

TOWAGE OF SIDESCREENS

Maurice Walker

I find it difficult to remember the recommended procedure when stowing the car's sidescreens, a method designed of course, to prevent scratching and matting of the glazed areas.

If one is at home then to carry out this operation usually means a trip indoors, find the car manual, and the right page, then a return to the car.

To simplify and ensure the correct stowage I have numbered the screens 1 - 4 in the order in which they should be stowed ie. No. 1 is the left hand front screen etc.

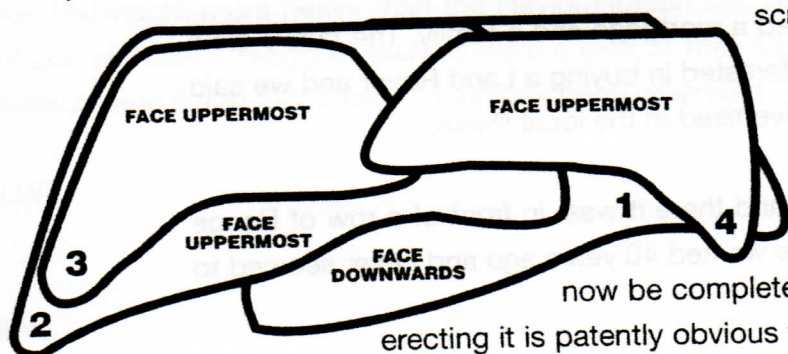
As the hood on my car is black, a dark red paint for numbering is not offensive. The number can be kept small and placed in a bottom corner of each screen, the marking of No.1, however, having to be on the inside as this one is placed with the face downwards.

By the aid of a sketch drawn on say an A4 size stout card and kept with the

screens there is then no difficulty in stowing correctly.

Referring to the screens by front left, rear right etc. can

now be completely forgotten, for when erecting it is patently obvious where each one goes.



THE DREADED RIGHT HAND DOWN SYNDROME

by JIM BURNHILL

I wonder if any other owner has experienced the above syndrome which first manifested itself to me one bright cold spring morning ? The hood was up and the heater was on and for once the roads were deserted, in fact I was thoroughly enjoying myself playing tunes on the gearbox. To be honest I was getting a bit carried away - I was Tazio Nuvolari going on to win the Ulster TT. The big roundabout loomed up and I could see all the exits were clear. Blip the throttle, down into third, touch of the brake, into the roundabout, feed the gas, squeals from the tyres, touch of opposite lock, line up the exit road and floor the loud pedal, maximum revs and back into top. Magic - and then it happened, thick blue smoke poured into the footwells and spread rapidly upwards. Don't panic! - oil pressure and water temperature OK, floor clutch pedal, into neutral, switch off the engine, brake to emergency stop, handbrake on, leap out, lean in and tip seats forward, open sidescreen locker and turn off battery switch, exit car backwards choking ! More than once I have heard it said that the major events

in the life of a drowning man flash in rapid succession before his eyes ere he goes down for the third time, and to be frank I have always treated this information with a degree of scepticism on account of the lack of proof. I can however vouch for the fact that to the owner of a smouldering Naylor, all the past advice on how to extinguish fires is rapidly bought to mind ! - Do not open the bonnet to allow in oxygen, rather poke the nozzle of the fire extinguisher through the grill and - fine if you have an extinguisher. Do not pour water on a petrol or electrical fire - just as well I didn't happen to have a bucket of water handy. In the absence of fire fighting equipment a bucket of sand to the base of the fire will cut off the oxygen - fine if you are on a beach or in the desert, In the event of sand being unavailable, wet earth is a good substitute - pity I didn't bring a spade ! These thoughts chased each other through the grey matter in less time than it takes to recount, but by this time the smoke was issuing from the louvers in the nearside of the bonnet. What to do ? I decided to have a peep, and very gingerly eased open the lid. Such a large mushroom of blue smoke soared skywards, that I thought should alert the fire brigade, the anti-terrorist squad or possibly the whole of the Sioux Nation ! After the initial belch, the smoke seemed to lessen and when I was able to poke my head in I could see that it was coming from the exhaust manifold, and further that there appeared to be oily traces running down from the hollows in the cylinder block which are situated just above the exhaust. To cut a long story short, Nuvolari was relegated to the passenger seat and when things had cooled down I drove home at a speed which would have impressed the Vicar. A Post Mortem on the event came up with the following cause and effect.

- 1) There was a small oil leak from the valve cover which ran down into the hollows in the cylinder block above the exhaust manifold. Normally this would have formed a sticky gunge with the heat of the engine.
- 2) Over enthusiastic use of power wash had introduced some water into the engine compartment and some of this had found its way into the afore mentioned hollows with the oil.
- 3) Oil floats on water.
- 4) The centrifugal force generated by a sharp right hand turn propelled the oil and water out of the hollow and down onto the exhaust, resulting in quantities of steam and blue smoke. Hence the Right Hand Down Syndrome !

Now I wonder where can I fit a fire extinguisher ?