

the NG Owners Club magazine

The NG Owners Club

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Chairman's Letter

For some considerable time our ChangiNGear editors and I have asked for contributions for the magazine, written and/or pictorial.

The July issue certainly proved that our editors job was made a lot easier this time by all your generous contributions. Thank you, an interesting read, I am sure you will agree. In fact a similar comment was made to me by a non-NG Motoring Club member who edits his own club's newsletter.



So please keep your items coming in.

In my July letter I wrote with the expectation of more good summer weather ahead in the hope that we could get some good motoring under our belts before Autumn turned to Winter. Got that wrong didn't I !!! There was a benefit I suppose..... Very wet car = An additional spruce up.

Now I'll try again. - Bright crisp winter days can make for rewarding NG days out so may be all is not yet lost.

I have just realised that another year has all but passed and the festive season will soon be upon us and due to the timing of the issue dates of our magazine I need to include my usual seasonal message.

So, on behalf of Mary and Myself we would like to wish all Club Members and their families a Very Merry Christmas and a Happy and Prosperous New Year. Not forgetting the friends from other Clubs whose company we have enjoyed over the last year.

A Happy Christmas to you All

Peter Clark

CONTRIBUTIONS PLEASE

**Contributions for the January issue of ChangiNGear
by End December Please**



Secretary's Notes

It's Autumn already and Christmas on the way. Not a lot happening on the Kit car scene I'm afraid, it's a shame as there are a lot of keen kitcar owners.

There is nothing on the web site at present, other than The Footman James Classic Vehicle Restoration Show, at the Royal Bath & West Showground, Shepton Mallet, BA4 6QN on 7-8th November, but it's always worth keeping a lookout for other events.

Our Club's National Rally is on the weekend of June 24/25/26 next year, so mark it up on your new calendar, once you have one.

But before that we look forward to seeing some of you at the NG Christmas Lunch on 6th December at The Best Western, Reigate

Although a little early Manda and I would like to wish you all a very Happy Christmas and Best Wishes for 2016.



Bob Preece

Photo Competition — 2015

Possibly as a result of rather poor weather for the latter part of the summer, we had a rather disappointing response for this year's Photo Competition. Having only three entries in total.

Clearly not enough to proceed with any judging.

So we thank Malcolm Snell and Paul Dales for their entries, which we have used in this issue on front and rear covers

Member Profile required — Please

We need volunteers to provide their 'NG profiles' for future issues of ChangiNGear

Please get writing — Thank You — *Chris & Su*



Editorial

As Autumn closes in it is time for the October issue of ChangiNGear for this year.

As Peter points out in his Chairman's Letter, we as Editor's are very reliant upon you members for the most interesting content that goes into each edition. It is perhaps indicative of what

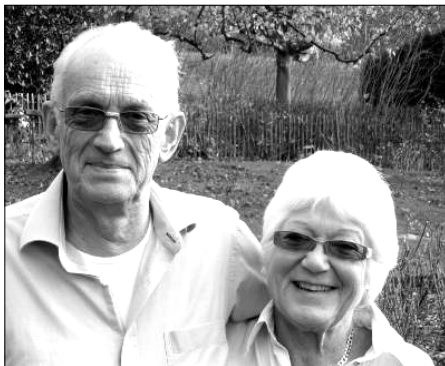
was a disappointing late summer, weather wise, that this issue has rather fewer 'activity reports' than we would have liked. However we hope that this offering has enough varied content to be of interest to all.

There is nothing quite so uncompromising as the 'clocks going back' to emphasis that Winter is not that far away. Time for some NG'ers to tuck-up there beloved motors for the winter, chock-up the wheels, battery conditioning chargers, SORning and all that sort of thing. However for the hardy (some will say 'foolhardy' ?) few, their NGs will be kept at the ready in order to take advantage of any milder days that comes their way. We would like to think that this will provide the source for some 'outing reports' for the January mag.

With less on-road activity in the winter months we ask you to focus on contributions of a more technical nature, refurbis, upgrades and the like. Also recollective contributions of passed exploits and the odd 'member profile', particularly from new members, would be most welcome.

From our own point of view, Chris still awaits gastric surgery - now not until the new year we think. Meanwhile the cramped cockpit and firm suspension of Rocket means that we have done minimal NG'ing this year - a real same !

