

fan did not switch off for a number of minutes. Investigations around the engine bay revealed the holed expansion bottle, which allowed total depressurisation of the cooling system.

Reading through back issues of Naylor News showed this not to be a unique problem and, indeed, on removing the failed bottle from its bracket, Nellie herself had a replacement in the early 90's given away by the stock ticket still stuck to the rear of the expansion bottle.

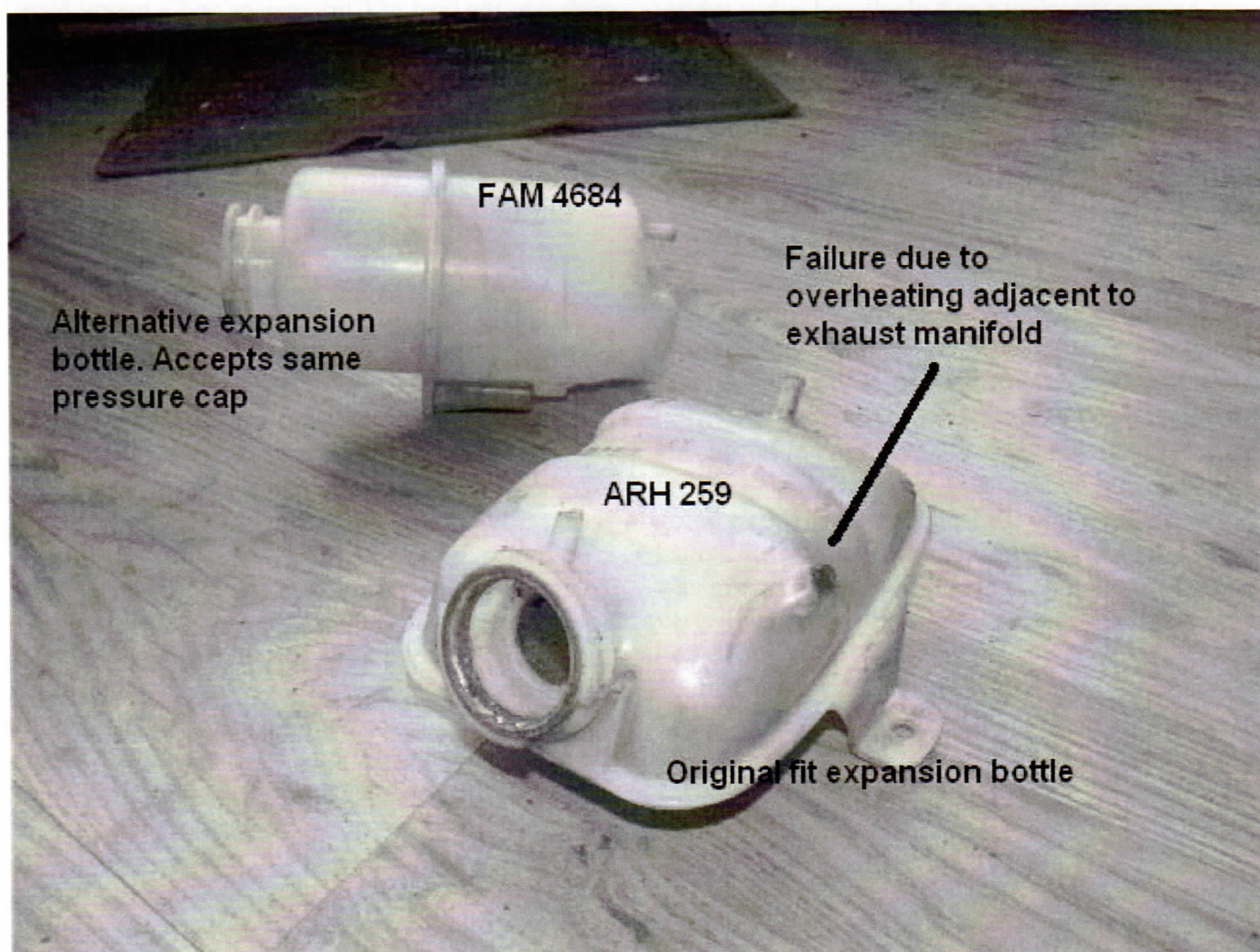
The proximity of the expansion bottle to the manifold is clearly problematic if air flow is minimal and excess heat is allowed to build up in the vicinity of the plastic bottle – with possible catastrophic consequences ! The experience at the MOT test

station caused mine but I guess sitting in prolonged traffic jams, like that great circular car park otherwise known as the M25, could cause similar problems?

