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# NEWSLETTER

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This month's Guest Contributor is:  
**Simon Carrel**

No 489

June 2021

On the 9<sup>th</sup> of May the VSCC were at a very wet Wiscombe in Devon. Our member Mark Hayward was there and sends this account.

Having been starved of motoring events for too long I have entered everything I can. Although I prefer racing, hill climbs are a totally different discipline which allows the driver to really work with the car to get the best out of both - or the worst if you cock it up. Driving a Lagonda up a narrow tarmac road with 3 hair pin corners would not have been the choice of most entrants. The field was dominated by short wheel base cars Austin 7s, Riley's, MGs, Fraser Nash which did not require a 3 point turn. In fact the only other fool hardy 'larger car' entrants were an Alvis Speed 20 and a Bentley 3/4.5 so I did not feel such a lemon.

Now when David Hine built my car he very cleverly arranged the front headlamp/ mudguard assembly could be easily removed in 5 minutes by undoing 4 nuts. I have never undertaken this but felt it prudent just in case I went straight on anywhere as P100s cost a three figure sum to repair. Unfortunately this took me from Class 6 to Class 14 Racing Cars. You can imagine rocking up to the Racing Car paddock in a 4 seater sports car did raise a few eyebrows. I was with the big boys- ERA, Bugatti type 51 etc, good for the ego not so good for the result sheet. I had driven to the hill though not been trailed as the rest of my class, which definitely gave me a bit more respect.

When I bought FPK696 it was for touring and fitted a windscreen wiper to try and convince my wife that this LG45 was really a tourer. She remained unconvinced, but it came in handy en route to Wiscombe as April showers were still in force during mid May. Practice started a little late and fortunately the rain had stopped and the early classes dried up the hill. The paddock however resembled more of a trials section and trails of mud were transported to the start. Most of the hill is shrouded by trees and the owners take action to ensure moss does not grow over the winter months.

Launch from the start, over a bridge, to the first left hand hair pin was a bit challenging to get 200bhp to bite into the tarmac. Then change up to second, but where is the gear lever as my right hand searched the space-wrong car, it on the left. By this time the valves were bouncing, second engaged then 3rd as the gateway approached, down to second again through the gate without hitting anything. Felt good. A flick to the left and then we are under the trees. A series of yumps combined with left and right hand twitches were very exciting in trying to keep the car on the road, the backend breaking away under each acceleration. Then down to first (thank goodness for the Alvis box) for the right hand hairpin. Try not to hit the bank coming out so a heavy right foot got the rear wheels spinning and sliding so we made it round. Back off to get some grip then full blast to the final hairpin left where it is down from third to first again. More wheel spin and fighting for grip to the line.

First time ever on this hill 63.9 seconds and my handicap was 63 secs. Now I knew where the gear lever was I hoped to improve on this. Second practice was 63.4 then lunch and the real test in the afternoon.

Guess what, it started to rain again. The first competitive runs were slower. For some 2 to 4 secs slower. Mine 65.87. The final run was delayed as someone had pumped oil onto the braking area on the last hairpin. This and the general greasiness affected everyone. I tried starting in 2nd to reduce wheel spin but this was not a good idea resulting in 69 secs. Time to go home. The final result though Bugatti type 51 54.39 but guess what Lagonda LG45 1st Handicap with 65.87 what a surprise and not a 3 point turn undertaken.

On the 26<sup>th</sup> June The Aston Martin Heritage Trust would really like a good showing of Lagondas at their event just south of Coventry. Aston Martin have 500 cars entered and so far we only have 5 pre-war Lagondas! A poor show by the Club so far so please sign up and join us. To book go to <https://astonmartinheritagefestival.co.uk/tickets> All the details are in the attached flyer.

For our members further north there is a concours at Bamburgh Castle on Saturday 3rd July. They are looking for 30 entrants, including cars from our era, and the owners will get free entry tickets for the day, plus lunch and refreshments. Anyone interested should contact the organiser, Gary Axon, at [garyaxomautomotive@gmail.com](mailto:garyaxomautomotive@gmail.com)

This month our letter comes from Simon Carrel. Simon has had such a long and interesting life with Lagondas that his experiences can not be contained in just one letter. Here is part 1 of 3.

