



From the Sump

by Felix Furtak

We recently received a restored vehicle for minor trouble shooting. We just wanted to slot it in for a day or two amongst the other long time projects. The vehicle proved to be full of surprises:



Above: *Here we can see that the pad was home-made clearly in an attempt to cut costs, corners, and maybe lives as well, but that is not enough, why do we see the grinding marks at the BACK of the pad, on the metal backing? Bingo...*

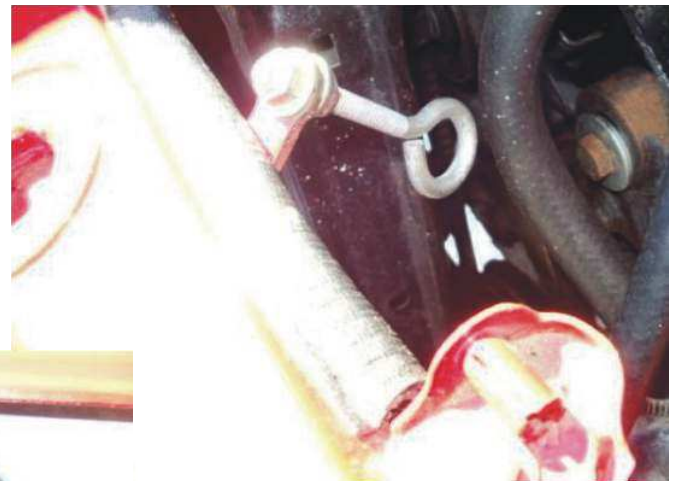
Above right: *Well spotted. The pad was fitted reversed, an absolute first by ALL standards. So far for the safety, now let us look at other design features, like the cabin vent design. Originally the car does not feature any cabin ventilation, a severe shortcoming that has finally been rectified:*



The beauty is that the rubber provides a valve effect, so pressurized air can escape the cabin, but not vice versa.



A common problem on cars is the bonnet cable, which can snap, leading to much unpleasantness. This is why per regulation competition cars need to have alternative solutions: Here we have a modified bonnet lock:



But now there is a "catch". How do we access the much improved lock? Here is the stroke of ingenuity:

Left: A simple cut in the radiator gives the hand easy access to the bonnet release.

Any reader who can contribute similarly stunning vehicle improvements may please come forward:

With never-ending optimism and perseverance from the bottom of the sump.

Felix 🏍️

