

# Stourbridge Pre-War and Classic Car Club

## October 2023



[www.stourbridgeprewarcc.com](http://www.stourbridgeprewarcc.com)

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# Stourbridge Pre War and Classic Car Club

## Minutes of meeting held on 12<sup>th</sup> of October 2023

- 1) **Apologies:** - Kevin Birch, Liz & Simon Biggs, Rob and Iris Gillett, Dave (Cape Verde) Finch, Geoff Salminen, Dick and Buffy Chater and Mick Bunn.
- 2) **Agreed Minutes:** - Proposed by Chris Lees and seconded by Mac Grimmett.
- 3) **Matters Arising:** -none.
- 4) **Chairman's Report:** -John Lees started by informing the meeting that the funeral of Rod Jones will take place at Gornal Crematorium at 11am on Monday 30<sup>th</sup> of October.

Rod was a mainstay of the club and not only was he well liked by everyone, but his knowledge was second to none. John hopes for a turnout from the Club members that will make a fitting tribute to a wonderful man.

John Lees also thanked Howard for ensuring that the club acknowledged Rod's commitment to the Club by making him an Honorary Member, John was not aware just how ill Rod was, but thanks to Yvonne & Howard he received a certificate of Honorary Membership before he passed away.

The breakfast run was enjoyed by those who turned up, John felt the numbers could have been higher, however, the final destination was a surprise to everyone, including local members who knew nothing of the venue.

Skittles evening, 21<sup>st</sup> October. The maximum number has now been reached, can all those going please let Howard know what your food options will be. 1) chicken & chips 2) scampi & chips. There is a vegetable lasagne for the non-meat eaters.

Kevin will be organising the teams as well as the quiz. Howard will send Kevin the list of all those attending.

The Christmas meal at the Con Club will cost £12.50 per person, this is to be held on the 30<sup>th</sup> of November 2023. **Further details to follow next month about how to book and pay your place.** Tickets will be limited to club members and partners due to number limits in the upstairs room which is 40 people. The December monthly meeting will be informal with a Quiz, Food nibbles and a raffle.

**5) Secretary's Report:** - Howard had very little to say as John had covered most points. A reminder that the REV's meeting will take place this coming Saturday 14<sup>th</sup> of October between 10 and 12 o'clock.

Can members who have booked to go on the Welsh trip next May 2024 please let me know so I can keep an eye on the numbers. Thank you.

**6) Treasurer's Report:** -I have just paid for new car window stickers (£200)

Money for the Skittles night is steadily coming in with 23 places paid for so far.

**Expenses-** £200 window stickers

**Income-** £287.50 skittles night

**Accounts-** Savings- £3031.56 Current Account- £1426.20 Cash in hand- £149.94 September raffle raised £29

Thank you to all who took part.

**7) Newsletter:** -Yvonne thanked Kevin and Arthur for their articles. She also mentioned that she had written a short tribute to Rod and added his very interesting car profile.

**8) Webmaster:** -Chris Read said things are running along with profiles building up. If anyone has photos they have taken of events, Chris would be pleased to receive them.

**9) Membership:** - Geoff was not present.

**10)Events:** - Iris did not feel well so returned home before the meeting commenced.

Mid-month lunch on Wednesday 18<sup>th</sup> of October at the Old Gate, Heathton, WV5 7JB. Can those wishing to attend inform Hank of their choices ASAP.

Raffle: - This month's winner is Dave Price.

Meeting ended at 8.46pm

The Auction followed the meeting, more information on how it went next month.

I would like to thank Arthur Wood and Kevin Birch for their articles and to Chris Read for sending the information concerning Rod Jones.

## Mid-month Lunch Wednesday the 18<sup>th</sup> of October.

The Old Gate,  
Heathton,  
Wolverhampton,  
WV5 7EB  
Tel 01746710431



Lunch is booked for 12 noon.

### A little Electrical Difficulty

Travelling back home in my Sebring, after a pleasant drive on a lovely sunny day, I was on the run down the hill to my home when I saw a lady I know well standing at the entrance to her drive. I stopped to exchange a few words for about two minutes, I then went to drive off and noticed that the side lights were on so I went for the switch to turn them off but they weren't switched on! I gave vent to the usual groan; I've got an electrical fault. As I carried on down the hill the side lights went off. I pulled into the garage and sat with my foot on the footbrake and within a few seconds the side lights came on. So, the problem lay with the brake lights. With the engine switched off I went to the rear of the car with my tools having decided to isolate first one rear light and then, if necessary, the other. I removed the light cover on the near side and took out the bulb, it being a twin filament type, brake and side light.



