

*Where the brakes are worked by wire
and the hand brake's needed too
as they haven't yet invented
the double leading shoe !*

*Take me back to the THIRTIES
where the suspension's hard as nails
when running o'er a sixpence
you can read it, heads or tails ?*

*Where the axles all are solid
and the springs come from a cart
and staying in the driving seat
is really quite an art !*

*Take me back to the THIRTIES
where they all had lots of fun
where a high performance engine
had a compression SIX TO ONE !*

*Where despite the folding windshields
that made the ladies cower,
Flat out with the wind behind
was SEVENTY MILES AN HOUR.*

Jim, with apologies to R. Kipling.

TOOLBOX YOUR LETTERS.

Dear Editor

12 November 94

The Art of Bespoke Nayloring

When I bought the Naylor I already knew that I was in for some major modification work to make it fit my 6 foot 4 frame. Driving it home in the rain my knees were hard up against the dash and my head was giving the hood rails a severe bashing. Reaching the toll booth at the Dartford Crossing I opened the door and passed the money up. Whilst the attendant enthused about the car for a full five minutes, I realised that my view of people stopped at the knees and seeing traffic lights was going to be out of the question.

Guy Standing came up from Sevenoaks to show me his white Naylor and put me on to an upholsterer in Swanley. With his help we straightened the crank in the seat back, lowered the frame, flattened the side cheeks and shaved an inch and a half off the foam filling. I then lifted the front of the seat runners until it was comfortable. Now I could see through the windscreen instead of over it!

On the visit to Euston Hall David Anstee told me how the floor panel would come out. What he did not tell me was how well it would be sealed down. However with a loud crack it came up and I was able to cut a square hole and drop in a metal box to lower my heels. Next we took out the pedals, cut them off and welded them one and a quarter inches further away. Whilst down there we cut away part of the flange holding the steering column to give my right boot more room. We put two bolts in the top to make up for the one we removed. Finally we attached Sparco aluminium tops to all three pedals. This gives a much larger pressure area and the correct curvature as the pedals move. To me it seemed to improve the braking no end. Another comfort mod was to put the radio an inch further forward.

On speaking to the factory I discovered that after car 40 the rear springs were changed. The new ones they sent me are longer and not only give a better ride but increase the ground clearance to a safer level. After a lot of hassle getting suitable units, but that is another story, I have put some Spax adjustable shocks on the rear. I found the originals showed up the quality of our modern roads rather too well.

On the cosmetic side the drivers seat was suffering from severe cracking with lines of raw brown leather showing through the red. On the Old Warden trip Paul Wainman told me about Woolies so I sent off a sample of the seat colour and received their cleaner and matched dye a few days later. The effect was magic. You really cannot see that there was ever anything wrong.

I have now done 4000 enjoyable miles since I bought car 29 in April and look forward to many more in the future, but I did make one big mistake! On my youngest son's birthday I put him on the insurance, so if anyone sees a young man answering to the name of Julian with a big smile on his face, driving a blue Naylor, please ask him to come home at least by May 20th as I am booked into the Wild Boar!

Yours faithfully
Car 29.

1, Yard 3,
Nunnery Stud,
Euston Road,
Thetford,
Norfolk.
IP24 2QE

Dear Editor,

Lyn and I wish to thank the Club for inviting us to your Road Run (in my old 'B') and also for the warm welcome we were given. We both enjoyed the day very much indeed and wish the Club all the best in future and hope to see you again.

Yours sincerely
Andrew Tillotson

Dear Editor

IMPROVING YOUR NAYLOR

Whilst we all agree that our little cars are excellent and a vast leap forward from the original, there are certain items on which further improvements can be made.

Have you ever wished the interior lighting had more in common with your everyday car, where both courtesy lights illuminate when either door is opened and remain lit for those vital seconds, allowing the ignition key to be inserted and the seat belts to be fastened? This can be achieved for an investment of about ten pounds plus an hour of severe bending and a visit to your local car accessory shop. You will need to purchase an interior light delay unit and about three meters of medium duty accessory cable.

The first step is to take out the under dash trim, then remove the cover from each interior light unit and extract the two screws fastening the units to the footwell trims.

Disconnect
from light
the purple

Now feed
footwell

Run the ne
utilising
a plastic

At this po

Connect th
joined you
unit to an
lights wil
been close

Maynard

Dear Editor
I enclose a
I have purc
It has been
both dust a
disclaimers,
falls into th

Kind regard
Les Hinchcl

(Editors not
Midget at
value. M

Dear Editor
Just to con
matter any
and there w
also offer a
for £30.00

Yours since
Mark Stoke
at Liverdale

REGISTRAR

At 20th Oct
have 'brou

On the Regi
of 39 of the
these cars a

Recent cha
on Guernse
now in han