

# OF THE NAYLOR CAR CLUB

another nut so that the original nut was used as a spacer, but if you do not have another nut the bracket could be bent to take up the space. On the other mounting strip a ½" thick piece of wood was used as a spacer. These items are shown on the photograph.

The distance between the centres on my car was 11" but this may vary and the rally plate board was then drilled at this distance and counter sunk so that the bolt heads were flush with the front of the board and 4mm nuts and bolts were used. The board was positioned so that it rested on the top of the bumper, but the whole plate has proved to be firm and not vibrate.

Self adhesive velcro is then used to hold the rally plate on to the board and I used the eye side on the board sticking it along the bottom and vertical strips at each end and a strip of about 3" long in the centre at the top. The velcro is 20mm wide.

The rally plate then has the hook side stuck on it to stick to the board and thus has proved to be very successful, so much so that I find that the velcro stuck on the rally plate can be peeled off and used again on the next event plate.

I hope that you may find this of some use but if you require any further information please contact me on 01636 626960.

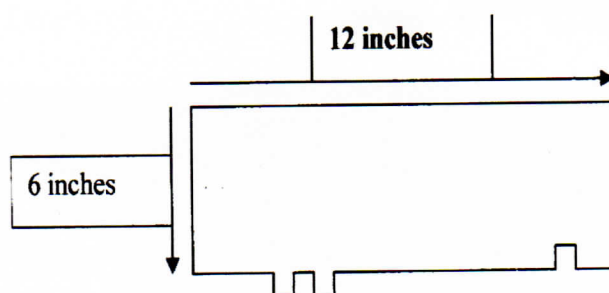
Bill Sanderson, 152, Newark, Notts.

Dear All,

I wanted a quick & easy rally plate holder that would not be to noticeable when no rally plate is displayed. My solution was a piece of 5 mm thick Perspex 12" x 6".

To attach the Perspex to the car slacken off the bumper bolt sufficiently to receive the Perspex then nip it up. The other slot locates over the bumper badge bar just to hold it secure.

To attach a rally plate to the holder I use double sided foam backed sticky tape, which holds at all speeds and in all weather.



Keith Heywood 47/38 Essex

EDITORIAL NOTE—On looking in the archive I found a letter from John to a member saying how he made his rally plate holder:-

My first attempt was two vertical metal strips, one attached to the outer front bumper bolt, the other behind the overrider bolt. I drilled up two holes in the metal strip (before I bolted them to the car). I then made a wooden backing plate to the outline of the Rally Plate, plus a little all round.

Dear Freda

As can be seen in Members & Their Cars, I have had most of my brightwork re-chrome plated. This work was carried out by S & T Electro-Plate, Alpha Centre, Armstrong Way, Great Western Business Park, Yate, Bristol, BS37 5NG, contact Kim. I can fully recommend their work. The waiting time is approximately 9 weeks. It is not cheap but you do get what you pay for. It is very good.

Bob Gale, 62-53, Devon

Dear Members,

When I purchased my Naylor it had stood in a barn near Whitby for 8 years and the salt in the air had taken its toll on the chrome work. All the parts I had rechromed, and the biggest problem was the wheels. I decided to convert the wheels to splined hubs. I went with an engineer friend of mine to see Carl Ord (ex Naylor employee) at Moss Brothers in Bradford who showed us the various types of splined hubs. My engineer friend



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decided that the best hub to convert was the MG TC with MGB chrome wire wheels with stainless steel spokes and nipples and 2 ear spinners. The





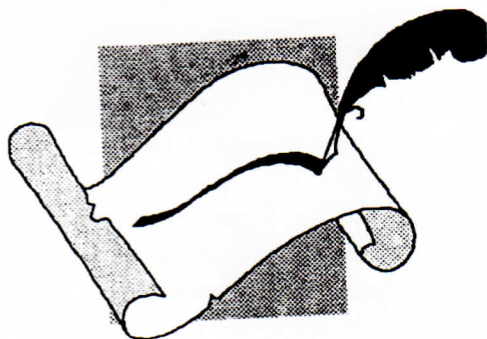
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MG TC hubs were then machined to fit the Ital hub boss and wheel stubs. The Ital wheel stubs were just too long to clear nut so were shortened by ½" and were secured by self locking nuts. The only problem was removing and replacing the spare wheel as the length of the spline meant the wheel could not be removed as it fouled the number plate. This was overcome by fitting longer bumper bolts with spacers and wing nuts for quick removal of number plate.

HUB MG TC LH PART NO 081564  
" " " RH " " 081563  
WW CHROME MGB 60 SP P.N. WWC515  
2 EAR SPINNERS LH AAH 7318 A  
2 EAR SPINNERS RH AAH 7317 A

Brian Edmundson 24-14, Leeds, W. Yorks.

Editorial note—A spinner conversion set is also available from Hutsons, tel 01274 669052 to talk to them about it.



## CORRESPONDENCE COLUMN

The letter that follows was received after Giuseppe had paid his 2004 membership renewal belatedly due to ill health and that he had even considered selling his car in Rome where he lives. We are so glad you didn't. Certainly one of these days we will meet up with or without the car and with a group of members to make up for his valiant efforts to join us in Switzerland when we last visited. It must be a celebration meeting!!

Editor.

Dear Freda,

Thank you for the nice letter and the very kind invitation to stay with you and the friends: it would be a pleasure for us to come in the UK and I am sure it will certainly happen some time in the future.

I have been delighted to receive and fully read all the 2004 issues of Naylor News, the Newsletters and in particular the splendid volume on the Naylor/Hutson TF1700 Story: I think we all will never be grateful enough to Jim Burnhill for such a long awaited "piece" of our fantastic "world-apart". We were "missing something" before. Of course we will never forget dear Maurice Walker also for providing the necessary funds for its printing and distribution.

Believe me, I already read it four times, each time finding and understanding something more in "between the lines". In particular, the key articles by Alastair Naylor, Allan Staniforth and Mark Hutson, made me participate, I should say "living together", in those fantastic days of the TF re-creation and continuation of its "life".

I think Alastair and Allan actually lived a true dream, I mean a sense of decoupling with reality (otherwise they would not have been involved in such an adventure) together with an inebriating sense of euphoria and a strong -strong- will. For years they worked hard to supply us a fantastic car, putting in their complete dedication, ideas and.... money!

Yes, the fact that Naylor Cars Plc. was losing money means that we paid our cars much less than its actual cost (I should say value)... so, we can argue that we are literally indebted with Alastair, Allan and the other Associates.

We acknowledge and are much grateful also to Mark Hutson, who was very -very- smart in understanding, I should say "believing", the goodness of the TF project and "saved" it by continuing its production for many years. Many thanks also to Andy Rayner for presently supporting its maintenance to the degree almost all the cars are still in good