For some unknown reason I looked closely at the bulb and there, to my astonishment, was the problem staring at me. The one filament had a spur sticking out making it very close to the other filament. Fortunately, I had a spare bulb in my glove box. Having fitted it I tested the brake lights and waited for the side lights to come on, they didn't. The attached picture shows clearly the faulty bulb with spur sticking out from the filament. What a relief.

  
**When the speed  
limit drops to  
20mph, cyclists  
please remember  
we need 1.5m  
clearance when  
you overtake us**



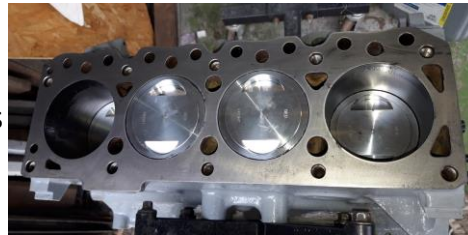
## 1969 MK2 Lotus Cortina

Many will have seen my car on the club stand at the NEC in March 2022, so what has been going on with it since then. The big move forward was getting the engine rebuilt, which has proved costly and a slow process. It was taken in to have the necessary machining done, but this proved to be more complicated than expected. In the past it has been extensively modified, with it being bored out and lined to take the bigger 85mm pistons, over the 83mm standard ones. This was a big mod in the '70s to gain considerably more power, but does hike up the compression ratio with which modern fuels can't cope. There were 2 solutions, either get a thick head gasket (4-5mm) made, or re-line the block back to standard. The head gasket route may not be reliable, and as the 85mm pistons are £150 +VAT each, expensive. Two of the bores needed liners anyway, so it was decided to take it back to standard bore, and fit forged pistons, which were only £100 + VAT each!! The forged steel crank was standard and only needed a polish, the head needed new valves, guides, hardened seats and a skim, all pretty standard stuff. The water pump however was a different matter. It is built into the aluminium front timing cover, and although a repair kit is available to replace it, the timing cover housing was severely corroded, which would have made it virtually impossible to make a watertight seal. In this case there is really only one solution, which means buying a complete new



re-designed timing case, which now has a bolt in water pump, which comes at the princely sum of £700, ouch! This new casting does have the advantage of being able to just unbolt the pump and replace it in an hour or two, whereas the old design means removing the head to do the same job, and with the pumps being a weak spot on the engine, this is a good thing.

Once all the machining was done, a trial assembly was made, which showed that the pistons were protruding 2.5 mm above the block at TDC, this was when I realised the crank was from a 1600cc engine, whereas the Lotus is based on the 1500cc engine which has shorter block, and less throw on



the crank by 2.5mm. Checking the old pistons against the new, found the old ones had been turned down to fit the block. So, either turn the new pistons down, but as the crank has a longer throw, the compression would increase, or change the crank back to 1500 types as standard, keeping the compression ratio to 9.5:1. A new forged crank was duly purchased, fortunately I got a good price for the old one to offset costs, and when fitted all was good. The flywheel was not in good condition, and rather than have it faced, a new steel one was bought, which is stronger and lighter than the old cast iron one. New problem, the new crank and the flywheel wouldn't go together, the crank is double doweled for strength, and the holes in the flywheel didn't quite line up, 1 thou of an inch out, but it was enough. The dowls were pulled out the crank, the flywheel bolted on, and the assembly re-drilled to take slightly larger dowls, at more expense.

A new clutch assembly was obtained, this proved to be very difficult, the old clutch disappeared years ago, and the Cortina club will only do exchange units as they are not available new. Burton will supply a brand-new racing clutch at eye-watering cost, but that would not be suitable for road use. I eventually found a full clutch that may fit, the plate had the correct splines and was of the correct diameter, and the measurements of the cover appeared correct, so one was ordered. It all looked good when it arrived, only to find the bolt and dowl holes in the fly wheel were in the correct position, except they were all 1mm further out on the radius to the holes in the cover. So, I decided to have the flywheel machined to take the cover, which needs to be perfectly central otherwise it will destroy the crank bearings.

