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At my Tech Session, we went over a spring tune up and what you need to do to get your engine ready for driving season. The factory used to recommend a tune up every 12,000 miles. Now it could be three to four years before you accumulate that many miles. Is that too long between tune-ups? Yes, shops will not make any money if you get a tune up every 3 or 4 years. We need you to do them yearly.

OK, let's tell the truth here. As long as the car is protected during its rest periods, you do not need to replace parts every year. Plugs, points, elec. Ignition, cap, rotor, etc will last the 3 or 4 years. You should do something about the fuel though as it does not sit well. Use the new fuel treatments available and run your engine long enough to get treated fuel into your carb(s). With Strombergs, it does not hurt to pull the covers and check the diaphragms for stiffness or holes. And look at the needle for a green colored crud.

If you see the green, you should use a little carb cleaner and squirt some down the jet tube and a piece of the finest steel wool, 0000, on them. Then clean the needle with carb cleaner. Wipe out the inside of the carb and put it back together.

If you adjusted the valves last year and only drove 3,000 miles, no need to do it again other than to keep an eye on internal engine wear. You can tell a lot about wear from a valve adjustment check. If they were set correctly the last time, they should still be set. If you check them and find one or two tight, then you can anticipate valve head or seat wear. As the valve recedes into the head, the valve clearance reduces,

On the other hand, it the clearance on one or two is a lot looser than it was, anticipate a worn cam or lifter. The rocker arm and shaft can wear some and increase the clearances also. But a great change is usually cam or lifter wear. As long as you are checking your valve adjustment, remember to pay attention that all the valves open the same amount. If one opens less than the rest, it is a bad cam lobe, not a lifter. The adjustment may be close but it was probably adjusted to the worn lobe the last adjustment. There is no cure for this other than a new cam and lifters and you might as well replace the bearings, etc while you are in the motor.

You might as well check your point gap while you are under the hood. Put a small dab of dielectric grease on the dist. cam where it rubs the points. I heard a loud squeal from one just the other day and the grease silenced it instantly. If you have a Petronix, look closely at your rotor for a small circle around the center spot where the carbon button hit the rotor. If the brass on the rotor is polished, the rotor is hitting the cap. This is caused by the Petronix piece on the cam pushing your rotor up. You can gently sand the bottom of the rotor on a piece of 320 grit sand paper on a flat surface. Just a little though.

It is another reason for me not to like Petronix. However, if you feel the need, go ahead and get one. Be extremely careful installing it and make sure you get the correct polarity for your car and do not even think about connecting it up incorrectly. It has no compliance for incorrect polarity, none.

Something else you can do as long as you feel you are accomplishing something under your hood is look for leaks around the top tank of your radiator. Even though it may look dry, is the solder joint greenish blue? Say yes and you have a bad seam even though you do not see wet. The solder deteriorates over time and becomes porous. A good temporary fix is a tube of aluma-seal; a permanent fix is a radiator repair shop or a new radiator. In the old days, radiator shops were everywhere, now it is hard to find them and it may cost less to replace than repair.

Be warned, almost all our new radiators come from some third world country and may not be as good as the original. Some have smaller tubes with a poor quality build. And they can have metric threads to play with your mind and patience. Aluma-seal will not clog up any passages in the cooling system so do not be afraid to use it.

If you are thinking of changing your coolant, pull a hose off a fitting that is not brass or cast iron but steel. These would be a heater hose or a lower hose pipe on a TR6 and look at the condition of the steel pipe and inside the hose where it is clamped. If it is rusty, pull all your hoses off and either clean them out or replace them. I have recently had to replace the steel water pipe on a TR6 due to rust. When you replace the hoses, use a dab of grease inside them. It helps them slide on and helps stop future rusting.

Some things do deteriorate from sitting or running, they just rot. Look closely at all fuel hoses; especially TR6s where the fuel line comes up from the frame and to the pump. It is hard to change as it is hard to get to and it siphons fuel from the tank when you remove it. Jack the left side of the car as high as you safely can and have a low fuel level before you replace that hose. Do it outside or over a drain pan and have some zip-zorb handy just in case. And do not smoke!

Until later, see yall on the road somewhere. Barry Rosenberg