

REQUIREMENT 1 : To get the car running reliably, and compliant with at least the basic Mot requirements for safety.

Known problem areas :

1/ Engine: Up until it died completely, the engine occasionally misfired, frequently backfired(very loudly), and regularly produced a 'hunting' sensation which was very unpleasant, but could be reduced by using a lower gear and more revs.

Ignition Set Up. Re-engineer/replace existing drive for coil conversion OR revert to magneto set up, whichever option considered to be the most reliable long term solution. Reposition advance/retard control away from the steering wheel.

2/ Handbrake Operation. Currently the handbrake will not hold the car, and is effective only as an additional means to slow or stop it. Gordon has explained that because of the rear brake set up there is no adjustment, and as a consequence one either has a handbrake for parking, OR rear brakes for stopping, but not both! He thinks that relining the rear shoes may achieve an acceptable compromise between the two, but obviously these will wear over time, so this arrangement is not practical in the long term. I would think there must be a reasonably straightforward way to resolve this, and we will need to take a view once you have had a look.

3/ Nearside Front Shock Absorber/Axle Assembly. Outside arms of shocker to straighten or replace as necessary following low speed contact of front n/s wheel with tow vehicle. Also general check of this area for other potential damage which may have resulted.

4/ Oil Pressure. Contrary to Gordon's concern about the pressure following the rev pattern, for the 2 hours or so the car kept going , the oil pressure never dropped below 40lbs at any point, and above tickover it maintained a steady 62lbs (I initially thought the needle on the gauge must be stuck!)

REQUIREMENT 2, subject to available budget:

As the car will eventually be used for competition, there are several obvious upgrades essential for this purpose, but which would also make good sense anyway:

1/ Replace original oil filter set up with modern screw-on type

2/ Re-align steering wheel to avoid the spokes obscuring the rev counter and oil gauge when car is travelling in a straight line.

3/ Seats. Need to get your thoughts, but again for competition I'm thinking original style bucket frames, with a few inches of adjustment forward and back . There is a seat which goes with the car, but from the photo I have seen, it appears to be a rather tired bench arrangement. (There may be an issue with the narrow body width accommodating bucket style seats, but I don't know this.)