So, thinking all was good, all new bearings, gaskets and seals etc were ordered (up to now I had been using the old bearings to trial assemble it as the crank hadn't been ground and the bearings fitted) and assembly proper can begin. I ordered the correct gasket sealants, Graphogen assembly paste and Plastigauge to ensure the bearing gaps are within tolerance on assembly, (measure twice build once). All excited and everything cleaned, cleaned again, then cleaned within an inch of its life, assembly started. First off put the main shell bearings in the block dry, fit the crank and put a small piece of Plastigauge across each bearing and put the caps on with the new bearings in them, then torque it all down, ensuring the crank doesn't rotate. Undo all the caps and remove them then measure the Plastigauge with a special piece of card that comes with it, to determine the running clearance. Plastigauge is like Plasticene, it has a specific diameter and when squashed by the bearings, spreads out, you then determine from how far it spreads with a card gauge what the clearance is. This engine should have



between 1.5-2.1 thou" clearance gap, on removing the main cap, the Plastigauge had hardly been touched, with just a small flat indent in the top. Not sure what is going on, re did everything with the same results. Ensuring I'm doing it right, and that the Plastigauge isn't at fault, I decide to repeat the procedure on the big end bearings, and on removing the caps found the Plastigauge to be squashed as expected, and when measured was 1.7thou" which is bang on where it should be. So, the Plastigauge is right and the procedure is right, but the main bearings still prove to be an issue. I measured the journals with 2 different micrometres, and it was definitely standard, not ground, so the bearings should fit. The bearings had the correct details on the box, but when I fitted the bearings in the caps and then fitted the caps to the block without the crank, I could get a 30 thou" feeler gauge between the two shells. Obviously, the bearings now are at fault, I fitted the crank with the old bearings, and they squashed the Plastigauge to within the correct tolerance, so proving the new bearings to be at fault. On looking closely, the old bearing felt thicker than the new ones, so before getting on the phone complaining about the new bearings being incorrect in the box, something I have never heard of before, I looked up the old bearing number, stamped on the back, on the internet. Not expecting to find anything, as they would have been at least 40years old, and there was the answer. The old bearings, being standard on the crank surface, were 15 thou" bigger on the housing surface, which meant the whole engine block and mains caps had been line bored in the past to align them. There were no markings to suggest this, and so I had to buy another set of bearings, I couldn't return the other set as they had been opened and had witness marks on them where the crank had touched them. The new bearings duly arrived and all was good with the clearance proving to be 1.7thou" across all the journals, so the bottom end was assembled without further issues.

The head was the next thing to put on after spending hours setting the valve clearances, which is done by fitting shims between the valve stem and an upturned bucket that the cam lobe presses on. The procedure is to fit the shims, put the cam in, measure the gap, take the cam back out measure the shim, then do the maths to determine what size shim you need to get the correct clearance. Not a quick job, as you then need to order new shims at the correct thickness, all available in 1 thou increments, then go through the same procedure again, if you are lucky, you get this done in 2 attempts, but it took me 3 as some clearances were still out after fitting new shims. I blame this on the fact that the old shims were used for the first measurement and they have the size engraved on them, I should have really measured them as some were now wrong. With the cams I'm using there isn't any allowance for the gap, they are 10 thou" inlet & exhaust, and that is it.

Now the head can go on which can get tricky as it is a twin overhead design, and now having had the head and block skimmed, means the cam timing will be slightly out if using the original chain sprockets. I have spent too much money and time on making this engine as good as I can, so bought some vernier sprockets which are adjustable so you can get the cams to open at the exact time they're supposed to. The only issue is that they don't come with any timing marks. It eventually took me 2 days to get it timed up correctly, it was a very steep learning curve and I had to be really careful that the valves don't touch the pistons, there is very little clearance near TDC, and if they do, do not to turn the engine any further. They were set up with a dial gauge on the valve stem bucket and



protractor set up on the crank, after true TDC had been found, so that the valves opened and closed, at the correct degree of crank rotation, as specified for the camshafts, which in this case are Cosworth CPL2 items. Engine was all painted and ready to go in after the gearbox had been installed, which was an easy job. So, for the first time in 36 years, the engine is back in the car, it isn't running yet, and I am keeping it that way until nearer the end of the restoration, as it has been assembled with Graphogen which is better for long term storage than oil. Once started the Graphogen will dissolve in the oil, and it will then go for an immediate rolling road tune up, so that the carbs are set correctly, as it is very easy with these carbs to over fuel and damage the engine quickly.

