

AGO PBW

## MG MAESTRO INSPECTION RESULTS AND PROPOSAL OF ACTION.

### INSPECTION RESULTS

- AFTER INSPECTING THE MAESTRO BOTH ON THE GROUND AND ON THE 4 POST RAMP WE HAVE FOUND THE FOLLOWING AREAS OF CONCERN THAT NEED LOOKING AT FURTHER OR DOING -
- THE OIL LEVEL IS ON THE MINIMUM MARK, THIS NEEDS FILLING UP TO THE CORRECT LEVEL.
  - THE COOLANT LEVEL IS ALSO LOW AND NEEDS TOPPING UP.
  - THE GEAR LINKAGE IS NOT FITTED CORRECTLY AND CANNOT THEREFOR SELECT A GEAR.
  - THE PAINT AND BODYWORK OVERALL IS IN A DECENT CONDITION BUT IS FADED AND HAS MINOR RUST IN PLACES BUT NOTHING OF CONCERN.
  - THE EXTINGUISHER IS OUT OF DATE AND SO ARE THE HARNESSSES.
  - THE TYRES ARE OKAY BUT DO HAVE CRACKS IN THE OUTER TREAD.
  - ALL OF THE PERSPEX WINDOWS ARE DAMAGED, OFF-SIDE REAR IS PARTICULARLY BAD.

### PROPOSAL OF ACTION GOING FORWARD

I BELIEVE GOING FORWARD OUR FIRST PLAN OF ACTION SHOULD BE TO GET THE CAR RUNNING. I RECOMMEND THAT IN ORDER TO ACHIEVE THIS WE SHOULD DO THE FOLLOWING PROCEDURE.

- S1) - TOP UP THE OIL TO ITS CORRECT LEVEL AND THE COOLANT.
- S2) - REMOVE AND CLEAN THE CURRENT SPARK PLUGS AS THEY APPEAR TO BE IN GOOD CONDITION.
- S3) - WHILST THE PLUGS ARE REMOVED CRANK THE ENGINE OVER TILL WE HAVE MAXIMUM OIL PRESSURE, THIS WILL ENSURE WE HAVE CIRCULATED THE OIL AROUND THE WHOLE ENGINE.
- S4) - REFIT THE SPARK PLUGS USING COPPER GREASE ON THE THREADS.
- S5) - INSURE EVERYTHING IS TIGHT AND NO LEAKS CAN BE SEEN AND BEGIN TO TRY AND START THE ENGINE. WE CAN THEN PROGRESS FROM THIS POINT FORWARDS.