

OF THE NAYLOR CAR CLUB

for deciding when a vehicle is waste but the European Court of Justice stresses the need to consider all circumstances.

These would include condition, source, owners' intention, manner and location of storage. Vehicles that are undergoing restoration are not waste. Vehicles bought for restoration are unlikely to be considered waste providing restoration begins within a reasonable period of acquisition. Vehicles purchased as a source of spares is a different matter as it is obvious that the spares source has reached the end of its life and is therefore waste and must not be dismantled on domestic property for a commercial basis. Members should not forget that there are pieces of legislation to allow local authorities to act if the hobby causes visual or aural nuisance on ground pollution. The owner of a donor vehicle must ensure it does not leak fuel, oil, coolant, battery acid or any other pollutant into the ground or atmosphere. If it is not possible to store undercover then the vehicle should be sheeted to prevent deterioration.

Insurance Write-off Salvage. If you are unfortunate enough to be involved in an accident state to your insurance company right at the outset that should they consider the car to be a total loss you wish **to stay the** owner of the salvage as once they start the destruction process it is often too late to stop it being declared fit for salvage and being destroyed. There have already been cases where this has happened so *be warned*.

I have only given a rough précis of all the above if you want more I can let you have a photo copy of it in full.

One other item that caught my warped sense of humour was in 1904 the registration mark BF was allocated to Dorset but local motorists objected and it was withdrawn as it was deemed offensive as was WC but VD to Lancashire and FU to Lincolnshire were deemed OK. The mind boggles!

Now for a change of subject. This winter the gear box had to come out of 62-53 to have reverse attended to as it was jumping out of gear. I also wanted to change the clutch plate that was sticking on as it contained asbestos. Having read Dave Lewis's article on clutch plates I did not wish to fit the wrong one and suffer clutch judder. The short and the long of it was I could not get a replacement with the three different value spring so decided to have mine relined. Easier said than done. All factors only wanted to sell a complete kit (with the wrong centre plate). After much searching I found a company that would reline mine. They are Friction Services Ltd, Unit 21, Burnett Business Park, Gypsy Lane, Keynsham, Bristol BS312ED, tel: 0117 9866453. I have passed this information on to Dave Lewis. You can post your plate to them, they will reline it and post it back for approx. £35.

I have also had a stainless steel exhaust system made and fitted, another worth while exercise. If you cannot find a supplier I can give you the address where I had mine made but it is in Devon. This company is Powercraft, 69 Torquay Rd, Hyde Road Corner, Paignton, Devon TQ3 2SE, tel. 01803 663346

Lastly and to close, Alistair Naylor, Alan Staniforth and Maurice Hutson have all agreed to me doing profile articles of them the same as I wrote for Andy Raynor. This, of course, means me going to see them all individually, two in Yorkshire and one in Leicestershire so don't hold your