# NEWSLETTER

www.lagondaclub.com

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 newsletter-editor@lagondaclub.com
This month's Guest Contributor is:
**Martin Pollard**

No 494

November 2021

Thank goodness life is almost back to normal (let's hope it stays that way) and there are plenty of dates for your diary, this year and next.

First up Jeff and *Hilary Leeks invite you, and others with Classic or interesting cars, to join them at The George On The Green, Holyport on Sunday 7th November from midday onwards. Look online at* www.thegeorgeonthegreen.co.uk *for more information. Vintage & Classic cars can park on the Green adjacent to The George. Please let Jeff know if you plan to attend by contacting him on* email@jeffleeks.com *or phone 01494 563188, ideally before Friday 5 November. Further meetings are planned on Sunday 5th December and a late Xmas lunch on Sunday January 9th 2022.*

On Saturday 13th November the Southern Area are holding another of their popular lunch time meets at The Royal Oak, Holmbury St Mary, Felday Glade, Dorking RH5 6PF There will be plenty of parking available at the venue which is in the centre of a very pretty little village. As always the landlord is keen to get an idea of numbers so, please email Catherine Monnington at cmontuc@hotmail.com confirming if you would like to attend.

The following month the Midlands Area are having their Christmas Lunch at The Cross Keys in Ombersley on Saturday 4th December, sitting down for a traditional turkey dinner at 1p.m. Robin Balmain will be contacting regulars with more details, however numbers are limited so please contact Robin robinbalmain@gmail.com if you intend to come.

Those of you who are wondering where to go on New Year's Day might consider The White Buck at Burley in the New Forest BH24 4AZ where a NY gathering has taken place for the last 30 + years! Arrive any time after 10.00 a.m. Hot beverages and bacon rolls will await you. If you wish to stay for lunch, then it is essential to book a table directly with the hotel. See their website for details. VSCC contact for this event is Mike Wheadon on 01202 882188 or 07817 855827 or email cwmrhuddan@hotmail.com

Nigel Hall reports that some people have successfully booked a room for The Northern Dinner on Wednesday 4th May 2022 at a new venue, Rossington Hall Hotel, south of Doncaster DN11 OHR, but others have found problems as the hotel said it doesn't usually book so far ahead ! He has sorted this glitch out with the reservations chap, and would ask people to phone the hotel directly 01302 866822 mentioning the club dinner booked for 4th May. Note that the rooms are not held, and need booking as early as possible as there are only 20.

Going further afield Rodney Saunder's Tour of the Pyrenees 2022 was fully subscribed, however a couple have unexpectedly had to withdraw and there is just one vacancy. The Tour departs from Portsmouth at 19.30 on 2nd June, and arrives back there at 18.30 on 12th June. Anybody who is interested should contact Rodney without delay 01444 811598 Mob: 07939 200071 or Email: rodneysaunders@clara.net

In our April 2020 newsletter Martin Pollard related how he had first owned a 2 litre and then his trusty 3.5 which he has had for over 50 years. Now he tells us about his Rapier, known as the Budapest Rapier.

Martin writes : I believe the story of BBH 637 deserves a wider audience among the membership of the Lagonda club and also acts as a tribute to its original owner as a pioneer of long distance Continental motoring in the thirties. I would like also to acknowledge the detailed research carried out by its previous owner Derek Moss, on which much of the following is based.

The car in question, a standard Abbott bodied tourer, chassis no. D 11061, engine no D 2811 was first registered on 3 Dec 1934 according to Buckinghamshire county records, though the V5 document (log book) records 1 January

1935. Perhaps this was the date of issue of the first licence for the car. The car was purchased from Warwick Wright (as were so many others). The current V5 claims the capacity to be 1141cc, rather than the 1104cc which everyone else thought was the true capacity. In fact, recent engine work revealed that the bore is 65mm in diameter rather than the 62.5mm of the original, which makes the capacity 1194 cc. So, during its life (probably when it was in the US) someone managed to squeeze an extra 2.5 mm out of each bore. This is, perhaps, not too surprising when one recalls that the original design was for the block to be cast in alloy and metal thicknesses were designed to allow for the use of alloy. However, Lagonda got cold feet and insisted on a conventional cast iron construction; there was no time for what would have been a complete re-design. The downside of this is that the engine and car weigh far more than they should; the upside is that it almost unbreakable despite revving to the (then) unheard-of limits approaching 5000rpm.

