

**TOOLBOX.**



**TIPS FOR TF's**  
 By Jim

**PLUGS AND THERMOSTATS**

I have mentioned before, the advisability of taking out the sparking plugs every year, not only to clean them, but to prevent them from sticking. A seized plug could require a visit to a garage. Clean the tapers and lightly smear with copper lube or similar.

This leads me on to thermostats. Having just received my new thermostat housing from the club, and having a new thermostat to hand, I can see what a close fit it is. My original housing is as yet intact but I cannot remove the thermostat which although still working has welded itself in place.

The point I am making is, if you can get your thermostat out, or if you fit a new housing and 'stat, make sure that you remove it and clean it on a regular basis, thus avoiding future problems. It may be a good idea to remove the thermostat altogether if the car is out of commission through the winter.

**OVERHEATING**

I have been running 'Eighty Nine' on ordinary unleaded (95 Octane) petrol with a lead replacement and octane boosting additive. The car whilst not overheating has run on the hot side, and has pinked on occasion. I have changed to Super Un-Leaded (98 Octane) and stopped using the additive. The engine runs cooler, seldom reaching 90 degrees, and the pinking has gone. I still carry a bottle of additive in case this fuel is not available.

**GEARBOXES**

Eighty Nine was put to bed in full working order at the end of last season, but on taking it to be MOT Tested I had dire trouble with third gear. The Birthday Run was upon us so I took it in to Hutson's on the Monday, Andy Raynor took it out and confirmed the trouble and said that he had four reconditioned boxes in stock. The upshot was that I left the car at Hutsons and collected it two days later with the new box fitted. The cost of the reconditioned box was £300 (exchange) plus fitting and VAT.



'Mr and Mrs Pype, are you sure you wish  
 To Christen your son Dwaine?'