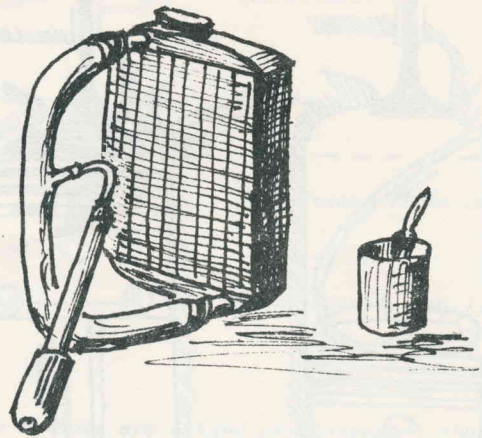


brush it over with soapy water till bubbles indicate where the leak is. If it out of the car, maybe you can immerse it in the bath (no, not the car, silly! You can now effect temporary or permanent repairs. For temporary repairs, you may be able to use the ground pepper trick (see FD 9 (5) Jan/Feb. 1986). Soldering is the permanent way.

If you want to check the car side of the system, the tube could be similarly attached to the hoses if short lengths of plastic pipe or similar rigid pipe of suitable diameter are first slipped into the ends of the hoses. The beauty of the method is that it leaves your hands free while you work.

For vehicles like Tractions which have un-pressurised systems, you'd have to plug the end of the overflow pipe, and put a seal



(a disc cut out of the bicycle tube?) under the radiator ^{cap} so as to hold the air pressure. Remove these seals before you drive off!!

W.G.

RE-SLEEVING BRAKE CYLINDERS

We have mentioned before that old or unserviceable brake cylinders should not be thrown out - at least if they are off a vehicle for which parts are not easily come by, such as a Traction.

Instead, it is possible to have the cylinders honed out and re-sleeved at a cost significantly less than that of a new cylinder which you might not be able to get anyway.

The sleeving is in stainless steel and indicative costs suggested to me are about \$15 each - allow a bit more in your calculations, just in case! Of course, clutch cylinders could be done just as easily.

Two places in Melbourne which will do this work are:

CEBCO

Brake and clutch specialists

39 Railway Ave

Huntingdale.

Ph. (03) 568 0422.

Hydraulic and General Sleeving P/L

5 Beith St

Brunswick.

Ph. (03) 380 4997.

W.G.

TALES OF DARING DO

ROADSIDE REPAIRS

There are many stories about Max Mackay (Metric Max). This one concerns one of his roadside repairs.

Max, who died a couple of years ago, came from Manaia, south of New Plymouth in New Zealand. He was perhaps the ultimate Citroen enthusiast, with a Citroen repair business and a collection of Cits recently said to number about 120 Ds and 15s. These are currently being sold off by trustees of his estate.

On the occasion in question, sometime in the '50s, Max was in the UK, possibly on his honeymoon. He was living in London and had bought a Light 15 for his travels in the Old Country. He soon discovered that his purchase was a bad oil burner.