We look forward to seeing some of you at the NG Christmas Lunch in December, but for the many of you that will not be there we take this opportunity to send you Seasons GreetiNGs and Best Wishes for an NG active 2016.



Chris and Su



Events Calendar for 2015 — 2016

<i>Date</i>	<i>Event — What / Where</i>	<i>Contact</i>
7-8 Nov	The Footman James Classic Vehicle Restoration Show Royal Bath & West, Shepton Mallet, Somerset BA4 6QN	
10 Nov	Brooklands Natter	Peter Clark
6 Dec	NG South East Christmas Luncheon See Page 8	Sue Bolton
8 Dec	Brooklands Natter	Peter Clark
12 Jan '16	Brooklands Natter	Peter Clark
9 Feb '16	Brooklands Natter	Peter Clark
8 Mar '16	Brooklands Natter See Page 7	Peter Clark
24-26 Jun' 16	NGOC Annual Rally — Stratford	Paul Gray

& other Future Events for which no dates are yet set

Spring '16	Lands End to John O'Groats (Page 10)	Toby Tyler
July '16	NG'ers Return to Normandy (Page 6)	Angela Morrison
July '16	Ceaux Retro, France (Page 16)	John Coker
Summer '16	NG Yorkshire Rally (Page 6)	Steve Tyler
Sept '16	NG'ers Go to Ireland	Jeremy Evans

Back Numbers of ChangiNGear :

If anybody wants a full set of ChangiNGear Magazines from 1995 to date. John Simmonds needs to part with his and is loathe to just throw them away. **Contact John on 01543 550352**



Brooklands Monthly Natter Evenings

Meets on the Second Tuesday of each Month

At The Brooklands Club Bar at The Brooklands Museum

(use the Campbell Gate Entrance, off Brooklands Road —KT13 0QN)

10th Nov Early Guided Museum Tour

8th Dec Enthusiast of the Year Awards

Gentlemens & Ladies Competitions

Hot Sausage Rolls & Mince Pies

There will be a raffle on all nights

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814

or Peter Clark, NG Owners Club, 01737-832367

Provisional dates for the New Year being :

12th January, 9th February, 8th March

Yorkshire Rally - Summer 2016

So far only one person has expressed interest. Please don't be shy, were not that scary 'Oop N'rth'. The initial plan is to use a hotel run by a classic car enthusiast, he has plenty of planned routes available and is a good base from which to visit The Lake District, The Yorkshire Dales, Upper Teasdale and the Yorkshire Dales as well as a great pub in Pickering that we may have mentioned. Alternatively Toby and I may organise a tour around the North York Moors which could be timed to coincide with the Yorvik Run which was reported in a previous issue. Please get in touch

Steve Tyler: steve-62@talktalk.net

NG French Trip : July 2016

A return to Normandy, visiting Veules-les-Roses, 23km from Dieppe (via Newhaven Ferry, or The Tunnel, or other)

You can read about this years very successful trip in the previous issue

A flexible 3-5-7 days with some group activity and individual exploring.

This may even be combined with the Ceaux Retro weekend, which John Coker also reported about in the previous edition of ChangiNGear

Contact : Bob and Angela Morrison — amorri1847@aol.com



The NG National Rally 2016

24th to 26th June
at Stratford-upon-Avon

Book this in your Dairy Now !!

Following discussions during this year's event, it was decided to move next year's rally weekend one week forward in order to avoid again clashing with the Stratford River Festival at Stratford (as well as the Silverstone British Grand Prix and Wimbledon Finals).

This will ensure that we can continue to use the whole of the rally field to which we have become accustomed.

***Please try and be there next year
Let's have a Bumper Attendance***

The NGOC Committee

ERRATUM — with apologies

In the last issue of ChangiNGear we erroneously stated the NG Rally date as being in July.

Please note the correct June dates above — Chris

Success :

Success is just a matter of Luck

But Luck is when a lot of Practice and Perseverance meets Opportunity



NGOC :: Christmas Lunch :: 6th December 2015 **At New Venue**

Due to changes at 'The Star' we are trying a new venue this year

The Best Western Reigate Manor Hotel

Reigate Hill, Reigate RH2 9PF

This is on the A217 only 1 mile from junction 8 on the M25.