So now the engine is back to standard bore, has a forged steel crank, CPL2 cams, lightened steel flywheel and front pulley, forged pistons, polished and radiused conrods, ARP big end and crank bolts, steel main bearings and has been fully balanced and topped with a big valve ported head. So should be able to rev to 8000 RPM, whether the 40COEs can provide that much air, I don't know. I won't take it that high but knowing it has some headroom above the standard 6500 RPM limit will be good. I expect BHP would be around 130 to 140, over the standard 108 quoted by Ford at the car's launch, the rolling road will see.



Just need now for my wallet to recover as it has cost twice what I budgeted for.

## Breakfast Run

We were pleased that the Saturday morning of the breakfast run to the Down was dry and bright. Howard and I set off bright and early in Reg the 1.5 Riley, he was going very well, taking about an hour to get to the Down.

When we arrived, there was already a collection of "old" cars in the carpark, then several more joined us. After a good inspection of cars present it was off for breakfast. The breakfast was serve yourself so you had as much or as little as you wanted. I spied the Chairman with at least ten sausages on his plate. Well, it was his wedding anniversary after all.







Once we were all replete, we were given a route map which was to take us on a half hour drive to our destination. This took us back to Bridgnorth and on to the Wolverhampton Road, which is not a road Howard and I know very well. Thankfully we found the destination easily.



We had arrived at Tettenhall GWR Goods Depot. The railway line beside the station had been turned into a bike/walking track and was quite busy.

Our members disappeared into the goods depot and were taken down memory lane by the displays. This museum is run by volunteers and often relies on donations of money and

goods. I was overwhelmed by the whole thing, my logic tendency wanted to take all the items out of the shed and then return them in

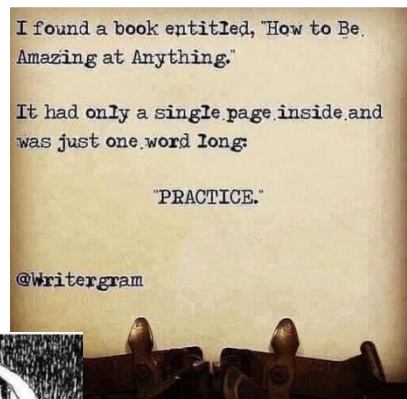
some logical order. I think the staff must get a gold star if they can find a space to place yet another new donation.



There was a nice café for a refreshing drink at the end. Thanks to John Lees for arranging a great Breakfast Run. Also personal thanks to John Lees Junior for helping Howard and I out of Wolverhampton.



Reg performed perfectly, allowing us to enjoy the day.



# Rod Jones

I felt the need to mark Rod's passing with an obituary dedicated to this extremely nice gentleman.

Rod Jones was a very valued member of the Stourbridge Pre-War and Classic Car Club, one of the original members joining in 1967. Rod was noted for his friendliness, also being very polite and knowledgeable. I enjoyed when Howard and I turned up early at the KCSA and I could have a chat with Rod. My lasting memory will be that he always had a smile on his face no matter what.

I am going to include the car profile Rod wrote about Gloria his car, it is not only well worth the read, but a walk down memory lane.



## SPWCC CAR PROFILE

Name: Rod Jones

Club Member for 45 Years

Make of car: Triumph Model: Gloria 6 D/H Coupé Year: 1936

When did you first acquire it: 1966

Why did you choose this car: My Brother offered it to me at a fair price.

How would you describe its condition on purchase: Oily Rag

What is its current condition:

Mechanically: Good Bodywork: Good Paintwork: Could be better

What do you like best about ownership: Classic English D/H Coupé Bodywork

What do you least like best about ownership: Lifting heavy components when engine has to come out!

What other vehicles do you have: Only this one apart from modern

Give a brief history of the car before your ownership: Originally a Middlesex registered vehicle. No details of original owners could be found. My Brother who sold me the car, tried Middlesex CC to investigate, was informed that all records of that era had been destroyed.

However, when I attended a Triumph Rally in the 90's I was shown an embroidery in the form of a map showing a trip to the South of France in 1937 from Newick in Sussex, by DMT 907.