It was 1971 – early summer as I recall – and my best friend was getting married. The reception was at a large South Kensington Hotel and as we awaited the bridal party we stood outside and there I saw my first ever Lagonda. It was probably a 2.6 litre drophead but when, shortly afterwards, I was asked what it was I said (helpfully) “maroon with a beige top”. How little I knew! But the marque was implanted in my psyche ... never to leave.

A few years later, recently emigrated to Australia, I was working for a man who was destined to become one of the richest men in Australia and he had a collection of publications called “Automobile Quarterly” – an excellent but now defunct quarterly hardback publication. And in one of the issues was a whole section dedicated to Lagondas. I was transfixed. I rapidly concluded that the M45 was the car I would like to own. I started communication with all sorts of people – snail mail in those days! – and almost bought a lovely M35R from the late Bill Lassiter in Florida ... but it wasn't an M45 so I passed.

In 1982 I was posted back to the UK for a short spell (which ended up 10 years) and I started to frequent the Kensington Mews' such as Coys, Danny Margulies, Porters, Clarendon Carriage etc and then in Coys I found my dream car – an original 1934 M45 registration AXU775. I was working with the late great Louis (“Billy”) Michael after whom the “Michael Trophy” is named so I asked him to test drive the car for me. I was mesmerised by his clutchless gear changes in heavy Marble Arch traffic and I have to say he drove with such skill and precision that made everything look simple and I instantly concluded that the car must be very easy to drive. So the deal was done ... I borrowed the £16,500 from a very lenient loans manager at Standard and Chartered and I became a “Lagonda owner”.

In the winter of 1982 I decided to tidy her up a bit so I took her to Herb Schofield at the Northern Lagonda Factory in Oldham. A “tidy up” was essentially a new coat of paint and a new hood as we reckoned the mechanics were OK and Herb spent the winter doing the job as a bit of a “charity case” on a low budget. While I was there he showed me his beautiful LG45R which he had owned since he was about 20 – bought, he said for the eye watering sum of £900 – and I have to confess that I was somewhat hooked. I was intrigued by the fact that of the 25 built, the whereabouts of 23 were known – 2 were missing. So I resolved to find one or both.

But that was all a later enterprise. 1983 arrived, AXU was ready for the road and France beckoned. It wasn't an uneventful trip... punctures were “de rigueur” and then at Le Mans there was an “orrible clatter” from underneath. A bolt had come off the Clutch stop and using the clutch was a somewhat embarrassing event as this bolt rotated and hit the chassis. Eventually it fell out altogether which just left a horrible graunching so I resolved to emulate the great Billy Michael and we drove the last 1000 miles using the clutch for only first and reverse. No Billy Michael but I got quite proficient thanks to the double helical gears in the T8 box.

One rather more expensive event was that the petrol tank got punctured by a flying stone and we suffered a constant “weep” that made the petrol use rather extreme. In the end we found that it was cheaper to put the car on the train at Brive La Gaillard and take a first class sleeper than to pay the fuel costs! But I got it repaired by a mob in Ealing or Southall and we were off again. No side curtains and the roof was somewhat leaky despite Herb's painstaking work and I remember once driving in a hell of a storm in Essex with the heavy rain outside turned into drizzle under the canopy. We were extremely wet. The joys of old motors!

I had started my search for the missing LG45R's and in early 1984 I received a phone call from Mike Worthington Williams at Sotheby's to say one of the missing cars had surfaced and it would be in an auction at Nostell Priory in March 1984. My efforts to persuade him to sell privately were fruitless – I had to bid. This posed a bit of a problem as I had been ordered to go to New York on the Friday before the sale to attend business matters but I persuaded my Boss that I had urgent personal business on the Saturday so could I fly out on Sunday evening? Permission granted so off I went to Nostell Priory where ELB 396 was an “uncatalogued” item having arrived too late for the printed catalogue.