The first owner was George Henry Gibson – his continuing connection with the car 60 years later will appear in due course. The car was used for normal family duties until, on 1 June 1936, George Gibson and his friend Herbert Shibko set off on a 17-day tour of Europe. From Dover they took the ferry to Calais and travelled through France via Rheims, Metz and Epinal to Mulhouse on the Swiss border. They crossed the border into Basel and then, via Zurich, to the Arlberg pass into Austria, passing through Innsbruck, Kitzbuhel and Salzburg and on to Vienna. At the Hafelekar Alp, north of Innsbruck they took the cable car to the top and watched the Austrian army and air force on manoeuvres. Finally, they crossed into Hungary, visiting many historic sites in and around Budapest. The return journey was via Austria once more, this time crossing the border towards St Moritz and on through Zurich, Basel and into France at Mulhouse. Once again passing through Epinal and Rheims they viewed some of the Great War battle sites, visiting the war cemetery at Sailly Saillisel. They crossed back to England from Calais to Dover and returned home to the Gibson household on 17 June 1936. There is a suggestion that the route followed avoided passing through Germany by design, but whether this was deliberate and what the reason might have been is unknown. The journey is notable, not only for the distances travelled, but also for the cine film which George Gibson took on the way, which has survived the intervening years. This film has now been transferred to digital media, thereby forming a permanent record of the journey and a valuable historic document of Continental motoring in the thirties. George was clearly an adventurous motorist, having previously taken part in the 1934 Riley motor club rally to Budapest, so his trip with the Rapier would have taken him over familiar ground. Truly a pioneer Continental motorist.

George Gibson was obviously not afraid to use the car, and in 1938 entered the Welsh Rally starting from London on 20 July 1938. Other starting points included Leamington, Cardiff, Harrogate, Chester, Cambridge, Swansea and Torquay, all of the cars converging by a variety of routes on Porthcawl. Here all had to attempt a hill climb before, on the following morning, following a devious 243 mile route through Wales to end in Cardiff, including another timed hill climb at Caerphilly. A series of driving tests (described by the *Autocar* as' circus-like eliminating tests') followed on the final day, along with various festivities and a coachwork competition. Large crowds followed the rally and the driving tests, all of which enjoyed fine weather. Alas, we have no record of George Gibson's marks and he does not appear in any of the results published, though there is no record that he did not complete the rally. Once again, Herbert Shibko accompanied George and two photographs of the car, taken by a well-known photographer, W J Brunell, exist showing the car on the two hill climbs during the Rally. It is sad to relate that George Gibson did not survive the war. He joined the Royal Artillery in 1939 and BBH 637 was laid up for the war period. George died a prisoner of war of the Japanese and his remains were returned to the USA with those of many others and are buried there.

The car now was a reminder of happier days past and George's widow sold it to the husband of a cousin, Alfred Puttick after the war. In 1949 the car was sold once again to a garage near Balham in London and passed to its third owner, Alan Bayley who lived on the Isle of Wight. Nothing else is known of this period in the car's life (except that it was re-painted yellow) until 1967 when it was registered to Ron White who owned a garage in Ryde. The log book of the day records the capacity as 1141 cc, an error which persists to this day as mentioned above, despite attempts to persuade the authorities to change it to the design value. Ron White's father restored the car and its colour to green. It was originally a pea green colour and traces of the original paint can still be seen on the chassis. By this time, the boot had been panelled in and the car had acquired a Standard 12 rear axle. Ron White used the car in and around the Isle of Wight but in 1978 was persuaded to sell it (for £1800) to an American visitor Ron Pinto, who had seen the car parked by the kerb side. The mileage at that time was 24641. His US street address was the remarkably named Rocking Horse Road.

