

## ***Cheapo Window Seal!***

A real cheapo tip for folks who are not into keeping their cars in glorious A1 alpha plus super concours condition! Last autumn I noticed that the window sill rubber seals were beginning to crack on my car. Not relishing an epic exercise in door dismantling in cold weather, as I too have to work outside like the Editor, I decided to cheat! Having cleaned the rubber thoroughly with petrol I applied a strip of matt black PVC electrical insulating tape to the offending rubbers. The winter weather has failed to dislodge it, and it has in fact weathered into such a good match that I am inclined to see how long it will last before the doors have to come apart....

# **Top Tips**

**Reg (there must be an easy way of fixing this) Williams**

## ***Lubricating the Kienzle***

The Kienzle Clock, original equipment on the Series I is a mechanical clock save the operation of its winding mechanism, which is electrical. A mechanical clock needs cleaning and oiling every now and then but judging by the way the casing is sealed I doubt very much whether ROVER had this bit of servicing in mind. Presumably, the initial lubrication it was given during assembly when new was meant to last throughout its designed life, maybe something like ten years. P6's are now in their thirties!!

Indications that cleaning and oiling are due would be faint and uneven ticking, hesitation to start when battery is connected after some days of lay-up and of course bad time keeping.

Occasionally, in the past, I used to do this cleaning and oiling by spraying a little WD40 through the two small holes at the back of the casing. Not surprisingly, results were rather mediocre due, I suppose, to the limited access to the clockwork mechanism.

The other day, while I was about to do this operation, it just occurred to me, for no particular reason, to pull out the light bulb and holder. This was the first time I did this because normally I am reluctant to disturb (dismantle) anything unless absolutely necessary. But lo and behold, the removal of the holder opened in front of me a hole, three eighths of an inch in diameter through which a good part of the clockwork could be seen. The customary brief shot of the stuff was then applied, with the added advantage, this time, of seeing where it was going. The few minutes needed for reassembly should have been enough for the WD40 to clean, penetrate and lubricate. The proof of all this was the loud healthy winding click followed by the brisk and even ticking, just like when the clock was new, immediately the battery master was switched on.

It took me twenty years to think of this way of doing it and it was by a mere chance; no inspirations were involved.