The following was penned by my brother, Mike for 'Pre 1940 Triumph Motor Cars from family Photograph Albums' by Graham Shipman.

“I spent the Summer of 1964 while on University leave working for the C.W.S. based in Dudley and next door to the old Bean car factory where my father had once worked boring cylinder blocks in the 1920’s.

It was while I was out in one of the Co-op’s battered Commer diesel 30 cwt lorries that I spotted a very smart looking Drophead Coupé in a housing estate’s lay-by in the Rubery area near Birmingham.

I rang the bell of the nearby house and asked the lady if she knew who the owner was. She did, it was her husband’s Triumph and something prompted me to ask if it might be for sale, although I had very little money at the time. The lady said “yes but the big ends are gone”. I offered £7-10s but had to part with £10 in the end. A friend towed it home for me with his Vauxhall Velox. The journey was not without incident as instead of stopping at our house, we sailed on past and turned off smartly down another road. Later he explained why he had driven on. He had spotted a notoriously officious Police Inspector who had pulled him up the week before for towing an un-licensed vehicle - just like the Gloria!

Rod, my brother, and I removed the bonnet and heaved out the engine by hand using a cradle of wood between the engine and chassis. On stripping down the engine, we found that the con-rods were massive Vauxhall 25 items. The chap who re-metalled the big ends for me (Molyneux of Wolverhampton) said they would be fine if the revs were kept down. It lasted only 2000 miles. Next time the engine was repaired with correct con rods by R & E Arnett (Doncaster).

With approaching marriage in 1966 or was it my fiancée’s eyes on the fast-moving petrol gauge. I was forced into economy and I had to part with Gloria. Luckily Rod took over ownership and still owns the car.

For the ‘Rivet Counters’ the engine is a ‘Coventry Climax’ of 15.72 hp, 6 cylinders, 65mm bore by 100mm stroke, capacity 1991cc overhead inlet, side exhaust valves, single Solex Carburettor - gearbox 4 forward speeds and reverse with free wheel. Brakes Lockheed hydraulic. Price new £415. Permanent jacks are fitted made by DWS of Willesden, one on the front axle and two at the back, operated by a detachable handle.

A few words about some of the personalities encountered because of my ownership of the Triumph. In order to obtain the proper Triumph Con Rods, to re build the engine, when Mike owned the car, I contacted Tony Cook who was Secretary of the Pre’40 Triumph Owners Club. He referred me to Andy Metianu who lived in Sussex, he collected any Triumph bits he could lay his hands on and literally scoured the Country for anything useful. Andy sold Mike a complete spare engine out of a Gloria “Southern Cross” sports car that had crashed near Southampton together with a stack of other bits. This treasure trove contained the vital con rods to enable the engine re-build at Arnetts to be completed.

Having joined the Pre 1940 T.O.C., I got to know Tony Cook quite well, a very keen advocate for Triumphs, he moved to Wollaston in the late 60’s. With David Tedham - well known Austin 7 enthusiast, Tony helped to form the Stourbridge Pre War Car Club. Tony asked me to join the SPWCC which I did in 1967, a life changing experience. Meetings were held at the ‘Bird in Hand’ Pub in Stourbridge. Our club, even in the late 60’s, had a great range of cars with a straight Eight Daimler to Austin 7’s and Morris Eights. Many of the people I met in the early days are still members and we have shared many happy hours at the various Rallies and Runs we have participated in over the years.

Not being an Engineer by profession, at first, I was dependent upon my father for machining various replacements for hard to locate components.

Steve Lowe helped me a lot with getting difficult jobs done and sorting out my problem of replacing worn spring shackle pins, amongst others.

Geoff Mason also made a skilful job of replacing woodwork items etc., which I would have bodged with my ham-fisted joinery skills.

I remember in the 70’s Mick Bunn said he had found a Coventry Climax 6 engine in Underhill’s Brakers Yard in Quarry Bank and was I interested? “Yes” I said, but it was a no go. I had only got a VW vehicle - a ‘Beetle’. I couldn’t transport it.

Mick said not to worry as he had a little Commer Lorry and he would muster a working party to assist in the recovery of said engine. Mick Bunn, Arthur and Graham Shephard, and the late Bob Townsend all agreed to

help and kindly gave up a Saturday morning to retrieve and transport a heavy Climax engine (complete with gearbox) back to my place. This illustrates just one occasion when the generosity and helpfulness of SPWCC members was shown and the great thing about our club is the support and friendship given when needed.

