

lice Traffic Management Division of the event

8 - When you have worked out your costings that need to be worked out for a couple and a single person, you will need to design your entry forms and prepare the route books. Again Freda can help with this. Again look at some of the entry forms you have been sent in the past.

9- The date will need to be agreed with David to avoid clashes in the calendar that will limit the numbers attending. Also the date will need to appear in Naylor News & the Newsletters. It is often best to start your plans 12 months beforehand to avoid any problems.

10 - Rally plates will need to be designed and ordered. They can be done through Freda as her man has a stock of blanks ready for printing. Finishing/Attendance plaques will need to be ordered.

11 - Ideally check the route just before the event to make sure there are no diversions or road sign changes. This has happened!!! Also they dig up the road!!!

12 - We hope that this does not put any of you off from organizing an event, but you all know your home patch better than the rest of us and it is a great joy finding some of the hidden gems of our countryside.

We will give you all the support you need!! This has been prepared from the notes & suggestions from all who have organized runs in the past, The Beels, the Burnhills, the Fletchers, the Smiths & Freda to name but a few.

TIPS FOR TF'S No.3

by Jim

WATER WETTER

This unlikely sounding product is apparently used in competition cars to help prevent overheating. It contains a wetting agent to break down the surface tension in water and this

dramatically improves heat transfer. It is manufactured by Red Line Synthetic Oil in the USA and is available in most motor catalogues. It comes in 355 ml bottles which contain enough for two treatments but I have used a whole bottle with good results. Simply pour it into the radiator where it happily mixes with antifreeze and helps to lubricate the water pump.

Before resorting to this, first check that the thermostat is working (remove it and see if the engine runs cooler). If it has seized, either buy a new one or run without it, this will be no problem in summer, but the engine may fail to reach working temperature if you use the car in winter. Whilst the thermostat is out, remove the bottom hose from the radiator and flush out the system, radiator, block and heater matrix (set heater control to hot to allow full flow). You will of course need to mix some new antifreeze, and add the Water Wetter with it when you refill the system.

One of the causes of overheating is the use of unleaded petrol. This seems to burn hotter than the old Four Star. (See Vaporisation, Naylor News issue 25 Dec 2001.)

SIDESCREEEN FRACTURES

Some time ago, I noticed a crack in the paint work of a front sidescreen frame, where the slotted leg which secures it to the door is welded to the window frame. Unwisely I ignored it and eventually the weld fractured leaving the sidescreen unsecured. Fortunately the weather was kind and we were able to motor home without getting wet!

To have the break re-welded it is necessary to separate the window and surround from the frame. This is done by removing the chrome surrounds (attached by spring clips and not fitted to Hutsons) and drilling out the rivets which secure the window to the frame. Having the weld re-done is no problem, but getting the correct angle is vital, and I had to make a complicated template to hold everything in place. If I had stripped the sidescreen and taken it to be repaired before the leg had completely broken off it would have been much easier. Check your screens for cracks, and nip any problems in the bud!