

Late breaking news

The problem with the top and bottom loops has been resolved.

Further deliveries of the damper units will be fitted with narrower loops and plastic oil resistant bushes that provide the isolation required. This means that the units, including the new spring will have the same mechanical fixings as the original units.

Why not come and have a talk with Dave Lewis at the 8th Birthday run on the 18th May 2002

and see just what an improvement the new system makes.

I will have a purchasing reference number from AVO in time for inclusion in the next Naylor News. As it stands at the moment the two dampers with new suspension springs are likely to cost approximately £150. Watch out for full details in the next issue of the Naylor News.

Mike Morley – Special Projects (spares)

Preparing for Switzerland

Knowing that Gill likes to take her whole wardrobe with her when we travel I thought it wise to increase the TF's luggage carrying capacity.

The choice was to fit a tow bar and take a trailer or modify the existing luggage rack, so I chose the latter.

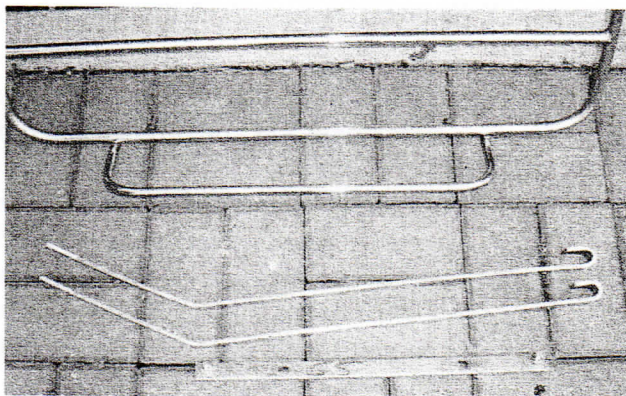
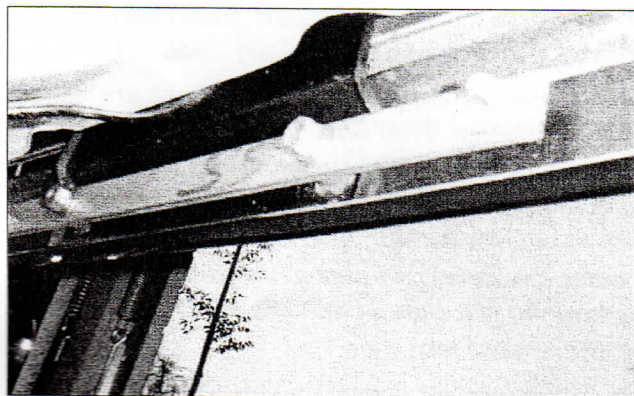
Although there have been several successful modifications and adaptations in the past to resolve this problem, I thought I would have a go at my own version.

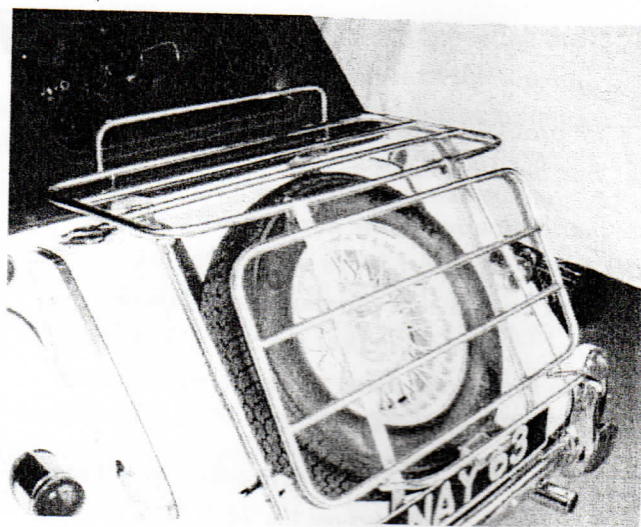
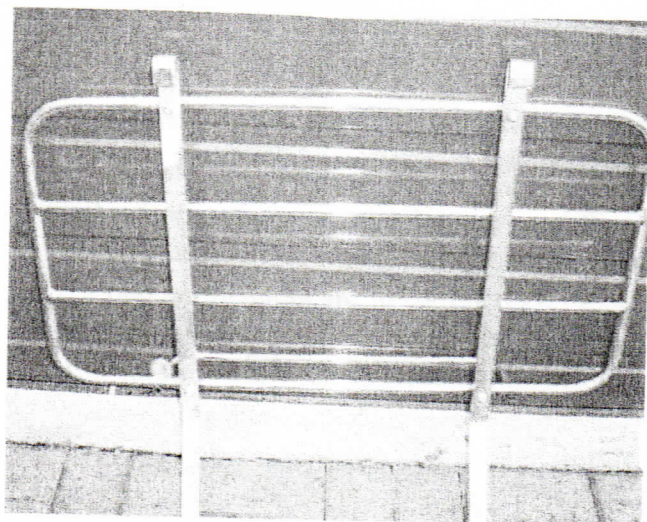
I purchased a M.G.A stainless steel boot rack at the Kempton Park event in September and once home put the thinking cap on.

A good rummage through a local scrap yard I came across a length of 30mm x 4mm stainless steel albeit twisted and bent.

With the use of a decent vice and a heavy hammer the scrap turned into a useable product.

Cut into two measured lengths each piece was heated and bent to form a hooked top that fitted





over the original luggage rack and angled at the bottom to tuck in behind the bumper.

A straight section was made up to bolt on behind the bumper using the existing bumper bolts, which retains the number plate assembly.

With some careful measuring and drilling the various bits of metal was bolted together to form the modified luggage rack.

Then came the hard bit, polishing the very dull raw stainless steel to match the lustre of the original luggage rack.

First, I had to grind away the hammer and heat marks using a small angle grinder.

With the use of grinding pads made by 3M the

finish started to appear and a final application of some chrome cleaner finished it off nicely.

These 3M Scotch pads are brilliant, they look and feel like nylon saucepan cleaners, about 4 inch diameter and Velcro backed to stick to the arbour which in turn fits directly onto the angle grinder, the coarser ones will even grind away unwanted welds.

To gain access to the spare wheel it now requires the release of two additional fixings just behind the bumper and then the whole assembly can be completely removed in seconds.

Dave Lewis 63/72

STOP – PRESS CONTINUED – Having sorted a replacement for the rear units we are now working with AVO on a replacement for the front units. They have a sample of the unit and are at present checking the spring rating of the suspension spring. Once this is done they will propose a set of dampers and matching springs. We will then be looking for a volunteer who is prepared to be the first to fit the new set up. AVO have promised to support us during this first fitment and will make any necessary changes that become apparent during the testing. At the moment we have no price but I can't see why they should be greatly different from the rear units. More news next time.