


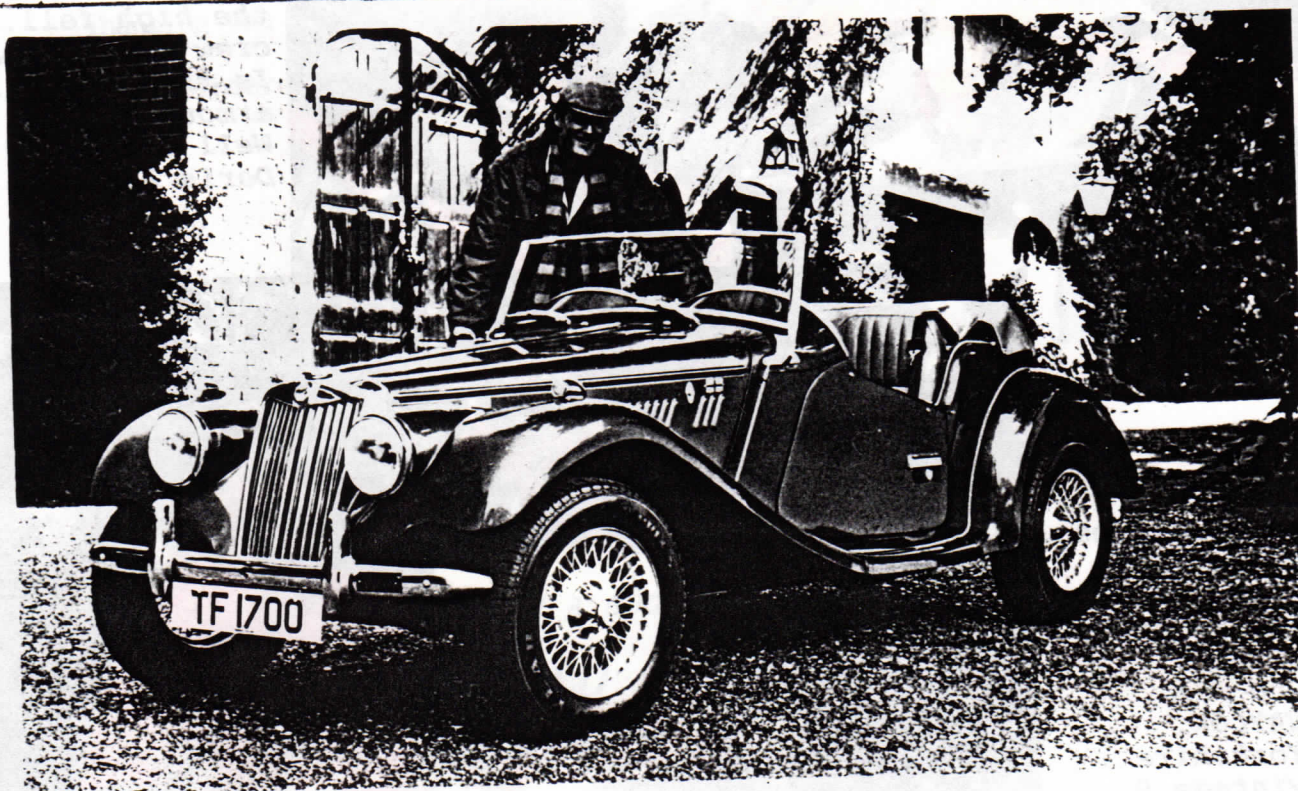
FROM THE ARCHIVE All this material has been very kindly lent to the Club by Alastair Naylor and it will take years to research thoroughly !

FROM THE ARCHIVE

We found this photocopy close alongside the memoranda on the opposite page. It is probably taken from a pre-production sample. Early plates were then embossed with the individual figures, but on later cars, the plates were sent out for printing.

				Naylor Cars plc.	
Bradford, Yorkshire, England.					
NTA N ^o					
ENGINE N ^o					
CHASSIS N ^o SA9TF51M1 A013					
GVW		1030	Kg		
GTW		1830	Kg		
FAL		480	Kg		
RAL		550	Kg		
PAINT			TRIM		

Below a photograph of chassis number unknown (as yet !), used in early promotional material. There are three or four pictures in this series.....nice to collect !



THE NAYLOR TF 1700

April 23rd.1984

To: JABN, DAA, MB, OS, JB

From AS

Get
samples
made
plse

FROM THE ARCHIVE

Or how they did it ! Note the date,
A.S. is Alan Staniforth

Car Identification Plate (s)

We need to finalise the plates that will go on each car. Sketch below is amalgam of current BL and original MG.

We would appear to need ^{three} identifications on the vehicle;

1. Plate sketched below (alloy or brass etched with final numbers punched in by hand) rivetted to bulkhead
2. A steel strip "Body number" plate spot welded to bulkhead.
3. A "chassis number" punched into one of the main chassis rails.

NOTES.

Naylor Cars plc.
Bradford, Yorkshire, England.

Naylor

CAR NO. NTF 282	
ENGINE NO.	
VEHICLE CHASSIS NO.	

		kg
		kg
		kg
		kg

PAINT	TRIM	
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Maker's Code

Our code for colour/material etc.

Our own serial
& identity No.

BL's number
stamped on engine
block.

Our number also
on chassis
(3. above)

May be required
for axle weights
on export or
future cars.

NOTE; Photograph of finalised version needed, with or without numbers, for insertion in driver's manual. Urgent.

ends.