There were evidently some problems with the car, as Ron Pinto's first contact with the Rapier Register was to enclose a list of needed spares with his subscription and membership application. These included gaskets, water pump, gearbox and steering parts, bonnet catches and door handles. It is known that he re-built the engine (perhaps the origin of the 65mm bore) and he raced the car in a couple of local events. Little else is known of the car

in the following years though Ron Pinto had expressed his wish to enter the car in the Riverside vintage car race in April 1979 which was held in conjunction with the Long Beach Grand Prix. Whether he actually did enter the car is not known. The car passed to Dale White, a Morgan enthusiast, in Santa Monica in early1981 (no details known).

It was in April 1984 that Derek Moss (the husband of George Gibson's daughter Vanda) started his search for the car with letters to the Register seeking any information on its whereabouts. Contact with Ron Pinto elicited the news that the car had been sold, but there was no response to letters to Dale White asking for information. Then in August 1985, Ron Pinto wrote again to say that he had met Dale White at a wedding and discovered that the car had passed to a Lee Spencer, who lived in Palo Alto in the Bay area of San Francisco. Derek wrote to him to offer to buy the car should he ever wish to sell it and Lee Spencer responded, saying that whilst it was a very nice car and in reasonable condition, he could not get on with the pre-selector gearbox. He had paid $12000 for the car and, at that time, he didn't want to sell it. Derek's offer to buy the car remained open, but the trail went cold and nothing more was heard of the car. However, on 8 November 1996, by an amazing coincidence, Derek saw in a magazine a picture of the car for sale by a dealer in Antwerp, still carrying the original registration plate. He immediately telephoned the dealer and arranged to buy the car unseen. It was delivered on 14 November and thus restored to the original owner's family for the first time in almost 50 years. It had apparently returned to Europe in April 1988 and was owned by a Dutchman and then passed to the Belgian dealers. At some time, the block had been cracked by frost and the evidence of the subsequent repair is clear to see to this day. The mileage was recorded as 25787, so the car had apparently done only 1150 miles in the intervening 18 years. A collection of the letters Derek Moss had written to the American owners were found tucked into a door pocket.

Derek soon found that car was not in good condition. The pre-selector gearbox would only select reverse or first, the hand brake did not hold, the exhaust was loose, and the carburettors gummed up. The sidescreens were missing but happily these re-appeared when the Belgian dealer, Noel de Block, located them and delivered them to Derek's house in early 1998. The gearbox became the subject of a complete (and expensive!) re-build. It was clear that many years of neglect had led to the disintegration of the brake bands and everything had to be replaced. The dynamo and fuel gauge were restored and an electric fan fitted. Much needed general maintenance was carried out and the car became road legal in the UK in September 1997 for the first time in almost 20 years. In 2001 and 2005, the car went on the Silverstone retro run (journeys of some 200 miles in total), but since then the car had rather less use, successive MoT certificates showing mileages of only 3 miles per year (it's 1 ½ miles to the test garage). Derek Moss felt that, with his other motoring interests, he was not able to use the car properly, and so in 2007, with the odometer showing 26666 miles, the car passed to my ownership, to join my 3 ½ litre Lagonda. Various items have been restored and repaired as necessary, new fast road camshafts have been installed and a four-branch stainless steel exhaust system, supplied by the late John Batt. Minor paintwork and trim repairs, including a new hood and tonneau remain to be completed.

The car can often now be seen on the roads of south Cambridgeshire and the adjacent counties of Essex and Hertfordshire, many more miles having been added in the past 14 years. I intend that many more will be covered in the future with this notable and historic vehicle.

