

I'll give it five *by David Parkin*

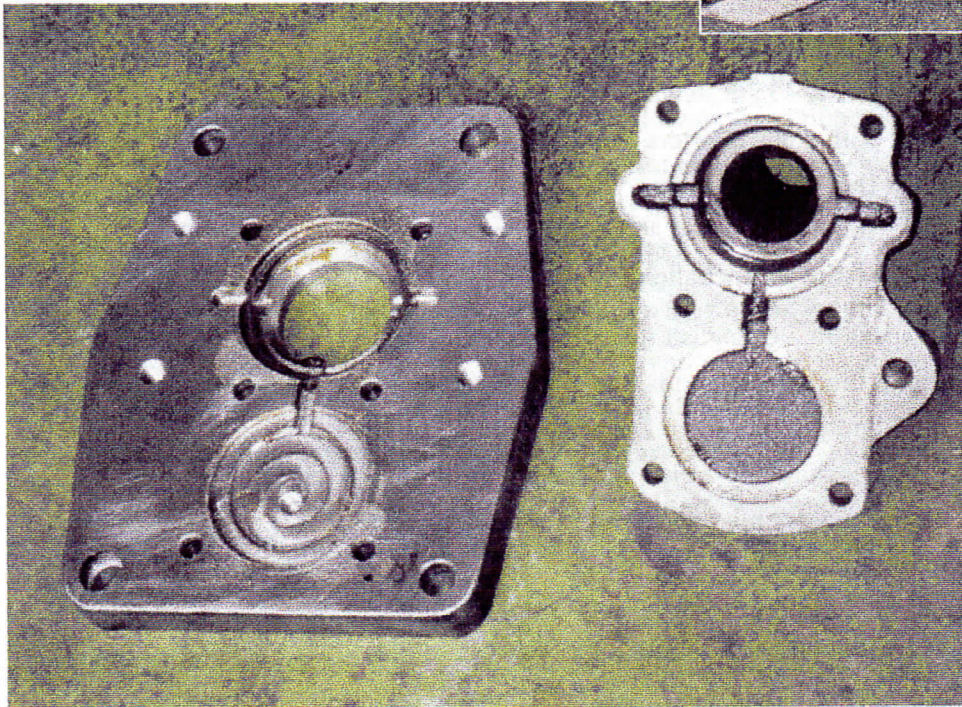
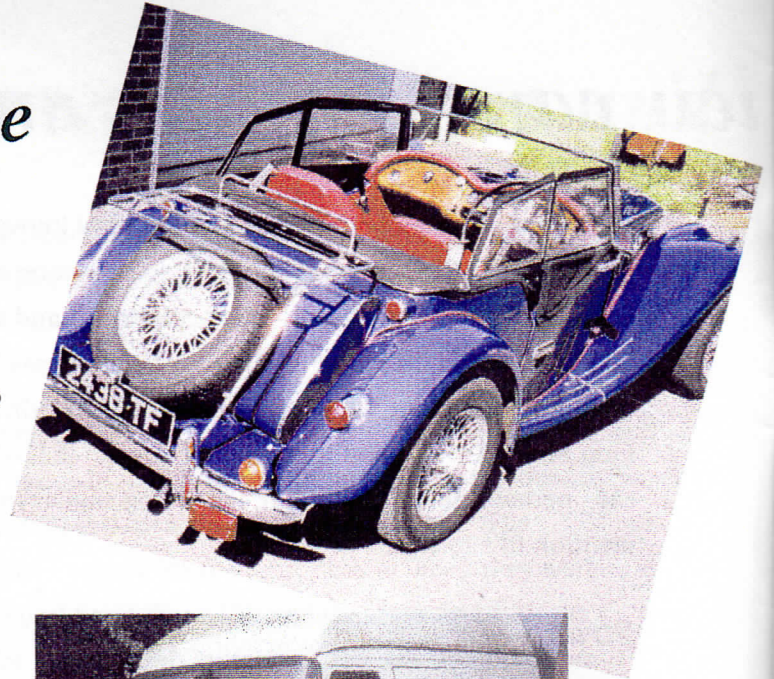
We had been looking at the glorious views from Gummers Howe over Lake Windermere when the call came to return to our cars for the trip back to Crooklands Hotel. As we went off I let out the clutch and was surprised to find that it only just managed to take up the drive. Twice on the way to the hotel it started to slip again and gave off that telltale smell of cash in a garageman's wallet.

