

all thought I was mad.

So on returning home once again, out with the Speedometer—this time I study it at the kitchen table in good light with my glasses on. I work out the rubber band that has now completely detached itself and become entangled in the mechanism is not even needed!!!! I can only assume at some time in the history of the car a previous owner has attached this to make it work, but why?

Turning it by hand I work out the clever little mechanism rotated and tensioned the little pawl and ratchet all by itself. I am aware this is getting tedious but please try and stick with me. Reassembled again fingers crossed. A few days later reset trip only to find milometer stops AGAIN! - speedometer out and disassemble—5 minute job now—investigate clever little tensioning devise which I take to pieces clean off excess oil!! - re-tension small retaining clip (bend a bit) reinstall speedometer in dashboard. Test...OK...simple now why didn't I just do that in the first place.

Now at least I am happy in the knowledge that our precious little car does not run on a rubber band, another little problem sorted or as we Essex boys say 'Kiltered'.

Keih Heywood 47-38, Essex.



## TOOLBOX

### Warning!

Many members have now probably heard of Mike and Sylvie's unfortunate ordeal in Burford, when their car caught fire.

Apparently, Sylvie said she could smell smoke so Mike stopped the car and could see smoke bellowing from the front of the car.

Mike opened the bonnet on the driver's side and could see the fuel pump surrounded by flames. Unfortunately Mike did not have a fire extinguisher with him, he said if he had he could have probably put the fire out.

Consequently the car is now a write off.

Mike has confirmed that prior to the fire, engine oil had been leaking from the fuel pump gasket for sometime and had regularly filled the recess in the cylinder head just below. ( some other cars have the same problem).

After a long hard drive and a descent through Burford this pocket of oil could have spilled onto the exhaust manifold.



On the Welsh Whiz weekend we had two cars suffering with fuel leaks, one was due to the wrong float setting and the other was due to a sticking float needle.

We must point out that whether any of the above were the cause of Mike and Sylvie's problem we have yet to find out and with the expert knowledge of Hutsons we are hoping to establish the cause.

Until we have established the cause we suggest that you take note of the following.

**If your car leaks oil or fuel, rectify the problem as soon as possible**

**Always carry a fire extinguisher that is suitable for vehicle fires.**

Unfortunately the TF1700 isn't the most roomy of cars and finding a suitable position for such an appliance is difficult.

I have been in contact with Guardian who manufacture extinguishers.

One of their more popular products for vehicles is their 0.8kg Dry Powder extinguisher that will produce a 6 second burst at 16bar pressure (that's around 230psi). Although it is a bit dumpy it will fit behind the radio console or under a seat.

The approx cost is £15 available from Halfords

Another is the Firemaster Storm 0.6kg Dry Powder. Much slimmer than the Guardian but with only 7bar pressure (around 100psi). This one will fit along side the drivers seat ( or one each side ) See page 21.

Both will deal with category 'B' and 'C' fires which is inflammable liquids and gas.

If any member has any further types of extinguishers that are more suitable for our cars please let us know.

I was curious to see if an exhaust manifold could get hot enough to ignite oil so I carried out a test on an exhaust manifold on the bench so to speak by placing a large blowtorch in one end and leaving it to cook for 30 minutes or so.

Each in turn I squirted neat petrol, engine oil and hydraulic oil onto the manifold and although a bit reluctant eventually all three did ignite without the presence of a naked flame.

Dave Lewis

## Ageing Tyres

Further to the article in the April edition of Naylor News - **ALERT FROM DAVID GRAY**, the following was printed in The Mercedes Benz Club magazine and was itself taken from a recent edition of Tyre News:

"TIC (Tyre Industry Council) has issued a warning about dangers of old age (tyres that is!). An increase in the number of cars with old tyres has been spotted at recent roadside checks in Wiltshire and Hertfordshire. Some cars had tyres over 10 years old and one had two tyres that were 15 years old.

It is not illegal to drive on old tyres, but TIC points out there are certain circumstances where the ageing process can make a tyre unsuitable for use.

As the components within a tyre dry out with age, they can separate causing the tyre to distort, vibrate and potentially fail. Although manufacturers add anti-ageing chemicals to rubber compounds, this only works when the tyre is in regular use. Therefore, tyres fitted to spare wheels, caravans and trailers are