Martin Pollard

This is the last Newsletter of 2021 so on behalf of Len and myself may we wish you all a happy and healthy Christmas and many miles of Lagonda motoring in 2022

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

## FOR SALE

### Items for Sale from Jeff Leeks--mailto:Leeks--email@jeffleeks.com or phone 01494 563188

2.6 & 3.0 Litre New Stainless Steel exhaust systems complete-also Stainless Steel Manifolds; 2.6 & 3.0 Litre Wiring Looms complete to original design colour/cotton coated; 3 Litre DB Pre-Owned 1957 Parts-some are inter-changeable with the 2.6 litre DB-please enquire for advice; 1957 DB Chassis -black two packed-great condition; Radiator Grille complete/undamaged/great chrome with starting handle cover; Bonnet Lagonda Badge, restored ,un-used, no damage, perfect condition; Saloon Front + Rear Leather Seats –restored in light grey; 16" Wheels-set of 5 undamaged-good condition; 16" Inner Tubes-New; Instruments-Rev Counter + Speedo in excellent condition ; Brake Drums –set of 4 excellent condition/black 2 packed ; Chassis-shot blasted +black 2 packed; Many Chassis

Components; Window Surround-chromed-set of 4; Differential + Rear Prop Shaft-black 2 packed; Fuel Tank –very good condition-black 2 packed; Steering Rack; Steering Wheel-needs refurbishing; Lower Sills-new aluminium N/S + O/S pair; Distributor ; Starter; Fuel Pumps Twin SU's-AUB 650-new + used ; O/S Cam Cover ; Heater ; Horns-Lucas Pair ; Fuse Box-Lucas ; Interior Roof Lamp-Glass Star design; Silver Cigarette Case-fits in Glovebox; Smiths Cricklewood Dash Clock-mid/late 20's to early 30's in excellent condition-silver face 3.5" /pewter bezel 4" ;2 litre Cylinder Head in good condition; P100 Headlight glass

**2 Bodies for sale by Richard Emans contact: richard@tractor.net or 07775 501 411**

A tourer body ready to fit onto a M45 chassis. In good condition £12,500 . Plus an LG45 S1 saloon body. Some rot in the door frame but otherwise usable. Offers

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

| | | |
|---|---|---|
| F 3 | FORD Carl, | 23 Bridge End, Dorchester-on-Thames, Wallingford, Oxfordshire OX10 7JR<br>N/O |
| *F 15* | *FRESZ Christian,* | *Mozartstrasse 11, D-83512 Wasserburg, Germany*<br>*1928 Invicta Tr PK2552 then 937 VWL* |
| G 12 | GREEN Tim, | Wayside Cottage, Westridge, Highclere, Newbury, Berkshire RG20 9RY<br>N/O |
| K 5 | KEEN Nick, | 23 Spring Cottage, Beanacre, Melksham, Wiltshire SN12 7PT<br>1933 16/80 Tr ALK 287 |
| L 1 | LINDENBERGH Dirk, | Blikkenburgerlaan 4, 3703 CV Zeist, The Netherlands<br>N/O |
| M 56 | MANDEL-MANTELLO Andrea, | Flat 10 Georgian House, 10 Bury Street, London<br>M45 VdP Tr AXR 522 |
| M 53 | MEINRENKEN Timm, | Tannenhof 5, D-22397 Hamburg, Germany<br>N/O |
| N 9 | NEILSON James, | 14 Glenville Avenue, Enfield, Middlesex EN2 0ER<br>N/O |
| N 11 | NORMAN Steven, | Millmoor House, Kings Street, Wimborne, Dorset BH21 4BN<br>N/O |
| P 22 | PEAKE Anthony, | Westhill House, Ledbury, Herefordshire HR8 1JF<br>1934 3L Tr PL 1239 |
| S 15 | SMIT Norman, | Gorsveldweg 2, Hengevelde 7496 PJ, The Netherlands<br>1937 LG45 Tr ARX 600 |
| T 20 | TREACY Gerald | Byfleets Lane, Warnham, Horsham, West Sussex RH12 3RB<br>N/O |
| *W 50* | *WILLIAMS Nicholas,* | *The Barn, Chelmsford Road, Ongar, Essex CM5 9LX*<br>*1935 M45R DHC BYU 647* |
| *Y 3* | *YALLOP Paul* | *Glebe House, Toad Row, Henstead, Suffolk NR34 7LG*<br>*1932 3L Spl Tr GG 8071* |

# THE GAZETTE

**Gazette prepared by Peter Henson E. octane1@bigpond.com**

Gazette DB Oil Leaks!

