



**NERUS**

**PERFORMANCE EQUIPMENT**

## cylinder head conversions

NERUS are specialists in engine efficiency and produce conversion equipment which is capable of improving the performance of your car. They have enjoyed considerable success in this field over recent years and include on their staff of specialists, people who have worked for a number of major manufacturers with whom they were concerned with basic cylinder head design. It is now generally appreciated that mass production methods prevent modern car engines from approaching optimum efficiency. Standardisation often requires one type of engine to do duty in a range of vehicles designed for widely different purposes and the development of export markets prevents such standard units from taking full advantage of the operating conditions that apply in any one area.

The beginnings of engine tuning and conversion work on a commercial basis started with the advent of production saloon car racing, which quickly demonstrated to the public the amount of improvement and development that was possible on a standard car. NERUS conversions enable the engine of your car to be tailored to suit your particular requirement without imposing additional strains upon it and without the costly use of new parts. By increasing gas-flow and raising the compression ratio, improved combustion is achieved. In short, it makes the engine more efficient, providing better performance or lower fuel consumption and in many cases, both. Such conversions do not shorten the life of the engine nor necessarily affect the insurance rating of the car. Basically NERUS undertake four types of cylinder head conversions, each one specifically designed to improve the overall performance of the car by varying degrees:—

### NERUS 'MPG' HEAD

This head is engineered to produce fuel economies which under average mileage enable the conversion to pay for itself within a maximum period of 12 months. This economy is achieved without any loss of power or flexibility. In certain sections of the range, performance is usually improved. It is the ideal conversion for the average motorist who wishes to save on fuel bills and particularly suitable for fleet owners—car hire firms, driving schools and company representatives' cars where a large mileage per annum is covered, the cost of conversion being more quickly recovered.

The head is fully guaranteed and for normal road use imposes no additional strains on the rest of the engine. Indeed owing to the improved smoothness, bearing loads are reduced throughout the speed range. On certain models additional parts are required, such as carburettor jets, which are then supplied.

### NERUS 'SPORTS' HEAD

The NERUS Sports Head is the first in the range devoted to improved performance and engine efficiency. This moderately priced head is ideal for the young enthusiast or for the family motorist who pulls a caravan or trailer

and finds he lacks the initial 'urge' under load conditions. It is the most popular in our range of conversions, offering performance and economy and is eminently suitable for use with standard induction and exhaust systems. At the same time, it provides a large margin of potential power increase when allied to twin carburettors, sports camshafts and tuned exhaust systems. The head is produced with inlet and exhaust ports modified and polished. The combustion chambers are modified and polished to improve turbulence and burning characteristics, the whole port and combustion chamber shape being converted to give optimum gas flow and final valve size being determined by actual flow requirements. Combustion chamber volumes are balanced for improved smoothness and torque at low R.P.M. and stronger valve springs are fitted when practicable. The conversion is effected by a simple cylinder head exchange.

### NERUS 'CLUBMAN' HEAD

This head is a further development of the Sports Head. It incorporates similar modifications to ports, combustion chambers and valve sizes to enable racing speeds and performance to be achieved when allied to the correct induction, exhaust, and camshaft modifications.

As its name implies, it is primarily intended for the motorist who wishes to employ his vehicle for competition use and yet wishes to retain a flexible road vehicle, giving increased middle-range torque and acceleration. It is an essential item for anyone wishing to participate in Club events, and has the added advantage of providing progressive improvement in power output as and when it becomes possible to introduce the additional engine modifications referred to above. It is strongly recommended for any car fitted with twin carburettors as standard.

### NERUS 'COMPETITION' HEAD

The Competition Head is the logical conclusion to the range, providing high R.P.M. over long periods, and is the ultimate in cylinder head design.

The whole port and combustion chamber configuration is re-shaped to give high power and torque over the rev. range required for the type of sporting event in which the car is to be employed. The latest available material, such as Nimonic Alloy Steel, is used throughout in the preparation of these heads. Whilst a limited range of heads are maintained in stock for the more popular type of engine, the Competition Head is usually produced individually to meet precise customer specification and requirements.



## EXCHANGE BASIS AND FITTING

The heads are normally supplied on an exchange basis. The conversion can be undertaken by any local garage in the time normally taken to fit a standard cylinder head and, once fitted, needs no additional attention to keep the engine in tune. The prices quoted are the net conversion cost. A deposit is charged on purchase, pending the quality check on your returned cylinder head. Although cylinder head conversions form a large part of our total production, other items in our range of standard performance equipment include specially profiled camshafts, induction and exhaust systems.

WORKS:- Nerus Engineering Co.  
Ltd.,  
Drury Lane, St. Leonards-on-sea,  
Sussex.  
Tel: Hastings 29400

SALES—London:- Checkpoint,  
83 Euston Rd, NW1.  
Tel: 01-387 0601

Manchester:- Checkpoint,  
28/32 Trafford Street, Manchester,  
Tel: 061-CEN 2924

Glossop:- Checkpoint,  
Shire Hill Garage, High St. East,  
Glossop, Derbyshire.  
Tel: Glossop 2932

## Current Price List for the New Range of NERUS Cylinder Head Conversions

(Quotations are available for models not shown)

