

What TVR temporary fix part can you find in most shops for the same cost as a pint of milk?

I cannot remember who told me the following or where I read it but this temporary (or possibly permanent) fix was not my idea, however as mentioned I am unable to give credit to the person that came up with it.



It works for Chimaeras, and although I have not tried it on other models it may well work, especially on cars of a similar vintage which use similar parts.

In current Haynes Manual lingo this is a zero spanner fix, meaning that anyone owning a TVR should be able to carry this out.

I lost the top off my windscreen water bottle some time ago, and I have not got around to getting a replacement one yet.



In the mean time I have used the following method to stop muck falling down into the bottle.

In the fridge you will find one, or possibly more, plastic bottles of milk. If you do not have a plastic bottle of milk in there, for example you are posh and have it delivered in glass bottles or more likely have not got over your student days, then an alternative source for these is your corner shop.

Make use of the contents until the bottle is empty, then, in an environmentally friendly manor, dispose of the bottle, but retain the top, which should be cleaned. This can be easily done with warm water.



Open the bonnet of your Chimaera (or other model) and locate the windscreen filler. If you do not know where this is then a) how do you know that you need to do this, and b) you do not drive the car enough (as you have not had to fill the windscreen washer bottle up)!

Fit the bottle top over the top of the windscreen filler hole to complete the process. If this is being used as a temporary solution then remove before fitting the proper one. However if, like me, you do not get around to acquiring the correct one it will last for some time. I have had it on there for around five thousand miles so far.



Please note that it is a snug fit and requires around the same force to remove it as the standard filler cap to remove it.

MIKE HARDY - Chim Ed

What is even better about this solution is that there are a few colours available to suit your taste, which include Red, Green, Blue and more recently Orange.

Thriving Classic Car market

The latest 'Classic Car Auction Handbook' records that sales of classic cars in the automotive auction houses are on the up, and so are the prices fetched for them.

Sales in the auction houses were up by as much as 20 per cent on 2011 with car sales worth £377 million sold last year in 2012. It was a mere £87 million eight years ago.

The average price paid for a car at auction rose by 15 per cent, with as many as 94 cars being sold for more

than £620,000; this figure is for twice as many cars sold at record prices than two years ago.

The countries that are showing the most interest are China, that is of no surprise, India and the Middle East.

Bernie Fineman, of 'Classic Car Rescue' has been reported as saying that: "Fifteen years ago you could buy a restored E Type Jaguar for £10,000 to £12,000. Today that car, restored in a proper condition, is worth upwards of £100,000."

Going by this we had all better make sure that we keep looking after our TVRs. Which, when you think about it, is not such a hard task, considering that the bodies are fibre glass. We do not have the problem of the body corroding, but perhaps just the chassis. Outriggers seem to corrode the most of any part of the chassis which is not too much of a problem these days with many companies offering new ones complete with lifting the body at reasonable prices; the same applies for a complete chassis replacement.

For those that are able to do a complete restore, provided the car is purchased for a reasonable figure, the profits made for doing the restoration could be enormous, provided the work hours spent on the project are for free anyway.

Recently I have spoken to a number of club members who have become aware of a sizeable increase in the value of their cars already.

RAY HARRIS-HAWKINS

Be prepared for winter driving conditions

Motorists should re-evaluate their driving skills, with winter now fast approaching. Accident levels rise with early sunsets. Dark evenings combined with wintry conditions and poor levels of vision are a recipe for accidents.

Most importantly remember the Two Second Rule which is of course extended to Four Seconds when traveling in poor weather conditions where the road is likely to be slippery, preventing you from maintaining a good grip on the road. An easy method to measuring the minimum and safe distance is to pick out an object as a marker tool such as a lamp post or road traffic sign, tree or a shadow, anything really to get a fix on, and when the vehicle in front passes the fixed object start counting.

The time span is two seconds between zero and two i.e; zero and one and two. Not "One and Two" which only represents one second. In hazardous conditions such as black ice, it is important to maintain an even greater distance between you and the vehicle in front, such as three or four seconds. Preferably in these conditions or a downpour just make it four.

So many drivers could have avoided a serious accident, injury or even death if they had applied this rule.

Above all, tyres should be in good condition, windscreen wiper blades must be effective in sweeping away rain, sleet or snow, and water bottles filled with a solution of windscreen wash diluted to the correct frost protection necessary for the lower winter temperatures.

Thousands of minor accidents most likely were unreported, but official statistics have shown that at least, if not more than, 6,000 accidents last winter were caused by the appalling weather conditions of snow and ice. Last winter this country experienced some extremely harsh weather, and the RAC reported attending to 21,000 accidents which ranged from minor collisions to serious crashes.

Many experts have said that unless you have to you should not to travel at all in bad weather conditions, we all know that this is not an option given certain circumstances that we all find ourselves in from time to time. The answer is to be prepared for the winter so that if you have to travel you and your car are ready for what you may be faced with, and a good deal of thought needs to be put into what you need to carry in the boot for any unexpected occurrence, and careful thought put into your driving skills when you set off in poor or hazardous driving conditions.

Remember that our TVRs are not renowned for their grip with cold tyres, or on wet or slippery surfaces.

RAY HARRIS-HAWKINS