electromagnetic horns designed to OE specifications. E approved etc. what do you know, they worked. They blasted sound.

For those of you still with me now go back to AUG 95 and the horn report. After buying Lucas horns, incidentally red plastic that he had sprayed black, he found that Holden Vintage and Classic provided replacement MG TD and TF horns. I checked with Holden and new horns are now £65.00 EACH. Good old Halfords.

To go back a bit, after I bought the new horns I twiddled with the screws on the old horns, which initially croaked and then blew as indeed they did intermittently while I was testing after some several hours of testing. You idiot!!! So save yourself time and twiddle with the horn screws. No guarantee though!!!!!!

So any of you who hear my audible means of approach it is a very loud blast. Not very Naylorish but effective.

David Gray, 36-27 Wilts.

Holden Vintage and Classic,
Linton Trading Estate
Bromyard
Herefordshire
HR7 4QT TEL 01885 488488
Web site—www.holden.co.uk Dave Lewis has sent me this information:-

NEW WINGS FOR OLD

By Jim

After a long term battle against rust in our Naylor's wing beading I was interested to hear on the 'grape vine', in February 2001, that The Hutson Motor Co had commissioned several complete sets of wings and running boards, moulded in fibre glass

Maynard Flint and I called in at Hutsons and were impressed by the quality of the workmanship. They had been moulded from a set of original steel wings and were finished in a smooth gel coat ready for painting. We each bought a set and took them home for future use..

My wings stayed in the garage until last winter when I decided to fit them, ready for painting. I knew that as all our cars are slightly different there would be some adjustment necessary, and that it would save cost to do this myself.

The car was put up on 4 axle stands in the middle of the garage to allow accesses all round and I decided to tackle one side at a time. The road wheels, the louvred inspection hatches under the front wings and the rear and headlights were all removed prior to starting.

I began by removing the rear wing, a nut and bolt secures the back of the wing to a bracket, then, moving forward, a captive bolt protrudes from the body tub so the nut was removed from this. The wing is bolted to the running board at the front end, and this was un-bolted leaving seven bolts around the wheel arch. These bolts fit into captive nuts held within the body. When I removed these bolts I noticed that two of the seven were shorter than the other five (more later). I was now able to remove the wing and put it to one side.

Before offering up the new wing, it occurred to me that it was of no use to fit it to the old running board, and so decided to remove this as well. The three chrome treads that run along the running board and the bottom of the front wing were unbolted from underneath and removed, and the two nuts and bolts securing it to the front wing were undone. There remained three long bolts that pass through the timber frame of the body tub and hold the sill in place. These were removed along with the running board.

The wing beading that consists of vinyl glued round hollow plastic piping was still more or less in place, held by a mixture of waxol and dirt and I decided to clean this. It easily peeled away from the body tub, as far as the front wing, and using a bucket of hot

water with detergent and a nail brush, the piping came up like new.

The bolt holes round the wheel arch are already drilled in the new wing, and the two points where the captive bolt and the nut and bolt fix the rear of the wing are clearly marked. I decided not to drill these until I was sure they were in exactly the right places. Now for the acid test! I offered up the rear wing to the body and hey presto! It fit like a glove, following the curve of the wheel arch and the rear apron to perfection. I managed to locate one of the long wheel-arch bolts into its captive nut to hold the wing in place until I could fit the remaining six. At this point I found that the two shorter bolts were not long enough to reach the nuts because the fibreglass is much thicker than the steel. I made a note to get some more long bolts, and in the mean time 'borrowed' a couple from the other side of the car to finish the job. One of the bolts would not go in, and investigation with a thin probe showed that the hole in the wing was not quite in the correct place. I marked where the hole needed to be extended with a marker pen and eased the wing beading into place before tightening the six bolts.

The rear part of the wing was now held slightly away from the body by the captive bolt protruding from body tub and I pushed on the wing where it rested on the bolt to make a mark. I was able to get the stub of a pencil behind the bracket to which the rear of the wing is bolted, and marked where to drill the final hole. Off came the wing again and the two new holes were drilled and the hole in the wheel-arch was elongated using a round file. The wing was then refitted, the wing beading being pushed into place before a final tightening. So far so good.

The front wing is secured to the car by various means. Starting from the back there are two wood screws that go into the frame of the body tub, followed by a nut and bolt which goes through into the footwell. To remove it is really a two-man operation but I managed by wedging a ring spanner onto the nut inside the car. There are five more nuts and bolts, one also holds the coil and two are attached to a cross bracing bar that runs behind the radiator. There are a further two bolts that engage captive nuts in the side of the radiator and finally, at the front of the car, the ½ inch bolt which attaches the front bumper to the chassis passes through the front of the wing.

Naylor cars are fitted with a front apron, a small triangular pressing which is bolted to the underside of each front wing and passes under the radiator. These are not fitted to Hutsons as far as I know.

