

ANZANI SIDE-VALVE ENGINE FOR SALE

History

The key components of the engine for sale are of engine No. S.S. 4881. It is a 1496cc engine that was originally fitted to 1926 Frazer Nash Super Sports car Chassis No. 1132 and registered as PH 3682.

David Thirlby's book "The Chain-Drive Frazer Nash" notes that the car was owned by John Bolster from 1930 to 1934 and that there was a change to an HE Anzani engine but it is not clear whether that was by Bolster or later.

David Thirlby owned PH 3682 from 1953 and it is currently owned by Dorinda Thirlby. The engine currently installed is not known to me.

In 1948, Michael Lovell bought another Frazer Nash, PF 2567 (raced at Brooklands in the late 1930s by Miss P. McOstrich). It had engine H.E. 4919 which, according to the Log Book but for reasons unknown, he replaced with S.S. 4881 on 24 March, 1949. Where S.S. 4881 had been from the 1930s to 1940s is not known to me but it is likely that Lovell bought the engine with PF 2567.

In 1953, I bought PF 2567 and used it extensively in England and from 1957 in Australia, until November 1986 when, at a hill-climb at Mt. Tarrengower, Victoria, Australia, No. 2 con-rod came adrift and damaged the crankcase. The crankcase was damaged with a 3" hole in the right-hand side. The No. 2 piston was destroyed and the conrod bent into a figure 8. The rest of the engine appeared to be undamaged and repairs were about to be started when it became known that new crankcases and sumps were to be manufactured under the guidance of Piers Blakeney-Edwards. Subsequently, the scope of manufacture was extended to include Phoenix-made crankshafts and con-rods.

I bought a complete new bottom-end comprising crankcase, sump, crankshaft, con-rods, shell bearings and flywheel with ring gear. The shipment arrived in February 1988 and included 2 Cozette superchargers. The engine then built and now known as 3 REP87, used components above crankcase level from S.S. 4881 and its oil pump, magneto drive, front timing cover and rear engine mounting cradle and some new components including pistons, camshaft, valves and some valve train bits.

What is offered for sale is the S.S. 4881 original "bottom end" plus Anzani/Frazer Nash parts that came as "spares" when I bought PF 2567 in 1953 plus some from other sources, to make up a kit to nearly complete an engine. The additional components needed to make a fully complete engine are listed below.

In building 3 REP87, a number of original components were usable but were replaced with new, locally-made items even though this was not necessary but cosmetically nice.

The parts offered have not been crack tested or checked for other damage or distortion but they appear to be in usable condition although requiring some fettling, repair and/or fit-up adjustment.

A full list of components follows.

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Anzani Engine - Components List

Original Components of Engine No S.S. 4881

The conditions described are as assessed in 2018.

- Crankcase - damaged -hole at No. 2 right side;
- with main bearings and caps and bolts;
- block hold down studs.
- Sump - with sump plug and cylindrical screen.
- Camshaft - with bronze camshaft bearings;
- silent chain sprocket 30 teeth (not fitted).
- Crankshaft - Probably Laystall fitted in 1930s or 1950s, with flywheel flange and clutch spigot housing. Fitted to S.S. 4881 at time of 1986 con-rod failure;
silent chain sprocket 15 teeth (not fitted).
- Crankshaft - "spare" at time of 1953 purchase and probably the original S.S. 4881 crank.
- Con-rods - for 1, 3 and 4. No. 2 damaged (greatly).
- Pistons - for 1, 3 and 4. Appear to be usable. 69.5 diameter.
- Valves - with slotted end retainer caps.
- Valve springs - assorted.
- Flywheel - with ring gear and bolts.
- Exhaust manifold and first section exhaust pipe.
- Water transfer plates - 2/damaged.
- Magneto drive shaft bush - damaged but usable.
- Crank handle dog shaft - fits through timing cover.

Other "spare" components, not fitted in 1953

Some of the following were "spares" provided with the purchase of PF 2567 in 1953.

- Cylinder head - copper plated, no squish area.
- Head gasket - solid copper.
- Block - bores sleeved 69mm approx.,
 - bores and valve seats rusted;
 - No. 7 valve guide missing;
 - 5/loose valves, separate;
 - 8/head studs (need 14).
- Camshaft timing gear sprockets, 2 in number (30 teeth).
- Pistons - 5/with rings 68.4 diam;
 - 2/unused 68.7 diam;
 - 4/used 68.5 diam.
- Con-rods - 4/with white metal;
 - 4/without white metal - one bent.
- Crankcase breather fitting - not original but was on engine in 1953.

Components to complete engine

These components are provided to complete the engine but they are not from SS 4881 or the "spares" collection.

- Front timing cover - not type for vertical dynamo drive.
- Oil pump with drive shaft and gear and external oil pipes - ex AC Anzani engine.
- Water transfer plate - 1/ new.
- Valve chamber side cover plates - new and embossed "British Anzani".
- Valves - 12/good condition with caps and collets;
 - many used valves and retainers.-
- Exhaust flange gaskets - 2/sets.
- Kit of exhaust flanges to make a separate pipe exhaust system.
- Cam followers - 10/with rollers and tappet screws, some disassembled.
- Cam follower guides - 3/only.
- Valve springs - 17/outer type only.

Components not included

The following components are not included in the sale but will be needed to complete the engine and will need to be sourced by the purchaser.

- Cam follower clamps.
- Magneto drive shaft, sprocket and bearing housing
- Rear engine mounting cradle.
- Carburettor.
- Magneto and HT leads.
- Starter motor.