

Thermo Fans and Radiators do not always get along together.

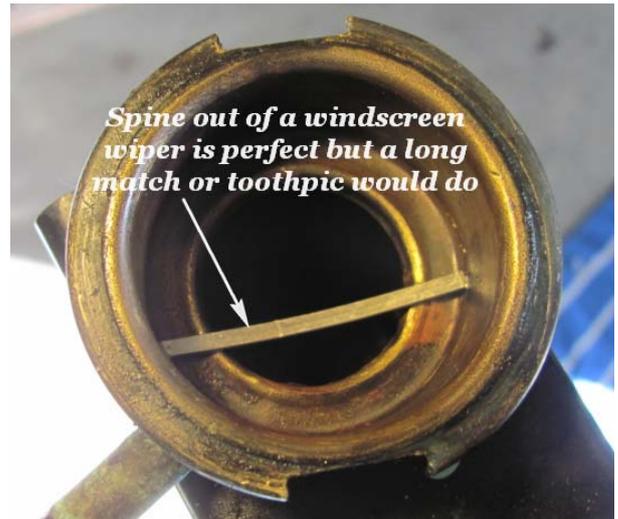
The time to discover that the radiator is not holding coolant is obviously on the way to the Tasmanian ferry in transit to an Event like the Targa Historic Rallye, where there is a week end looming and no time to spare. One amazing feature of this sort of timing is the abundance of good fellowship at all hours of the day and night to render assistance.

The first strategy was to find some containers for filling up the radiator just before disembarking, which should allow us to get out of the traffic and properly investigate the severity of the problem. There is much frivolity and consumption of stimulants as the ship sails, so it was off to scour the bars and restaurants to see if they might have some containers available later on.

The second task was to find something to prevent the cooling system being pressurised by putting a suitable spacer under the cap when we start up in the morning.

It is a handy thing to have in ones tool kit.

The early bird is supposed to get the worm, so the coffee bars and eateries were scoured and we were rewarded with 2 ex milk containers freshly rinsed and filled with clean water along with the comment that “these have been in high demand today for some strange reason!!”



It is amazing how quickly we were put in touch with mates of mates who within the hour had located a spare identical Volvo radiator we could have. Bearing in mind the task of removing the front of the TR and swapping the mounting brackets over on a weekend somewhat complicated that option.

The assembled competitors in the Davenport car park were probably capable of rebuilding an entire car during morning tea so we were able to obtain and apply a liberal dose of STOPLEAK and expert opinion, after first flushing out the coolant remnants we determined that checking the level at regular intervals and hoping for the best would be the only option to begin with.

The Rallye which is associated with Targa Tasmania is one of the best TR expeditions we have done, it allows one to pretend to be in the Targa by running flat out on Closed roads prior to the Targa Cars, doing most of the stages on Open roads chasing a pace car, (Mustang) with a constant barrage of Wineries, Golf courses, dinners, lunches and all manner of things to amuse the ladies between the blokey stuff where they just have to hang on.

Daily checks on coolant levels and several more doses of Stopleak got us through the next 4000Kms and home, where the investigation started.

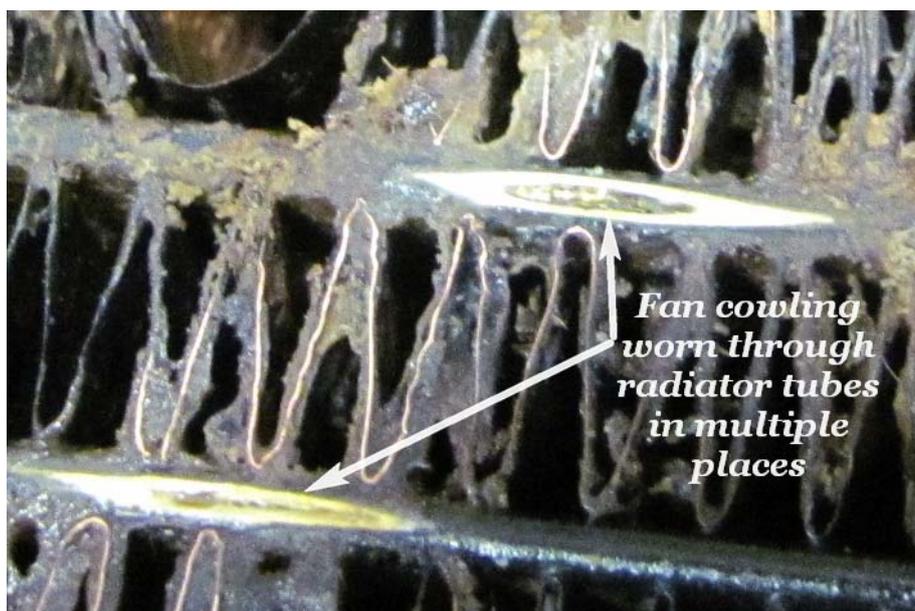


Most things that stop working or go wrong are related to short cuts, silly stuff or bad luck and this was not a case of bad luck.

When fitting the Thermo fan I used the kit supplied which has some rubber pads and plastic locking strips which are fed through the radiator and locked by griplock pads on the other side. Well this is clearly not a good idea...



The plastic fasteners and the rubber pads are really not good enough. As plastic is more abrasive than copper the slight movement eventually allows contact with both and the copper loses.



A good clean up and a few minutes with the soldering iron soon had everything fixed before doing a pressure test and looking for a proper solution to the cause of the problem. (aka short cuts!)

Mr Bunnings has a wondrous range of solutions for such situations, which include 2.5mm wide sticky backed weather strips which are easily adhered to the fan housing.

A search through the bolt box came up with some extra long Allen headed bolts which were probably salvaged from a piece of furniture being thrown out! (everything has to be useful at sometime)

The total cost of overcoming this lapse in concentration with the original fitting was \$6.50 plus several bottles of Stopleak. It could have been worse and spoiled one of the best expeditions we have had. Targa 2016???

