UNDER THE BONNET BY TIN-TIN

If the magnificent machines that we are fortunate enough to own have an achilles heel then it has to be the clutch. If the car is not used for a period of time then the clutch plates may stick together and you no longer have a working clutch. Inside the front cover of this issue you will find a copy of the original service bulletin issued in March 1986.

Follow the advice given in this bulletin and I doubt you will ever have a problem. Prevention is better than cure! That is all very well I hear you say but just how long can I leave the car before I have trouble? There is no hard and fast answer! It will depend on the amount of moisture in the air and the movement of air around this part of your car.

So you jump into the cockpit one morning, check gearbox is in neutral, give her some choke, switch on, start up, out with the clutch, engage reve-----GR-R-R-R-R-R-R !!!!! STOP NOW DO NOT PERSIST.... ANOTHER GOOD HEAVE ON THAT GEARLEVER COULD COST YOU OVER ONE THOUSAND POUNDS STERLING!!!!!! SO SWITCH OFF. Now sit and think for a moment. Now where did I put Issue No 2 of NAYLOR NEWS?

The clutch has stuck, you cannot engage a gear and if you persist you will wreck your gearbox. O.K, so give vent to your feelings, some blue words will do the car no harm at all. What to do next will depend on what facilities you have in your motorhouse and just how much time you are prepared to give the problem.

So we have moisture in the clutch and it has seized. If we can dry the moisture out it should come free. If you have an electric fan heater, this is ideal, direct the hottest flow of air you can onto the housing around the clutch and leave for as long as necessary. Ah! you say no electricity in my motorhouse! Very well the car itself can provide the necessary heat. Handbrake on, gear lever in neutral, enough choke to start, switch on and start. Allow her to warm up, release the choke when warm enough and simply leave the car to tick over. The clutch will receive a lot of heat this way, but do remember to ensure exhaust gasses do not accumulate in your motorhouse, ventilate well! So you have cooked your clutch, how do you know if you have been successful?

Switch off and stop the engine or remove your fanheater from beneath the car. Climb into the cockpit----DO NOT START THE ENGINE----Push the clutch out and engage either first or reverse gear, which gear depends on which way you wish to leave your motorhouse!!! If you cannot engage the gear you need, put her in neutral and start the engine briefly, SWITCH OFF, and try to engage your selected gear again. Repeat if needed. Now for the moment of truth... Make quite sure that your selected direction of travel is quite free of any obstruction (tools pets and the other half!). Heave out the clutch, keep it out, switch on and start up. If the car moves and continues to move the clutch is still siezed, switch off, into neutral gear, push the car back into your motorhouse and apply more heat.

If the car' jumps ' and then stops moving. Congratulations you have just freed your clutch!

If the car starts without moving ,Congratulations you freed the clutch a little while ago!

I can't wait all this time I hear someone mutter! There MUST be something I can DO!

Well impatience can be rather expensive so if it will make you feel better try some more blue words and then try the following, but curb your impatience and think about your own safety as you work.

Push your car back into her motorhouse. If you don't already have a pair of good quality axlestands, use the other car and go and buy a pair.

Put some good thick pieces of thick timber before and behind both front wheels.

Continued overleaf

UNDER THE BONNET *Continued*

so that the car cannot move. Then jack up the back axle and mount securely on the axlestands so that the rear wheels are free to revolve and are clear of the floor by at least two inches.

Now with the gear in neutral, warm up your engine to full normal working temperature and SWITCH OFF. Make sure the engine has stopped turning. Push out the clutch and engagae TOP GEAR. Let in the clutch, release the handbrake, switch on and start the engine.

You should now be sitting in your car a little higher off the ground than normal, stationary, but with the engine running sweetly and the back wheels spinning merrily. You will hear all sorts of noises from the back axle that you have never heard before! Don't be alarmed! Normally the noise of tyres on tarmac hide these sounds.

Now lets see if we can free the clutch.' Acclerate ' gently to about 50 M.P.H.,push out the clutch and with the footbrake, brake firmly .!.!.

If the engine stalls, try again but if anything brake even more firmly.

If the engine stalls again SWITCH OFF, use some choice blue words and go and put the kettle on! or retire even further for a stiff drink!

If however the engine does not stall and the back wheels do stop going round, CONGRATULATIONS you have freed your clutch!.

If you are unable to celebrate at this point you have two options open to you. First call your favourite garage and admit defeat or second dismantle the car and free the clutch by exposing thje beast to daylight.

In the next issue, and under the quidance of an owner who has done just that we hope to give a blow by blow account of how to free your clutch the engineers way!

That a clutch can seize is annoying but not in itself so serious but if you try to force the car into gear with the engine running then you can terminally damage the gearbox and this is going to be both time consuming and EXPENSIVE!!!

