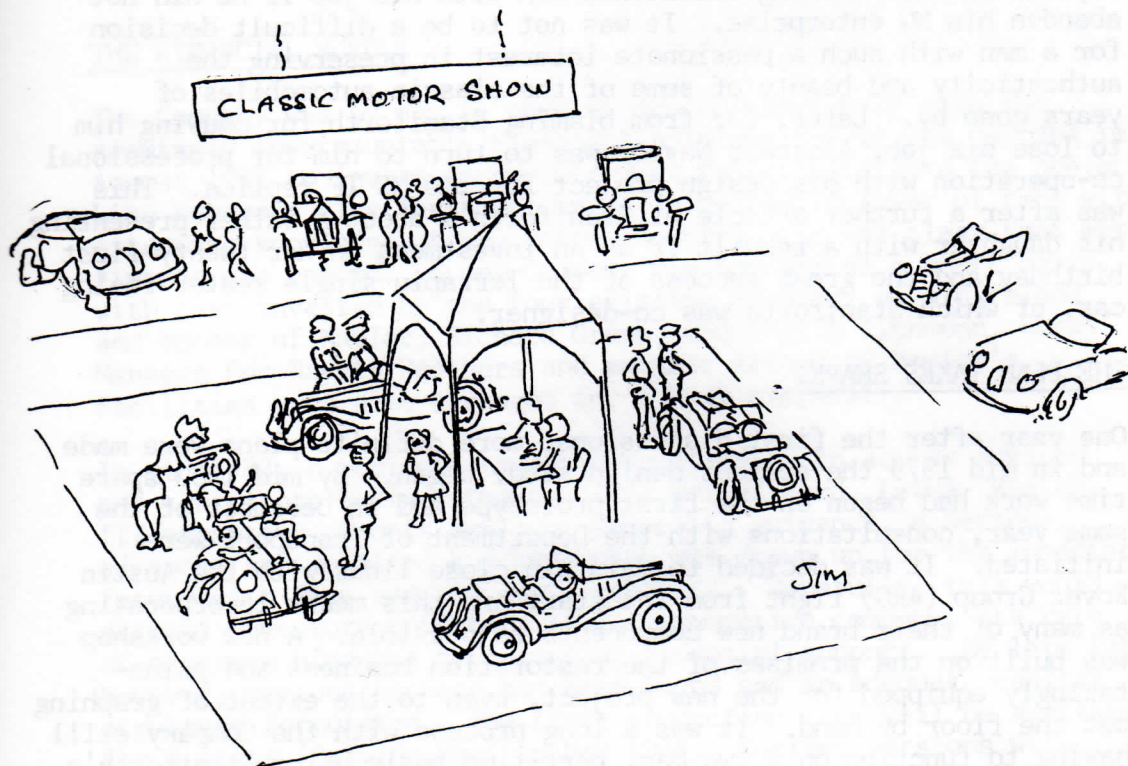


REGISTRAR'S NOTES *Continued.*

- 161 After a lengthy negotiation Kenneth Pearson has managed to get hold of the last "TF-1700" built. This car has been for sale for a long time and deserved an enthusiastic owner.....she now has one ! Congratulations, welcome to the Club and we hope to meet you soon. 01274 678431

JIM HAS THE LAST WORD ! ON THE CLASSIC CAR SHOW.

Madam ! This is NOT the magic Round-a-Bout !

FROM THE ARCHIVE

This material formed part of a press release.....and note the date...12 months before the first car was sold.

THE STORY BEHIND THE NAYLOR TF 1700.

EMBARGOED 1st MARCH 1984.

The idea to recreate the magic of one of the old MGs, aesthetically faithful to the classic design of its forebears whilst incorporating all the standard safety features and performance of a modern car, was the brainchild of Alastair Naylor. In the late seventies, in a tentative effort to find a technical designer for such a project, he approached Allan Staniforth. Some time before, Staniforth, a journalist with the Daily Mirror, had written a story about six fully restored MGs owned by American servicemen at the Menwith Hill, Yorkshire base. All the cars had been carefully rebuilt by Naylor Brothers, then in their infant stage and functioning largely on a spare time basis, but soon to become the most famous and respected MG T type restoration specialists in the world.

