

# Round the bend.

Ever suffered from mysteriously difficult gear changes on your traction? Apart from unsuccessful searches for fourth gear and other problems which may be described as "characteristic", your Editor recently made an interesting discovery.

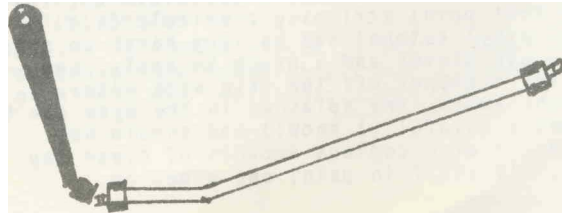
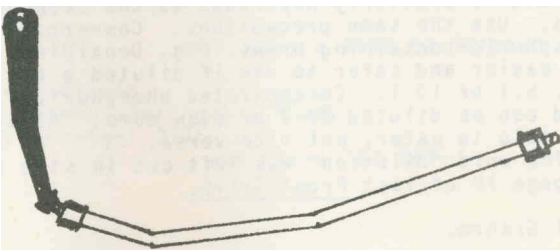
A very wise friend, peering under the bonnet of the Big 15 said, not for the first time, "that's not right" - "that" being the second-third gear rod which had two bends in it rather than the usual one. The rod was straightened, engagement checked and, after a few miles, second and third gears became close to unobtainable.

Nursing an aching wrist, Editor investigated - sloppiness of most of the connections defeated attempts at rational explan-

ation. So out with the lot - re-straighten, re-bush, re-paint, re-adjust, re-install - well, nearly. Engagement of second or third OK, but both, definitely not. Eventually, comparison of the second-third lever attaching to the gear tower with a spare one showed that the original had been bent, probably to give more clearance between it in the third gear position and the fan belt. This had of course shortened the distance available to the rod, which had been adjusted by adding a bend - which had gone un-noticed during both the straightening and renovation operations.

Cure - substitution of an unbent spare. With normal range of adjustment available to the rod, beautifully smooth changes, just as Andre intended, became possible (still got the knock in the engine though).

If anyone likes the sound of the mod., one bent second-third gear lever is going cheap!



Modified Lever

Standard Lever