Time for artisan owners of DB cars to think about getting their hands dirty again! My Lagonda DB 2.6 dhc was built in 1948. I have owned it since 1961. It is the 4th British made car I have owned. They all leaked oil. So did my Willys, Ford, Chev and VW's !

We can obsess about DB series engine oil leaks, or we can slowly contend with the myriad paths that oil will find to escape. That is its duty. I will attempt to prompt your interest in this topic, there is no miracle cure. You must have a copy of the Lagonda 2.6 and 3 litre Parts Catalogue for diagrams. Also a copy of the Repair Manual and access to Donald Bastow's book, 'W O Bentley – Engineer'. Tony Tocock's book is also recommended, but take care reading this! It is easy to adopt the impression that Bentley's engine design was flawed. The car was Bentley's prototype design that had not been fully developed or fully tested because of a pressing need to commence production by the new owners of Lagonda, post purchase. It took some years after production commenced for the concepts incorporated in Bentley's original design to be modified. 'A Mechanic's Dream' is available from Aston Martin Heritage online, highly recommended to all. Informative and often humorous. As an Australian, there are some inclusions in this work that I absolutely cringe at!

Another essential piece to study is an article from Alan Wheatley, Aston Martin Technical Consultant, published in the Lagonda Club Magazine 260, Spring 2019. Alan focuses on items that we, as Post 1945, David Brown era, Feltham car owners in 2021 need to be fully aware of, whatever marque our car is branded. Alan also alludes to a few things that we shouldn't be aware of! I'm still not sure just what they are, but I recommend that all DB owners keep an eye out for informative articles from Alan Wheatley from time to time.

By now, if you have read all of this, you will probably think the Gazetteer has turned into a book salesman! Far from it – no one knows it all and without reading and research you will definitely crash and burn. These cars are collections of fiendish engineering concepts that helped to coin the phrase, 'Give an Englishman a piece of Metal, and he'll muck it up for you!' They are also cars that brought fame and fortune to British motor racing and propelled James Bond to everlasting motoring hero status. The cars continue to contribute to the rich tapestry of modern motoring myths.

In 1947, David Brown and James Bond needed an engine, urgently, for Aston Martin development and continued Lagonda production. Adequate gearbox manufacturing capability already existed. Read on and keep an open mind with regard to engine design. Hindsight is a wonderful gift to engineers, and to some mechanics!

The problem of containing lubricating oil in any engine is basically having surfaces that can be made to seal, that are flattened, sometimes quite finely and that are cleaned mechanically and chemically to accept modern sealing compounds that will retain integrity during temperature changes or that may be subject to movement.

All engine joints may be rendered impermeable to oil penetration.

Most lubricating oil manufacturers don't want to disclose the exact nature of their products, it will put them at a commercial disadvantage. Sealing compounds and 'rubber' seals may be detrimentally affected by the 'oil' you use.

Start learning about lubricating oils. Synthetics are here to stay! You can no longer assume that what you purchase as an 'oil seal' is compatible with engine lubricating oils, nor with modern fuels! Sealing of oil passages through castings should not be a major problem if sealing rings and washers are carefully considered. Annealing of copper might be important. Rocker covers, crankcases and timing cases demand careful attention as well as their fixings.

Are studs long enough, should studs be locked in place, are we careful about replacing worn nuts, should we use Loctite more frequently? Oil can climb up as well as move in other directions. Keep thinking. Start making a list! My reason for looking at all of the components is that oil tracking, weeping or capilliary action can lead us to false conclusions when considering just how we will seal an engine.