	DEPOSIT †			M.P.G.			SPORTS			CLUBMAN			COMPETITION		
	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d
<b>B.M.C.</b>															
Austin & Morris 850 & 1000cc. Austin A.35 & A.40 948cc. Riley Elf & Wolseley Hornet 850 & 998cc.															
Morris Minor 948cc. Austin Healey Sprite & M.G. Midget 948cc.	13	14	11	*24	15	0	28	10	0	35	10	0	64	10	0
Austin & Morris Cooper 997cc. Austin & Morris 1100 Morris Minor 1098cc. Austin A.40 1098cc.	15	2	11	*24	15	0	28	10	0	35	10	0	64	10	0
Austin & Morris Cooper 998cc. M.G. Wolseley 1100 Riley Kestral & Vanden Plas 1100 Austin Healey Sprite & M.G. Midget 1098cc.	17	17	7	*24	15	0	28	10	0	35	10	0	64	10	0
Austin & Morris Cooper 'S' 970, 1071 & 1275cc. Austin Healey Sprite & M.G. Midget 1275cc.	39	12	3	*30	0	0	—	—	—	30	0	0	44	0	0
Austin & Morris 1300cc. range (M.G. Wolseley, Riley, etc.) Wolseley 1500 & Riley 1.5 M.G.A. 1500 & 1600cc. A60 Cambridge, M.G. Magnette, Riley 4/72 Morris Oxford & Wolseley 16/60	24	12	0	29	10	0	29	10	0	34	15	0	—	—	—
Austin & Morris 1800 & Wolseley 18/85, M.G.B. & GT. A110, Wolseley 6/110 & Princess, Austin Healey 3000, etc.	25	12	0	29	10	0	29	10	0	—	—	—	—	—	—
	44	12	0	*43	15	0	*43	15	0	—	—	—	—	—	—
<b>FORD</b>															
Anglia 997cc.	16	5	10	*24	15	0	34	0	0	43	15	0	64	10	0
Anglia & Cortina 1200cc.	16	12	8	*24	15	0	34	0	0	43	15	0	64	10	0
Consul Classic 1340cc.	16	12	6	*25	5	0	34	15	0	44	15	0	64	10	0
Cortina, Corsair & Classic 1500cc.	18	8	6	*25	5	0	34	15	0	44	15	0	64	10	0
Cortina, Classic & Corsair 1500 GT 4 Cylinder Zephyr	21	12	5	*25	5	0	34	15	0	44	15	0	64	10	0
6 Cylinder Zephyr & Zodiac	22	2	6	*30	5	0	*30	5	0	—	—	—	—	—	—
V4 Corsair, Corsair GT & 2000E	28	2	3	*42	10	0	*42	10	0	—	—	—	—	—	—
Escort 1100, 1300, Cortina 1300 Crossflow	23	17	2	*30	0	0	*30	0	0	—	—	—	—	—	—
Escort 1300 GT & Cortina 1600 Crossflow range	18	6	0	*25	5	0	34	15	0	44	15	0	64	10	0
	18	6	0	*24	15	0	34	0	0	43	15	0	64	10	0
<b>ROOTES</b>															
Hillman Minx—All U.K. models incl. Hunter series	18	17	10	29	15	0	29	15	0	—	—	—	—	—	—
Singer Gazelle " " " " " "	18	17	10	29	15	0	29	15	0	—	—	—	—	—	—
Singer Vogue Series I & II	18	17	10	29	15	0	29	15	0	—	—	—	—	—	—
Sunbeam Rapier " "	18	17	10	29	15	0	29	15	0	—	—	—	—	—	—
Sunbeam Rapier Series III, IIIA, IV & V	38	6	0	29	15	0	29	15	0	—	—	—	—	—	—
Sunbeam Alpine All models	38	6	0	29	15	0	29	15	0	—	—	—	—	—	—
Humber Sceptre Series I & II, Singer Vogue Series III & IV	38	6	0	29	15	0	29	15	0	—	—	—	—	—	—
Hillman Hunter, and Hunter series of: Sunbeam Rapier, Humber Sceptre, Singer Vogue	38	6	0	29	15	0	29	15	0	—	—	—	—	—	—
Hillman Imp Mk. I, Mk. II, & Super. Singer Chamois Mk. I, Mk. II, & Sports. Sunbeam Imp. Sports & Stiletto.	31	16	4	*28	10	0	40	5	0	*63	5	0	—	—	—
<b>TRIUMPH</b>															
Herald 948cc., 1200, 12/40 & 13/60	19	15	0	27	15	0	27	15	0	*34	15	0	—	—	—
Spitfire Mk. I, Mk. II	23	15	0	*27	15	0	*27	15	0	*34	15	0	—	—	—
Spitfire Mk. III	28	15	0	*27	15	0	*27	15	0	*34	15	0	—	—	—
1300 & 1300 TC	23	0	0	*27	15	0	*27	15	0	*34	15	0	—	—	—
Vitesse 6	35	10	0	*39	5	0	*39	5	0	*48	10	0	—	—	—
Vitesse 2 Litre, 2000, GT6	42	0	0	*39	5	0	*39	5	0	*48	10	0	—	—	—
<b>VAUXHALL</b>															
Victor & Victor 101	16	6	8	*30	5	0	*30	5	0	—	—	—	—	—	—
VX. 490	29	18	8	*30	5	0	*30	5	0	*34	15	0	—	—	—
Viva S.L.	20	12	0	*31	15	0	*31	15	0	—	—	—	—	—	—
6 Cylinder Cresta	28	12	0	*40	15	0	*40	15	0	—	—	—	—	—	—

Except where asterisked all heads listed can be regarded as in standard production and available Ex. Stock. Delivery of items marked with an asterisk can be undertaken within seven days.

† Prices indicated are for Conversion only, on an Exchange head basis. A deposit is necessary against new heads, which is equivalent to manufacturers list price.

LOCAL DISTRIBUTORS