

OPEN TOURERS

If you have an open tourer or coupe and do not possess a bag to contain the hood when folded, you will often find that the loose folds flap so violently in the breeze that you may fear for their survival. With the price of a new hood being several hundred dollars, the cost of a hood bag may well seem justifiable. However a simple (and cheap) way to keep everything in order is to insert a length of stick into the top fold of the hood. This stick need only be of small cross section, 3/4" dowel or 1" would do, and an inch or so shorter than the spacing of the hood sticks, and hey presto! the hood no longer flaps about! I think this represents the pinnacle of the triumph of pragmatism over originality, and will doubtless cause the loss of many concours points, but it works.

Martin Shelley

DID YOU KNOW?: - Back in the 20's Chevrolet used to say "A valve in the head is worth two in the block"!!

THINGS TO KNOW: - To remove a hub from a tapered axle, first, jack up the opposite wheel and NOT the wheel you wish to remove. Loosen the axle nut on the wheel you wish to remove, then screw another nut onto the shaft tight against the loosened nut to protect the threads then hit it a sharp blow with a heavy hammer.

Jim Bell VCCWA Busselton

SO YOU WANT TO KEEP YOUR RADIATOR CLEAN!!!

The other day while giving a "bit of lip" to my very helpful mechanic, I learnt, what i think is a very useful tip for keeping a radiator core clean.

Most of us have been victims of boiling radiators on the early runs of our newly restored cars or re-built motors. Even though we had the block and head professionally cleaned inside and out, the drying out of the water jacket loosens rust and scale not removed by the cleaning process. This rust and scale is washed off the walls of the cooling chambers and is obligingly dumped into the top tank of the radiator per favour of the water pump:

Meanwhile, at my Toogoolawah garage one Saturday morning I chided my mechanic for filling his School bus' radiator while the bottom hose was off. He, of course, replied he was flushing the system.

"Flushing the system!" I said, "You've only just re-built the motor."

"Exactly!" he retorted, "Look at what's in the drain."

In the drain was a piece of stocking coated with grime and rust particles.

"How on earth did that get into the radiator?" I enquired, wondering how a stocking could find its way into a cooling system.

"I put it there," he casually remarked. "I always put one in the top tank of all my vehicles." (At last count he had five.)

He explained that every time he flushes the radiator he inserts the foot of a panty hose into the top tank's inlet pipe, folding it back over the outside of the pipe before re-connecting the radiator hose. The panty hose then catches all foreign matter before the radiator core gets its clutching fingers onto it.