

OF THE NAYLOR CAR CLUB

Cotswolds Run.

Some of the members feel, quite understandably, that they want to keep their cars as original as possible and only want to source parts that are identical to the original version. If we can source the parts, there will be no problem, but in the event of a part not being available then a way forward may have to be an alternative part approved by members of the club as a substitute.

Being realistic we may come up with some of these elusive parts by stumbling on a garage full of unwanted Ital parts, but sometimes we all have to be practical and at least have a fall back plan. The first two items below fall into this category. Nothing has been finalised yet with regard to approving the substitute spares but if you feel strongly then please get in touch with any of the parts committee as your comments, views and ideas are important.

In the mean time the committee would like to thank all those people who have contributed time, effort and knowledge into the top 20 list.

Please keep on looking and feeding any information you have, so that we can explore any avenue. We have, of course, spoken with the Ital Owners club, but please be aware they are after the same parts as us. We have also included a brief description of the investigation to date, and feedback from some suggestions, which were raised, as to substitute parts.

SPARES LIST

Naylor Car Club Approved Substitute

Expansion Tank FAM 4684 BL
This is one of the most important parts to source as these expansion tanks are almost non-existent. The quote for re-tooling this item is approximately £15,000, with an additional item cost of £1.60 per item for plastic manufacture. The Ital Owners Club will not be interested in contributing towards this sort of cost, as there are only a few members willing to pay a maximum total cost of £12.00 per item, even if it were to be available. Another quote for the Allegro Square Expansion tank (ARH259) in brass was a minimum order of

100 pieces - @ approx £30 each, totalling £3000.

We are looking into the late MGB and Triumph

Stag expansion bottles to perhaps come under the substitute heading. As more information is gathered we will report further.

Heater Control Valve FMW 1302/25

This item never worked very well anyway, even on new cars. There are no replacement parts for this item, and none at Hutson's.

Suggested Action: This item is better deleted and another part sourced as a replacement. It could then be considered for a Naylor Car Club Approved Substitute.

Still on the List

Door Handle ExteriorRH 1 4 7 1 9 0 0 0
Talbot Solara

Door Handle ExteriorLH 1 4 7 1 9 1 0 0
Talbot Solara

Action: Spares Committee to try and source new/second hand items.

Tim Wheeler may have a French connection !!.

Switch-Heater	3099	Lucas
Switch-Hazard Warning	35367	Lucas
Switch-Brake Test	30938	Lucas
Switch-Fog lamp	30995	Lucas
Switch-Wash/Wipe	30964	Lucas
Switch-Choke Warning	ADU 5385BL	

It was suggested that these may be Dolomite or TR7 items but this is not so. We believe that they were fitted to a few of the rubber bumper MGBs. The Brake Test Switch was fitted to the late MGB American export version

There are various motor factors, which can supply some of the above, but beware; they may not be identical to the originals. They maybe a slightly different size, different terminals or a different style so modifications to the dashboard or wiring loom may be required.

Front Indicator Unit and Lens L 787 Lucas

This unit is exactly the same as the Reliant Kitten.



Clutch Slave Cylinder	GSY 112 BL
Clutch Master Cylinder	ADU 6783 BL
Brake Master Cylinder	GMC 176 BL

We have some new replacements in stock and these can be supplied on an exchange basis. These parts can also be reconditioned so the problem is not so acute, only the inconvenience of not having a replacement immediately to hand. Please note that there are two types of clutch slave cylinders around, early and late Marina's and also two different internal bores. 22.2mm and 25mm. If the larger one is fitted then the clutch pedal has to be put right to the floor. As the bore is wider, more fluid has to be produced to make the push rod travel the same distance, so please be cautious if you see one for sale.

Arthur and Gwenda Bowden have one of the early type, larger ones fitted and it seems to work fine, and as an added bonus it has given a lighter clutch pedal.

Thermostat Housing CAM 5805 BL
New ones are no longer available so second hand ones need to be sourced.

Although all of the "O" Series Sherpa Vans, Austin Princess, Ambassadors had these fitted, some with and some without heater take off ports, these vehicles are just as scarce as Itals

There have been previous articles in editions of NN on corrosion inside the housing. We obtained a badly corroded housing off of a Marina and carefully tried to remove the thermostat. We finished up splitting the side of the housing and rendering it useless.

Re-manufacture is out of the question so look after yours carefully.

