

complicated than a two pin plug and socket. I lay on my back and viewed this interesting discovery, but that concrete floor was getting cold again.

So I climbed out from under and went and put the kettle on and have a think !

Many years ago, I bought myself a circuit tester, a simple one, just a probe with a small lamp in the handle and a lead with a dog clip to fix to a good earthing point. I found it and with the ignition switched on and reverse gear firmly engaged, started probing around that two pin plug. On one side power was going to the switch in the gearbox.... and glory be...it was coming back to the two pin plug and socket. Another probe... but no power going down to the back end. I climbed out from under the car, switched off the ignition and returned again to the discomfort of the concrete floor. I cleaned that plug and socket 'till it shone and tried again. Yes ! power was now going down to the back end.....but still the lamp didn't work. I went down to the back end and removed the lamp to the workbench. With some white spirit I gave it a thorough clean, polished up the earth contact and then the feed contact which plugs into one of those rubber cased little plugs. The inside of that plug was filthy, which is not really surprising, for it lives in a very exposed place. Having put everything back together, IT ALL WORKED !

The last job is much easier said than done.....in fact it took me several days.... I removed the road wheels, pressure washed them and cleaned them with white spirit, a toothbrush and very large supply supply of clean rags. I then masked up around the tires using old newspaper and masking tape and then masked up the hubcaps and balancing weights. Then I hand painted the wheels silver with a half inch paintbrush. My reason for doing the job this way is that I will soon need to fit some new tyres and this always damages the paint on the wheels. I could see no reason to have them done professionally and soon have the paint damaged again.

A quick blast down the local dual carriageway proved that I hadn't unbalanced the wheels. A service is now needed and an MOT.

There now remained one last job to do. During last season we had been struck a dastardly blow in the windscreen, almost in the centre of the license disc. Whilst up north I called in at Pawson St and bought a new windscreen glass...so now was the time to fit the thing.

First I removed both windscreen wiper arms and then undid the three screws on each stanchion. The whole frame then comes out towards the cockpit and with an old blanket spread over the bench the thing was laid to rest. On both sides of the uprights are two countersunk screws and one of mine had only half a head. I removed the three easy ones and managed to drift out the damaged one. The lower part of the frame should now part from the two sides and the top. Only mine wouldn't ! It was well and truly stuck in with some sealing compound. With a wedge of hardwood and a 'flannel hammer' I tapped away, first at one side and then turning the thing over repeated the treatment on the other side. At last it parted and all I had to do now was remove the remains of the old glass from the remaining three sides of the frame. Frankly it was a job I had never tried before and the problem then is not knowing just how much force one might apply. Concerned (very !) that I might distort the frame, I sought help from an expert and let him finish the dismantling and fit the new glass.

The experts comments were revealing....." Your replacement.....well it's OK.....but its a good age you knowIt has a scratch from storage...(I hadn't detected it and had to look very hard to see what he meant).....and you can always tell with Triplexlook can you see this slight milky effect on the edge.....they go like that with age ". When Alan Milne broke his glass I now he went direct to Triplex.....nuf said !

Well then, I think we are just about ready for the season .