We have our own dining room and will be meeting in 'The Study' at 12:30pm Lunch will be served at 1 o'clock. — **the Menu is shown below @ £25.00 per head**

We have some forty attendees so far, prior reservation and menu choice is required, if you would like to join us please contact me to check availability.

Email : rayboulton744@btinternet.com

Phone : 02089491065

Sue Boulton, 5 College Gardens, New Malden, KT3 6NT

The Menu

Spiced butternut squash soup with a chive cream

Duck and orange pate, caramelised orange chutney with olive oil and balsamic
ciabatta

Oak smoked salmon, rocket, capers and lemon cream

Wild mushroom and roasted chestnut risotto

...

Roast turkey with all the trimmings

Tenderloin of pork, Dijon mustard mash, honey glazed carrots and parsnips

Pan fried sea bass, celeriac and tarragon rosti, buttered spinach with a sauce
vierge

Potato gnocchi with chestnut mushroom, parmesan, truffle and toasted pine nuts

...

Black cherry bakewell tart with clotted cream

Baked almond cheesecake, winter berry coulis

Apple tart with a cinnamon ice cream

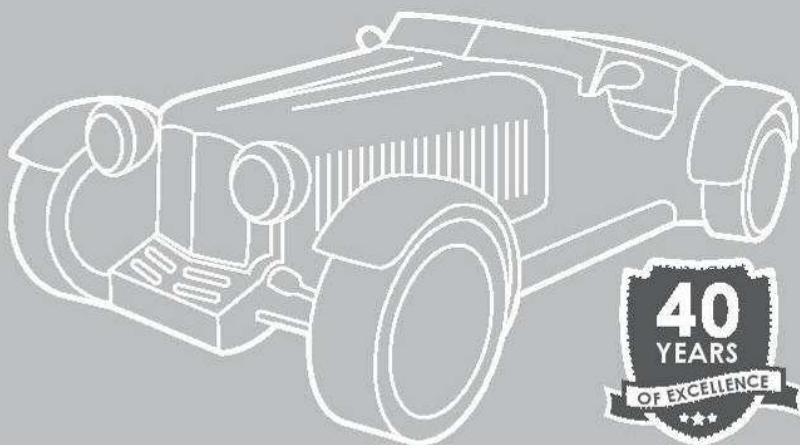
Cheese and biscuits, grapes and chutney

...

Coffee & mints



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Anybody for Automotive Masochism ??

The challenge was set over a quick pint of real ale at the bottom of the garden (actually, in the pub which is conveniently situated at the bottom of our garden and has a broken wall mended with a gate) It is common practice for Toby and I to have an annual Father and Son Weekend and last year the two of us did the coast to coast cycle route. For this year various ideas cropped up as the beer went down, needless to say, these ideas got more extreme the more we consumed. I recounted an article about three Series 1 Land Rovers travelling from south Yorkshire to Lands End, up to John 'O' Groats and back to Yorkshire -- in a weekend !, two men per vehicle, swapping drivers. I remember thinking it was quite an achievement for both man and machine. Why not do the same in an NG with no hood and only aero screens to hide behind ? - To my surprise Toby did not hesitate in saying **yes** !!



Mrs Tyler was horrified ! - clearly we had taken leave of our senses ! The only thing that softened the deal was the fact that we were doing it for a charity. One chosen by Pamela Sawyer, the former owner of Toby's car, so we are fundraising for CEDHAR, The Centre for Endocrinology and Diabetes Action Research in Hull. A charity which Tim and Pam have supported tirelessly and even have a hospital ward named after them. After a lot of gentle persuasion from mother and wife, we capitulated and agreed to postpone it till late spring.

