

NAYLOR CAR CLUB

Item 3-PAINT

At the time of writing, it is not known how DEFRA will react to the recommendation made by the British Coatings Federation, and supported by FBBHVC, that vehicle refinishing products such as cellulose should be considered as 'special finishes'. FBBHVC's response to the recent consultation on establishing a licensing scheme for the continued sale of non-compliant products (such as cellulose) closed with this support for the BCF position:

We urge that serious consideration is given to the point...made by the British Coatings Federation that classifying historic vehicle re-finishing products as 'special finishes' within the meaning of paragraph 2 (e) of Schedule 1 of SI 2005/2773 would obviate the need to implement a licensing scheme for non-compliant products in respect of historic vehicles...We believe such classification can be justified on the basis that the products are designed for 'use as topcoats in situations where special properties are required', in this instance the special property being to provide the correct appearance for an historic vehicle.

Editor – Hutsons are concerned about the proposed legislation as it will mean that they cannot obtain two-pack paint for our cars and will have to use a water based paint instead and that it is already causing them some problems.

TECHNICAL ASSISTANCE

Members may be unaware that these are the sort of images we are able to produce from our club database.

If any members want details of any mechanical parts these can be e-mailed with the touch of a few buttons on the key pad. Don't be afraid to contact our tame expert, Dave Lewis on 01622 737706 or david.lewis44@tiscali.co.uk if you have a problem.

MULTIPLE FIT PARTS

Illustr Part Number

Illustr	Part Number	ENGINE
35	CAM	5868
35	BHM	1434
20	CAM	7151
20	CAM	7484
21	CAM	5821
22	12H	4915
22	12H	4916
23	CAM	7483
24	37D	2260
25	CAM	1210
26	TE	106041
8	CAM	1876
9	CAM	1877
	CAM	7272
27	AHU	1083
27	AHU	1828
28	CAM	1235
28	CAM	1236
28	CAM	7271
28	CAM	7488
29	12H	5114
30	12H	4860
31	CAM	1237
32	AHU	1084
33	12H	4533

NOTE
 (1)(E)17V 847 A
 (2)(E)17V 847 A
 (3)(E)17V 847 A
 (+) Change point not

MASTER INDEX		GROUP INDEX	
INTRODUCTION	1 B	ENGINE GASKET SET-1700	014
ENGINE 1300 12V	1 C	ENGINE-1700	002
ENGINE 1700CC 17V	1 D	BELT DRIVE-WATER PUMP	012
ENGINE 2000CC 20V	1 E	BELT DRIVE-TOOTHED	004
ENGINE 1.5 LITRE DIESEL	1 F	CAMSHAFT(WHITE)	008
ENGINE MOUNTINGS	1 G	CARTRIDGE-OIL FILTER	009
FLYWHEEL AND CLUTCH	1 H	CYLINDER HEAD(WITH COVER)	007
GEARBOX AND PROPSHAFT	1 I	KIT-CRANKSHAFT	013
AXLE SUSPENSION DRIVE SHAFTS, WHEELS	1 J	MANIFOLD-INLET AND EXHAUST	012
STEERING	1 K	PISTON ASSEMBLY	003
BRAKES AND BRAKE CONTROL	1 L	PUMP WATER(WITH GASKET)	002
FUEL EXHAUST AND EMISSION SYSTEMS	1 M	PUMP-OIL	009
COOLING HEATING AND AIR CONDITIONING	1 N	RESERVOIR-OIL	012
ELECTRICAL WASHER-WIPERS INSTRUMENTS	1 O	THERMOSTAT	011
CHASSIS SUBFRAMES BODY SHELL FITTINGS	2 A	VALVE-INLET	007
PASSENGER SEATS AND FIXINGS	2 B		
ACCESSORIES AND PAINT	2 C		
NUMERICAL INDEX	3 C		

UNLEADED UNCOVERED 111

Roger Parker completes his overview of the great petrol debate about the use of unleaded fuel in MG engines

The 'O' Series Engines

This series of engine was designed and intended to replace all of the 'B' series applications in order that the ever increasing emission requirements could be met, the export markets of the MGB driving the programme. The fact is that it did replace all the 'B' series applications with the one very notable exception - the MGB, the one that had the most need! (Perhaps BL stood for Boardroom Lunacy!)

Politics aside it should be noted that the 'O' series was developed to production specification for the MGB and only the last minute decision to axe the car prevented it appearing under production bonnets. Part of this process involved the development of the engine to run unleaded and my information indicates that in 1979 engineering approval was