

NAYLOR CAR CLUB

From Freda

Dear All,

A few words of warning — Please check your black rubber fuel pipes for signs of splitting!!!!

On the pretty & slow way down to Dorset to stay over night before the Channel Islands ferry, I used my old route through the Cotswolds where there is a definite lack of garages & fuel stations. I was driving with the hood down in the high temperature and taking things very steady when all of a sudden my fuel gauge decided to go down to zero over a very short distance and I cruised to a halt at a convenient spot. I hate the smell of petrol and could not smell it, what had happened? 103 miles for a full tank of fuel!!! I telephoned the RAC and after I had managed to persuade the person at the other end I was not a mad woman who didn't know what she was driving & had forgotten to fill up the tank, he admitted he didn't know what a Naylor TF 1700 was but that I did and he would send a mechanic as soon as possible.

30 minutes later the mechanic rang to check on the situation, he agreed to detour to a garage and get a can of fuel in case that was the problem. (£10.00) He had a good poke around and couldn't see anything, so put in the fuel and I was instructed to drive in front of him and he would signal me if there was a problem. We went a short distance when the signal came, so pulled over to a convenient spot and he went to work again and found the pipe leading to the carburettor had split, cut off the end and rejoined it, but now not enough fuel to reach the nearest fuel station, so off he went again to refill the can!!

Back again and put the fuel in. (another £10.00) Off we go in convoy again driving in the opposite direction to where I was going but that was the way the nearest filling station. He was behind me once again but I was not signalled to stop and just before the road I had to turn off at he pulled out past me and I followed. I then put in another £30.00 of fuel, we completed the paper work and he said what a pleasure it had been to work on a real car, so 3½ hours after the start of the problems and £50.00 spent, I was back on my way to Dorset for my overnight stop.

No further trouble but my car is going in to have all the black rubber hoses changed before the next event.

Talking to Rob Bream about the problem, he told me

he had had the same problem but then he was at home and could do something about it. Ken Beels telephoned to see how the trip had gone and he also had that problem when it could be dealt with straight away and that he has had all his black rubber hoses replaced. I spoke to Dave Lewis after the Cowbell run and he said that Guiseppe Cavarretta had also had a similar problem.

So Bitz could have easily been another burnt out wreck and thank goodness it never happened, so beware black hoses!!!! If yours are original it could happen to you too, now that they have aged!!

Freda, 12-04, Suffolk.

From the F.B.H.V.C.

PAINT

F.B.H.V.C. has responded to the Consultation on Implementation of the Paint Product Regulations 2005 Addressing Monitoring and Enforcement Issues supporting the proposal to abandon a licensing scheme for the supply of paint products that do not comply with current legislation in favour of a code of practise for suppliers coupled with guidance notes for the benefit of local authority enforcement officers.

FUEL NEWS.

ETHANOL IN PETROL.

The secretary contacted four companies who sell petrol tank sealants to ask if the product is suitable for use with biofuel. So far only two have responded, one confirming that there are no known problems, and the other with a 'don't know'! We hope to have more next time.

BAYFORD & Co. Ltd. SLASHES LEADED PETROL PRICE.

Bayford & Co. Ltd, has been working hard this winter with their new blending partner to increase efficiency within their blending and supply chain. The result: a reduction in the price of leaded petrol by up to 65pence per litre (a reduction of £2.95 per gallon in old money) for leaded petrol in 2009 compared to 2008.

It is because Johnathon Turner, CEO of Bayford & Co Ltd, is an enthusiastic supporter and collector of veteran, vintage and classic cars and has such enthusiasm for the classic car industry that Bayford applied for a licence from the EU to continue to supply the product, when all other companies were allowing leaded petrol to pass into history.