



We cannot wait to get back on track in Charlton



Motordrive seats look ace and are comfy too!

TechSpec

ENGINE: 1380cc Crossflow – fully lightened and balanced, MASS Racing big valve race head, high-lift camshaft, double valve springs, adjustable vernier timing gear, baffled sump, H&H distributor, 32-36 DGAV carburettor, K&N air filter, 105Speed/Piper 4-1 manifold, 2.25" Ashley exhaust system, RatSport oil catch tank, Facet electric fuel pump, RatSport 10" fan, Lumenition HT leads, big header radiator, Omex Clubman rev limiter

TRANSMISSION: Type-2 four-speed gearbox, rose-jointed quick-shift, English rear axle, 3.9:1 final drive, Tran-X plate-type LSD

SUSPENSION: Gaz Gold 2.5" Struts, Gaz eccentric top mounts, twin-cam anti-roll bar, double width brackets, rose-jointed adjustable TCAs, quick rack, 2" rear lowering blocks, single leaf rear springs, Gaz Gold dampers, alloy ARB mounts

BRAKES: Hi Spec Billet 4 four-piston M16 calipers, 260mm EBC vented discs, EBC Ultimax pads, braided lines, 8" rear drums, ATE Super Blue Racing fluid

WHEELS & TYRES: 6x13" Capri Laser four-spoke wheels, 185/60r13 Falken ZIEX ZE-912 tyres

EXTERIOR: Full Mercury grey respray, F.O.R.D grille, fibreglass bumpers, aftermarket lightweight indicators

INTERIOR: Stripped-out, Safety Devices FIA/MSA six-point roll-cage with door bars and rear diagonal, auxiliary dials, RS2000 dash, flocked dash top, bespoke carbon gauge pod, Performance-Trim carbon doorcards, Motordrive Budget Pro2 seats, Sparco six-point harnesses, Quaife gear knob, FIA cut-off switch, Pro Alloy FIA fuel cell, helmet harness

THANKS: Motordrive Seats (0161 7245176), Ike Flak, Phil Boase and the rest of the team at Sussex Dyno Tuning (www.spchorsham.com, 01403 257257), Darran and Mark at Escort-Tec (07733280190/07855985220, www.escort-tec.co.uk), Gary at Retro Motorsport, Jay Fowler for the loan of the BOSS Racing Crossflow, Ben Koflak for the seat mounts, Morley Auto Services Salfords, Ryan Dinham, Alex Robinson, the Hawkes family, Drifto Kingo Morley, the lovely Anna Hawkes, Chris Pollitt and Wilfred



65,000 penny sweets; a 5-star all-inclusive Hilton Red Sea holiday; a redundant 1380 Crossflow competition engine; an LG 42LH5000 42" full HD LCD TV; a Saab 9-3S Turbo Coupé. Can you spot the odd one out? Yes, ladies and gentlemen, even Winnie and I aren't perfect; we bought a pup. Sadly the all-singing, all-dancing Crossflow engine is in fact all-painted, all-broken.

We can now sympathise with owners who've parted with a fair bit of cash on the promise of a working product and, quite frankly, not received it. We were dreading the phone call from Ike at Sussex Dyno Tuning. Would the engine be okay? Were there any surprises lurking? What would we find? But we'll let Ike's report do the explaining: "The engine has recently (mileage-wise) been rebuilt with a reground crankshaft. This however, has been ground so badly that the engine must of only just have run due to the incorrect sizings of the journals. The biggest problem is that the machine that had been used featured an incorrectly set wheel, as there are no radius fillets in any of the journals. This basically means there is no radius in the corners and the crank loses its strength. The rods are virtually seized on to the big ends, hence the bearing damage shown in the pictures. If you look at the crank you can also see

all the heat damage from the previous failure along with a con rod. The front of the crank has also been damaged by the fitment of a double-width chain setup; the chain is wrecked as the rivets are now totally worn away. This is another silly, simple mistake. The dizzy drive is, again, worn-out, due to a previous engine failure and contamination."

In addition to all of that the Kent 244 camshaft is scrap, the baffled sump is, in fact, completely standard, and the chokes on the twin-40 Webbers have been bored out." Basically we've got one pretty awful package! Ike even told us that all the bolts on the engine were finger tight. With a bottom-end barely suitable for scrap, Winnie and I have been forced to source another, albeit, standard engine and make use of the MASS Racing cylinder head we've recently purchased. Gutted doesn't even come close, but this is motorsport and we will fight back, harder, better and stronger!

In the meantime we've purchased some 83.5mm Accralite BDA/X-flow forged pistons from leading Ford specialist, Burton Power. These will be machined to a secret Ike specification to work alongside a pair of his lovely steel con rods; screamer anyone?

In other news this month I'm pleased to report

Project Charlton finally boasts a new pair of FIA-approved seats in the form of some Motordrive items. Renowned for its work in rally circles, I've been hugely impressed with the company's products and decided to take the plunge. We opted for a pair of the company's Budget Pro2 seats, which cost a very reasonable £229.13 including VAT each. These fibreglass seats are side mounted, feature five-harness slots, as well as removable cushions – perfect. Made to suit both Winnie and I (yes they can manufacture them to your size) purchasing a set of Motordrive seats was a pleasure from start to finish. Now fitted in Project Charlton (see 'If Monkey can...' p112 for details), these seats really do offer up a vast amount of support for the driver, although we'll discover exactly how much when we next get out on track. We can't recommend Paul and the team at Motordrive highly enough.

With the 1380 BOSS Racing Crossflow set to come out this month to return to its kind owner, Jay Fowler, we've really got our work cut-out to get it ready for racing. Next month we'll show you more progress on the engine, as well as shots of our new rear towing eye, timing strut, maybe a Gartrac BIAS pedal box and much more. Wish us luck! JG



If you've never seen a broken engine before, it looks a bit like this one. That bit is broke, the bit next to it is broke, that other bit is also broke. That bit there is okay, just, but the bit next to it is really broke. Basically we bought a load of scrap. It happens to us all!

