

BRUCE STRINGER ~ WEB WAL-  
LAH

**L**earning the Hard Way:  
Although I have a liking  
for cars I do not have an in-  
depth knowledge of all their work-  
ings and I must admit I do envy

those who do. I am very grateful to  
club members who take the time  
to answer some of my questions  
which must, at times, display a dis-  
mal knowledge of car mechanics.

I can't remember the reason  
now but sometime in March

2012 I was driv-  
ing my DS Spe-  
cial purchased  
from Rob and

Kay Belcourt, from Geelong to  
David Gries' in Box Hill. It was a  
lovely morning and I was marvel-  
ling at how great it was to be glid-  
ing along the motorway without  
a care in the world while all the  
impatient traffic rushed by as if  
the end of the world was nigh.  
Then suddenly the engine lost  
power and I thought maybe the  
end of the world was nigh, or at  
least my dream world had come  
to a sudden abrupt end.

Fortunately, I was able to glide  
to the side of the motorway near  
an incoming side ramp which  
provided some room away from  
the traffic. I tried to start the car  
but could smell petrol, which  
even I knew was not good. I got  
out and lifted up the bonnet.  
The road noise from the passing  
traffic was deafening, and the  
continual buffeting of the car was  
accentuated by the raised bonnet  
~ which to say the least was a bit  
disconcerting.

I was pleased and relieved that  
I spotted the problem straight  
away. The inlet fuel line had come  
out of the fuel pump. The metal  
'tail' that is press fitted had come

loose. See photo.

The same thing happened to  
me with the Solex carburettor of  
my Light 15 on the Gold Coast, so  
I knew how to fix it. Fortunately,  
while up there a conversation I  
had with Brian Wade about an  
experience he had with a DS and  
its Solex carburettor alerted me  
to the problem of the press fit in  
these carburettors. It had appar-  
ently been responsible for some  
fires. [Those of you with longer  
memories will recall the story of  
exactly this happening to Sue  
Bryant in the middle of rounda-  
bout, in peak hour in Limoges in  
my Visa GT Cabriolet. Ed] So here  
was the same thing happening  
with a fuel pump.

Aha, an easy temporary fix I  
thought, just reach down and push  
it back. What I didn't know was  
that the terminal on the alterna-  
tor is always live. As I pulled my  
arm back, my metal watch band  
touched the terminal. See photo.

Sparks flew, and the band got  
very hot. I got it off very quickly  
but it was pretty hot to handle.  
Inspection of the wrist showed I  
had sustained some burns in a ring  
bark like fashion around the wrist,  
luckily mostly first degree. I wasn't  
very happy about the combina-  
tion of sparks and petrol either!

Bruce's pictures tell the story

Top left: The metal tail has  
disengaged from the fuel pump.

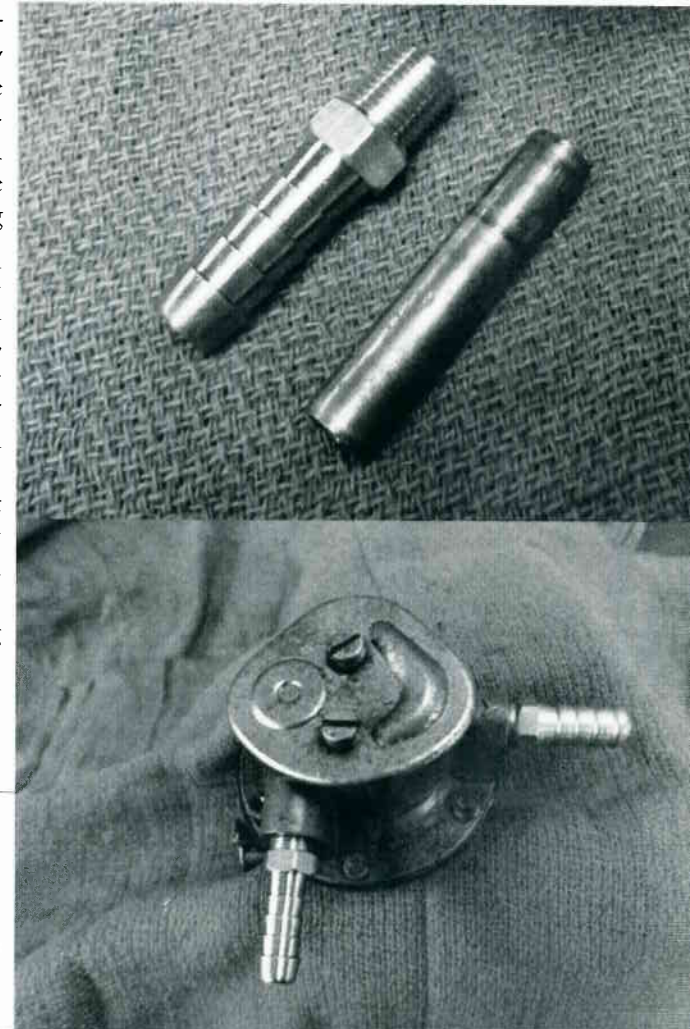
Bottom left: Bruce's metal  
watchband came in contact with  
the life terminal.

Right: The metal tails, in situ.

I was also annoyed that I had an  
isolating switch on the battery that  
could have been used had I known  
about the alternator terminal. It  
is used every time I play around  
under the bonnet now! The watch  
still worked.

I still had to get over the  
Westgate Bridge and through the  
Burnley tunnel so needless to say  
I was on tenter hooks. I knew if

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I could get over the Bridge there was a service station on the other side. There was no way I was going through the tunnel without the fuel line secured. The car got over the bridge and I passed the cardiac stress test. The service station had

the inlet and outlet ports and screwed in two metal tails. Part no. BMT51618 male tail  $\frac{5}{16}$  hose x  $\frac{1}{8}$  BSP. See photos.

I don't know if this is a recognised fuel pump problem or has happened to anyone else, but

owners might like to check the integrity of their fuel line connections to the fuel pump or just do what I have done for peace of mind.

Bruce Stringer

Unfortunately, not all the Fleet Folly articles that were due for publication in this edition of 'Front Drive' arrived, so on page 49 you are being treated to a picture of our new Renault Clio. Enjoy!

nothing I could use to secure the fuel line but fortunately some guy was servicing the pumps and he gave me a roll of wire and a pair of pliers.

When I got to David Gries he immediately secured the lines to the carburettor!

When I got home I removed the top of the pump and tapped

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