



## TOOLBOX YOUR LETTERS TO THE EDITOR

Dear John,

The Naylor that was for sale on this island has now gone over to your island, after being on display for only a couple of days. The good thing is that Robert (the dealer who had the car for sale) has passed on all the Club information with the car. Let's hope it finds a good home with someone who will make use of it. *(Thanks we know where the car is and are keeping an eye on it...John.)*

Now with my problems, the front overheating wheel hub has now been resolved. The near side caliper had rusted, seized and had to be replaced. This is when the saga started. The part was not available at the local dealer. However, no problem, it will be here tomorrow. The part duly arrived and was delivered to the garage. The mechanic opened the box to find the off side the off side caliper had been delivered. Back to the stores and a re-order was placed for the following day. The next calliper arrived and would you believe it, this too was for the off side. This is when someone in the dealer stores decided to check the part numbers. All part numbers were correct. A telephone call to the U.K supplier solved the problem. All the off side calipers in stock had been put into boxes for the near side ones. After trying out the car for another 100 mile run the brakes were pulling slightly to the left, so the other caliper has also been changed. New discs have also been fitted. The car was fully serviced and is now running smoothly. I have had to find a new mechanic to do my work and was recommended to this small garage just down the road from the house. He was very keen to work on the car and has done a good job. Today the new front shocks were also fitted, a run for a couple of miles down the road and then on the way home but I have to admit I can't notice any difference. One thing he pointed out, was that when reversing the car up a slope at the rear of the garage, he heard a rubbing noise and stopped to investigate, ground clearance was good, looked around the car and could not see anything. After reversing another few inches the noise was still there. Another investigation and the problem was found. The off side rear wheel was rubbing against the spring on the shocker. When the car is on level ground, you cannot slide your fingers between the wheel and the shocker spring. The near side has plenty of room between wheel and spring but no room for fingers between spring and inner wheel arch. I don't know if mine is the only one that was built by a man who used a rubber ruler. Thank you for the buzzer, this will be next Sunday morning's job.

All the very best and we look forward to seeing you at the Cotswolds in September.

Lester and Margaret Rolland  
JERSEY

Dear John,

Concerning a new supply of wheel badges, I think it is wrong and would be a waste of time and money to have wheel badges made if it proposed to have them produced in plastic material as originally.

Ken Fletcher lost a badge and tells me that the rolled steel dowel pins remained in position and that it was the plastic that broke away, allowing the badge to drop out. He has partially glued his in position as sticking them in firmly would not allow the replacement of wheel spokes, should this ever become necessary.

Whether this method will be successful, time will tell but as road wheels are unsprung anything attached to them gets a terrific hammering and is also subjected to rapid changes of direction.

I have been fortunate in not having lost any but inspection has shown that the retaining holes in the plastic are tending to enlarge. The primary cause of this is due to the body of the badge in most cases not fitting hard up against the outer edge of the wheel hub.....this allows the badge to rock by pivoting on the two dowel pins.

