

RB/IW.
16.3.59.

To :- Mr. A.S. Enever.
Mr. M. Chambers.
Mr. A. Hounslow. ✓

From :- Mr. R. Brocklehurst.

The following is a copy of a memo received from Mr. W.H. Andrews, Engines Branch, dated 13th. March, 1959, for your information.

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R. Brocklehurst
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"Piston - Valve Clearance 1600 c.c. Twin Cam.

Further to our telephone conversation the other day during which you mentioned that a 'Tuning Book' was being prepared for the 1600 c.c. 'Twin Cam' engine, we think the following point should be stressed.

If, for any reason the 'Skimming' of the 'Joint Face' of the Cylinder Head is contemplated, it should be realised that at 10° A.T.D.C. on Valve Overlap, the Inlet Valve clears the Piston by a nominal 0.076". This occurs with a Tappet Clearance of 0.015" and a gasket thickness of 0.031".

We suggest that 0.020" be specified as the absolute maximum that may be safely removed. The Valve Clearance would then be reduced to a nominal 0.061". Whether any more power could be obtained by doing this is somewhat doubtful, but on the other hand, the above information will be useful to anyone who wishes to 'Clean Up' a scratched or damaged 'Joint Face'.

Should you specify the 'Wide Period Camshafts' in the Tuning Book (i.e. 3rd. Timing) please note that the conditions will differ very slightly as follows :-

At 8° A.T.D.C. on Valve Overlap, the Inlet Valve clears the Piston by a nominal 0.075" with a Tappet Clearance of 0.015" and a Gasket thickness of 0.031". " .