During general discussion between Toby's boss and my brother-in-law, both expressed an interest, and after another excuse to drink beer we agreed to run the trip with two NGs. Toby with his boss, Rob in the blue car, and myself accompanied by Mark, my brother-in-law in the red car. After further discussion we opted to do a test run before the depths of winter. This took us up to Barnard Castle and onto upper Teasdale in a circular route using mainly fast A roads, followed by a quick blast down the A1, - a little peep into the roads we would be using to do the challenge. In total we covered around 250 miles, a measly 1/8 of the distance to cover during the proposed 'Endeavour' !! Over a post trip pint it was decided the 'Endurance' would go ahead. However some heated jackets would be a wise investment. Having looked at the prices of a good heated jacket, and coming from Yorkshire, I have decided to have a go at making one of my own. Later, after a couple of days at work, Toby's boss started dropping hints about fitting a full windscreen as an alternative to aero screens, -- it seems we may be drifting away from the initial endurance test. >>>> Continued



We would be more than happy for others to join our convoy for all or even part of our journey, -- hoods will be permitted.

Further updates will follow, watch this space

Stephen and Toby Tyler

steve-62@talktalk.net

We understand that the Bucket is not mandatory for this event. Nor do we consider it a viable alternative to a full windscreen ! Eds

Speedy Brits at Pendine Sands

In 1924 Sir Malcom Campbell set the British Speed record 'Flying Mile' at Pendine Sands, Carmarthenshire, South Wales, at 144.6mph. Three years later he raised this to 174.8mph in his Napier-Campbell 'Bluebird' — an astonishing speed for the period.

Earlier this year, nearly 90years later, Idris Elba, who played the role of Nelson Mandela in the 2013 movie Long Walk to Freedom, topped this old record by doing 180.3mph in a Bentley Continental GT



— interesting that Campbell took only three years to raise the target by some 30mph and yet it then took nearly ninety years to better this by only 5mph !!!





New Members - Welcome

We are always pleased to welcome new members.

Membership Fee : £15 per year (reduced if you join mid- year).

Membership includes quarterly issues of ChangiNGear

and some Insurance Companies offer reduced rates for NGs.

Most of all you will be joining one of the most friendly car clubs around !

Contact Bob Morrison, Membership Secretary — details inside front cover

The following have recently joined the ranks of NGOC :

John Lamb, (1575) — see Page 28

Flintshire, LL12

Graham Bull, (1576) — see Page 25

Hoeflein, Lower Austria

William McGavock, (1577)

Roundyhill by Forfar, Angus, DD8

David Flack, (1578)

Chatham, Kent, ME5 8EY

Mel Dowson, (1579) — see Page 22

Haxby, York, North Yorkshire, YO32

Dereck Mew, (1580)

Colyford, Devon, EX24

Trevor Wathen, (1581)

Benfleet, Essex, SS7

Piers Jones, (1582)

Coventry, Warks, CV2

Jochen Harms, (1583)

Wasserburg am Bodebsee, Germany,

Mike Lock, (1585)

Worcester, Worcs, WR5

Richard Fox, (1585)

Hereford, Herefordshire, HR1

ChangiNGear is once again delighted to see so many new members and extends a very warm welcome to you all. We look forward to hearing from you in due course with 'your news' to publish

- Thank you and Welcome

Chris & Su : The Editors



News, Reports, Articles, Letters & Technical

An NG goes West in Autumn

With every long journey comes the preparation, a phenomenon well known to owners of classic cars. Our four day tour to Devon and Cornwall recently with the MGO (yes MG) South East Region was no exception. I donned my white boiler suit, blue rubber gloves and armed with my check list and clip board I set to work.



Now for those not technically interested I suggest you go and make a cup of tea and miss the next paragraph... for those remaining, read on.

So to items one and two, check oil and water, well item two was fine and item one needed just a $\frac{1}{4}$ of a pint to bring up to that maximum line. Then came item three! Remove and check the rusted in spark plugs. Isn't WD40 a marvellous aid, just a squirt around each plug, a 20 minute wait, a box spanner with a long lever and each one undid as sweet as a nut (if I can use that expression) . Anyway, the gaps were OK, and no burned oil or other irregularity, and so a less eventful screwing back of the same plugs. Then check tyres pressures and MY Job done !

The mechanical preparation was a doddle when compared with Jane's ingenuity of 'soft packing' four days of her clothing, and my spare pants and socks !, all in the boattail of an NG -TC.

