

Parkin's practice

When 112-25 = 100

When I first bought the car I was not happy with the ride and started testing alternatives that eventually resulted in the adoption of the "Club Suspension". In the end we changed the rear shock absorbers, retaining the original factory springs and fitted replacement springs and shock absorbers on the front. What would happen I thought, if the rear springs were made a little softer? In the Manual it states that the rear units should be 112lbs per inch. However on the test rig they showed up at 125lbs. The factory told me originally that springs had been changed after car 40 and these are the ones that I had now fitted. Had they increased the tension? John Taylor said he was told that Hutson had fitted softer springs to the *TF injection* but we did not know their rating.

Time to experiment !

I arranged to send a spring to a company in Dunmow and it got lost on the way. I took off the other spring and drove to Dunmow on the Friday afternoon. On the computer a very helpful Barry Spinks worked out a new formula for a spring at 100lbs. Two please! I said and on the

following Wednesday afternoon, with a bank holiday in-between, they were ready. He had put in an extra coil and used a slightly smaller diameter steel. Also the finished length was now 12". On the rig 100lbs spot on! In the cheque book £22.50 plus VAT each.

Back on the car with the length set at 10" the ride is definitely softer. The Cotswolds run is next weekend so I hope to see if it really is desirable. Maybe it's just me that suffers from geriatric tail end syndrome! *

The other thought that crossed my mind is that everyone is adjusting their Spax to zero, when the possible positions are 0 to 14. What would happen if the possible adjustment went from say, minus 5 to plus 9? Would we all be happier with a figure below zero? I am having a look into this and will report back later.

Meanwhile....

*Boing Boing Boing
Boing Boing
AAGH!*