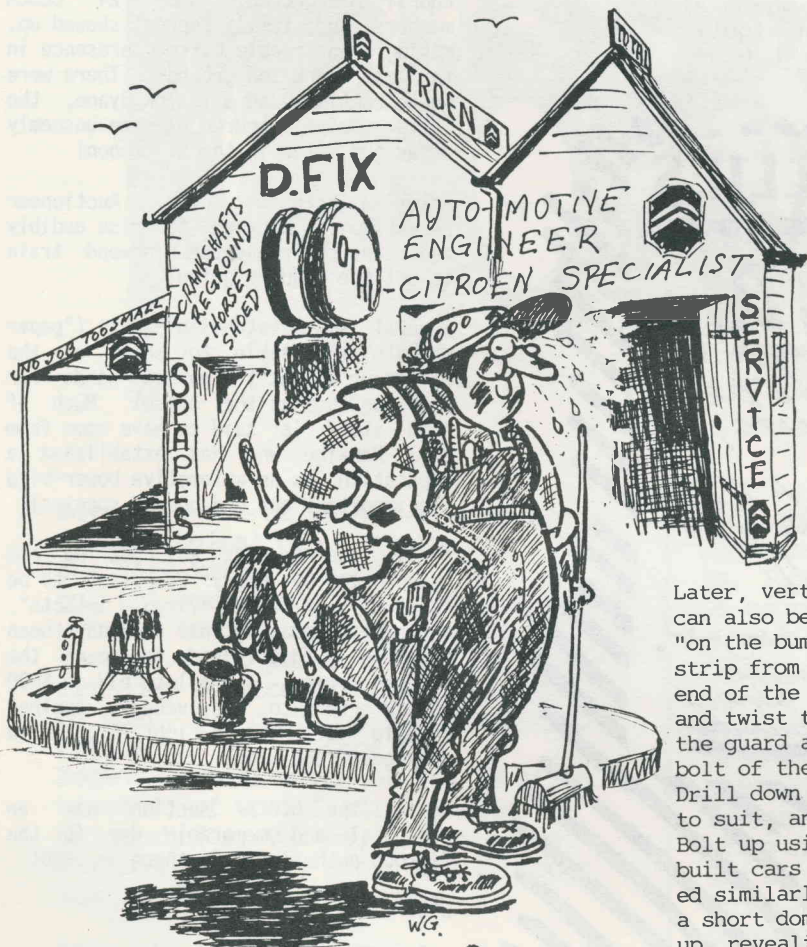


Dear Dorothy
Fix...

When I push my Traction hard along outback tracks, potholes cause the tyre to catch and drag under the front mudguard. The problem can also occur when crossing suburban street kerbs. Dorothy, what can I do? The problem seems aggravated if I try to carry loads slung on the guards.

Red Back (Qld).

Q.



Later, vertical-strip guard supports (Type B) can also be modified to provide more clearance "on the bump". In this case, you can unbolt the strip from the outer edge of the guard, grip the end of the strip with multi-grips or similar, and twist the end so that it comes up flat under the guard and passes below the rear mounting bolt of the wing clearance light (English cars). Drill down through the strip ($\frac{1}{4}$ inch or 6 mm) to suit, and cut off and smooth the excess length. Bolt up using the wing lamp bolt and nut. French-built cars (without the wing lamp) can be treated similarly by drilling a special hole to take a short dome-head bolt or, fitted the other way up, revealing a chromed acorn nut on the outside.

A.

Any no-longer-needed bolts, bracket etc left on the outer edge of the guard should be ground off for safety and neatness sake. On English cars, the modification is quite invisible from the outside, and on French cars, it is unobtrusive.