The tour was absolutely fantastic, and those four days full of sunshine, which in our hoodless love, was a real bonus. On route there were a few places of interest we really want to share with you all. I'll not say too much about them as Google can describe them far better than I can, but here's the list. Monticute House in Somerset, a very interesting Elizabethan mansion with some great, yet occasionally humble rooms. The town of Mortonhamstead on the edge of the Dartmoor Na-



tional Park, and of particular interest to the MG group was the town bus garage, now privately owned and full of old cars and motor bikes, a must visit! Then on to Lanhydrock, Bodmin in Cornwall, an impressive House now owned by the National Trust. We also visited the Eden Project and Charlestown, indeed so warm was it in Charlestown that a few of us,



bribed by the offer of a double brandy at the dinner that night, went for a swim in the sea (20th September !!?) and not at all unpleasant.

But for Jane and I the jewel in the crown was the guided visit to The Lost Gardens of Heligan. At this time of year a most poignant marker to the tragedy that befell so many fine people in the Great War. A once loved and very resourceful private garden had become derelict following the volunteering of all its gardeners to join the army in defence of King and Country. Sadly all were killed and the garden remained a hidden epitaph to their great courage, until that is, one Tim Schmidt discovered it. The rest, as they say, is history, but not quite. The gardens are ever evolving and a further acreage has just been added. Do go and visit it, if you haven't already.

Then back home and the totting up. 758 faultless miles and absolutely no oil used, what a tribute to the NG, to the 'B' engine, to the wonderful British countryside... and not least to Jane's packing.

John Watson , Egham, Surrey

A couple of Snippets from the NG Club's Facebook Page

Introducing New Member - John Watson from Calne, Wilts and his NG-TA

16th June 2015

A few alternative shots from Hot Rods and Hills. An absolutely cracking weekend, one to which we hope we'll be returning... met some great folk, stunning cars, stunning weather, and stunning views even from the tent. Well worth the three hundred mile run, must get both me and the Austin sorted and we'll make a week of it, as planned, next year.



We missed breakfast at the Hartside due to not realising the temp' difference as we climbed - top down, no gloves, no hat, no jummy; freezing cold (the wind even blew my glasses off on one corner!) by the time we reached the cafe and not wanting to queue so off we went for a drive and ended up at a fantastic little pub for Sunday roast... meantime a very pleasant Ba-



varian couple in an early E-type stopped to admire and compliment us on our NG !
-- *All in all "Absolutely A plus"!*

6th September 2015

Not long got in from a lovely drive in the sunshine, met up with Paul Bennett, fellow NG'er, and Graham from the Robin Hood crowd (Lotus Seven lookalikes, -- not merry men !). Spent a few hours discussing LT77s, Hot Rods, Harleys, scones and fabric! We met up at The Teapot Tearoom, Britchcombe. It was an ideal spot for a meet and the company was very pleasant. Cheers, Paul, for bothering to organise. Not somewhere we would have visited otherwise...

John Watson , Calne , Wilts

& what Paul Bennett says of the Teapot Rooms :

The Teapot Rooms on the B4507 between Wantage and Ashbury, It's a nice quiet spot for a bacon roll or a cream tea.

The address is Britchcombe Farm, Uffington, Faringdon, SN7 7QJ

There are some nice old style country roads to meander down to get there.

There is also the opportunity to visit the White Horse Monument which is only half a mile away, and various other things in the area



— perhaps more NG'ers will make it there next time, Keep in touch with Paul

Find us on

facebook



<https://www.facebook.com/groups/NG.Owners/>

This is a 'closed' Group, but it is easy to join and Jeremy Evans the Group Mediator will be happy to sign you up.

NG Build Manual up to SVA

Thanks to John Hoyle, the Club has a .pdf version of his NG Build Manual although it is only up to SVA level inspection.

This is free to Club Members, we can email a 'link' to those who may need it. - Email us at : ngoceditor@gmail.com



Caux Retro Rally 2015

Having taken the TD to the Laon Circuit Historique Rally for four years we decided that our next trip to France should be somewhere new. Brian Gaskin had suggested the Caux Retro as being a similar event, but it's on a smaller scale with some interesting foreign cars and more close involvement with the French people and their hospitality. The only unfortunate thing about it was that it clashed with the NGOC National Rally, and we were sorry to miss that annual pilgrimage to meet old friends and enjoy the weekend which some members put so much effort into organising. However, as we were out to reach pastures new this year we decided to head for France.



