 taught me never to give up and the ability to tackle most projects on my own, mostly outside in the cold, rain or snow. Vivid 150 horsepower and only 18 years old, - I really felt privileged (no Beetle, again thank you daddy). I didn't stop to study small ads, Exchange and Mart was an Aladdin's cave for me, a printed paradise.

With thousand Deutsch Marks in my pocket I hitchhiked to the UK, as I wanted to take a Bentley Mk6 home. Unfortunately, there was none in my price range advertised. A tatty Jaguar Mk8 was a good substitute, albeit with more grunt. Without MOT or insurance I carefully drove home through lots of snow. Again (you guess it) my parents were shocked as the enormous Jag lacked any antifreeze and therefore father's car had to move out in the snow!

Quickly I developed from a tyre-kicker to a severe haggling aficionado of old and sometimes rare bangers. I bought, kept and sometimes traded an Alfa Romeo Giulietta Spider and in parallel a rare Alfa Romeo Sprint Speciale, many Alfa Romeo Fastback Spiders, a Volvo 544, a TVR Vixen (the first one in Germany), a Triumph TR3, several Peugeot 203 and 403, again an early TVR Vixen Mk1, a Scimitar Se5a, and an Alfa Romeo Zagato Junior Z. Not to forget the ISO Rivolta for family transport. All those cars passed through my greasy hands, some I kept till today. Already storage became a problem (my parents were shocked), but all cars were used as daily transport and for long holiday trips all over Europe in winter and in summer. My first pre-war car was an abandoned Citroën AC4 (1929), this I found without wheels in a sorry state in the Provence. There it was, my only car for the daily transport, *tres chic!*

All our three kids learnt to drive in this completely run-down automobile - soon they drove alone (genetic determination) in the forest. Again, in the Provence I met a very kinky and posh gentleman, driving a bright yellow Ferrari Dino; equipped with a bent and rusty luggage rack on the roof. He invited me to his very romantic, albeit shabby, manor house where he kept old cars all over the fields. There I trained him to do the sills in concrete of a vast 1956 Cadillac Convertible, while he moulded the lower rear wing in GRP over expanding foam. One day he opened a completely out of square shed, he removed a dusty tarpaulin and a big grey car appeared. "have a seat" he grumbled. With sweaty fingers I fired the double ignition up and the Lagonda engine burst into life with a brisk burble. Lagonda - is it an Italian car? Off I went, in a long right hander the rear wheels started to wander, soon I was enjoying smooth four-wheel drifts much below the legal speed limit.

I WAS COMPLETELY HOOKED, but this stately car was a different class for me. Now the pain started to develop slowly and when he sent me a letter (no email then) with only one sentence: "Lagonda will sell at Coys auction soon" now I was caught between the devil and the deep blue sea, I had to face Morton's fork. We haggled for a week, but he was as cold hearted as the curvy breasts of a classic Venus stature made of fine Carrara marble. I thought that this car would be ideal to treat myself for my 40th birthday, but I had to borrow money from my father, two aunts and some friends. Then I was the proud and very poor owner of a proper two tone grey Lagonda LG 45 Tourer, equipped with a Tony Merrick engine and in true oily rag condition. As I was used to *driving* my cars, I decided to drive the car home from Nice, in the Côte d'Azur, to Germany. When I started it was a chilly day in February while the famous Carnival de Nice took place. When I drove through the town the car received a great deal of attention and quickly filled with lots of confetti. It was a long and torturous way home always raining cats and dogs, the musty hood gave only minor shelter - and I arrived home completely soaked but proud I was - and already old (40 years).

A lot of fettling started while a wonderful relationship developed with Colin and Valerie Bugler. I felt at home. The Lagonda was used intensely- always driven with verve. Monthlery, the Nurburgring, Grand Premio Nuvolari and a lot of rallying forced the body and the wood-frame to crack in various places, this car was not made for unforgiving racing, but I didn't stop and consumed lots of Dunlop racing tyres and Castrol R40. It was a shame how the car suffered and somewhat slow it was on the race track too.

Again: small ads; from the late Ian Macdonald of Macdonald Racing in County Durham I bought his very successful Lagonda LG45 racer FPK7. This car won the Brooklands Memorial trophy and was the fastest pre-war car in his class on the old Silverstone circuit. The engine was equipped with the lively Macdonald cam, endless torque! The VSCC Spring Start and Prescott opened a new world for me, always guided with the friendly support and advice of Colin and Valerie.