Two obstacles arose ahead of what should have been a fairly minor setback; first I didn't want to repeat the same problematic set-up with the same type of bottle and, secondly, even if I had these things are rarer than hens' teeth – a fact I discovered on telephoning a very helpful Dave Lewis.

Fortunately, a visit to a (nearly) local breakers yard found an old Allegro with a cylindrical style expansion bottle that looked to be "just the job". On getting home I was even more pleased to find that my original pressure cap fitted the "new" bottle – no worries about incorrect system pressure.

The fitting needs a little adjustment, removal of old bracket and addition of spacers approx. ½" (13mm) behind the two mounting holes in the



OF THE NAYLOR CAR CLUB

new bracket to allow the bottle to sit in front of the bracing strut that runs along the side of the engine bay. Apart from that, the only difference is that the overflow from this expansion bottle (expect to operate very infrequently) does not attach to the neat drainpipe but instead blows freely into the engine compartment; this I'm sure can be easily remedied during the winter "mothball" period.

Once fitted, the bottle sits very nicely away from the manifold and also gives good access to the oil filter for that routine service occasion. Although we have not put any miles on the new configuration, I'm quietly confident that the modification will put us back on the road whilst still using genuine "MG" parts.

I have included a photo showing the failed bottle and it's replacement, part numbers appropriate to each are added on the bottles; the sad news is that BOTH are nil stock at both my local MG dealer and central stores.

I would echo Dave Lewis's sentiments from NN 36, search any local sources for any spares you can find. Additionally, anybody lucky enough not to have yet suffered the "interest" of a failed expansion bottle, check the condition of yours. Look for discolouration adjacent to the manifold indicating overheating. Add some method of insulation; maybe a sheet of aluminium could deflect some of the heat? Alternatively bend and cajole adjacent components to win more space between the bottle and the manifold.

The ultimate price to pay for not taking care of our Naylor cooling systems could be a warped head – probably both for the owner and vehicle alike??

Be lucky, good hunting for spares

David Bromell
"Nellie" 87-78, West Sussex.

Dear Members

Just a note to give all members an update on the spares situation:-

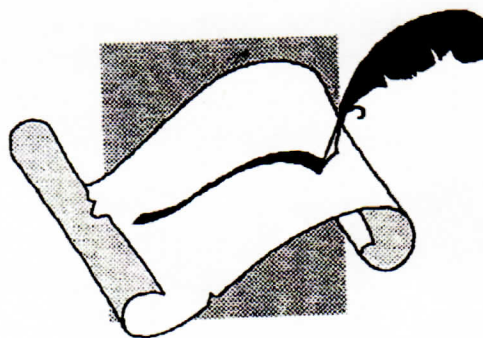
Since the publication of the top 20 spares list, we discussed this further at the AGM. Comments were made about the spares on the list and notes were made of all the details and comments that members made at that meeting. There was also discussion over whether members wanted original parts or alternative parts.

We have now researched most the items and have presented the findings and solutions and suggestions, to the Committee in November.

We were out in force at the NEC with our lists and it is proposed that we will be publishing a further report in the next issue of Naylor News.

Lastly we would like to thank you all for the tremendous interest and practical help that many members have given, in particular Tim Wheeler, David Bromell, David Gray, Lester Roland and many others,. Please do not stop feeding us the information as to contacts or the whereabouts of parts. Keep the information flowing in!
Many thanks again.

Dave Lewis
Tony Stewart
Peter Askey



CORRESPONDENCE COLUMN

Dear Editor,

What a surprise it was at the A.G.M. to receive the President's Trophy. Keith & I have really enjoyed all the events we have been to with the club and the reason we started to have the Cobweb Lunch was it did seem a long time between the Northern