

his wheel, please delete Ital wheel stubs, and add wheel studs, correct the shortening length to 1/8th not 1/2

Dear Editor,

Having just read Guiseppe Cavarretta's letter in the Correspondence Column of the April 2005 Naylor News regarding the 'rear end click' and his overheating problems, I have one or two suggestions.

THE CLICK Having studied how the rear hubs and half shafts were re-engineered I will be very surprised indeed if this is the cause. Try the following which I list in order of ease of checking:-

1. **Loose wheel nuts** (very unlikely). Jack up the car and check that the nuts are properly centred and tight. Grip the tyre and check for any movement from the hub. If there is go to number 7.
2. **Loose spokes.** Remove the wheel and lay it down. Lightly holding a small spanner, run it over the spokes. Each one should give a clear ring. A dull sound indicates a loose spoke. If this is the problem it is best entrusted to a wheel specialist.
3. **Wheel Centre Badges.** The chrome and enamel wheel badges are bolted to a plastic insert which is pushed into the hub of each wheel and secured by hollow pins. In time the holes in the plastic may become enlarged, causing the insert to rattle. Gently tap out the pins using a drift and remove the badge and insert. If this solves the problem, coat the insert with silicon gel or similar and replace carefully.
4. **Handbrake cable.** This runs from the handbrake lever to the brake rod linkage and passes close to the differential. A 'P' clip secures the cable to the diff and if this rots away (mine did) The cable may click against the axle.
5. **Universal joints.** There is one each end of the prop shaft. Some have grease nipples, some don't. With the handbrake on, grip the prop shaft and turn in each direction. There will be some slack, but if this is excessive it may cause a click, and will be solved by fitting new bearings.

6. **Prop shaft centring.** If the shaft is not in the centre of the prop shaft tunnel it may foul the captive nuts that secure the seat belts. If this is the case a ring of bright metal will show on the shaft. There is adjustment on the panhard rod to correct this.

7 **Rear wheel bearings.** If there is play on the rear wheel rims as in No 1, prop open the side screen locker and remove the hatch over the battery. You will now be able to see the axle and more importantly hear it. Take the car out and listen for a rumble which denotes worn bearings which should be replaced. This is more easily heard with the hood and screens in place.

If none of the above solve the problem, I can only suggest that you buy some earplugs!

OVERHEATING The most obvious items, such as the radiator and water pump have been tackled and this only leaves the following as far as I can see.

1. Is the temperature gauge accurate? Providing the radiator electric fan comes on when the gauge reads hot (say 95C+) it is safe to assume that both the gauge which takes the temperature of the water in the block, and the thermo switch in the top of the radiator that controls the fan are working properly.
2. **Thermostat.** When the engine is cool, remove the pressurised top from the thermostat housing and pull out the thermostat. (I expect it will be corroded in to some extent). Run the car without it. If this solves the problem you need a new one, or if the engine maintains temperature you can run without it.
3. **Fuel.** Un leaded petrol burns hotter than the old leaded petrol. It is also of a lower octane rating which will cause the engine to 'pre ignite' or 'pink'. Use a petrol additive containing an octane booster to counteract this.
4. **Ignition.** I have found the ignition setting and spark plug gap to be very important in keeping the temperature down. Have the points, rotor arm and condenser in the distributor cleaned, set and checked. Reduce the plug gap from the recommended 0.90mm to 0.625 to give a surer spark. Have the timing set electronically. The top part of the distributor can be rotated when the bolt secur-

took us on an hour long tour of the site. This told us how Bletchley Park came into being and the history of the code breaking, right up to the present formation of the buildings. There was so much to see and do, that most of us felt it needed a second visit. We departed in small groups for our different destinations and hope that most of them did not get stuck in the Silverstone traffic as the East Anglian Group did, making it a very slow journey leaving Milton Keynes..

Freda, 12-04 Suffolk.

REGISTRARS NOTES

We welcome the following new members who are not on your Membership List:-

KENDALL TRISH & DAVID, West Farm House, Hedley-on-the-Hill, Stocksfield, Northumberland. NE43 & SW, tel. 01661 842496 who have bought 28-18 from Malcolm Sutherland. They called on the Heritage Trail on the Friday evening for a drink before dinner.

THOMA Hugo Hofstettenstrasse 76, 8873 Amsden, Switzerland (German speaking) who is restoring chassis 33 found in a scrap yard in Switzerland.

HERCKENHONER Fred & Ellen, Zur Tomberger Muhle 28, D53881 Euskirchen, Germany, tel ++ 492251 57254. Who brought **chassis 130** to the 11th Birthday weekend to meet us.

TAYLOR Michael & Audra, 67 Little Bushey Lane, Bushey, Herts, WD23 4RT, TEL 0208 950 1245 who have bought **40-31** from Sid Major who is also remaining a member of the club.

We also welcome back **MIDGLEY David & Valerie**, Razees, Woodsend Lane, Ashperton, Nr. Ledbury, Herefordshire. Over the last few years they have moved house with problems & suf-

fered ill health, but are now recovered & hope to join us in the not too distant future. David is bury getting Emma **17-09** ready to use once again.

WOOLISCROFT Joy & John, 31 Little Castle Grove, Herbrandston, Milford Haven, Dyfed, SA73 3SP. They have bought Harold Marshall's car (the ex Maurice Walker one) **94-85** and he has transferred his membership to Joy who has also paid for John to join. We shall look forward to meeting them with the car at some point in the future.

HARRIS Lawrence & Lesley, Apartado 786, Portimao, Algarve 8500, Portugal, we welcome you back after a rather hectic year off. Perhaps you will renew acquaintance at the NEC in November.

MEMBERSHIP LIST CHANGES

EDMONDSON Brian—No longer has a land line, mobile 07944 125156

E-MAIL CHANGES

COZON Christian & Caroline - please note another correction to threie-mail address it has an 's' on the cozon:-cozons@ntlworld.com

TOOLBOX



**An essential error correction!!!
 Issue 35**

In Brian Edmundson's letter on