She was in a shocking state – cracked block, chicken manure throughout, dented coachwork and upholstery that fell apart if touched. But she was absolutely original and ALL THERE! Bidding stopped at £16,000 and I thought for a moment that I had won it ... until Brian Classic decided that it was too cheap and he wouldn't let me get it at that

price (we were friends so it was just a beat up)...so the widow who was selling the car got an extra £3000. I bought her for £19,000 plus premium and she was shipped by dear old Alf Woodier to Herb for a ground up restoration. I went to America for a week ... which ended up lasting 10 months so I didn't see ELB again until early 1985.

The restoration was rather more expensive than either Herb or I had anticipated (what a surprise!) and I couldn't afford to borrow any more ... so poor old AXU 775 had to be sold. Coys Auctions managed to show me a (very) modest profit on my original outlay and after repaying Standard and Chartered the balance of the proceeds went into ELB's burgeoning restoration costs. It had all worked out pretty well but I no longer had my M45 which was a major downside.

A while after ELB had been completed I found myself in Los Angeles (we had business there) and I wandered down to San Diego to meet George Chilberg who was known to have not one but TWO LG45Rapides – one of them was the legendary Clark Gable Car. George was a lovely chap who had no interest in selling any of his cars but as we would call him in Australia – he was a “Gunner” (or “gunna”) .. he was gunna do this or gunna do that and in all our chats it emerged that one of his cars (which he had bought from Hector Mendizabal in Argentina –(and dear readers, this is an important link as I will explain later) was almost complete but the Gable car was just a chassis – and not rolling either. George's plan was that he was “gunna” “merge” the two cars and produce just one. Naturally I was horrified. But nothing would persuade him otherwise until I hit on the idea of his taking ELB 396 as it was now fully restored and I would take the other two cars and we would square the deal with some cash. Deal done ... but there was a condition. He wanted to show ELB at Pebble Beach! Fortunately I knew some of the Pebble Beach organizers and the late Lorin Tryon kindly accepted ELB as the first ever Lagonda to be shown there and so off ELB went to San Francisco on a Cathay Pacific 747 while Peter Whenman and I went to San Diego to inventory and pack the two Rapides for repatriation to the UK.

When the two Rapides got back to the UK they went to Peter Whenman as going to Oldham was just too difficult a proposition to manage a restoration. The Mendizabal Car was sold to the late Clive Peerless as his brother (Trevor, who had recently passed away) had a Rapide and it turned out that his chassis number and the Mendizabal Car's number were adjacent in the series. That was a nice touch, I thought – two brothers owning adjacent cars.

The Gable car had no body but there were a number up in Oldham that could be copied so Herb agreed to commission Jack Buckley to make a new body for the Gable car. Jack did a splendid job and by 1987 the car was back in Hampshire with Peter and we were about to start the detailed restoration when Black Monday (October 1987) happened and the stock market tanked. My boss's business pretty well went under and I was left with a most uncertain future except for one certainty – a lot of debt that had to be paid back. SO very sadly, the LG45R – my Gable Car – had to be sold and it was acquired by Harley Jetzer in Switzerland who completed the restoration with Peter Whenman and it came out absolutely beautifully. Congratulations all round.

Once I had restructured my finances I set about trying to find the last missing Rapide. In amongst all my correspondence I found a letter from Hector Mendizabal explaining that the Rapide in Argentina was one of two sold to two Swiss Brothers. One of whom emigrated after the war. So I wrote to Hector and he kindly passed on my letter to the widow whose husband had imported the car to Argentina and she amazingly passed back the information that her sister in law still lived in Switzerland and still had the car and here was her address .... I could not believe it! I had found the last Rapide.

I duly wrote to the lady in Switzerland who replied very courteously that she wasn't interested in selling the car but would remember me if she changed her mind. A couple of months later she obviously relented and sold the car to Victor Gauntlett. So I did not get it but I count it as a moral victory. However, sadly by now the only car that I had was a 2 Litre Supercharged that I had bought from Trevor Peerless (just before he died) and was in restoration with Peter Whenman.

