

# NAYLOR CAR CLUB



## TOOLBOX

Martin Maisey has sent the following information for members; and when the final cost is known, we will send out a mailshot asking for the money from those who have ordered one.

“Basically, a prototype has been made and stamped out in stainless steel. It has been tried out for size and tested on my car and on Brian Daniel’s car. Following these tests an order has been placed for 30 shields. At this time I have no date for collection, nor actual cost, which is likely to be between £20 and £25.”

### Antifreeze fears.

The following is abstracted from Classics Car Weekly:

‘Fears that certain types of antifreeze could damage the engines of classics have prompted the Federation of British Historic Vehicle Clubs into action. The FBVHC is researching the problem but in the interim suggests the following guidelines.

Those which involve antifreeze mixtures containing organic acid technology or OAT, introduced in the Nineties, are not recommended for use in classics. They are often coloured red, pink or orange. The same goes for HAOT antifreezes, which contain ethylene glycol and some silicates which are normally coloured green.

The FBVHC advises classic owners to stick to the traditional blue ethylene glycol antifreeze.’

Martin Maisey, Spares Secretary

### WINDSCREENS

Following Brian Mill’s experience I also decided to replace my windscreen. I removed it from its frame and took it to my local glass merchants. They were not at all phased when I ask them if they would cut

me a copy in laminated glass, it was clearly not an un-common request to them. A week later and only £30 lighter, (I cannot compete with Brian’s bargaining skills) I collected the glass.

I paid a trip to Woolies and felt very pleased when I came away with some U shaped rubber in which to mount the glass. Unfortunately whilst the glass fitted in it perfectly, the overall thickness was too much for the frame. I contacted Moss Parts and bought some windscreen seal part number 280-300 which they normally supply for the MG TF. This did the job perfectly. I finished off by using some black silicone sealant supplied by the glaziers, although time will tell whether this was a wise move!

Editorial Notes—See your Membership list for telephone contact of Moss Parts and ask for Carl Ord who used to work at Naylor’s, he knows the car well!!

Martin Maisey, 131—Bedfordshire, Spare Parts Secretary.

### The real thing

I recently gave temporary respite to the Naylor spares, whilst Martin Maisey made ready their new home. So I was interested to find the above Lucas oil filter box with Naylor on the label. Who says we are Kit Cars!!

Keith Heywood 47-38

