Carburettors and manifolds



Very lucky to find this all together , carbs with the intake manifolds in place, there are two RH manifolds and one LH one , the LH one turns the carburettor that's positioned next to the primary chain case, inwards slightly. The first examples of triples had a shared float chamber i.e. the LH carb was chopped off and shared fuel from the centre carbs float chamber. The problem was that the left hand carb float chamber got in the way of the inner chain case .So this is how that got around it.

Gear box, 17 T sprocket VR type,

Clutch all got bushes, plates, bearings as many new parts Hitchcock's can sell for the Albion VR and its three cork plate clutch. False economy not to.

Diff got a new 38 T Sprocket and Chain, Most diffs are worn and leak oil what ever you do to them. I am using Semi fluid grease now instead of oil.

BEC supplied a new exhaust system, but it comes without a silencer, I modified a rear most rear tail pipe expansion box from a Reliant Robin, it might have dampened the noise a little hard to say.

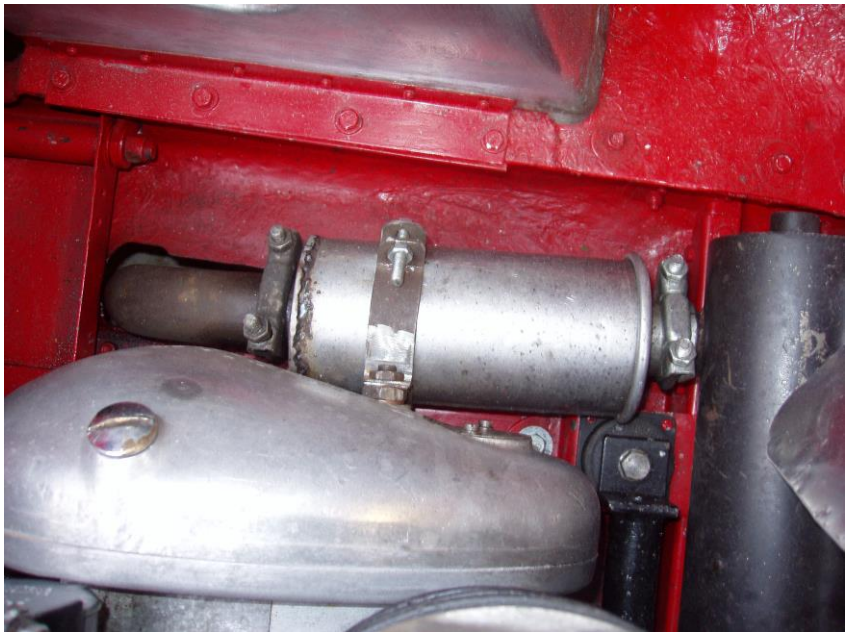
But Mike Stringer, navigator on the LBL and I seemed to be able to talk over the noise without any problems

The new exhaust being tested for fit – Silencer yet to be fitted



Jump forwards some weeks to see the installed Silencer
Connected up to the expansion box inside the engine bay

Tail pipe exits just behind the front wheel



Dash board layout and instrument were repaired and fitted out, new wiring loom from BEC for a T60 was a good start but the converted for the four wheel three cylinder application- Vehicle Wiring Products or Auto Sparks having all you need.

The AC120 mph Speedo is made up from many old bits , some from an 80 mph Speedo , it is not so accurate, I have since attended a speed awareness course !!,
But what can you do.
The Fuel Gauge is from India, but it works.
Most importantly I wanted a good REV counter as I new we would have to be flat out in low gears a lot of the time climbing over the alps and mountain passes on route to Bresica, I have standard thick ring pistons and very aware that exceeding 5000 rpm for long periods might lead to the disaster of burnt pistons. The Sports pistons with thin rings will allow more RPM but were not available to me.

I was fortunately able to but the last replica Icknield Rev Counter face, some thing BEC had got made years ago, I approached a company ETB Instruments to see if they would incorporate this face into one of there new 100mm electronic rev counters
With the Stein EI you get one pulse per rev and are negative earth system.
They said they could so sent them a bezel and glass to mach the Speedo along with the face, with in weeks I had it – wonderful, no problems with mechanical cable and gearbox drive , or sticking needles , I just wired it to power and a coil , job done , steady a rock up to 7000 rpm , not that I would.