At the Bentley Owners Club race at Silverstone FPK7 stomped to 3rd overall after a gruelling race. In the last lap the defeated Bentley driver mentioned ignition problems - naughty.

With this very raw but well tweaked car I competed in the UK, Monthlery, Spa and the Nurburgring. As well the car proved blisteringly quick at the Klausen Race Hill Climb (4th overall). The car suited my demands brilliantly and I became addicted to Lagonda. Then Le Mans Classic was the next challenge for the tatty looking car, but it was full of Viagra and in fine fettle. I avoided doing any restoration, the car was driven and used intensely, and it was well battle scarred. The Le Mans Classic produced some good battles with Colin Buglers Lagonda, yes, we were both very quick, when we hadn't to abandon the cars.

Then I plunged completely into historic motorsport, always supported by the whole family, my wife Sabine was a perfect manager and trouble-shooter and very handy in the pits too. I got the opportunity to grab the steering wheel of a mixture of eclectic cars: Porsche 911 SWB, René Bonnet Djet, Ford Mustang, a Skoda and finally the offer to drive at Le Mans Classic in the famous Lagonda LG 45 Monte Carlo, and the next LMC in a famous bright green Talbot 105 (very easy to drive).

A relief was when I obtained for myself a dainty ELVA Mk3 from 1957, light 450 kg propelled by a fully developed Climax engine. Lots of G-force became a good companion on the international racetracks.

Then our oldest son started his first job and with the first money he immediately bought, as a result of genetic determination his first car. A race car of course, a tiny but fully developed TVR Grantura Mk2 racer. Now we share together both cars, a wonderful father and son experience.

Suddenly the trusty Lagonda FPK7 came back into focus, it must run at Le Mans again. A seven year (!!) battle with the FIA nit-pickers to obtain the expired HTP (historic technical passport). Again, I was well supported by Colin (a wonderful man) and the ever impressive and helpful Arnold Davey (the analogue Lagonda cloud). In this process we had to demolish the famous and unique Macdonald's body and constructed at home a Le Mans replica lookalike body. Now we hold the HTP in our hands, - what a shame we had to destroy the cars history to obtain a historic "correct" Lagonda, - strange! Now the spirit of the Lagonda is back - see you at Le Mans Classic 2022!

Conclusion: We always did all the racing adventures as a family affair together with our three kids (now adults). The first word our daughter said was *Auto* (car) and the second word was Lagonda (genetic determination). The Lagonda exploits glued my mighty wife and me even tighter together and we experienced a new world of weird and eccentric automobile people and this became our life. May it last long..... Now we bow down before Wilbur Gunn.

Florian Brandt

As always it is sad to have to report the death of one or more of our members. This month we have been notified that Keith Boardall died on Jan 5th. He joined the Club in 2001 with a very smart M45 drophead. We also send condolences to the family of William Harkness who owned both a M35R and a DB 3 litre. We are delighted that William's wife, Philippa wishes to remain a member of the Club.

Finally a footnote from Mike Pilgrim. A variety of horns and their spare parts is available from "Taff the Horns", a business now operated by Terence Jones, 15 Rhodfa'r Capel, Pembrey, BURRY PORT, Carmarthenshire SA16 OES Website: www.taffthehorns.com E-mail: terrybinns1957@gmail.com For a Lucas New Alto horn on Mike's 1936 Rapier DHC he supplied one of those chromium-plated special four-fluted nuts, one having gone AWOL, a replacement for its broken 1BA threaded fixing, and a pair of wax-impregnated gaskets to ensure water-tightness. Nice to know.

The next Magazine will be posted in June, rather later than usual, because of technical issues

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

FOR SALE

To holders of the LG45 handbook. Revised instructions for rebuilding a G9 gearbox. Five replacement page are available on request. to be sent by e mail from hinedavid@aol.com

16/80 side screens (not complete set). Contact Roman Ortega-Cowan in the USA romanoc2000@hotmail.com (Non Member)



Dunlop wheel cylinder 1 7/8" new unused in storage long time. £30+£4 packaging. (or make offer).
Colinshhaw05@gmail.com

Batch of Cozette Superchargers in process of manufacture, for 1930-31 2 Litre - externally identical but improved performance and durability inside, priced 4799 pounds plus VAT, including outlet manifold and air cleaner. Slow progress through the pandemic, but finally on track again! If you are interested but have not already been in touch, please contact me. We are also considering a batch of vertical bevel gears and/or other parts of the drive mechanism - please let me know if you need any of these. Rupert de Salis, email rdesalis@umich.edu