Which is probably a good point to pause this memoir. Other than to say that (if a second instalment is of interest) I can write about how I ended up with another M45, an LG45 that Peter Whenman made into a Rapide with bodywork by Rod Jolley, a Rapier and another 2 Litre Supercharged that is probably the fastest 2 litre ever produced with 148 BHP at the drivers disposal. And lest this sounds like the journal of a “dealer” I hasten to conclude by saying that I still have the last 4 cars and they are the enduring legacy of my love affair with Lagondas. To be continued.

Finally, Brian Green writes in to alert us to the Interactive Museum Directory recently produced by the FBHVC. The directory is being continually updated and if you're looking for an interesting day out, then just take a look at what is on offer at <https://www.fbhvc.co.uk>.

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

## FOR SALE



**Lagonda 2 litre Super-charged Low-Chassis Tourer** Zoller blown, fabulously original car including T2 bodywork; lots of history; regularly maintained with a recent Brewster Mudie full engine re-build. First registered 20 December 1930; originally restored in mid 90s; has been in my hands since 2006. Engine rebuild (at a cost in excess of £20,000) in 2018/2019 included new water jackets, new pistons, rings and Arrow con-rods. Full details on request. Reluctant sale due to looming home extension. For full details, please contact John Gaunt on [john@oakeswood.com](mailto:john@oakeswood.com); 07860 490604

**DB 2.6 spares** Crankshaft in good condition bearings -10 thou except one shaft bearing which is -20 thou; Six con rods for above bearings; One Cylinder block; One flywheel cover; One clutch cover; One gearbox partially dismantled but all there; Two differentials (two for the price of one). Contact Ken Martin: phone 01946 830254 or email [k.martin36@btinternet.com](mailto:k.martin36@btinternet.com)

**Various Items from Dave Berry (B21).** Contact [berryskippy@aol.com](mailto:berryskippy@aol.com) or 01492 546 778/07966 366 012

- V12 wiper motor assembly, bracket, wheel boxes and rack
- 2 x V12 short chassis front wings – excellent condition
- 3 x LG45 doors c/w most hardware – cheap
- 2 new 2/3ltr rear helmet wings
- 1 x military 4½ crankcase – very good condition
- 1 x military 4½ crankcase – average condition
- 1 x set of standard 4½ pistons and rings – very good condition
- Loads of V12 spares – please email/ring

**For 2 Litre 3 Litre and 16/80 a Z Gearbox** with the sought after ZE gear set. Checked by Phil Ridout in the mid 1980s and declared a sound useable 'box. Stored for decades then as a lockdown project it was stripped, cleaned, new bearings fitted as required and tested in my 2 Litre and found to be very good. Call Mark Yeomans (Y2) on 01386 750251 email: [yeomansma@gmail.com](mailto:yeomansma@gmail.com)

## Wanted

**LG45/LG6 rocker cover.** Dave Berry (B21). Contact [berryskippy@aol.com](mailto:berryskippy@aol.com) or 01492 546 778/07966 366 012

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

|       |                       |   |
|-------|-----------------------|---|
| F 27  | KRIEGER-FRANZ Erdmute | Sonnhaldenstrasse 6, CH-6353 Weggis, Switzerland<br>1937 LG45 Tr<br>EGW 920               |
| H 41  | HARWARDT Andreas      | Kirchgasse 3, D-Noervenich, Germany<br>1930 2L LC Tr<br>VR 5669                           |
| J 2   | Neil Jordan           | The Croft, Eardington, Bridgnorth, Shropshire Wales WV16 5LB<br>1951 DB2.6 Sln<br>LOC 401 |
| *K 3* | Paul Keane            | Irish Beg House, Irish Beg, Baltimore, Co Cork P81 CX60 Ireland<br>N/O                    |
| M 37  | Rory Mc Gregor        | 25 St Mary's Mansions, London W2 1SQ<br>1961 DBR Sln<br>5293 MM                           |
| P 30  | Hemk Post             | J.A.De Rooverstraat 7, B-9140 Temse, Belgium<br>1937 LG45 Team car rep,<br>DYF 187        |
| R 32  | Niall Robinson        | 14 Quai Antoine 1er, 98000 Monaco, Monaco<br>N/O  |

# THE GAZETTE



**BRAKES.** Say the word softly and no one will respond! It's the one topic of DB Lagonda maintenance that simply stops owners in their tracks – or should!