FROM THE ARCHIVE Continued

They now restore more than a dozen cars a year from as far afield as Hong Kong and Scandinavia and offer an unparalleled specialist spares service with over 1400 listed items. The growth and reputation of the Company was inadvertently aided by Staniforth's newspaper article because, on its appearance, the firm for which Naylor was then working threatened him with his job if he did not abandon his MG enterprise. It was not to be a difficult decision for a man with such a passionate interest in preserving the authenticity and beauty of some of the classic automobiles of years gone by. Later, far from blaming Staniforth for causing him to lose his job, Alastair Naylor was to turn to him for professional co-operation with his design project for the MG TF replica. This was after a further article of Staniforth's about a father presenting his daughter with a rebuilt TF as an investment on her twenty-first birthday and the great success of the Terrapin single seater racing car, of which Staniforth was co-designer.

THE PLAN TAKES SHAPE.

One year after the first discussions, more definite plans were made and in mid 1979 the serious design study began. By mid 1980 spare time work had begun on the first prototype and in December of the same year, consultations with the Department of Transport were initiated. It was decided to maintain close links with the Austin Rover Group (ARG) right from the start and this meant incorporating as many of their brand new components as possible. A new workshop was built on the premises of the restoration business and painstakingly equipped for the new project, even to the extent of graphing out the floor by hand. It was a long process with the Company still having to function on a two man, part-time basis using Staniforth's meticulous design and construction talents with a new exact replica chassis, an 'O' series engine, gearbox and Ital axle, while Naylor began the long and delicate relationship with ARG personnel to negotiate the supply of parts.

Thorough research into the current legislation, enforced by the E.E.C. on new vehicles began to reveal a horrifying picture of difficulty and expense. Twenty of the twenty one criteria for full National Type Approval would have to be met by the new vehicle. Discussions with the Department of Transport and relevant authorities highlighted many obstacles which needed to be overcome in the struggle to perfect a brand new, fully legislated, high quality motor car for a discerning market without incurring too high a cost or sacrificing any of the high standards of authenticity that the Company had set itself.

PROTOTYPES AND DEVELOPMENT.

It became obvious that a full time employee was needed, someone capable of construction work, design and the methodical and continual search through Austin Rover's parts bins. The job was taken by Staniforth's son, Darell, in June 1981 and the firm expanded by one man, one small office, a drawing board and a filing cabinet. The first prototype was finished and running in October of the same year and was being scrupulously tested for steering, tyres, suspension, handling and so on whilst Naylor was making

FROM THE ARCHIVE *Continued*

decisions regarding the financing of a second car up to intended production standards. As well as carrying out work on this, Darell Staniforth was employed in making drawings for future production. Finally, with the completion of a second car, firm links were established with ARG for the supply of original equipment.

THE FINANCIAL HURDLE.

The Company was by now in need of professional help with the seemingly insurmountable financial problems and it was decided in August 1981 to invite accountant Mark Butterfield into the project. Like everyone else involved, he was a dedicated lover of cars with extensive knowledge of the motor industry. It was clear that more finance was needed. A new Company was founded on a share basis with cash invested by the four existing members, an old friend and backer of Naylor, Richard Green, and Philip Richmond, Works Manager for Naylor Brothers and another friend of Naylor's. Facilities were also arranged for a bank overdraft.

In mid 1983, a business expert was called in to act as adviser and contribute an investment. This was ex Ford, Lotus, Mintex, ITT executive, Dennis Austin. Under his guidance, a serious, advanced and detailed business plan was drawn up for the immediate future with five and ten year forecasts. Hopefully, this would attract investors into this small, innovative company, its rate of progress hindered by a lack of financial support. By late 1983, however, serious backers had been found and an adequate capital structure formulated. The first production cars will be available for a press 'Driving Day' in May 1984. Earlier versions will already have been crash tested, government checks on fuel consumption made and endurance/reliability testing completed at MIRA.

THE REALISATION.

That the ambitious project has reached this stage of development is a credit to the foresight and tenacity of the Company's founder members. The cars will reflect the highest standards in automobile manufacture and judging by the present day prices of rebuilt MG TF's, the Naylor cars should command exceptionally high resale prices and become Collector's items in their own right. Manufacturing methods and the strict quality standards will limit production to around 200 per year. Initially, these will be right hand drive models for sale in the United Kingdom. The Company is already considering ideas for other high quality replicas for the future.

COMMITTEE NEWS

Your committee hasn't met since the last issue of "NAYLOR NEWS".....we hibernate in the winter ! However we do have a new member and a new region, MIDLANDS REGION. Ray Tolley offered at Runnymede to be the Midlands Secretary and was swept into office with a cheer from all present. Until your committee ratifies it.....MIDLAND REGION will be all members north of Gloucester....south of Chester and west of Northampton.....up to the Welsh coast. Congratulation Ray and thank you.