I started by removing the ½ inch bumper bolt having first supported the bumper on a cardboard box. I then slackened the bumper bolt at the other side of the car and after removing the supporting box, lowered the end of the bumper to the floor. Next I undid the two nuts and bolts attaching the front apron to the underside of the front of the wing, followed by the two captive bolts from the radiator side. To keep the wing balanced, I then started at the back end, removing the two wood screws followed by the rest of the nuts and bolts. I propped the wing using a chair and some bits and pieces to take the weight before removing the last two. The wing then came away. (This would have been much easier with two people but can be done single-handed).

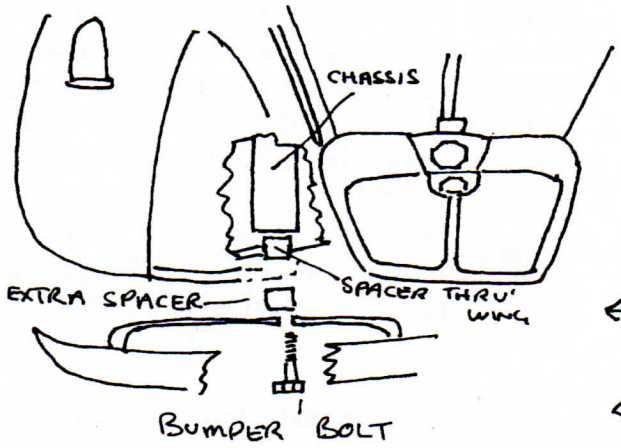
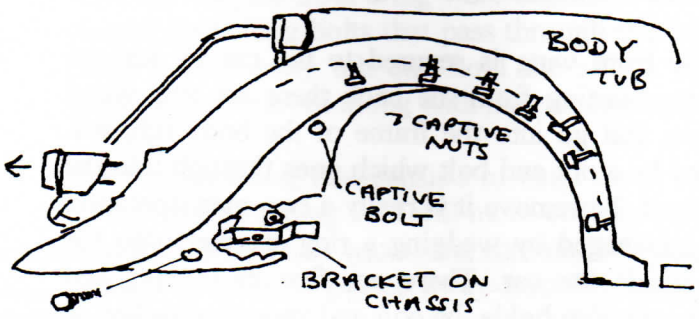
On the original steel wing there is a length of square tubing welded diagonally across the front of the wheel arch, the purpose of which seems to be merely to contain the wiring for the front flashers and I decided plastic sheathing would do the job just as well. There are however two other brackets in the form of loops one of which supports the headlamp wires, and the other, those from the sidelight. These brackets I reproduced from aluminium strip which I bent round a piece of doweling and glued in place using Araldite. The holes along the arch of the wing were all pre drilled and a small pilot hole marked the spot for the ½ inch bumper bolt at the front of the wing. I measured the position of the pilot hole in relation to that in the steel wing and as it appeared to be exact I drilled it out to ½ an inch.

Using the chair and a few props, I managed to get a couple of nuts and bolts in place, followed by the

front bumper bolt into the chassis. (I didn't fit the bumper at this stage, just the bolt). One or two of the holes needed some attention from the file before everything would fit. I cleaned the rest of the wing beading and pushed it into place before tightening the bolts.

When I came to tighten the bumper bolt at the front, I discovered that whilst the end of the chassis was square to the centre line of the car, the wing was not. The bolt, or rather the long spacer which normally fits between the wing and the bumper only made contact on the inside edge and whilst a steel wing can be pulled into shape, fibre glass will not bend! After some thought I decided that the solution was to open up the hole until the spacer would pass through the wing (A tight fit) and fit up against the end of the chassis. I would then fibre glass the spacer into the wing. After opening up the hole until the spacer would just slide through, I coated the insides of the hole liberally with Araldite and pushed the spacer through, tightened up the bolt and left it to set. When the glue had cured I withdrew all the bolts and removed the wing again. The spacer was securely in position but to make sure I added some glass matting and resin on the inside of the wing. I refitted the front wing (I was getting quite good at it by now) and turned to the last piece of the jig-saw , the running board. When I offered the running board up to the space between the front and rear wings I found it was too tight a fit, and that the leading edge of the rear wing was not quite square. I marked where I would have to cut a small wedge shaped piece off and then realised that this would make the inside of the wing where it bolted to the running board very thin. I added some glass mat and resin to the inside of the wing and when it had cured, cut off the appropriate section. To my delight everything now fitted, including the rubber spacers. One last task to complete, I once again removed both wings and the running board and sprayed the undersides with 'Stoneguard' to cover any traces of matting. It only remained then to re-assemble everything (I was getting very good at it by now!)

The other side was much quicker as I knew exactly what to do, and I didn't have to cut anything off the rear wing.

When I replaced the front bumper, I found that having incorporated the original spacers into the front wings, I needed to find two new ones to keep the bumper away from the bodywork. This presented no problem as the bumper bolts are plenty long enough and although it doesn't show I now have the longest Naylor in the club.

The gel coat on the fibre glass is cream, and as the rest of the car is B.R.G. I also owned the only two-tone Naylor in the club until it went for painting!