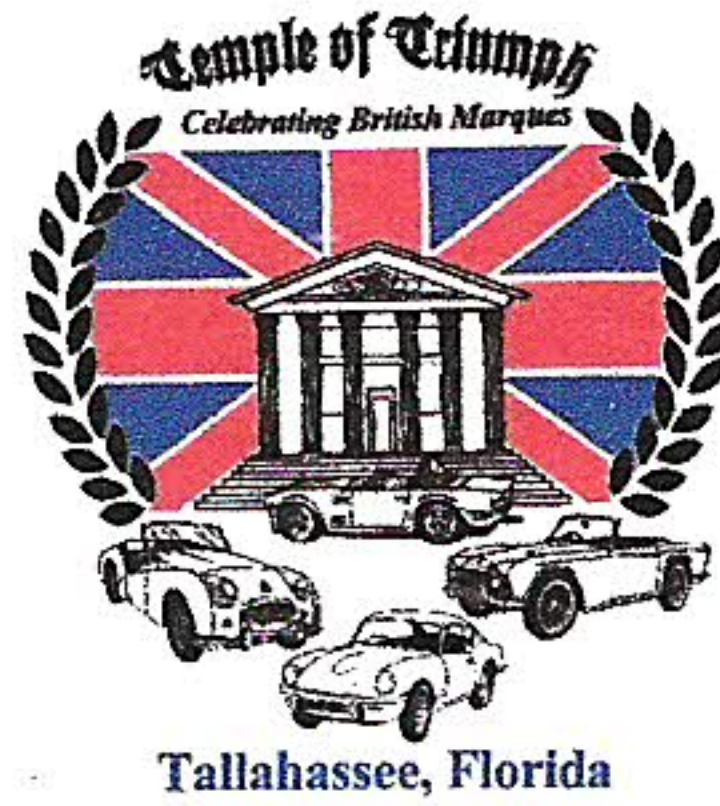




Chapter of the
[Vintage Triumph Register](http://www.vtr.org)
Website:<http://www.vtr.org>

[Temple of Triumph](http://www.Templeoftriumph.org)
Tallahassee, Florida
website: <http://www.Templeoftriumph.org>

Temple



Tablet

Next Meeting, Wednesday, October 13th 6:30 P. M. - Old Towne Café on Timberlane Road

Spitwad continued.....

Well sports car fans I am learning many lessons while putting together this Spitfire 4. Lesson number one is there are slightly more complications when you use equipment other than original parts for a specific year car. Interesting and challenging but with pitfalls. Lesson number two get people that know what they are doing to help you with your project. Lesson number three be very careful when you are ordering parts from a British Parts Supply Company (review your order carefully before submitting it on line). Errors in these three areas can be costly and time consuming to correct.

I ordered an exhaust manifold from a parts house for the Spitfire 4 MK2. The engine I am using is from a MK3 Spitfire. The engines are very similar except for the head. The head was changed on the newer model engine (which made it a better running engine by the way). I knew that! But I didn't understand the impact on the exhaust manifold until I took it out of the shipping box and put it up to the head. Oh no! It didn't fit and can not be easily modified to fit. Cha ching! I had to order a completely different system because of the slightly different head. Not only that, I had the old manifold off the MK2 parts car and could have easily put it up to the engine and seen the difference before ordering. I didn't. I had to call and ask if I could send the manifold back, which was agreed too. I am out the cost of shipping here and back of course. Geez!

I knew nothing about putting a ring gear on an expensive custom built lightened flywheel. Now I do. After witnessing first hand, the process of actually putting the ring gear on the flywheel, I recommend not putting the flywheel in the freezer and the ring gear in your wife's stove. The idea was already risky, as in needlessly irritating your wife, which I try my best avoid but don't usually succeed at. The reason I do not recommend this method is you can not control the heat expanding the ring gear as closely as you need too. Besides, you don't need moisture condensing on your nice new shiny flywheel. In this case, I would say the process is some what similar to having a heart surgeon work on your heart that has done the same thing over and over. The chances for error are abundant and is a fairly precise operation.

