

NAYLOR CAR CLUB

temperatures were in the low to middle 30's and the water temperature gauge was indicating well over 125C. On a few occasions the gauge almost hit the end stop so we had to nurse our way to and from Switzerland. (Thanks to everyone for their patience in helping us). The puzzling thing was that at no time did we ever lose any water from the system and so something was clearly afoot. Then, at last the penny dropped and after having a chat with Brian & Beryl Teasdale we decided to go for the jugular and have the radiator re-cored. A further incentive to getting this problem sorted was that her ladyship measured the temperature in the foot-well on her side of the car and it was 50C..and that's with the top down!

Now why am I making such a fuss about this – well, the car is now reborn? It runs much smoother, ticks over like a dream and has so much more power and umph. The radiator specialist told us that the original was almost 2/3rd blocked and probably had been for years. The only down-side of this is that we can now cruise on motorways at 70mph so have to keep a close eye on the speedometer. Happy motoring.

Brian & Diana Kennedy.

EXTRACT FROM PRACTICAL CLASSICS AUGUST 07

I see that the old seized clutch problem has arisen again in your magazine. I have been in the motor trade for 35 years and the following method always works, even on the most stubborn cars which have stood for many years. Start the engine and let it warm through (and I mean 'through' not just till the temperature gauge shows normal). I let it run for an hour or more till the heat gets right through to the fly wheel and clutch.

Next, turn the engine off and wedge the clutch pedal down (normally a piece of wood between the pedal and the underside of the steering wheel or driver's seat will do the job).

Leave the car overnight. This is not a problem, even on hydraulic systems if they are in reasonable order. Return next morning and remove the wedge and you'll find the clutch is free. Try it next time your clutch is stuck, you will be amazed.

P. Dowler, Duckmanton Garage, Chesterfield.

Dear Freda & Dave,

This may be of interest to the membership. It seems that if we are not too throttle-happy, the engines may well be tolerant of unleaded without an additive. On the other hand, if we have a higher compression ratio than the standard 'O' series there may be an issue. Probably okay as a 'get you home' measure at least or if you have no additive available.

Bob Walter, 17-09, Herefordshire.

BL O-SERIES ENGINE

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BL O-Series engine from an Morris Ital

The **BL O-Series engine** was a straight-4 automobile engine family produced by British Leyland (BL) as a development of the BMC B-Series engine family.

Introduced by BL in 1978 on the Series 2 Morris Marina and the smaller engined versions of the Leyland Princess, it was intended to replace the 1.8 litre B-Series unit. The main advance over the B-Series was that the new unit was of belt driven overhead camshaft configuration, with an aluminium cylinder head.

Despite the engine being offered in the unusual capacity of 1.7 litres, it proved to be a reliable engine for BL, and was later bored out in 1982 to 2.0 litres for the Rover SD1 and Austin Ambassador. It was then reworked for front wheel drive installation in 1984 and given fuel injection for the high specification versions of the Austin Maestro and Austin Montego. This version of the O-Series was