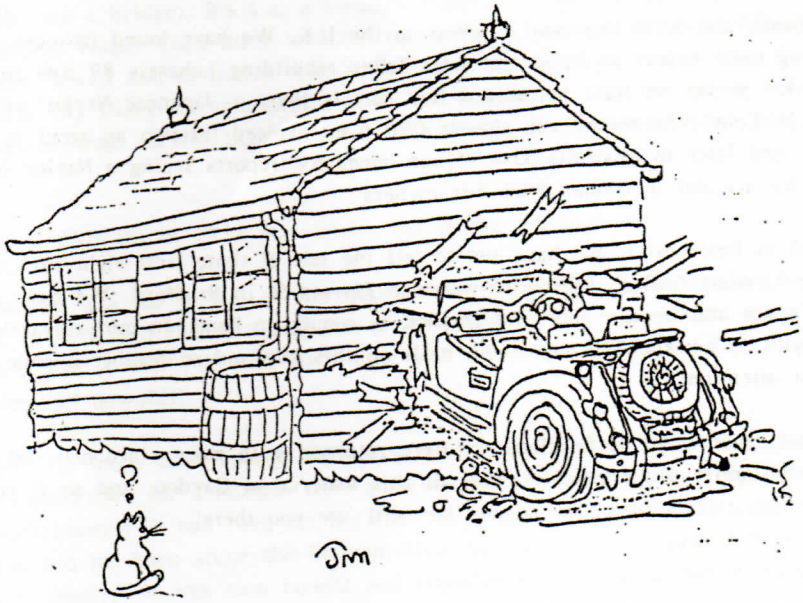
Therefore I suggest you always leave your car in the motorhouse IN GEAR, with the handbrake off. (if you reverse from your motorhouse then park in reverse) When starting your engine leave the car in gear but push out the clutch You may have a 'jumpy start' if your clutch has seized but its much less likely that you will damage your gearbox

Another idea that has been mentioned, is to ' permenantly' disengage the clutch whilst the car is being stored, by pressing the clutch pedal to the boards and keeping it thus with a long piece of wood braced against the seats.

This idea, at first look is attractive for its simplicity, does have some inherant drawbacks The leather seats may not recover their shape after prolonged pressure, no matter how carefully the pressure is spread across them by a sitable crossbrace. Further the hydraulic system for the clutch is designed to spend almost its entire life 'at rest' Pushing down the clutch pedal and leaving it down will pressurise the system and keep it under pressure The most tiny leak in this system will, if left pressurised for weeks or months, slowly but surely allow those clutch plates to come together again. If left in this position we all know what happens next!!

Happy motoring till the next time. I trust you will stay with us to receive Issue No 3

HINTS FROM THE HANDBOOK No1 THE CLUTCH



The material of which all car clutches are made tends naturally to absorb water. Left unused for lengthy periods it can attempt to stick to the metal which clamps it on either side. NAYLOR CARS Service Bulletin 1.3.86.

REGISTER NEWS BY JOHN AND FREDA TAYLOR

In Issue No 1 of NAYLOR NEWS we reported that we had located some 70 cars and their current owners. This figure has now increased to almost 80 cars and owners, thanks to Freda's continued skill and enthusiasm.

As mentioned before the position of the chassis numbers was altered from the left to righthand side of the chassis beginning with chassis 033. This car is significant in Naylor history, since it is the first car built as left hand drive, it is in fact a development car. That the car was built after such a small number of cars were built for sale in the U.K. is a tribute to the engineers at Naylor P.L.C. and underlines the importance of export work in the thoughts of the management.

The story for this car is not yet complete. We know that at the first attempt, English port authorities would not allow the car to be exported, but with amended paperwork the car arrived in Holland and gained the necessary statutary approval for sale. The car also gained the necessary approval in Germany, with increased ground clearance of 2 inches, (thanks Brian Wilkinson for this and much other information!). This car also appeared at the Geneva Motorshow and later returned to Holland. Correspondence with Mr Kuyper (see Issue No 1) who already has a Naylor in his care, has enabled us to trace the car. Mr Kuyper has in fact sent us a photograph of 033 on her way to Switzerland, where he delivered her to Mr Minelli in Zurich. Freda and I had in fact already obtained a telephone number and Alastair Naylor made the call. 033 is alive and well. A warm welcome therefore to R Minelli Esq.

Alastair Naylor has kindly loaned us what is left of the Naylor P.L.C. invoice file, over the last eight years or so this and other Company records have suffered from predators!, but much is untouched and is of interest. Eight cars were built and exported to Japan, each was a modified version of the U.K. vehicle, the most notable alteration being a modified radiator of increased cooling capacity. Two of these cars were damaged in shipment (it would appear they were subjected