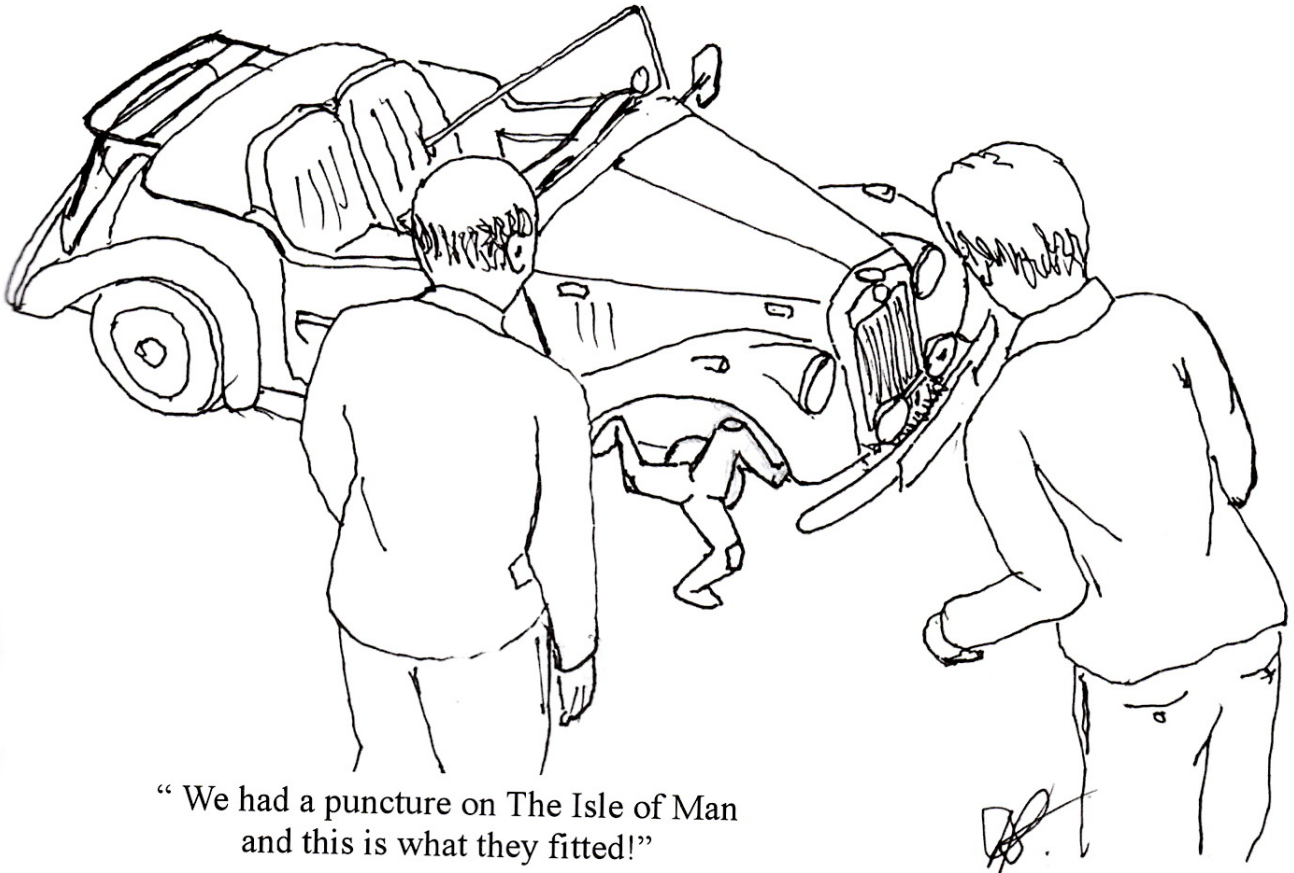


## NAYLOR CAR CLUB



“ We had a puncture on The Isle of Man and this is what they fitted!”

knows, we might even beat Brian Mills to “Car of the Day”!

The car purred into life. I pressed the clutch...no resistance! Disbelievingly I tried again. And again the pedal went flat on the floor with the resistance of a daffodil in the wind.

Yes, the clutch slave cylinder had given up the ghost. I knew that quite a few Naylor had already suffered the same fate. Our Hutson was a little bit younger than some, but its turn had come after 19 years!

What bad luck! But what good luck that it hadn't happened on the journey to Norfolk! So out with the Mini-Cooper. But although good fun, it just ain't the same.

Despite being without the Hutson, the Birthday week-end was excellent. But listening to the ex

perts there I started to get depressed. Replacement

slave cylinders were apparently as rare as hens' teeth, and getting at the faulty one was well nigh impossible! Andy Rayner had suggested to Bob Gale that the easiest way was from beneath the car. Bob had tried this but

had given up that method after 4 hours of struggling. The consensus was that the only way to access the slave cylinder was from inside the car, by removing the gear-box cover or making a hole in it. I had various kind offers from members who might be able to help sourcing a replacement cylinder.

So home again, with thoughts that the Hutson would never be mobile again. But a quick call to Dave Lewis established that he had some cylinders available on an exchange basis, depending on the type. Depending on the type?