

Sunday morning saw the team on the Stand once again joined a little later by one or two who had a 'lay in'. Again we were very busy, indeed the queue of public waiting to enter was longer than ever. So professional was our stand that yet again we all were approached by some people who assumed we were selling new cars ! These were sent away with a list of cars for sale.....we lost count of potential new members. In more quiet moments and taking things in turns we managed to see some of the other Clubs, their displays and to enjoy the Autojumble.

Then, almost in a flash it seemed, the public address system was announcing the closing of the Show. This was greeted by a deafening fanfare of blown horns and it was down to dismantling the Stand and packing up. The cars came off the carpet which was promptly rolled up and about the last job was taking up the double sided tape which had held all in place. Aching feet and backs perhaps and the glitz and glitter soon gone but as we drove out into the rain.....well perhaps we had done the Club no harm.....no harm at all.

EVENTS SUMMARY 1995

The following are "turnout" figures for events this year, published in good faith and believed accurate, unless of course you have a different version ! If so the Editor would be delighted to hear from you.

The Heritage run to Gaydon, 6 TFs	
Kimber Birthday run.....	6
Regency run.....	3
Heritage run to Weybourne....	1
Pleshey.....	17
Lakes weekend.....	11
"T" party.....	7
Euston.....	5
Banham zoo.....	3
Yorkshire dales.....	14
Saxmundham.....	1
Felbrigg.....	5
Fenland.....	7
Woburn.....	10
The Wedding.....	8
Knebworth.....	4
Rougham.....	3
Cotswold weekend.....	20
Duxford.....	11
Classic Car Show.....	3

Which I think makes a total of 145 car/ event turnouts.....not too bad for a Club which has only 65 cars within it's ranks.

ECLECTIC ECURIAM

Continuing research into obtaining a cooler running engine, I have found that removing the thermostat gives dramatic results.

The cooling system designed for the 'O' Series engine and as installed in the 'Ital' included a radiator twice the size of the Naylor, if not larger.

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ECLECTIC ECURIAM *Continued.*

When the thermostat is fully open, the body alone is highly restrictive. Complete removal allows the water to circulate at a much faster rate, thus compensating for the smaller amount of cooling available. I suppose it's asking a lot to expect our poor little radiator to deal with a modern 1700 c.c. high performance engine but of course a larger one cannot be fitted.

It is to be seen what will occur under winter conditions but as an experiment I have made a variable flow control out of an old ½ inch brass tap.

This may not be required as it is quite possible the engine will still run at a high enough temperature, even in cold weather.

So far, I find there is no problem, with the engine quickly reaching a normal running condition.....but now without roasted feet !

UNDER THE BONNETT With Jim.

Eighty Nine's fuel pump had always leaked.....a dampness around the rim and under the bonnet, a smell of petrol. Things came to a head last year when one day I found the car standing in a pool of fuel. I went out and bought "a new improved fuel pump", only to find that being slightly larger in diameter than the original pump, it fouled the banjo fitting on the rear of the induction manifold which connects a vacuum pipe to the brake servo unit. (See diagram). To get mobile again I refitted the old pump and found that the leak had stopped apart from occasional weeping.

Standing in the car park of "The White Hart Royal" on this year's Cotswold Run, knee deep in TFs, I discussed the problem with someone, unfortunately I can't remember who, but he had solved the problem simply by exchanging the afore mentioned brake servo fitting at the rear of the induction manifold with the much smaller vacuum pipe fitting at the front of the manifold which connects to the distributor.....amazingly they are the same size threads !

The new pump then simply bolted on. Easy when you know how !