Next morning we nursed it back

The patient

The donor

The 20mm mating plate



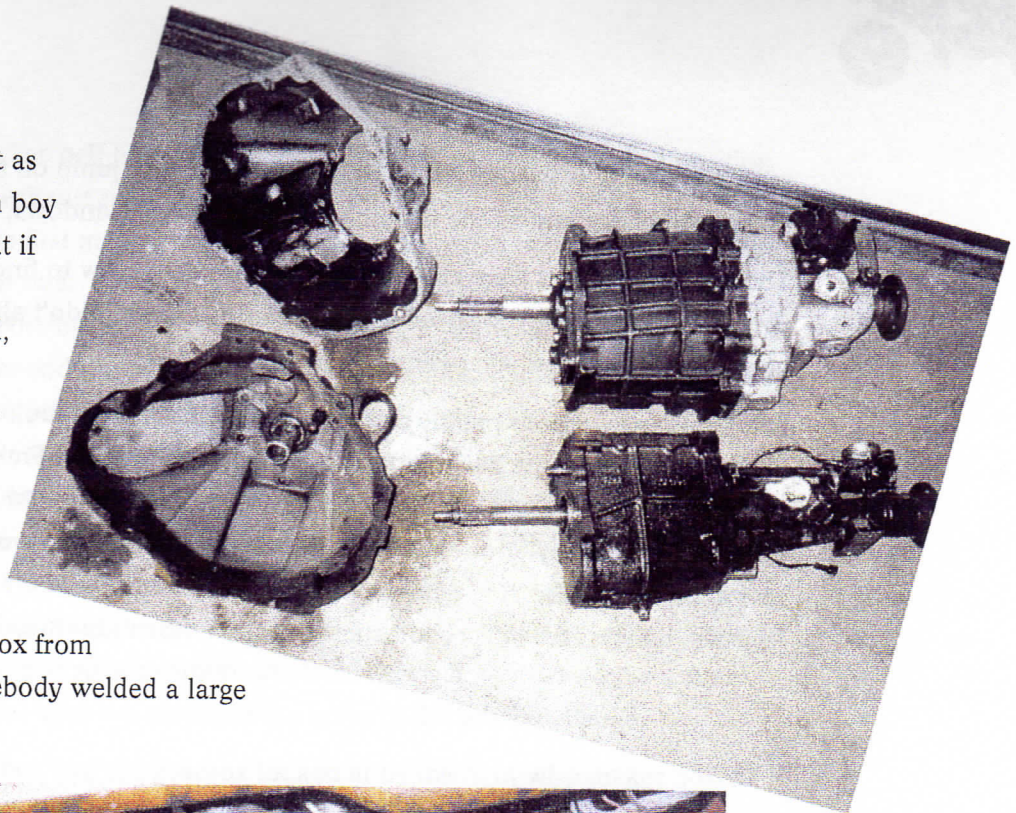
using the M6 to avoid too many gear changes and once safely home, gave it some welly to prove, beyond doubt that major attention was necessary.

The gearbox had always had a clunk clunk noise in first gear caused, apparently, by a chipped tooth on reverse, so now it

was time to cure that as well. Being a foolish boy it occurred to me that if I had to take the gearbox apart as well, why not try to fit a five speed box rather than repair the old one.

To get the clutch on a Naylor you have to remove the box from the top because somebody welded a large pipe across the chassis under the back end. To get it out the top you have to remove the tunnel which on early models was fixed down with screws and large application of sealer that over