I have lost count of the number of events I have attended with the 'Gloria', the first one was back in 1967 at Pakington Park, Warwickshire. Since then, I have attended Triumph annual Rallies at different Venues, Blenheim Palace, Cotswold Wildlife Park, Burford, Woburn Abbey, Quainton Railway Centre, Bletchley Park and Old Warden Airfield etc. Local Rallies I have attended along with SPWCC members include Bromyard, Much Marcle, Alveley, Six Ashes, Trimpley and Arley etc. I have also attended many Severn Valley 'Classic Car and Bike' days over the years.

To sum up, you are never short of places to go and friends to meet when you run an old car!

Last but by no means least the Events organized by our own Club Members, Chairman's Run, Breakfast Runs etc., special mention must be made of our annual Barbecue and Concourse presided over by Pod Hawthorne, whose hard work and enthusiasm was an example to all. Since Pod's retirement, our Concourse will be a different format but no doubt our Club will go from strength to strength in future.

## Events

### October

18<sup>th</sup> Mid-month lunch The Old Gate, Heathton WV5 7EB Meals to order in advance.

21<sup>st</sup> and 22<sup>nd</sup> Stourbridge Navigation Trust Open Weekend. Email [stourbridge-trust@btconnect.com](mailto:stourbridge-trust@btconnect.com) [www.thebondedwarehousestourbridge.co.uk](http://www.thebondedwarehousestourbridge.co.uk)

21<sup>st</sup> Skittle evening at the Squirrel, Kidderminster Rd, Alveley, WV15 6LN, now fully booked.

### November

9<sup>th</sup> monthly meeting

11<sup>th</sup> REV's Enville 10-12noon

19<sup>th</sup> - 12<sup>th</sup> N.E.C classic motor show

22<sup>nd</sup> Mid-month lunch The Bell Inn, Trysul, WV6 7JB Meals to order in advance.

30<sup>th</sup> Club Party in meeting room. Arrangements to be announced next month.

### December

9<sup>th</sup> REV's at Enville 4pm Carols by Carlight.

14<sup>th</sup> Monthly meeting, quiz and snacks to follow.

### January 2024

1<sup>st</sup> Lunch meeting at The Down.

Future shows

Hampton Ferry car and bike show Sat 8<sup>th</sup> June 2024, Sat 14<sup>th</sup> September 2024. 11am until 4pm. Boat Lane, Evesham WR11 4BP Further details from John Bates. No need to book.

Below is a list of tyres supplied by Pete Fox. His son-in law has these tyres in stock and would like to offer them to the club. To find out prices and discuss any other details please contact Pete Fox 0n 10215503599 or 07803761470

- 1) Bridgestone Dueler - 200 /
- 2) Continental ContiContact - 185/65/R14
- 3) Dunlop SP Sport F1 Response - 185/65/R14
- 4) Debica Spachye - 135/80/R13
- 5) Hankook - 165/70/R12
- 6) Dunlop SP Sport 200 - 185/55/R15 81V
- 7) Michelin Energy - 175/80/R14 88T
- 8) Pirelli PZero - 165/70/R12 77T
- 9) Pirelli PZero - 185/60/R14 82H
- 10) Seiberling ST800 - 175/70/R13 82H
- 11) Uniroyal - 175H/R14 RADIAL
- 12) Goodyear - 165/70/R13 79T
- 13) Jupiter - 215/80/R15 102T
- 14) Bridgestone Dueler - 245/65/R17
- 15) Hankook - 165/70/R20
- 16) Event - 155/80/R13 79T
- 17) Dunlop SP9 - 155/65/R13
- 18) Highway Range Runner - 185/R14
- 19) Continental - 255/65/R16
- 20) Maxxis Margariter - 255/65/R16 109H
- 21) Macadam <sup>BF</sup> Goodrich - 255/65/R16 109H (2)
- 22) " " " " " "
- 23) Yokohama - 215/65/R16 98H
- 24) Goodyear Eagle F1 - 205/40Z/R16
- 25) Goodyear GT2 - 165/65/R14 79T
- 26) Corsa - 195/70/R14 90H

- 1) BRIDGESTONE DUELLER 205/R16C 110 103R
- 2) DITTO