

SECRETARY'S NOTES

The new season, and our first full season as a Club has begun. The first run with TF-1700s is now history, but great fun it was. The Heritage Run from Abingdon to Gaydon and organised by 'MG ENTHUSIAST' attracted almost twice the number of entries expected. We saluted the works where the lines for our cars were first produced, they reshaped a TD by hand and made the drawings later ! We saluted 'Old No 1', at Gaydon, which isn't quite the first MG, but no matter she is a grand old lady, a mere 70 years young. Had she never been created I doubt our cars would have ever been built, and we met the new 'F Type'. After the MGC and a long time waiting, I suppose 'D' and 'E' type will for ever be associated with Jaguar cars, but the Roy Axe concept car which sadly never went into production did carry an E prefix, anyway now its 'F', and very familiar it sounds too ! The shape is pleasant enough, but somehow a more powerful MG image could have been created. A miniaturised TF radiator shell on the front end and more bold badging to the rear end would have stamped the marque image upon the car. A new MG should stand out, proudly for what it is, at the moment I find the presentation just a little coy.

Now to TF-1700s, and Freda's researches in the archive have produced two more interesting documents, one of which concerns care of wheels and this is reproduced in MORE FROM THE ARCHIVE, elsewhere in this issue, together with another document concerning immobilisers fitted to some of our cars at the time they were built. Freda has compiled a list of 17 cars thus fitted but there may be more. Of these 17 cars 10 are in the U.K. and not in the hands of the original buyer. It is just possible you have a car fitted with an immobiliser and you are not aware. The key to arm the system may be in an obvious place, but on some cars I understand it has been hidden. If you are in doubt call Freda or I and tell us your chassis No. We can tell you if your car was works fitted and where to look for the key. For security reasons I am not listing the cars in this issue.

As Secretary I now receive mailing shots from various motoring organisations and Castrol have sent me details of a new range and some re-introductions of oils and lubricants for Classic cars. This is not really relevant for us, SAE 15/50 or Castrol GTX is widely available and recommended for the 'O Series' engine. However if you also own an older car, call Castrol Technical help desk (01793 452222) for details or obtain a free leaflet from your Castrol stockist.

I recently received a letter from a member who has suffered a cam belt failure, which resulted as he put it, " and the car spent three weeks in the sick car hospital." In the very first Issue of NAYLOR NEWS, Tin Tin made counsel that the cam belt should be replaced every 40,000 miles or every 4 years, if you are over this limit I suggest you get this job done very soon.

On the same theme consider replacing both the high tension cables to the plugs and coil and if your car still wears her original water hoses, now for many of us 10 years old, then failures can't be too far away.

The new Car Club badge will, with a little luck, be available at Pleshey and should be on display with all sorts of goodies to make your TF-1700 look and feel even better.....SEE YOU THERE !