1928 2 litre Speed Model Bought by my brother in 1992 from an RAF pilot who had kept it for 37 years. Now with the engine and gearbox rebuilt and the body and interior completely restored, it is a very good example of a High Chassis 2 litre Lagonda. £68,000. Richard H Jones (J3) 01452 813545 rjones@historiccars.plus.com

Wanted

Magneto wanted for my M45. Either a BTH CE6/S or a Scintilla GN6. Please phone me on 07879881279 if you have one that you are able to spare. Many thanks, David Westall.

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

B 72	Colin Bullock	The Laurels, High Street, Wappenham, Northamptonshire NN 12 8SN 1933 3/3½ Sln Z10469 RB 9494
E 1	Barry Edge	3/5 Carn Aveue, Ivanhoe, Victoria 3079, Australia N/O
M 5	Guilherme Marx	Alameda Joaquim Eugenio de Lima, Sao Paulo 01403-002 Brazil 1936 LG45 Sln 12046 CXO 612
G 24	Richard Grigg	17 Elgin Road, Bournemouth, Dorset BH4 9NL N/O
O 13	Jeff Orwig	2 Madison Avenue, Oxford, Maine, ME 04270, U.S.A. N/O
W 58	David Warr	Hazeldean Lodge, Bromesberrow Rd, Redmarley, G'shire GL19 3JU 1933 3L Tr Z10353 APH 13

THE GAZETTE



Gazette 3

I have chosen, from the list previously published to stimulate thoughts, the topic referencing the DB s430, 4 speed with reverse, synchro on 2nd, 3rd and top gearbox. It was fitted to production Lagonda DB 2.6's and other David Brown models. Sir David Brown could not allow the use of another gear maker's box to be used in the DB 2.6. If I was a gear maker with such a fabulous history, I would also have plonked my own gearbox into this car, whatever the consequences!

Little has been written regarding the design of the s430. What the 's' represents is unclear. I have postulated that a big 'S' would mean that the box had synchro on all forward gears. The letters Z & F have been mentioned. Does any reader have thoughts about this? (Yes, I do know just a little of ZF!)

Back to the box. It's a pretty standard layout, main shaft, output shaft, lay shaft, reverse idler and cluster gear. With synchro on top, third and second one can juggle all level starts, rolling or mobile in second gear. One might say why use first gear, that would obviate the need of first gear in most circumstances, wouldn't it? Great idea if you can tolerate the odour of smoking Ferodo combined with a little burning oil sourced from the rear main and some 'judder' – read shudder - from the clutch from time to time (one becomes used to these odours and the shudder).

When I dismantled my s430 in about 1962, first gear on the cluster had three teeth partially torn off, caused by the previous owners (Keith Dureau and others) attempting to 'clash change' into first gear 'on the roll', as we say in Oz speak. I took the lay shaft and parts to a small gear maker in Melbourne, V W Benn and Co, who looked at the bits lying on his counter and without addressing me said, 'Arrgh, bloody David Brown, they all do this!' Then he looked up and told me that it would cost '25 bloody quid' to repair the cluster gear and fit bushes to replace the needle rollers.

Of course I agreed immediately and the job was done. I always avoided the use of first gear thereafter. The noise was embarrassing and made my beautiful car sound like an 'A' model Ford on a good day! Not long ago I investigated two s430 gearboxes that were for sale. They are serial numbered, just as the chassis, body and engine are serial numbered.

Quite a few owners don't seem to realise that most major components were numbered at production. Some numbers were obviously applied by the apprentices as they were not thumped hard enough to make a lasting impression! Still, they provide a ready reference when comparing models and sometimes, ownership!

When I dismantled one of these boxes, which had been expensively overhauled – new bearings, a totally reworked lay shaft, a new first reverse slider and a new second gear complete with synchro, I thought I had struck gold! To my dismay, closer inspection revealed that even with all of these beautiful new parts, someone had assembled the box and not understood the function of the original shim pack! It had been placed in the wrong position at the rear of the box! I was stunned that any person that had the ability to dismantle an s430 would not understand how to reassemble the box correctly and set the clearances for the mesh of gears further forward in the box. As well it sets the clearances for the synchromesh on top and third, also the position of the output shaft forward support bearing.