The Caux Retro has been run for over twenty years, but is not widely advertised and few UK based cars attend. An email to the village entertainments manager, Roger Devaux brought a warm welcome to take part and put me in touch with John Loveridge in Brighton who handles UK entrants. Mike and Krysia Carter, who had travelled with us to Laon before, again decided to accompany us in their TD and both cars were booked in early in the year. To ensure that we both travelled on the same ferry crossings at the desired times I booked both cars in February and we all sat back looking forward to the adventure, so it was quite a shock when less than 3 weeks before the event Hana spotted a piece in the Dover paper saying that My Ferry Link would probably cease trading the day before our outward crossing !! Thankfully hearing of the problem before it was more generally broadcast enabled me to rebook at the same times with P&O, and so again I relaxed. The next worry was the redundant MFL staff in France striking and closing Calais port which stopped all ferry traffic for a week before our departure, but luck really turned our way then and the strike was lifted the evening before departure. Mike and Krysia stayed with us in Dover the night before so we could catch the 8:25am ferry without too much pain, and all went smoothly.



The rally is held in the small village of Allouville-Bellfosse, situated 6 miles west of Yvetot and about 12 miles east and west of Le Havre and Dieppe respectively. Hence the other UK Cars,



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including Brian in his NG-TF, all opted for the Newhaven Dieppe crossing that reduces the distance on both sides considerably. From Calais the distance is about 125 miles if one takes the A16 which runs from Calais to Le Havre. We needed to get to our hotel by 5pm and so decided to take the A16 to Abbeville, which was situated half way along our route, and enabled a very enjoyable lunch stop at Abbeville airfield restaurant.

Leaving the A16 at J-23 and crossing to the east side of the A16 you find the restaurant on the right side of the N1 running north towards Calais, there is an ancient jet fighter on a pole at the entrance. The food is good and sitting in the restaurant you look out across the grass airfield that was a busy German fighter base in WW2, but now hosts a gliding club and light aircraft. Suitably refreshed we continued the journey at a more acceptable pace on smaller roads, which actually run very close to the A16, but are quieter and much more enjoyable and delivered us to the hotel on time.

Allouville Bellefosse is a small village with no accommodation so we chose to stay at Caudebec-en-Caux, a pleasant small town on the north bank of the Seine about 8 miles from Allouville. Roger Devaux and the Mayor had invited participants to a short opening address and then a meal in the town hall and this was to be our first experience of the generous hospitality to come. There was no charge for the rally or the three good meals, two of which were prepared and served for us by the townsfolk. Considering there were probably 200 to 300 people present the fare was impressive. On our arrival in Allouville we met up with other UK participants, Brian in his NG, two Triumph 2000 Roadsters, Roy du Bois (without his NG) and John Loveridge. Hana was also pleased to meet a team from Slovakia and Jan Kohoutek from Czech Republic who had hired a transporter and brought several Czech cars to the show. We did not discover how it came about, but there has been some connection between these people and the village for many years as they attend every year with some very rare vehicles.

Friday had been very hot and we enjoyed the drive down very much, Saturday dawned cooler and rather overcast, but with the promise of dry weather and sun-





shine later. We assembled at the village sports ground and met the full array of participants for the first time. There were noticeably more French cars than we had seen at Laon and the entrants tended to be more family type cars than classic sports cars. However there was a good mix with good support from the Morgan 3 wheeler and Lomax Clubs. The two cylinder air cooled Tatra 57 Sport (1933) of Jan Kohoutek was a work of art in restoration and the other Czech

built cars included two Aero convertibles, a 1937 BMW 320 and a very rare 1929 Praga saloon with several of their crews in period dress. They had also brought some beautifully restored vintage motorcycles including two lovely Ariels and two JAWAs.

We were issued with maps and coloured cards that denoted which of the three runs we were to take part in, all the UK entrants being sent on the same run. Organisation was impressive, we were led out by a team of motorcycle outriders from a security company that normally handles cycle races and other street events, that meant that we were able to keep all the cars together and relax and enjoy the scenery without worrying about navigation. The outriders worked as a team and rode ahead stopping traffic at all junctions and waving us through. Local companies had sponsored the event and we made refreshment stops at super markets and a lunch stop at a steak house where we were given a great 3 course meal with wine and cocktails. We sat beside one of the outriders for the meal and he told us that they were nearly all full time policemen who did the weekend work for fun, when questioned about how much wine a driver may drink in France he replied that 3 small glasses should be OK! The day had brightened up and become very hot again during the morning and the refreshment stops had been very welcome, the afternoon stop being in the village square at Codebec where the cars were lined up. The final short leg finished with the cars from all three runs assembled in front of a large chataux. We had covered just under 70 miles and passed through some pleasant scenery and villages. A light evening snack was held in the village hall and we then enjoyed a great drive back to the hotel in the





dark and still comfortably warm in just Teeshirts.

