

Make-a-dash-for-it.

There were three things wrong with the old dash.

- 1 -The instruments were in the wrong place and so one could not view them through the steering wheel.
- 2- The edge around the switch aperture was 90 degrees and was one reason why the car failed the Single Vehicle Approval the first time it was submitted and,
- 3 - I didn't like the colour.

I had already been thinking about a change when Bob Gale showed me the one he has had done on his car and following that Martin Roberts of Andover advertised his services with a flyer enclosed with *Naylor News*. Having seen the sample dash's on display in the local Morgan showroom at £1200 and spoken to a furniture restorer who wanted £ 470 just to polish one I was delighted with the estimate from Martin Roberts of £150 to veneer and lacquer if I supplied the board.

First I had to remove the existing dash and strip off the instruments to be able to draw the outline on a board. On my car this is simple. Two bolts and the steering column hinges down, one screw releases the glove compartment door from its chain. Then Just Pull ! Don't try this with a Naylor, My dash is held in place with Velcro. No climbing round the back to find the screws. The next bit was a little more difficult as the instruments are all electric including the speedo so there are plenty of wires to deal with. I took the opportunity to move all the connections on to detachable plugs and multi-sockets to make removal and replacement a simple matter in future.

Next I took the board with the outline of the old dash and from a datum point plotted the X and Y coordinates of the outline, glove pocket and switch aperture every 10 millimetres. This I transferred to my computer CAD programme and put in the holes for the instruments and indicator lights in the new position. I also changed the profile of the bottom edge to give me room for the Sat-Nav. This was then saved as a DXF file.

I took the file to a company in Erith that I have made some machines for in the past that have some very sophisticated CNC routing machines and they quickly produced a beautiful 15mm Mdf board with the switch aperture and the lower edge rounded with a 15mm cutter and all the instrument and lights holes in place. They also produced an extra bottom profile cut at 90 degrees for me to glue on the back so that I could fix the roll on the flat surface at the bottom clear of the veneered curve.

Out with the old dash again and a trial fit, glad that the instruments are now on plugs. Then straight down to Andover to meet Martin Roberts who works away in a shed in his garden. I had taken some photos of the dash's I had seen in The Morgan shop to show the colour and we chose the veneer, where the pattern would go and the way I would like the edges and the pocket.

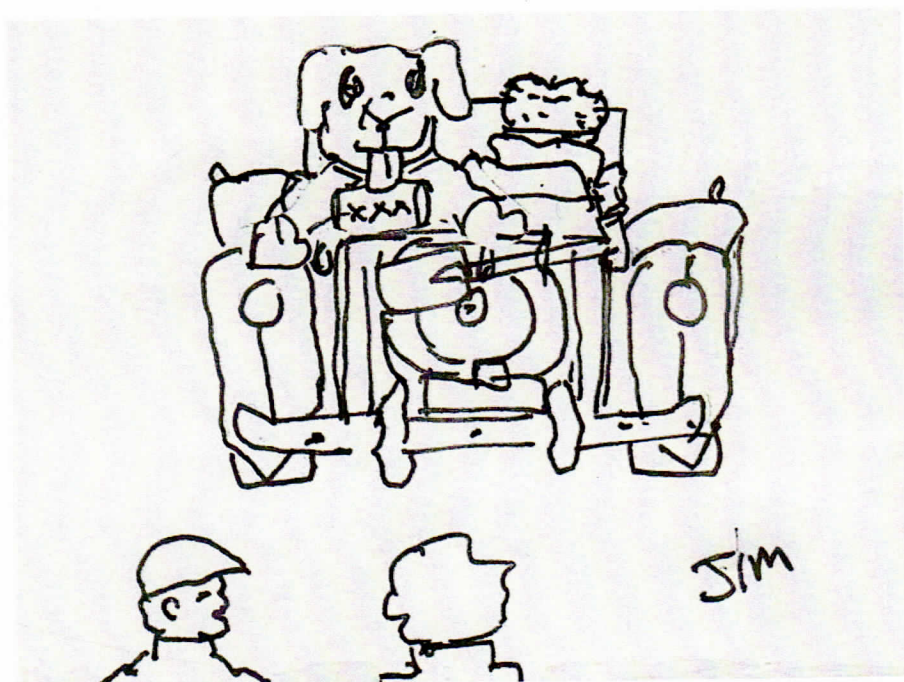
OF THE NAYLOR CAR CLUB

Three weeks later and Martin is on the phone to say it's ready and by then Mike Morley had got the dash out of his car so we went down together. Fabulous!! That's the only word for it. How he managed to get the veneer to flow round all the curves is beyond me. The colour was perfect, there's a mirror join there somewhere and it was lacquered front and rear. Mike then chose his veneer and we came home.

Out with the old dash again and a quick test fit and glueing the bottom profile on. Then fit all the instruments.

Using some leather left over from the seats I then sewed some round 16mm foam rubber to

make piping for the bottom profile and screwed and stapled it to the flat edge. Having fitted the dash, re-attached the glove pocket chain and bolted back the steering column I fitted the 8 function cycle speedometer that gives me a re-settable distance reading that is missing from my speedo. Very necessary on Naylor runs. It also gives average speed, max speed, total distance, actual speed and tells the time. Not bad for £8.95.



'He likes everyone to know he drives it through the winter!'

The last thing was to fit the holder to put the Sat-Nav in the most suitable position. Drilling a hole in that beautiful dash seemed like sacrilege but it had to be done.

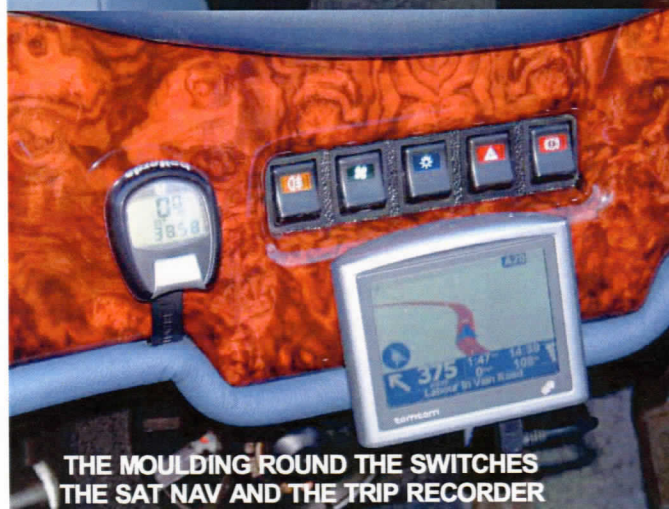
David Parkin XDP 796 Ex-Owner—*Sorry*

You can phone Martin on 07976 804999

Editorial note—If you have lost your copy of Martins leaflet, please ask Freda for a spare one.



THE OLD DASH AND THE NEW MDF PANEL
 READY FOR VENEERING



THE MOULDING ROUND THE SWITCHES
 THE SAT NAV AND THE TRIP RECORDER



THE RECIPIENT



THE NEW DASH WITH THE INSTRUMENTS IN VIEW