The ADR's (Australian Design Rules) introduced in 1969 were initially scoffed at by most sections of the Motor Trade. Simply put, they made vehicles more complicated and expensive. Ask any Motor Dealer. Long term, the ADR's have saved lives and reduced emissions. Can anyone of a certain age recall an experience where brakes or steering failed, causing panic? If so, how did you come out of it?

In Australia, as in many countries, if there is a fatal accident, police are empowered to confiscate the vehicle and carry out tests to ascertain its roadworthiness.

Brakes on DB Lagondas generally, have been adequate, if maintained. When should we carry out a thorough, wheels off brake inspection? Annually, Bi-annually, anytime we feel like it, or what? Before you answer just consider, that the vehicle's brake system, apart from the steering system, is the only system that might allow you to prevent an accident in an emergency.

Many older Lagondas have mechanical brake systems, so what? Well, all mechanical devices, operating systems, rods, levers, cables, shafts and cams need to be inspected, adjusted and lubricated, even the bits that don't have provision for lubrication. As well, mechanical brake systems and the 'principles of levers' are not well understood by most owners and many mechanics.

DB Lagondas have a single line hydraulic system, some have been fitted with vacuum servo assist. As an artisan owner you will need to know the condition of the brake operating system. To do this you will need to carry out an inspection of all of the parts of the system on a regular basis.

I am going to recommend that each year you remove a different wheel and inspect the brake linings and activating system, mechanical or hydraulic and that every three years you remove the hydraulic master cylinder and have it inspected by someone that knows how to repair hydraulic components. As well, have a mechanic examine the rubber brake hoses for cracking and perishing every three years.

Waste of time did I hear someone say? Go back to para 2 and consider how you came out of it!

Here's why you should be ahead of brake maintenance on older cars. Some enthusiasts suggest that we should convert all older cars with single line hydraulic systems to dual circuit systems. Sounds great but the actual execution of such a task needs to be supervised and signed off by a certifying engineer.

It's a fact that if a continuous maintenance schedule is adopted, a single line system is adequate for all older cars, change brake fluid every 2 years is still recommended.

It's recommended to fit a modern, clear reservoir with a membrane type seal in the cap, similar to the type used in all Post Design Rule systems. This keeps air/moisture separated from brake fluid, which is anhydrous (takes on moisture) and promotes corrosion within the system over time.



Don't forget to inspect the emergency brake. What emergency brake did you ask? Well the 'hand brake' or parking brake is considered to be a Pre Design Rule emergency brake. So I ask how long is it since you actually attempted to slow the vehicle down with the hand brake? Most owners would answer Never!

Then you need to spend time with the hand brake system, it just might get you out of trouble one day. You should remove the cable, inspect and clean and regrease it. Operate the driver's lever mechanism without the brake shoes connected and ensure the mechanical function is reliable. It is important to ensure that the cable and lever return to the stop position freely, thus testing the return springs. Then, after adjusting the brakes, re-connect all mechanical linkages and operate the brake again. Set the free travel to ensure that the brake shoes release.

On the DB Lagonda, the inboard brakes, mounted in a most inaccessible location, demand special attention. Leaking final drive oil seals are hard to inspect, as is the entire rear brake system. Take care to inspect for oil leaks at the rear of the car.

When you are satisfied that all is working correctly, place the car on a slight slope and try to stop the car rolling with the hand brake only! Increase the slope and try again. This is what you might do one day in an emergency!

Monitor brake drum and wheel hub operating temperature. Consistently hot hubs and drums could indicate binding brakes or failing wheel bearings!

