

The gearchange should be crisp but on early cars the synchromesh may not work properly, or at all. On later examples an improved design gives no trouble. The Mk. II has close ratios.

Gear lever chatter is caused by a "tired" spring under the ball end of the lever where a Nylon pad is fitted. Rattles at the rear usually come from worn-through felts on the brake rods.

First and reverse gears may be quite noisy, which is in order, and there is no need to be alarmed by a fearful creaking when moving over bumps which seems to fill the whole car.

This emanates—the only really suitable word—from the rear spring attachments and regular greasing, preferably with a molybdenum-base grease, is the cure. Note that the spring safety eye can also cause some of the noise.

The rear axle and prop shaft are tough and if they are worn then the odds are that the rest of the car is pretty well "on the way".

● **General**

For the best handling, tyre pressures should have a 2 lb. differential, the higher pressure being at the rear—22/24 is suggested but stick to the 2 lb. difference even if other pressures are used.

Such a car is normally driven rapidly so an engine life of 50,000 miles must be regarded as average. All spares are available as are handbooks (4s.), workshop manual (27s. 6d.), spare parts list (16s. 6d.) and, for the Mk. I only—although, obviously, much will apply to the early Mk. II—a tuning manual dealing with various stages of tune (3s.). These should be ordered from Austin dealers.

Tuning specialists include: Donald Healey Motor Co., Warwick; The Healey Centre, Leighton Buzzard; and John Sprinzel, Lancaster Gate Mews, London, W.2.

● **Previous Spot Checks**

Vauxhall Victor I	.. .. .	March 14
Ford Consul Mk. II	.. .. .	March 21
Austin A30/35	.. .. .	March 28
Standard 8/10	.. .. .	April 4
Renault Dauphine	.. .. .	April 11
Morris Minor	.. .. .	April 18
M.G. TD/TF	.. .. .	April 25
Hillman Minx Series III	.. .. .	May 2
B.M.C. 1½-litre "Farinas"	.. .. .	May 9
Standard Vanguard III	.. .. .	May 16
Ford 100E	.. .. .	May 23
Triumph TR2/TR3	.. .. .	May 30
Austin A40	.. .. .	June 6
Jaguar 2.4/3.4	.. .. .	June 13
Vauxhall Velox/Cresta	.. .. .	June 20
Skoda Octavia	.. .. .	June 27
Triumph Herald 948 c.c.	.. .. .	July 4
The BMC Sixes	.. .. .	July 11
The Minis	.. .. .	July 18
		August 8

● **Next Spot Check**

Rover P4s .. .. . September 16



**RAB  
COOK'S  
COLUMN**

Many engines seem to waggle about in their mountings, much more than is normal, when the car is going in reverse. I have always put this down to the fact that the transmission is used to going in the other direction but the more I think about this, the more I realize how silly an idea it is.

Apparently Holdens in Australia were in terrible trouble over this and it was an outside engineer who finally hit on the cause. When the car was going backwards, the engine tipped over the opposite way to normal and this moved the accelerator linkage, so closing the throttle. This, in turn, moved the engine the other way on its mountings and opened the throttle and a mounting oscillation quickly set in—sort of self-generating.

This may well be what happens to several British cars with rod-operated throttles but I'm blown if I can think of a method of checking, other than rigging up a cable to replace the rods. Any ideas?

*Pale what?*

Please, will someone get me out of my misery: Ford produced some Prefects a few years ago in a colour called Carlisle blue. Now, I'm nowhere near to being colour-blind, but I say that this colour is actually a very pale green. Am I right or wrong?

This matters to me because someone I know has one of these cars and asked my advice on two-toning it by spraying the lower half. I took a quick look and suggested British racing green and was immediately told: "But the log-book says it's Carlisle blue." And before you suggest it—the car hasn't been resprayed since new.

*A spot of lime*

You should never park your car under a lime tree—well, not at certain times of year, anyhow. These trees exude a sticky juice which falls on the vehicle and is extremely difficult to remove. In some cases, it can leave stains on the paintwork. Detergent takes it off.

I recall a case where a motorist was determined to sue a town council because, he alleged, water dripping from their lamp-post-suspended hanging baskets had damaged his resprayed car. The town council approached the nurseryman who had supplied the baskets and accused him of using corrosive fertilizer in them. This put him in a bit of a spot because he hadn't used any fertilizer at all but didn't want to admit it!

Eventually, the nurseryman did a bit of detective work and discovered that the car had been left under a lime tree and everything was sorted out. There is, I think, some other tree which goes in for this trick but I can't remember what it is—someone drop me a line?

*Quick puff*

The pop-out type of cigarette/cigar lighter has a few snags. You have to aim it at the cigarette; a foreign one I encountered recently popped clean out and went under the passenger seat—and I'm not keen on red-hot cinders rolling around on the carpets!

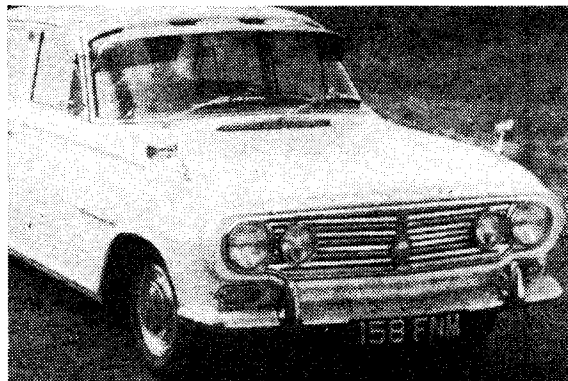
For about six months now I've had a Trico Cig-lit lighter on my car and it works in quite a different way. You drop a cigarette into its funnel-shaped mouth and then press the rim for a few seconds until smoke starts to issue, withdraw the cigarette and smoke it. No need to take your eyes off the road at all and if you suddenly have to change gear or scratch yourself, you just abandon the cigarette and resume the lighting later.

I followed the instructions on wiring, embarked upon a trial light and the screen wipers started, so I took the wire direct to the underbonnet junction box and all was well. Cost of the Trico lighter is 12s. 6d. and fitting is by two screws to the lower edge of the dash. Now the Super Cig-lit has been introduced at 17s. 6d. It differs in that you don't have to hold the rim down—just press and leave it until it pops up.

*Hidden points*

"Just going to fit new contact-breaker points—be about fifteen minutes." That's what I said, but it was the wrong side of half an hour before I got through the job. The trouble was that the steering column on my car is so cunningly disposed that it is utterly impossible to get a normal screwdriver square-on to the vital screw in the distributor.

The answer is, simply, to use one of those little short, fat screwdrivers, and one will be added to my toolkit forthwith—I'd often wondered what they were for!



It was suggested in this column recently that the current Vauxhall Victor radiator grille was "asking" to be given the four-headlamp treatment. 'Tis done! Back in May, 1963, Mr. G. H. Webster, of Dunstable, operated on his grille with the pleasing result you see in the picture.