

ROTARY CHARITY RUN 19th September

This annual event attracts classic cars of all ages and styles, and as has become the tradition it started from the Geordie Pride Hotel at Roberttown, West Yorkshire with a traditional English Breakfast, following which we commenced on the "West Pennine Wander". Some 75 cars completed the course raising a total of £3,000 for the benefit of the West Yorkshire Air Ambulance Service and the Huddersfield Support Group for Autism.

The run was much enjoyed by Club members, especially a fine evening buffet provided by the Hansons. Our thanks to Barbara, Michael and Jonathon for your warm hospitality

Shirley Burnhill, 98-89 West Yorkshire

TOOLBOX

Dear all,



As you know, my car, C963 EUW (16-8), was destroyed by fire on 16th May, 2004

I am now convinced that the cause of the fire was engine oil falling on to a hot exhaust manifold. What follows is heavily illuminated by hindsight!

Oil used to collect in a well in the cylinder head immediately beneath the fuel pump and, if I went smartly round a right hand bend, it would occasionally spill out of the well and on to the exhaust manifold. The effect of this was to produce a puff of smoke and a smell of burning.

On the fateful day, Sylvie and I had just completed a spirited run from Bibury to Burford in the Cots-

wolds—driving at 60-65 for perhaps half an hour—enough time to get the exhaust manifold hot. We drove slowly through Burford, swung vigorously through 360 degrees round the roundabout at the bottom of the High Street and immediately the car caught fire. I am sure as I can be that the oil (itself very hot) spilled from the well and ignited on the exhaust manifold. Certainly the fire started in the engine compartment and exactly in that region

Where could that oil be coming from? There are two candidates—the gasket where the fuel pump is bolted to the engine, and the junction between the cam cover and the cylinder head.

Before buying 9-01 I noticed that oil was present in the same well and I insisted that the fuel pump gasket be renewed and sealed. This was done. It did not however cure the oil leak and further work has shown that only be sealing between the cam cover and the cylinder head has the oil stopped leaking and the well remained dry.

I looked at two other Naylor before buying 9-01—David Parkin's and Geoff France's. As one might expect from an engineer, David's car was oil free; Geoff's however also had oil present in the well. It may be, therefore, that this is a common problem with Naylor or, more widely, with O-series 1700s, arising from BL's unwarranted confidence that they could machine the respective mating surfaces sufficiently flat that no gasket was required.

Please, please check your engines as a matter of urgency and take all necessary steps to seal the cam cover to the cylinder and to seal the fuel pump gasket to the engine.

Best wishes,

Mike Lynd, now 09-01 London.

Dear Editor,

I have had a **tonneau cover** tailor made for 62-53. Ian Roper of Autotrim says that he can make others using my car as a pattern, but really it is pref-