

ROTARY CHARITY RUN 19th September

This annual event attracts classic cars of all ages and styles, and as has become the tradition it started from the Geordie Pride Hotel at Robert-town, West Yorkshire with a traditional English Breakfast, following which we commenced on the "West Pennine Wander". Some 75 cars completed the course raising a total of £3,000 for the benefit of the West Yorkshire Air Ambulance Service and the Huddersfield Support Group for Autism.

The run was much enjoyed by Club members, especially a fine evening buffet provided by the Hansons. Our thanks to Barbara, Michael and Jonathon for your warm hospitality

Shirley Burnhill, 98-89 West Yorkshire

TOOLBOX

Dear all,

As you know, my car, C963 EUW (16-8), was destroyed by fire on 16th May, 2004



I am now convinced that the cause of the fire was engine oil falling on to a hot exhaust manifold. What follows is heavily illuminated by hindsight!

Oil used to collect in a well in the cylinder head immediately beneath the fuel pump and, if I went smartly round a right hand bend, it would occasionally spill out of the well and on to the exhaust manifold. The effect of this was to produce a puff of smoke and a smell of burning.

On the fateful day, Sylvie and I had just completed a spirited run from Bibury to Burford in the Cots-

wolds—driving at 60-65 for perhaps half an hour— enough time to get the exhaust manifold hot. We drove slowly through Burford, swung vigorously through 360 degrees round the roundabout at the bottom of the High Street and immediately the car caught fire. I am sure as I can be that the oil (itself very hot) spilled from the well and ignited on the exhaust manifold. Certainly the fire started in the engine compartment and exactly in that region

Where could that oil be coming from? There are two candidates—the gasket where the fuel pump is bolted to the engine, and the junction between the cam cover and the cylinder head.

Before buying 9-01 I noticed that oil was present in the same well and I insisted that the fuel pump gasket be renewed and sealed. This was done. It did not however cure the oil leak and further work has shown that only be sealing between the cam cover and the cylinder head has the oil stopped leaking and the well remained dry.

I looked at two other Naylor's before buying 9-01—David Parkin's and Geoff France's. As one might expect from an engineer, David's car was oil free; Geoff's however also had oil present in the well. It may be, therefore, that this is a common problem with Naylor's or, more widely, with O-series 1700s, arising from BL's unwarranted confidence that they could machine the respective mating surfaces sufficiently flat that no gasket was required.

Please, please check your engines as a matter of urgency and take all necessary steps to seal the cam cover to the cylinder and to seal the fuel pump gasket to the engine.

Best wishes,

Mike Lynd, now 09-01 London.

Dear Editor,

I have had a **tonneau cover** tailor made for 62-53. Ian Roper of Autotrim says that he can make others using my car as a pattern, but really it is pref-

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erably made and fitted to the car as no two cars are identical. The cost made in mohair is £250 + VAT or in vinyl £200 + VAT, but if either are ordered in quantities of over 5 the cost can be reduced by 20%. Ian Roper can be contacted at Autotrim, Blair Road, Filham Ind. Est., Ivybridge, Devon PL21 0UR. Tel: 01752 893368, Fax 01752 892110

Bob Gale, 62-53 Devon

Dear Editor,

As I did not care for the popping back in overrun on 62-53 I overcame it by having electronic ignition fitted and not only does this stop the popping, it also starts instantly and ticks over sweetly even from cold. The parts used are Lucas Lumenition Kits FK117 & PMA50, total cost £151.81 VAT included. I obtained mine from Mid Devon Auto Electrical at Bovey Tracey Tel: 01626 832595, Fax 01626 835262 but I am sure any Lucas agent would be able to supply you.

Bob Gale, 62-53 Devon

CORRESPONDENCE COLUMN



Dear Freda,

Thank you so much for the copy of "The Book". As you say it is certainly professional and a credit to everyone involved.

We are sure Pa would be "tickled pink" and altogether delighted with it.

We wish you and the Club every success in the future and hope the book will increase funds.

With very best wishes,
Yours sincerely,

Pauline & Derek Partridge.
(Maurice Walker's daughter & husband)

Dear Editors,

Thank you so much for a most enjoyable magazine but I would like to correct one error. I only paid for the cakes for the Club's Tenth Anniversary Celebration as I have already told some members. Our daughter-in-law, Patricia, made and iced them but I did supply the picture on the top! No remarks about fairies please! I have, however, passed on to Patricia the many praises sung by members at the time and since. I feel that I may have received the President's Cup under false pretences but thank you very much Alastair. Maybe I can claim the award for kitchen sink duties.

This year our entire summer holidays have been spent with the Naylor Car Club and I would like to thank all members who have made these occasions so enjoyable and full of fun and I would also like to thank those valiant members who have organised these events. Arthur said only the other day that it was amazing that, when we are almost in our dotage, we are dashing madly about the country as never before – long may it continue if it helps to stave off that oncoming condition- old age!

Yours sincerely,
Gwenda Bowden

Pilgrims
14th September 2004

Dear Secretary

I note that the Committee feels that a balance of £5.000 is a prudent sum to hold against future contingencies (Accountant's Report, year ending 30th June 2004).