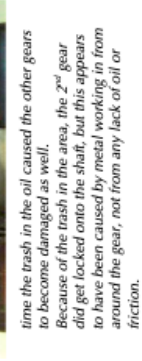


by Claude Nahum >>



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This main shaft was an original Ford item, but the gears were from Dan Williams, who makes all-new top-loader gears. I did not find any reason to think that the gears, or the internal parts, played any part in the start of the problem. It all seems to have come from the snap ring locking up the quick change gears.

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free transaxle, KKL 738, was received at the end of July 2013. It was mated to the engine and the car, and the meantime, was being readied for the Goodwood Revival.

oodwood Revival 2013 was uneventful and, at the beginning of this year, Trevor started working extensively on P1016, just to make sure we wouldn't have more electrical failures - or any failure at all for matter.

is how Trevor, in a note, summed the situation up the work to be done in January 2014:

Preparation for LMC 2014.

- This car requires a new set of fuel tanks that have been ordered (March 2014).

- I am unsure as to what you would like to do as far as engines go.

- The one that is currently fitted has been in the car since early 2010. It has done

LMC 2010, LMC 2012, Goodwood and also, as far as I recall, 4 test days at vari-

- The gearbox that is fitted has only done

Goodwood, but requires the 26:30 drop gears changing for Le Mans (these

are the quick change gear ratios at the rear of the box). I am awaiting wire

details from Mike Teske so that these gears can be made.

- Various electrics need attention.
- Lee Holman still has the second trans-

axle.

Mies garage (between Geneva and my house, on Tenison works and I have my car) to discuss