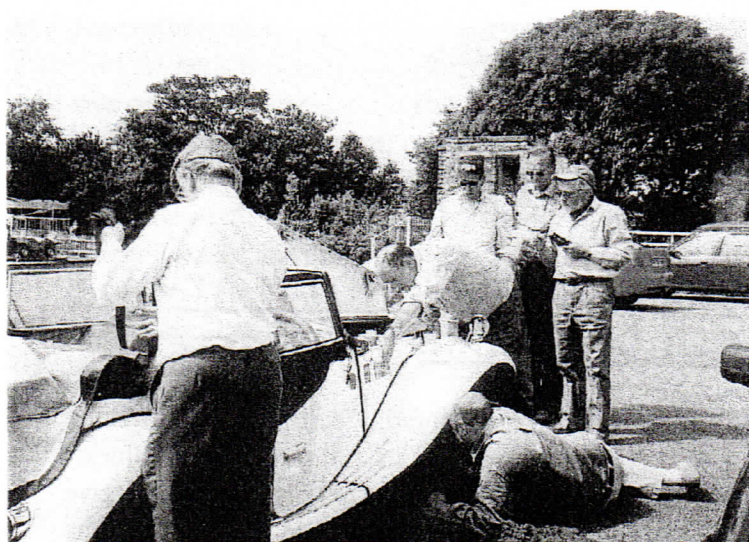


in stock. This was quickly (?) fitted and all was well again. Yorkshire here we come.

All went well to Cleckheaton and on the Holly Bank Run which proved to be an excellent day. Frankie was in his element. For the Sunday Jim and Shirley, with their customary expertise, had organised a trip to the Kirklees Railway. It was a glorious day (contrary to some weather forecasts) and after the trip we were all set to go off to The Black Bull pub for lunch. "Vroom vroom" sweet music all round us as Naylor's started up like the dawn chorus. Frankie remained ominously quiet. A hurried word with Jim and the word went along the line. The vrooms were silenced and an anxious gathering surveyed Frankie from all angles. The diagnosis did not take long. The battery was all right – after all it was only three days old! However the cable from the battery to the starter motor was seen to be waving in the breeze at the starter end. Not a pretty sight. The terminal had completely broken.



With true Naylor Car Club phlegm and getting priorities right it was decided to go to lunch. Fortunately, with uncanny foresight, David Parkin had decided to come in his Merc. and had two spare

seats. So getting to lunch and back was no problem thanks to David and Sally.

On our return to the station car park Tony Brooks got to work. Lying on hard tarmac after a good Sunday lunch is not really recommended in medical circles but Tony did it and contrived to perform a miracle of emergency repair work. With great skill and at the expense of bloodied knuckles he managed to get the end of the cable firmly attached to the starter motor and we were on our way again. "Vroom vroom" all round this time!

The next day Jim kindly escorted Arthur to Hutsons where a replacement cable was purchased and transported back to Kent where the local garage fitted it free of charge. How lucky can you get! The whole episode gives a new meaning to the Club motto "Never lost in the Crowd" provided, of course, the crowd contains a number of Club members! Such is the spirit which makes the Club such a wonderful group of friends. Our grateful thanks to all who offered support in our hour of need.

Needless to say St. Christopher has been superseded as Frankie's patron saint by St. Anthony. But for him we might still be waiting at Kirklees Station car park for the RAC!
 Arthur & Gwenda Bowden 89-80

TIPS FOR TFs ***by Jim***

WIRE WHEELS

The enemy of wire wheels (and the rest of the car!) is rust. It is easy to spot corrosion on the rims and spokes, but what about the inside of the wheel, normally hidden by the tyre? A coat of Waxol round the wheel when a new tyre is fitted should give internal protection and as the spokes are screwed tightly to the rim, water will be excluded

There is however, one weak spot where the rubber valve fitting passes through the rim. On the road wheels any rain water drains off when the car is standing, or is thrown off when the car is moving. The spare wheel however is the problem. Owing to the sloping angle at which the spare is carried, water collects in the rim at the bottom of the wheel. If the valve happens to be at the bottom it will sit in a pool of water which will eventually penetrate to the inside of the rim. Always mount the spare with the valve at the top

HAND BRAKE

When leaving the car in the garage for any length of time, always put it in gear to stop it from moving, and leave the handbrake off. This will prevent the brakes from seizing on, a problem which can be difficult to sort.

SPARKING PLUGS

The sparking plugs fitted to the TFs have no copper gaskets but rather have a tapered fit into the cylinder head. Before fitting new plugs, lightly coat the tapered part with Copperlube or similar lubricant, and do not over tighten. Un-lubricated or over-tightened plugs, left in the car for long periods may prove very difficult if not impossible to remove. Ideally, the plugs should be taken out at the start of each season, cleaned or replaced and lubricated as described.

Jim Burnhill 89-90

HINTS FROM THE HANDBOOK



When using un-leaded fuel, it is important to choose the right additive !

MEMBERS & THEIR CARS 32-24

CLUTCH JUDDER

At the start of a new season, I usually find that when I attempt to manoeuvre at low speed, violent clutch judder is likely to set in. Once the car is in motion, there is no problem. The solution I have found is to find a quiet stretch of road, pull the handbrake firmly on, depress the clutch and accelerate the engine to about 1,500 RPM. Let the clutch in very gradually until you feel the car rise onto its toes as it were, fighting to over come the handbrake. Count slowly up to three and disengage the clutch. Repeat this process three or four times, by which time the rust on the clutch plate which causes the problem should have been polished off.

My name is Alex Stewart and I am eighty years old. When I was a young boy, like most young boys I was car and motor cycle mad. I bought my first motor cycle from a rag and bone man for half a crown, borrowed I might add from my mother & never repaid! The cycle was a Manchester Roadster belt drive & push start. If it was around to-day it would be worth about 8,000 pounds. Alas it was "confiscated" by my father for causing severe damage to the large lawn at the rear of our house which I used as a "dirt track" He instructed our gardener to bury it deep. That was seventy years ago.

My father bought me my first car for my seventeenth