

Driveshafts: These were originally fitted with “Hookes” type universal joints. The trend today is to replace these with modern constant velocity joints for both the outer and inner joints. The club has been working with a driveline specialist who can carry out this work, the club has been using this company for many years now and his work is excellent. If this modification is carried out the turning circle of the car can be reduced quite a bit with some adjustment. (the original turning circle is 41feet) The other crucial part of the driveshaft is the taper and keyway that attaches to the brake drum, a good fit here is vital, the retaining nut should be tensioned to 216 ft/lbs. It is always a good idea to remove the hubcaps of these cars to check these areas. If there is any looseness between the shaft and brake drum, there may be evidence of rust appearing from behind the nut, a sure sign of movement.