I simply tore the box apart and, following the extremely handy but, 'ever less descriptive than my needs' handbook, ignore it at your peril, and started again from scratch. The box was reassembled with little fuss and only one shim to correct. No, it didn't cost two arms and a leg and I was very relieved when I filled the box with light oil and ran it in my lathe for a few hours, just because I

could! Also very pleased that I had not taken the former owner's word about the 'thorough overhaul' he had carried out! It takes me about three days to remove and replace an s430 gearbox.

I am never tempted to change back to first gear 'on the roll' so to speak, even though I was taught to drive in Ford 'blitz wagons', with NO synchromesh.

I've often pondered over a late night glass or two just why these cars were built 'sans synchro' on first gear. They were not economy models. I think it was because the chassis could not accommodate a longer gearbox due to the dreaded cross sectional, cruciform nature of the chassis design. What a mess the rear gearbox/engine mounting is! I have a mod for it that renders the aluminium casting practically non load-bearing.

Please send me any comments that you wish and any further ideas that you may have to improve the s430. Mine is a floor change converted by myself. Alan Heard noted that he had 'to reach out a bit' a few years ago when he drove the car. Alan has long arms too!

Feedback. (Always good to get, just proves that one sometimes reaches the target!)

One DB 2.6 owner has commented on the need to publish recommendations regarding certain specifications to be observed during overhaul procedures. It will be my policy to communicate privately to such queries. I will publish reference sources from time to time. A source of useful technical articles is back issues of the Lagonda Magazine, in fact the owner reminded me of one 'B. Shipley (s.20)' who wrote for the Lag Mag and described a method of controlling crankcase compression quite some years ago. It works too!

My intention 'not to mention the war' drew comment. I remain a strong fan of the radio versions of the 'Goon Show' and I must quote Spike Milligan, a former oyster grower from Woy Woy in NSW, Australia: 'War must cease, or all life ceases. Live in piece, or die in pieces!'

Any DB owner who has not read Tony Tocock's book, 'A Mechanic's Dream' should grab a copy and keep re-reading it until you can quote bits from it. Also, download from Ron Press's site www.Lagonda1949-1958.co.uk (copy and paste) a description of some more work from Tony Tocock. Combining the book and this technical article may leave you wondering just why you have purchased a DB Lagonda! Take heart, help is as near as your computer. Don't cringe at the parts of the book that refer to Tony's time in Canberra, Australia, hunting snakes nor complain about the pictures of Melbourne that are actually Lidcombe, Sydney.

Just while I am tidying things up, so to speak, owners of all Lagondas made by David Browns are welcome to submit short items to the Gazette!

And now courtesy of Alan Heard who is keeping an eye on developments, an E10 fuel 2021 report, classicenginesmodernfuel.org.uk (copy and paste).

Finally, some news of a very special DB Lagonda, perhaps the earliest car to be restored and licenced, LPF 774 - LBS/50/exp2. Yes that's the chas. no. of this car, not sure of the build date yet but its long-term keeper, Eric Rattray (R16) has advised that with much help from Simon Constable (C1) the car is ready to roll again. Eric is very impressed with the effort that Simon has put into this car. Several years of storage had taken the usual toll of all of the important bits and Eric is keen to let everyone know that Simon's help has been invaluable. Eric is also preparing to bring the car to the next Lagonda meeting, after the dreaded COVID issue has been dealt with!

Can any Lagonda historian comment on the weird chassis number quoted?

From the ever vigilant Antony Bowie – make time to open these interesting links!

[1955 Lagonda 3L DHC For Sale | Car and Classic](#)

[1950s Aston Martin / Lagonda Engine will Fit db2 DB2/4 And Many Aston Martins | eBay](#)

[1963 1 of 55 Outstanding Lagonda Rapide For Sale | Car and Classic](#)

[Lot 14: Timed Online Auction of Classic Cars & Motorcycles. Bidding Ends: 13 May 2021 £6,000-8,000 - Brightwells - Brightwells Live](#)

This Gazette compiled by P Henson H62. **E: octane1@bigpond.com** All submissions welcomed. Editing may be necessary. Comments welcomed. Please note, the focus of the Gazette is to share information amongst DB Lagonda artisan owners.