Is any oil leaking from the engine or gearbox acceptable? It CAN be prevented!

The major problem with the DB series engines is the 'rear crankshaft oil seal'. This passage at the rear of the crankshaft is not really sealed at all in the manner that we have come know 'seals'. When at rest, engine off, it is an aperture with no sealing. You would now be wise to consult Google and see just what the definition of a 'dynamic labyrinth seal' truly is. Any oil mist carried through accumulates at the rear and ultimately drips out into the clutch housing, then due to gravity, ends up on the ground or on the clutch facings. My DB 2.6 lost half of the sump full of oil when resting uphill on a steep incline. The oil simply ran out of the rear. I was stunned! There are a number of methods used to rectify this problem and I will deal with them in another Gazette. If anyone is needing immediate assistance they can write to me. You can simply forget all about vacuum scavenging**:** Lag Mag 64 of 1968, but you may wish to consider crankcase ventilation, for environmental reasons.

Sealing the engine, commencing with the sump. (It's where the oil lives.)

It is assumed that the engine has been removed from the car. Remove the sump. First consideration is cleaning. Mechanical and chemical processes can be used. Any residual trace of oil will prevent sealing. Next is inspection for distortion or damage. Sump flanges distort. The fix is to work the flange on a large flat steel plate, reducing any distortion, <u>flattening the flange without damage</u>. Check for cracks. The oil level indicator housing is riveted and soldered into the sump. You may have to re-solder this item. Solder can crack over time.

Next step is to make a new gasket from approx 2.5mm thick rubberised cork gasket sheeting for the sump. It needs to be flexible. <u>Do not use a thin paper based gasket</u>. This is the first item you will choose that demands an investigation into its suitability for service as a sealing medium for modern lubricants. Talk to the supplier or take a small piece and place it into a sealed jar with some petrol. Observe just what happens over a period of weeks. If gross distortion occurs, change the materiel. When you punch the bolt holes use a sharp ¼" wad punch on end grain or a lead block. Be very accurate. If you have not made gaskets in the past, use some scraps of materiel to gain technique. The standard of your gasket making and choice of materiel will determine your success rate!

Note. It is essential to clean all residue of oil or old gasket sealer from the sump flange on the lower block face. It is also essential to clean each thread tapped into the lower block with solvent. The face will need to be carefully flattened using a fine file. This is an essential step. You could place the sump against the lower block flange and check your work with feeler gauges. Gaps might be .010" max.

Next, replace all of the 33 bolts around the lower block flange with studs. The studs are to be ¼" BSF x I" long. Take care with threads and measurement of required lengths. You will need to leave ½" of thread exposed. The studs must be Loctited -RED 271- in place. Each stud will need a nut and <u>hi-tensile flat washer</u>. Be sure that the outer edge of the flat washer does not foul the sump edge or the sump wall. Then

carry out a 'test fit' of sump, gasket and nuts and washers. It is essential that the sump, gasket and nuts and washers fit easily and do not 'bind'. Also absolutely essential that oil is not present on any surface.

Remove sump and apply a liberal but evenly distributed film of Loctite Blue gasket cement to the sump flange only, then assemble the gasket and sump onto the block, fixing lightly with nuts and washers. Do not apply much tension to nuts. Sump flange should have minimal Blue squeeze out. Leave overnight for all to cure. What you will achieve is to 'Bond' the gasket to the sump flange, not to the block.

Next remove sump and gasket as a unit, taking care not to dislodge the gasket. You will observe that the gasket appears to have become a perfectly flat matching surface to the cast iron of the black lower face! When ready to install, coat gasket on engine side with Permatex aviation liquid cement and reinstall sump. Tension lightly, allow Permatex to cure. Follow the Permatex directions! Then bring nuts up to tension which will be measured in inch pounds. You will of course have fitted the H/T flat washers to each position and used a weaker form of thread locker, Loctite Blue 242 on each nut. Don't over tighten any nuts! Don't squash or distort the gasket.