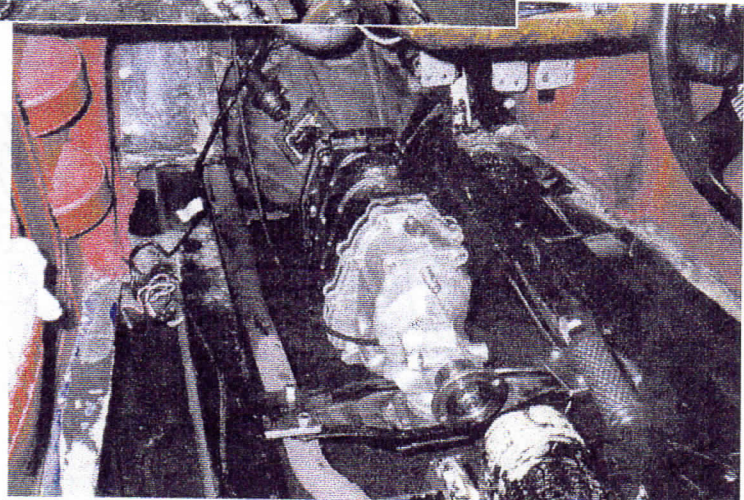
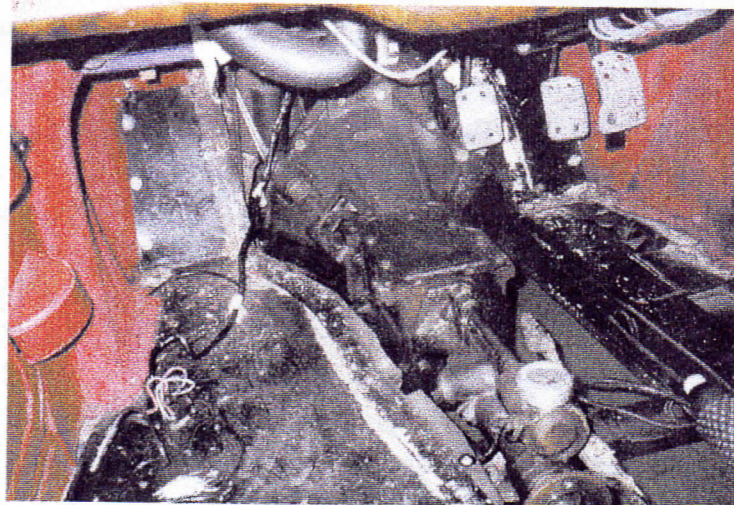
the years goes very hard indeed. I had previously removed the drivers side when I fitted a foot box in the floor and this had been resealed with silicone which is easy to part. The passenger side was stuck fast and required the use of an electric chisel. Now I needed to get the floor out which was stuck with the



The old and the new

The old 4 speed gear box

The new box in place



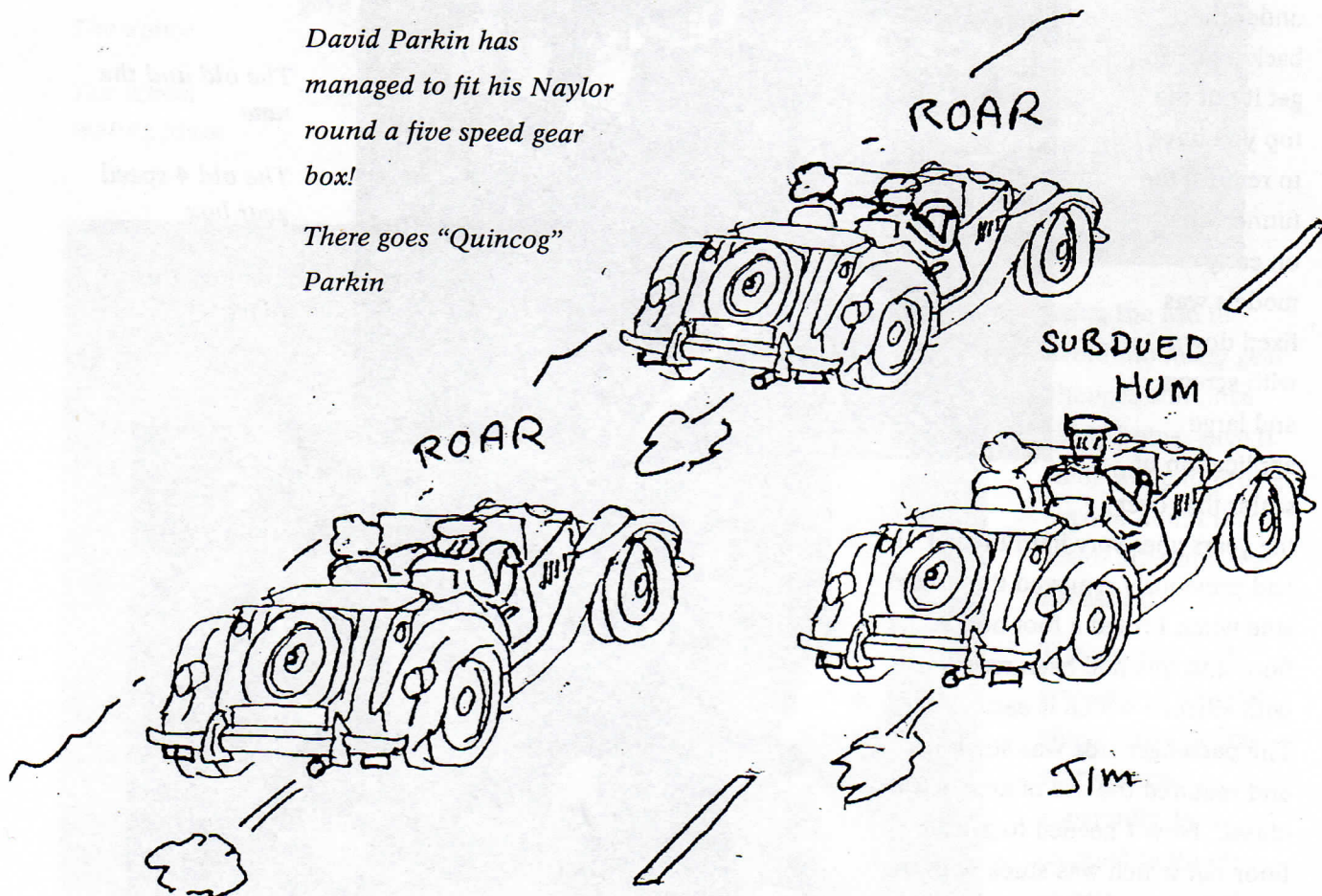
same sealer. The easiest way is to jack up the floor and jump on the chassis. There is an almighty bang and all the neighbours come to their windows.

