

ECLECTIC ECURIAM *Continued.*

When the thermostat is fully open, the body alone is highly restrictive. Complete removal allows the water to circulate at a much faster rate, thus compensating for the smaller amount of cooling available. I suppose it's asking a lot to expect our poor little radiator to deal with a modern 1700 c.c. high performance engine but of course a larger one cannot be fitted.

It is to be seen what will occur under winter conditions but as an experiment I have made a variable flow control out of an old 1/2 inch brass tap.

This may not be required as it is quite possible the engine will still run at a high enough temperature, even in cold weather.

So far, I find there is no problem, with the engine quickly reaching a normal running condition.....but now without roasted feet !

UNDER THE BONNET With Jim.

Eighty Nine's fuel pump had always leaked.....a dampness around the rim and under the bonnet, a smell of petrol. Things came to a head last year when one day I found the car standing in a pool of fuel. I went out and bought "a new improved fuel pump", only to find that being slightly larger in diameter than the original pump, it fouled the banjo fitting on the rear of the induction manifold which connects a vacuum pipe to the brake servo unit. (See diagram). To get mobile again I refitted the old pump and found that the leak had stopped apart from occasional weeping.

Standing in the car park of "The White Hart Royal" on this year's Cotswold Run, knee deep in TFs, I discussed the problem with someone, unfortunately I can't remember who, but he had solved the problem simply by exchanging the afore mentioned brake servo fitting at the rear of the induction manifold with the much smaller vacuum pipe fitting at the front of the manifold which connects to the distributor.....amazingly they are the same size threads !

The new pump then simply bolted on. Easy when you know how !