Remember that if the foot brake goes to the floor in an hydraulic system failure, then you have only the emergency brake to slow you down, or of course, the gears. Also, routinely monitor the level in the brake fluid reservoir. Any change is cause for concern and must be investigated. As well, white smoke coming from the exhaust pipe may be caused by brake fluid being sucked into the inlet manifold!

Just before we say 'that's enough brakes', consider the retrofitted or original power assist vacuum system. A quick test is, without engine running, to pump the brake pedal rapidly about 5 times. Then hold the pedal down firmly and start the engine. The pedal should drop a little more but be firm. Another test is to idle the engine and pump the brake pedal rapidly. The engine should increase revs above idle. This simply means the 'power brake unit' is working.

Yet another simple test one might do periodically is to sit in the driver's seat with the engine idling and a foot resting on the brake pedal. The pedal may quite gently sink to the floor. If it does, you will almost certainly have a leak from a component, which should be traceable by finding a fluid leak, or, an internal by-pass, generally difficult to locate but often a problem at the master cylinder. There will generally not be a fluid leak to observe if there is a bypass. You must have the complete system checked every 3 years by a professional mechanic who understands older vehicle brake systems regardless of whatever routine maintenance you carry out.

One day this awareness, monitoring brake pedal feel, testing and servicing and understanding how brake systems work just might allow you to avoid an accident.

FEEDBACK Still waiting on an explanation of the meaning of the letters Z and F relative to the design of the David Brown s430 gear box. Any comments?

Alan Heard reports that copies of his most informative book are still available and the the price has been reduced to Twenty five pounds plus postage. Contact Alan, Email [alandheard@yahoo.com.uk](mailto:alandheard@yahoo.com.uk)

Once again, courtesy of Antony Bowie, an auction report:

**1953 Lagonda DB Drophead Coupe** For Sale by Auction May 2021 For Sale by Auction | Car and Classic Richard Edmonds Auction 22 May Auction – This sale report not concluded.

**The 1950 2.6 saloon** LXF343 made £8,232 (I assume this includes commission due to rather odd amount)

**1951 Lagonda 2.6-Litre Drophead Coup** For Sale by Auction | Car and Classic LAG/50/310 Bonhams 22 May Auction (seems to be a bust day for auctions!)

So, for the Bonhams sale the blue and silver drophead made £40,500 inc. premium. The Brightwells sale also included the **1963 Rapide**, 1077PP which made £100,800.

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

The Club had exhausted stocks of DBBRK01 inner track rod gaiter and new ones are on order with a lead time of 10 to 12 weeks. Following comments from members - we do listen to feedback - the new batch will be made from 60 nitrile, giving a degree of improvement in component flexibility. I am always keen to hear of suggestions for new parts projects. No other news this month.

**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](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.

## SPARES NEWS – JUNE 2021

E-mail; [spares@lagonda-club.com](mailto:spares@lagonda-club.com), website: [www.lagondaclub.com](http://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](mailto:spares@lagonda-club.com), and use our smart new website for researching and placing orders - [www.lagondaclub.com](http://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 to secure end of drive shaft (GRSV03Z), 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 |

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.

### BACK IN STOCK

- GRS220 – Half shaft ring nut.
- BRK421 – Rear brake sliding coupling, M45R & LG45.
- ENG403 – Ki-Gas bronze balls (5)
- CST107 – Radiator to water pump (high), 16/80.
- LTH4 – Perrot shaft gaiter, single.

### NEW PARTS AVAILABLE

#### LUBX01



SET OF 10



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

#### GRSV03AZ



Castellated nut to secure end of drive shaft (GRSV03Z), V12.

#### GRSX16S



SINGLE BOLT



Securing bolt for crown wheel and diff. assembly (GRSX16)

#### GRSX16FS



SET OF 8



Full set of 8 securing bolts for crown wheel and diff. assembly (GRSX16)





ASTON MARTIN HERITAGE TRUST

# HERITAGE FESTIVAL

SATURDAY 26<sup>TH</sup> 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>