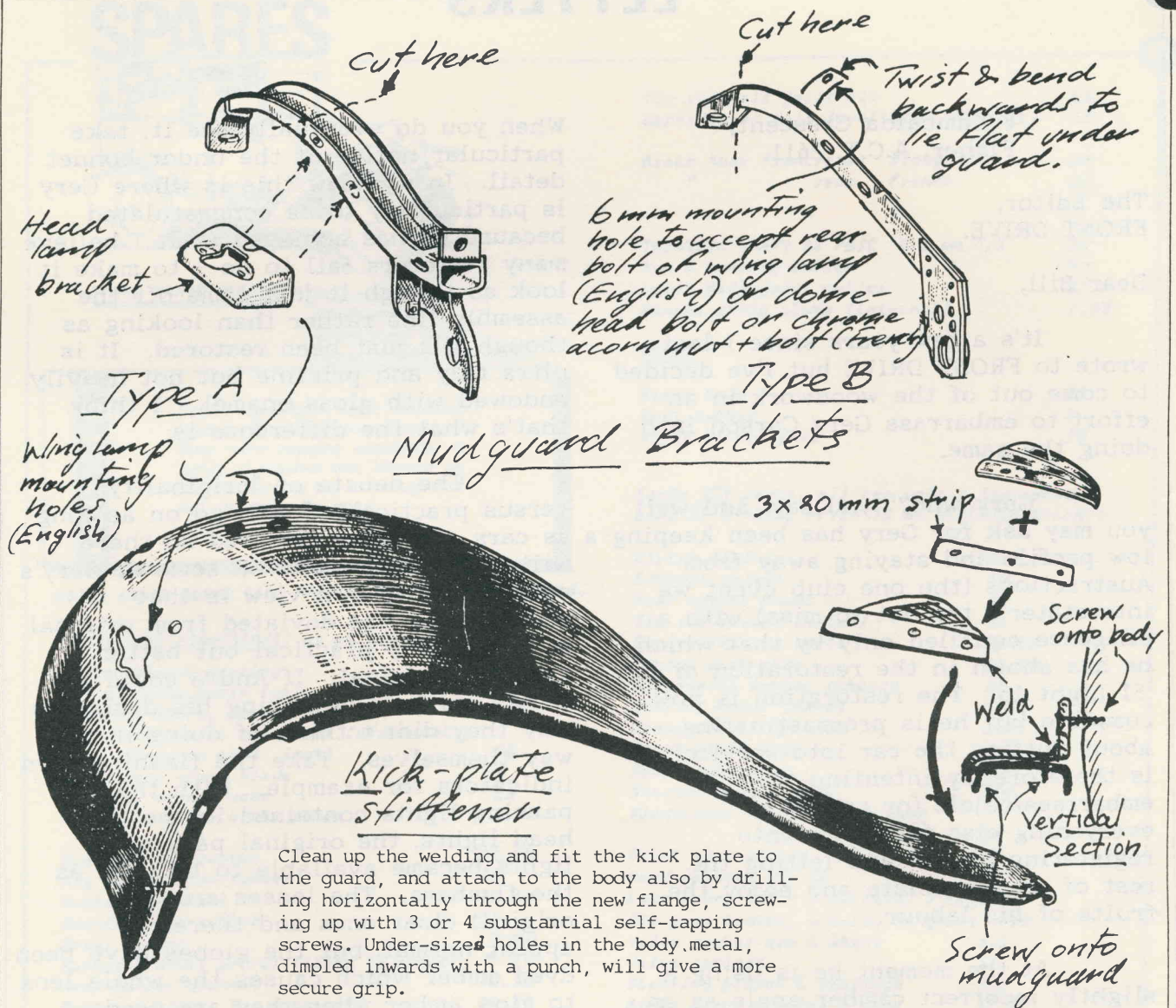
Dear Red Neck (is that your real name?),

This adaption should extend the life of both your guards and your Michelins!!

You need a bit more clearance under the guards. Pre-war Tractions and some post-war cars had channel-type supports under the high point of the guard (Type A in illustration). On a Six we've seen, these supports appear to have been cut off just outboard of the mounting support for the headlight. You can do this to yours if it is of the earlier type, clipping the sharp corners and edges off to avoid any risk to tyres or guards.

You might also consider stiffening the support for the rear end of the front guard also. But before doing so, you might consider welding on some new fabricated guard ends, available from Club Spares, to eliminate rust holes etc.

You can modify a pair of alloy factory kick plates to be like some commercial types. Weld a strip of aluminium plate (3 x 20 mm x appropriate length) along the upper inner edge of the kick plate and down the rear edge, using gas and suitable rod and flux or argon arc.



Clean up the welding and fit the kick plate to the guard, and attach to the body also by drilling horizontally through the new flange, screwing up with 3 or 4 substantial self-tapping screws. Under-sized holes in the body metal, dimpled inwards with a punch, will give a more secure grip.

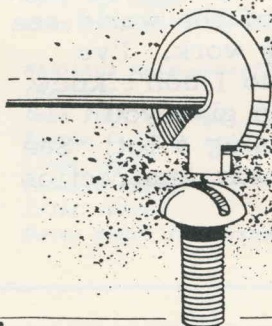
Now, any 'roos you bowl over along the track can be carried on the guard back to camp to add a bit of freshness to your canned fare.

Happy Tractioning,

Dorothy.

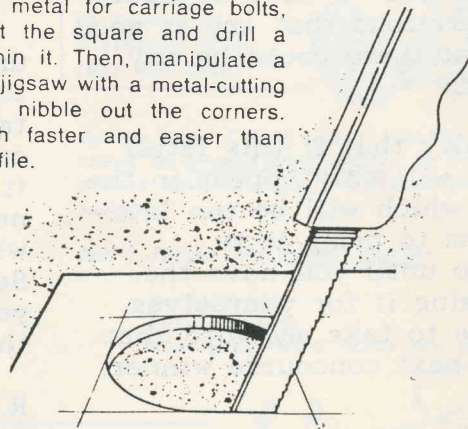
Extra leverage

It's a lot easier to get leverage on extra tight standard screws by building a handy tool from an old engine valve. Ground one edge into the shape of a regular screw-driver tip.



Cutting holes

When you need to form square holes in metal for carriage bolts, mark out the square and drill a hole within it. Then, manipulate a portable jigsaw with a metal-cutting blade to nibble out the corners. It's much faster and easier than using a file.



FARM FEBRUARY 1990

TECH TIPS