



UNDER THE BONNET WITH TIN-TIN

“Well I said, it’s time for your next article”. “Tin-Tin let out a loud groan, “It can’t be that time already” he grumbled. “It is ! “ I said firmly. “There has been an *Under the Bonnet* in every issue of “NAYLOR NEWS” since we first started. He thought this over for a time and then....”Can’t I have a rest for a bit ? ” “NO YOU CAN’T.....This is the Christmas issue...a time of good cheer and goodwill to all members”. Tin-Tin looked glum.....”But I haven’t done anything on the car since the last issue”.....He nearly caught me with that, but from somewhere in the depths of the little grey cells came the thought and I said.....”Well then go back over all the back issues and do the best bits again.....a sort of potted history. That stumped him and a few days later I received the following :-

Once upon a time, in the beginning I had just retired and as a present to myself and the missus bought a “TF-1700”. For years all our cars had gone to the garage for service or at the slightest hint of trouble, but this car was going to be for fun and for life. I hadn’t worked on a car for years and thought perhaps with all this retirement time on my hands I might have a go at a few jobs.

Being dimly aware that carburettors and distributors were things of the past and that real timing chains had been replaced with something else, I began my first hesitant explorations “under the bonnet”. I found the engine had a rubber cam belt. Now rubber bands are OK in their place. In an earlier life I found when hooked over the thumb and pulled well back you could make ‘em go with some force over some distance. I liked the oblique shots myself, getting that damned swot in the front desk and two rows over ! But with rubber bands they all went the same way.....they broke.....or they got brittle with age.....and broke! No rubber bands weren’t really engineering.....they didn’t even use them in a Meccano set! So I did some research....every four years or 40,000 miles on this engine. I changed mine with alacrity. To be on the safe side and since now you can’t tell just how old that “new” belt is, I play it safe, and change every three years.

Now clutches can stick and refuse to work when you heave down the pedal.....nothing new in that.....ask anyone who has laid up a model T Ford or an Austin 7. It can stick on a TF too. Should this happen to you, DON’T try to force her into gear. You will almost certainly damage the gearbox and you can’t now get new cogs. Try cooking the clutch housing with a 3Kw fan heater for a few days. For some more sophisticated methods, try NN2. If all else fails simply remove the gearbox and clutch.....you start by removing the steering wheel. For real masochists the Secretary will send you a data sheet with all the following steps, if you ask him nicely.