

From Norman Higgins:

EN. 11

### Spark Plug Hole Threaded Inserts

On a recent trip to Birmingham, Ermintrude and I had just accelerated from the traffic lights in our usual way, when there was a loud BANG and much loss of power. On tentatively peeping under the bonnet, I found a sparking plug swinging around on the end of its' lead. Knowing that spark plugs should not do that, I looked for a hole to push it in. Sure enough I found one, but it popped out again like a cork, and a quick squint down the hole showed no windey bit of metal going down to hold it in. A speedy repair was essential. Helicoil ? Insert ? Where could I get one fast. Then I remembered a small company in Stratford-on-Avon - Tappex Ltd. They make threaded inserts for all sorts of things. Could they ? Did they ? Yes, they did indeed make a self-tapping insert for spark plugs and it proved simplicity itself to fit. All one needs to do is open up the hole to 17mm diameter and screw the thingy in ! A gadget to hold it is needed. This can be the proper tool, a 14mm x 1.25p bolt and nut, or even an old spark plug. It could not be easier.

Their address is: Tappex Ltd., Masons Road, Stratford-on-Avon, Warks., and part numbers for the bits are: Insert 304-140.16 for the 2CV engine or 304-141.16 for the GS engines, applicator tool number 619. If anyone only wants a single insert and the loan of a drill and inserting tool contact me, Norman, and I will be pleased to help. Tappex obviously want to sell more than one at a time, and I will pick up a box full if there seems to be any call for them. A data sheet is also available if needed. *(Another Editor's Note: If this happens to you, try stripping the insulation from a piece of electrical wire and wrapping the copper wires into the threads of the spark plug before screwing it back into its' hole. This might just enable you to drive home as long as you take it gently)*

From Tom Lucas:

### The Effect Of Various Tuning Modifications

To help you decide what may be worth doing to your engine, here is what I have done to mine over the last five years, and the effect it has had on performance. I started off with a single choke carb engine on which the previous owner had removed the manifold balance/hot spot pipe and the air filter. It pinked a lot and 'coughed' when you took your foot off the throttle. A pancake air filter assisted with the 'coughing', and reinstating the balance pipe cured it completely. I found that the timing had been advanced too far and reset it to standard. That cured the pinking. Next, I had the flywheel lightened. This did nothing for top speed, but improved the acceleration and gearchanging. Then I fitted twin DellOrto motorbike carbs. These made the car noticeably quicker and more tractable at lower revs. It introduced a minor 'kink' in the carburation during fierce acceleration. I have yet to find a cure. Next, I tried a 652cc rebore using Visa pistons. This made the engine even more powerful with bags of torque. The difference is quite stunning. However, there is a problem. The barrels are already wearing out after 6,000 miles, with loud piston slap when the engine is cold. I am convinced that this is because the Visa piston rings are intended for a chrome bore, and are therefore so hard that they are wearing the cast iron barrels out at ten times the normal rate. A member has told me that rings suitable for cast iron bores can be obtained for the Visa piston, but has not yet written in with a supplier. I intend to fit a complete Visa engine next !