

# TALKING SHOP

*With the engineering specialist that's been in business for 70 years and is still innovating*



## CHESMAN ENGINEERING

*'Only Chesman can do the machine work on my engine,' instructed one German Ferrari owner. The long-established Midlands firm's reputation for precision engineering has spread far and wide*

WORDS JERRY THURSTON PHOTOGRAPH LYNDON McNEIL

### 1. JAGUAR TYPE B INLET MANIFOLD

This is a brand-new inlet manifold that Chesman has cast elsewhere for finishing in-house. It allows the fitting of a trio of SU carburettors to the B-type cylinder head to bring carburation up to the specification of the Special Equipment XK150.

### 2. ROVER V8 BLOCK/ ANDY BARKER

Rover's venerable V8 block is being bored ready to receive new top-hat liners which, once fitted, can't slip deeper in to the block. This solves the problem of original liners gradually dropping, eventually causing cylinder head gasket failure.

Andy is Chesman's workshop manager. 'I was apprenticed to the company in 1991, when it belonged to the late Andy Chesman, and I have been here ever since.

'I rejoice in the title of precision engineer in specialised automotive

engineering. We have three companies here: Chesman Engineering; CS Classic Parts, which does stuff like the new cylinder heads; and our new venture, Autopatterns, which gives us a pattern-making business.'

### 3. 1963 FERRARI 250 GTE BLOCK ON LINE-BORING MACHINE/RAY HOWSE

Chesman has three of these 3.0-litre Colombo-designed V12s in the workshop at present, all for different customers. One has been sent in by a German car preparer on the insistence of its owner. The note read: 'Only Chesman in England can do the machine work on my engine.' Ray, who is setting the block on the borer, specialises in cylinder heads.

### 4. 1953 BENTLEY R-TYPE CYLINDER HEAD

This reconditioned cylinder head will soon be joined by a brand-new

cylinder head that is being made as part of a joint venture with Bentley specialist Padgett Motor Engineers. Chesman's pattern maker is finalising the job at present and the first batch will be cast very soon.

### 5. AUSTIN HEALEY CYLINDER HEADS

Along with Ford Zephyr 6 triple-carburettor heads, these Healey castings are another of the re-manufacturing projects being undertaken by the CS Classic Parts side of the Chesman works. They will be fully machined and fitted with valve seats, leaving the work complete and ready to be dropped on top of the cylinder blocks.

### 6. 1925 BUICK '6'/ CHRIS O'TOOLE/ NICOLAS THOLIN

Chris O'Toole is an ex-Peugeot engineer. Like most of the guys in the workshop he's multi-qualified but

has his own specialism. In his case he tends to get the complicated task of engine component balancing. He also owns 50 per cent of CS Classic Parts, the new-part manufacturing arm of the business.

Nicolas is completing his training in automotive engineering at Estaca College in Paris.

Each year a couple of the best students come to work at Chesman Engineering to experience the real-world practicalities of working with engine components.

The Buick engine (obscured) is in the process of being stripped.

### 7. JAGUAR 3.8 CYLINDER HEAD/LAMBORGHINI V10 ENGINE BLOCK

The Jaguar head is one of many in the throes of restoration at Chesman. All will be cleaned before being remachined as necessary, then reassembled ready for being returned to the customer. To give an idea of the rarefied atmosphere the company works in, this Lamborghini V10 block is dismissed as just another day-to-day job... 'Shall we get it out of the photo?'

### CONTACT

Chesman Engineering,  
54 Edgwick Road,  
Coventry CV6 5FQ  
([www.chesmanengineering.co.uk](http://www.chesmanengineering.co.uk),  
02476 689665).