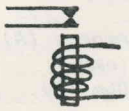
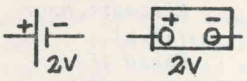
Contacts.

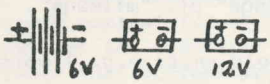


Relay.

Light bulbs.

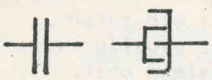


Electric cell (e.g. lead/acid, 2V).

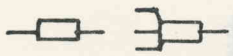


Batteries.

Simple coil (e.g. electric choke with iron core).

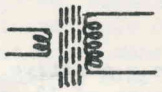


Capacitors (condensers).

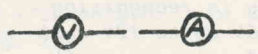


Connectors.

Diodes.



Transformer (iron cored).



Meters (volt, amp.).

These symbols are a kind of convenient shorthand (Table 2). Often though, there is no "standard" symbol for a component, and it is then simply put in the circuit diagram as a "labelled box".

(To be continued).

Bill Graham.

TECH TIPS

BRASSO FOR BAKELITE, PLASTICS AND PAINT

The comments on the miraculous effects of "Handy Andy" on bakelite products prompts me to reveal another closely-guarded secret in the restoration of bakelite and hard plastics.

"Brasso" (Reckitt's Household Products, Sydney) is a marvelous restorer/polish for all those bakelite bits, plus plastic tail-lights, headlamp covers, sunglasses, even acrylic and nitrocellulose lacquers! It restores a natural sheen to bakelite, which, to my eyes, is preferable to a sprayed-on gloss.

I have tried other polishing compounds, such as lacquer rubbing compounds, "White Lily", etc. and all are quite ineffective (and hard work) compared with good old Brasso. The hardest part is sneaking the bottle out to the workshop past the watchful eye of "she who must be obeyed"!

Kym Harding.

[Good one, Kym, old son! Now that we've gone back to the subject of restoring bakelite, I've since come across an old UK reference in which a gentleman was extolling the virtues of turps (turpentine) for the purpose. His method was simple. Wipe on the turps and polish it off with a soft cloth. Nothing more!

I haven't checked it out myself yet, but I wonder if it was among the many things that Kym tested? Anyway, it seems that with all this info about, any member who now confronts a concours judge will get a "not amused" look and lose a few points for his lack of effort if he hasn't got real shiny bakelite!—Is this what getting "on the turps" really means? Ed.].

A ROPE TRICK TO FIX YOUR VALVES

Another technical tip from the seemingly inexhaustable Jack Weaver - how to use some rope to stop your valves dropping (which all sounds potentially very painful!).

From time-to-time, you may want to work on the overhead valves of your car without going to the trouble of removing the cylinder head - as well as the extra effort involved in removing the head, you may also be up for a new head gasket ($$$) or may allow the liners to move and cause unwanted leaks. For example, you may simply want to replace the valve stem seals, examine the valve springs or guides etc.

If the valves are not held up during these operations, there is a strong possibility that the valves will fall through into the cylinder space once the valve springs are released - and then you'll have to remove the head to recover them (not funny).

The "standard" method for holding the valves up is to use an adapter screwed into the spark plug hole so that compressed air can be introduced to push against the valve heads. However such a method is far from foolproof and again you can end up with valves falling into the cylinder - and of course you need the extra gear.

Jack's method is to remove the spark-plug(s), drop the piston in question to BDC (bottom dead centre) at the start of the compression stroke (both valves closing), pass in some light rope through the plug hole to fill the space, and then to raise the piston so as to lock the valves in the closed position via the pressure exerted on their heads by the trapped rope.

I decided to try the method recently when renewing the valve stem seals on a Mini. The method worked beautifully. On the Mini, the