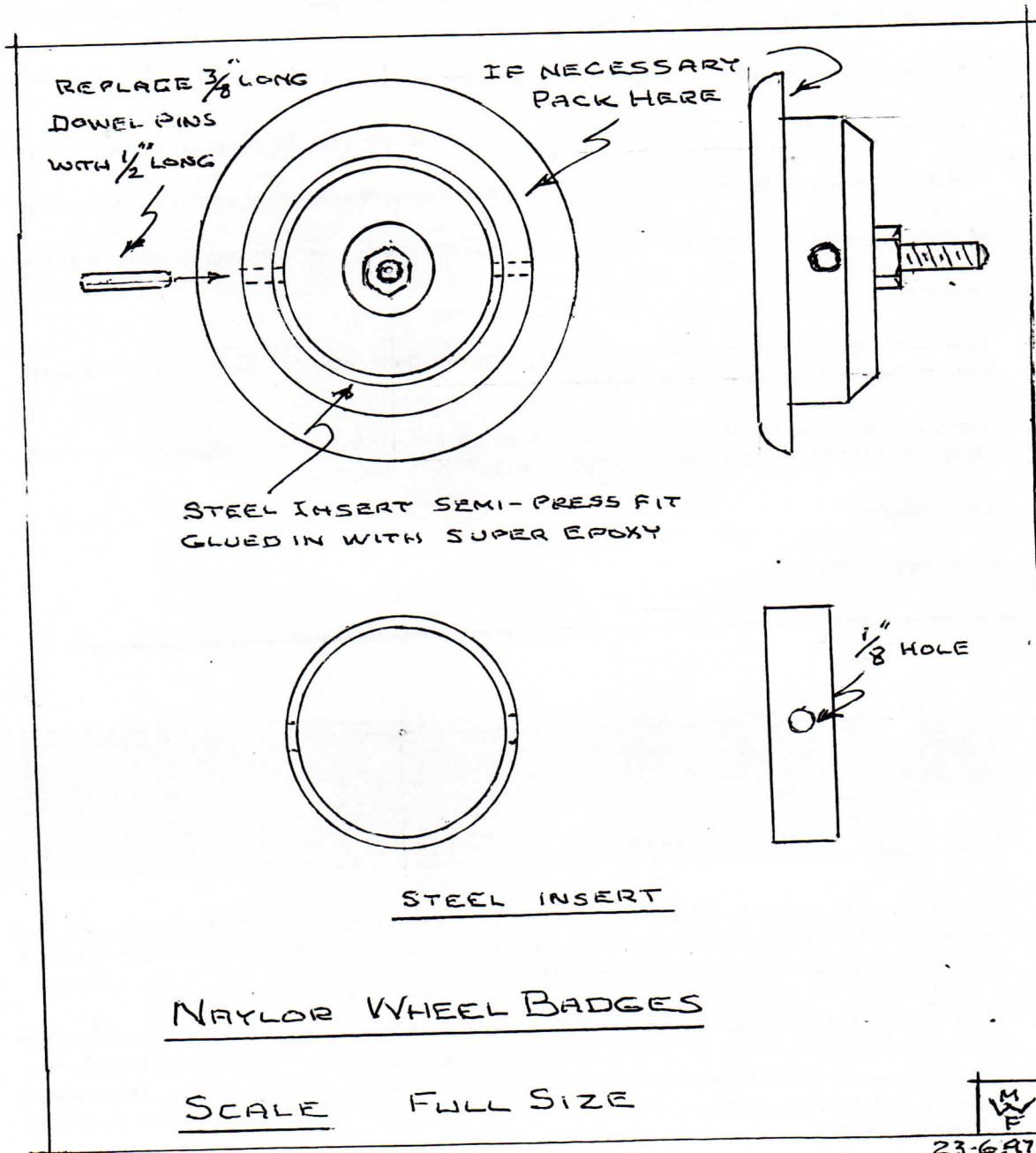


A three point fixing spaced at 120 degrees would have prevented this although two or more fixing points giving a 90 degrees fix can be done but this is a rather tricky job. Therefore when assembling it is essential to eliminate any rock by inserting a packing material. I have used steam graphite impregnated asbestos string, the amount used varied from wheel to wheel, in the hope of overcoming these troubles. I have carried out a modification, see sketch, but if complete metal caps can be made.....fine....but I expect the cost would be prohibitive, otherwise we will only be back to square one after a further 10 to 20 thousand miles.

*This was the end of Maurice's first letter.....then a few days later I received his further thoughts.....*

More thoughts.....the badge fixing holes in the wheel hubs are 1/8" Dia and the walls of the hubs are 1/4" thick. If a 1/8" drill bit is offered up it will pass through both holes, showing that the holes have been made in an accurate jig. Leaving the drill bit in the holes it is found that a drill brace cannot be attached to the bit due to the proximity of the spokes.

This points to the holes having been made prior to the assembly of the wheel. The same accuracy must have existed in making the holes in the plastic badges, as I have found they are all interchangeable wheel to wheel. Therefore is the original jig for doing this still available as it is not possible to drill through the holes in the hub, if the badges are supplied without holes.



In any case, even if possible, this should not be done as any slight out of alignment when holding the drill brace, could result in enlarging the holes in the hub.

Maurice Walker.  
SAFFRON WALDEN.

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*Wearing my other hat as Secretary, I recently wrote to Neil Kinnock's office in Brussels to see if some clarification of the future for the Classic Car Movement might be forthcoming and received the following reply:*

Dear Mr. Taylor,

Mr. Kinnock has asked me to thank you for your letter concerning "EU Roadworthiness Testing".

I wish to assure you that there is no Commission proposal to ban historic vehicles from the Union's public roads or require unreasonable roadworthiness standards for them. There has never been such a proposal nor is it the Commission's intention to draft one.

Indeed, in the latest amendment to Directive 77/143/EEC, concerning the legislative requirements on vehicle roadworthiness (known in the U.K. as the "MOT" test), vehicles of historic interest were specifically exempted from the Directive's scope.

The exact wording of Article 4.2 to Directive 96/96/EC states:

*"Member States may, after consulting the Commission, exclude from the scope of this Directive or subject to special provisions, certain vehicles operated or used in exceptional conditions and vehicles of historic interest manufactured before 1 January 1960 or which are temporarily withdrawn from circulation"*

This means that Member States are free to establish their own standards or indeed exempt historic vehicles from testing if they so wish.

The Commission has received several letters from UK historic vehicle enthusiasts and I can only assume that these were motivated by a "misinformed" motoring journal.

Yours sincerely,

Gert Jan Koopman



My thanks once again to all our contributors for their ideas, articles, text, photographs and drawings. Please if you have never made a contribution, try and make one for the next issue.....it is after all your club and YOUR MAGAZINE.

If you have made it to this point you will by now have guessed that this issue has been put together with the aid of the club's new IBM computer. Now I am far from 'computer literate'.....and this machine is as yet , my master !.....for the moment anyway. It is making spirited and determined efforts every time I attempt to reverse our roles.....so please be patient,