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

With Covid restrictions eased, delivery to Lagonda Spares of the second batch of cleaned and sorted used DB parts (acquired at the end of last summer) has been made. I listed some of the previously delivered parts several Gazettes ago. For convenience I am providing a more or less complete list here. (A handful of odds and ends still to sort.): Inter carb pipe (2, one less end union); Outer track rod ball joint housing; Footwell air vent (3L); Fuel pumps (2) 3L for spares or repair; R.h. front vent window 3L 2-door ; Camshaft sprocket 2.6 & 3L Brake cylinder banjo unions; Fan belts; Voltage Control Box (2) (37283 & 37290 specs. 5 terminal.) SFT700 Flat Glass Light Unit; SLR700 Spotlamp shell assy. Valve Springs (4); Tappets (9); DR3A Wiper Motor; Front swivel joint upper nut & lock ring; Headlamp connector ; BPF700 Dynamo, 22489. Can be used to replace original 22462 / 22496. Late 2.6 & 3L only; Cover, horn fuse box Brake Micram adjuster & sleeve (5) ; adjuster minus sleeve (2) ; Wheel nut left hand thread (4) Trico Vacuum washer switch; L488 later 3 Litre sidelamp rim; L488 later 3 L sidelamp glass (3) Foot dipswitch ; PLC ignition lighting switch 34018 2.6 & 3L ; Half shaft ; Centre prop. shaft complete Centre prop. shaft missing end yoke; Frnt. Brake w/cyls. for resleeving - reconditioning 1 & 1/8" non servo Centre prop. shaft missing two grease nipples; clutch pedal; Rear suspension radius arm to hub link (2) Bracket, bump stop, rear suspension, r.h. ; H4 inter carb attaching rod – clamp; 3L 2dr rear r.h. Vent window

These are used but useable parts with some fettling, minor repair or adjustments being needed on some of those in the list. Enquire for more details.

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.

SPARES NEWS – May 2021

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

The Spares office continues to be undermanned due to COVID restrictions. Therefore, we politely ask members to avoid phoning the office. Instead, please e-mail any enquiries to spares@lagonda-club.com, and use our smart new website for researching and placing orders - www.lagondaclub.com.

NEW PARTS NOW AVAILABLE

	PRICE
LUBX01 – Olives for lubrication pipe, 5/32" (Set of 10), all models.	£3.50
GRSV03AZ – Castellated nut for drive shaft, V12.	£10
GRSX16S – Securing bolt for crown wheel and diff. assembly (GRSX16), 14/60, 2L, 16/80	£16
GRSX16FS – Set of 8 securing bolts for crown wheel and diff. assembly, 14/60, 2L, 16/80	£108.80
VLV422N – Cam follower, LG45 S3 & S4 (improved design).	£21.67
GRSV07 – Timing chain set (3), V12.	£110

All prices quoted are excluding VAT and carriage.

NEW PARTS IN PROGRESS

- 2L, 16/80 handbrake ratchet.
- BEN201 - Starter Bendix and pinion assembly for 2L, 3L and 3.5L.
- All cars - range of gaskets in 'Chieftain' material.
- U-bolts for all road springs that are not already covered.

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.

ZM chassis - braking system (13 parts).

PMP103/4 – High/Low water pump housing, fully machined, 16/80.

Rockers, 4.5L.

Fuel tank senders (3-terminal type), 2L, 3L.

Various DB parts, please see the Post 1945 Gazette for details.

NEW PARTS AVAILABLE

LUBX01



SET OF 10



Olives for lubrication pipe, 5/32"
(Set of 10)

GRSV03AZ



Castellated nut for drive shaft, V12

GRSX16S



SINGLE BOLT



Securing bolt for crown wheel and
diff. assembly (GRSX16),
14/60, 2L, 16/80.

GRSX16FS



SET OF 8



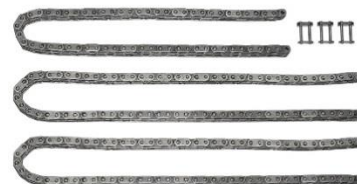
Full set of 8 securing bolts for crown
wheel and diff. assembly (GRSX16),
14/60, 2L, 16/80.

VLV422N



Cam follower, LG45 S3 & S4.
(Improved design).

GRSV07



Timing chain set (3), V12.



ASTON MARTIN HERITAGE TRUST

HERITAGE FESTIVAL

SATURDAY 26TH JUNE 2021



DALLAS BURSTON POLO CLUB
STONEYTHORPE ESTATE, SOUTHAM , CV47 2DL

For more information and ticket sales please see our website at <https://astonmartinheritagefestival.co.uk>