Adopting this technique of gasket installation will retain oil in the crankcase. Do not allow oil to be present on bolts or nuts during assembly of any cover or portion of the engine that you wish to seal. Permatex Aviation Gasket liquid used on new paper gaskets elsewhere is a superb sealant. Study the directions. No sealant will work if oil is present on components at assembly.

Note. While the sump is removed from the engine, read p209 of Bastow to discover the relationship of the sump floor to the oil pump pick up pot. This distance may be altered by the thickness of the sump gasket or the shape of the sump floor. It could cause the oil pump suction to 'starve'. The pump is actually connected to a suction filter. It's the thing that prevents big end split pins from being sucked into the oil pump! Ref: Alan Wheatley Lag Mag 260. I found four broken split pins in my sump!

To Be Continued. Any comments to Peter Henson H62 E. octane1@bigpond.com

Many thanks, for the umpteenth time to Antony Bowie for this Auction advice. The car sold immediately. I, for one, would like to know more about this well presented car.

1951 LAGONDA 2-6 – Classic Car Auctions in North Yorkshire – Mathewsons

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

This is a reminder about a part we had considered having made until it was discovered someone else already had: the rubber diaphragm in the water valve of the Smiths heater is available from Classic Alfa Spares (www.classicalfa.com), their reference WA019/1.

Using the search engine of your choice you may discover that tins of hunting pink (cherry) engine enamel are available from more than one on-line vendor. This is the colour used on 2.6 vantage and 3 Litre blocks and heads. What we haven't found yet is the RAL number for the standard 2.6 engine's grey paint. Does anyone know the definition of this colour? More to the point would there be sufficient interest if we have a batch made? Some paint chips have been retrieved for the purpose.

No other parts news at present.

**Please order parts via the website if possible.**

# SPARES NEWS – November 2021

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

**Spares Website Plea: If any member feels the parts description is inaccurate or could be improved by added instructions on fitting or additional parts that should be bought together please let us know.**

| **NEW PARTS NOW AVAILABLE** | **PRICE** |
|---|---|
| DBSPK13 - Starter Motor Pinion Retaining Spring for all 2.6, 3 Litre and DB Rapide models. | £4 |

**All prices quoted are excluding VAT and carriage.**

**NEW PARTS IN PROGRESS**

- V12 Timing chain tension spring set
- 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.***

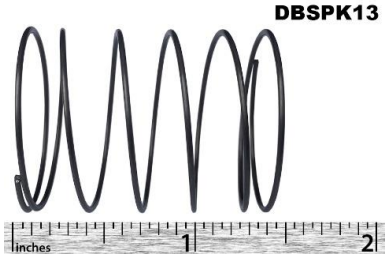
- ZM chassis - braking system (13 parts).
- PMP103/4 – High/Low water pump housing, fully machined, 16/80.
- Rockers, 4.5L.
- Fuel tank senders (3-terminal type), 2L, 3L.
- Various DB parts, please see the Post-1945 Gazette for details.

**BACK IN STOCK**

- LTH3 – Rapide drop arm gaiter.
- LTH4 – Perrot shaft gaiter, single.
- BRK421 – Rear brake sliding coupling, M45R &LG45.
- VLV213 – Valve Rocker, Reconditioned, 2L.
- Z gears – full range of gears and shafts
- BRK220 – 2L Brake Cables (1 long 63.5, 1 short 53")

## NEW PARTS AVAILABLE

**DBSPK13**




**Starter Motor Pinion Retaining Spring for all 2.6, 3 Litre and DB Rapide models.**

## SPECIAL OFFER

A very limited quantity of chrome early (pre-1931) plated spinners, embossed Rudge Whitworth (set of 4) are on offer at the heavily reduced price of £399 excluding VAT & carriage. Condition new, NQP. Please contact the Spares Office for further information by e-mail spares@lagonda-club.com

**BRK222**