The new clutch parts were easy, straight off the shelf. Now to find a suitable box with five speeds where the top speed was an overdrive so we didn't alter the back axle to achieve the lower revs at cruising speed.

After talking to various people and a look at the internet, I took a trip up to Essex with the old box in the back and found someone who had a Freight Rover 300 petrol van with five speeds and a 5th gear giving 0.831. The original MG TF does 4000 revs at 60 mph. The Naylor does 3000 revs at 60 mph. This ratio would give me 2493 revs at 60 mph - nice. He removed the box for me and I came home with the bell housing, clutch, starter, speedometer cable, box, rear mounting and the gear lever.

David Parkin has managed to fit his Naylor round a five speed gear box!

There goes "Quincog" Parkin



Now to try and fit it. The bell housing was too large and anyway the starter position would clash with the exhaust manifold. Close inspection showed that the Naylor clutch would fit on the first motion shaft of the new box which happens to be 20 mm longer than the Naylor one. By making a plate 20 mm thick that mated with the front new box it was possible to fit the old bell housing to this plate and use the old first motion shaft cover and the clutch and it's withdrawl mechanism. The speedo attachment is the same, albeit with the wrong ratio and it was necessary to make new attachments to support the back end and remove the offending cross pipe so now the new box can be fitted from underneath. Fitting the gear lever from a Rover SD1 instead of the van moves the gear lever back 125 mm where it falls nicely to hand, so either I have to find a round ash tray to fill the hole or get a new carpet. It was necessary to remove the top of the gearbox tunnel, raise it 50 mm and alter the end to accommodate the new gear stick position. As this is glass fibre it was quite simple. The old prop shaft fitted once we modified the holes in the gearbox flange.

We did a trial fit and then had the gearbox looked at by the man who makes boxes for Caterham's before bolting it home.

How does it go. Well, as first, second and third are slightly lower geared, third gear is magic. Fourth is 1 to 1 so is exactly the same as the old box and fifth is much more relaxed but still pulls well. The speedo is completely up the wall and so is the odometer. But then it always was. I have been meaning to get it re-calibrated, now I will have to. The gear change is slicker and smoother and the box is quieter which means that I can now hear that the rear wheel bearing is screaming and I must get it fixed before the Cotswolds.

PS I managed to get the wheel bearing changed before the trip to the Cotswolds and the car has never been so quiet. The run to Moreton-in-Marsh was about 120 miles and the most noticeable thing was the ability to keep up with the flow on the motorways without the works screaming. When we do the run to the lakes it is 350 miles each way for a Club run of about 80 miles, so the new box is going to be a boon.

I think in future that I will change the names from "Car 29" to "Car 295".