The Sunday saw the cars again assembled opposite the town hall and brought out yet more vintage French vehicles that we had not seen the day before. The forecast had been threatening and we were fortunate in getting a dry drive to the village and parking up before the first clap of thunder. Torrential rain then fell for the

rest of the morning, but thankfully eased and then ceased by 2pm when the gates opened for the public to view the cars. A light hearted concours event followed in which the cars drove onto a presentation mat and were described to the public. We had been invited to take part, but were unable to extricate our cars as we were blocked in by them. The day finished at around 5pm and we bade goodbye and headed back to Caudebec for a very enjoyable meal in a riverside restaurant. John Loveridge joined us and it was the perfect end to the weekend as the sun was again shining on us.

Monday dawned sunny and hot again and as we had more time available for the drive back to Calais, Krysia planned another smaller road route back which took us up to Dieppe and along roads close to the coast all the way until we finally had to join the A-16 to get to the ferry terminal. The crossing was smooth and it was with regret that we waved goodbye to Mike and Krysia as we peeled off to our Dover home. A great trip and, for a change after our last very wet French trip, we never put the hoods up once.

John Coker

Another Snippet from the NG Club's Facebook Page

4th October : Mr ToAd out with a Marlin today

— nice run round Nant-y-Morch, near Aberystwyth — ***Jeremy Evans***





A WARNING TO ALL NG OWNERS

Andrew Green spotted the following in a recent car club publication and brought this to the attention of ChangiNGear as a warning to fellow members



Whilst carrying out a routine fluid level check on my car recently I observed tiny transparent globules adhering to some of the body panels. Whilst these could be removed with a cloth they appeared to leave a residue which was eating into the paintwork. Wondering what they were I collected some, transferred them into a sterile glass container and sent them away for analysis. When the report came back the substance had been identified as DHMO, otherwise known as hydroxyl acid or dihydrogen monoxide, a highly reactive substance known to mutate DNA, denature proteins, disrupt cell membranes, and chemically alter critical neurotransmitters. The atomic components of DHMO are found in a number of caustic, explosive and poisonous compounds such as Sulphuric Acid, Nitroglycerine and Ethyl Alcohol and it is a major component of acid rain. In its solid form it can cause disfiguring tissue damage whilst the gaseous version can inflict severe burns. Significant quantities have recently been identified in the cooling systems of nuclear power stations.

Tyres contaminated with it have been shown to have significantly increased stopping distances and it is a major contributor to the corrosion of body panels and electrical terminals.

Do not allow it to touch any exposed skin, wear yellow gloves made of inert rubber at all times and avoid ingestion under any circumstances, relatively small quantities entering the lungs have been known to be fatal. When buying food always look for the DHMO free symbol on the labelling.

Finally, if you do encounter this substance, inform the Club Secretary immediately. He will advise the FBHVC who are expected to produce a full report in 2016.

See more on Page 33 >>>>>>>>>>

 DANGER	
	Dihydrogen monoxide is colorless and odorless.
	Accidental inhalation of DHMO may be fatal.
	Prolonged exposure to its solid form causes severe tissue damage.
	Symptoms of DHMO ingestion can include excessive sweating and urination, and possibly a bloated feeling, nausea, vomiting and body electrolyte imbalance.



ROMANTIC AT HEART

In my opinion Tractors are a working machine, very good at doing the jobs they are designed for. My first real introduction to this particular Grey & Gold Ferguson was while re-roofing our garage. Alan, a family friend brought it round complete with a tipping trailer. "I think you will find it useful" turned out to be an understatement. Parked alongside the garage the trailer proved the perfect height to use as a scaffold, tiles off and unloaded down the garden. Then lathe and plaster into the trailer followed by roof trusses on top and back down the garden for a bonfire. Then away to landfill with the rubble. All this in a day and a half including breaks for rain !! Needless to say it was an old vehicle and it did require a little attention, so I got quite involved with this 'useful piece of equipment' during the three weeks that it was in my care, --- but a Tractor Run ?? - that is not what they are designed for !!