Carburettor Heat Shield CAM 5318 BL
If we can find a new item round the auto jumbles then we can use this to make a master template to fashion a new heat shield out of another material.

M A G A Z I N E

However be aware that cleaning the engine with a power washer will disintegrate the heat shield, so please be careful.

All Gauges-Smiths and VDO

These are no longer available. They can be refurbished by a couple of specialist repairers but the cost is about £60 per gauge.

Radiator

According to Hutsons it is an Austin Maxi radiator with top tank turned round the other way and Naylor's added a thermostatic fan switch. This may not be a problem as radiators can now be re-cored and refurbished easily. The bigger problem is if the car is involved in a front-end collision and the radiator is damaged beyond repair.

Manifold Assembly

These are prone to cracking and seems to be an inherent problem. There still seem to be second hand ones around so if you see one at an auto jumble **BUY IT** if not for your self, then for the club.

Clutch Bleed Pipe

These are not the easiest items to make.

Speedometer Drive (20 teeth Orange in colour)

Unipart Number 22G1784

These have nylon teeth and are easily stripped if you change the speedometer cable and do not engage the drive properly.

Action: Spares to look out for parts.

Other items to be added to the list

Rear engine gearbox Mounting TCK1044
These can become contaminated with oil and break down; again we need to be on the lookout for these parts.

Bottom Hoses

GRH165 or RH1524

Quinton Hazel have now discontinued this part number. There are still some new/old stock available at auto jumbles. Naylor/Hutson cut them in half and put in a spacing tube to extend the length of the hose to fit.

To remove from the list

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Steering Column Cowl 7090

Although this part is not available as new there are plenty of good second hand ones around

This part is as used on exactly the same as the MGB series part (rubber bumper type).

Rear bearings **GH1030**

We can get these from any bearing and seal supplier. They will need the original as a pattern or sizes.

Water pumps **GWP140** Still available

Spares Committee:- David Lewis, Tony Stewart and Peter Askey.

Editorial note—Please keep your information going to the Spares Committee, particularly sending in your pink cards on work done on the car and any other information that may be useful to them, to help us.

EVENTS REPORTS

NORTHERN REGION CANDLELIGHT BUFFET—4th DECEMBER 2005

An enjoyable meal on the Friday evening at Marco's Bistro in the village of Hightown set the mood for this Northern Region annual event in December. We were delighted to welcome Derek and Pat Watts from Bucks, their first time at a Northern Region event.

Saturday saw the coming-together of even more members for the Candlelight Buffet, making a total of 44. Sadly Michael and June Morley were unable to join us (extra sad for Mike who has been, along with Ken Beels a self appointed crispy edge scraper with regard to the two large Shepherd's Pies that have become a traditional part of the feast!). Ken did his best, ably assisted by Ann Mills (see photo) - but we did miss Mike and June!

It was good to see Alastair Naylor with his wife

Pat and her father Irvin. This gave new members the chance to meet our President.

This year there was no visit from Santa, but the surprise visit of the Regions latest TF 1700 enthusiast TIFFANY TULEBOX proved to be a big attraction. She is quite a talented young lady—qualified as a nurse and physiotherapist as well as being an aviation pilot, she has been on the stage and recently returned from safari before settling in West Yorkshire where she met Jim and Shirley, taking quite a fancy to the TF 1700.

There is a saying that you get out of life what you put into it, and this certainly proved to be the case when Gwenda Bowden, who had put in some sterling work in the kitchen, scooped the raffle by winning no less than nine prizes amidst much hilarity. Well deserved Gwenda!

By midnight the guests had departed, and by 2.0am, with the help of those staying at Brook House, everything was cleared away, done and dusted, so to speak. Many thanks to all who contributed to, helped set out and cleared up after the buffet—without your valuable assistance and support, there is no way the evening could have been such a success.

Sunday was a lazy day with 14 members enjoying lunch at Shibden Mill Inn, followed by a walk along the valley.

After expenses, the evening showed a profit of £538.67 which will pay for the running expenses of the Northern Region for the coming year.

We look forward to your company next December!

Shirley Burnhill, 98-89 West Yorkshire.

CLASSIC MOTOR SHOW 2005

For me the Classic Motor Show began at 06.30 hrs on Thursday 3rd November when Beryl and I set off for the N.E.C. in storm and gale conditions. As I drove onto the A38 the elements decided that 62-53 did not need to be covered and tried to remove the cover. Two miles from home I had to