Toby along with Val and Alan, went on last years Tractor Run which was in aid of Marie Curie. Despite the heavy showers he *said* he had enjoyed the experience -- but was not prepared to go again, -- perhaps he has been spoiled by his recent NG ownership ! Fifty miles would be a bit much for Alan alone, so I felt it was the decent thing to do to going along even though these things are not meant for the road. Alan came up trumps with a leather settee that shoe horned into the back box, so entry fee plus two extra meal tickets paid, all we had to do was wait for the big day.

As I've said Tractors are not designed for the road and the organisers of the rally are well aware of it, the majority of the route was on minor roads or off-road, a fair amount thanks to land owners permission. The sun shone, one hundred plus tractors belched smoke, two of which were in the form of rings, we got to see some very nice bits of countryside that were totally new to us and there was more than enough food at the lunch stop. Tractors are not designed to be driven on Rallies but rattling along in a leather settee with the sun shining and diesel smuts in your hair was a fantastic way to celebrate our 29th wedding anniversary !



Steve Tyler



A Snippet from the Club Forum

Introducing new member Mel Dowson
and 'Boris'

6th October 2015

Hi All, I have recently become a member of the NG Owners Club after purchasing an NG-TF. The car was built in 1983 but the donor was registered in 1958, which is a mystery because it has MGB 1800cc engine, together with gearbox, overdrive and suspension and I understand the MGB didn't come into production until the 60's. If anyone could offer information, I would be grateful. The car runs very well but there are a number of jobs/projects that need to be sorted over the winter. I have already had a helpful discussion with Paul Bennett, as the car has side screens, which cannot be used independent from the hood, which is resulting a drafty ride. I am also looking for a pair of spot/fog lamps, with the deep egg shaped body which a lot of NGs appear to be sporting. I have lots of other jobs to do but hope to attend some of the meetings in the near future and meet up with some of you and get some ideas.

I live in York so doubt whether I will ever get to some of the national meetings but hopeful can meet up with members in the Yorkshire area.

We have had a lot of welcome messages since I posted on the club forum. It is good to know there is help around. I am away from home at present but will forward some photos of " Boris" (that's the car, not my Wife !) when I get back on Tuesday. Unfortunately my Wife (Dawn) is at my Sons until November so that photo will be a bit later.

I have been car mad since I was 7 or 8 and helped my Father with jobs, bleeding brakes etc. Between my Son and myself we have had 4 kit cars Dutton, Moss, Gentry and now NG and I have to say this is probably the best built. I have a lot to do over the winter months, repairing lights, searching for, or making self supporting



side screens (Paul Bennett has put me in the right direction), replace faulty near side wheel bearing, source and fit the large fog/ spot lights, new chrome wire wheels and then some general cosmetic work. Plenty to look forward to.

I will be posting more requests for info on the Club Forum, so hope members won't get sick of me.

Regards — Mel Dowson





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RIP Ken Costello 1927-2015

The racer and gifted engineer Ken Costello, famous for his MGB GT-V8 project, died on 27 July this year at the age of 88.

Ken Costello was born in Kent, he had graduated from Woolwich Polytechnic having specialised in automotive engineering, later working at the Motor Industry Research Department in Brentford

He first became known for 'souping up' Minis, which he raced at Castle Combe, Brands Hatch, Mallory Park, Crystal Palace and Snetterton, with great success.

He later graduated to Formula3, driving a Brabham/Cosworth BT20, which he also drove during the filming of the movie 'Grand Prix'. His next passion was for 'adapting' MGBs and, although British Leyland had ruled out a V8 version due to the limitations of the bodyshell, it was not long before Costello had a working prototype. Following which he started his business in Farnborough, to carry out such work.

Longbridge soon became interested and arranged for their engineers to test one of his conversions. They were clearly suitably impressed as British Leyland soon had a MGB-V8 of their own, though it was slower and less agile than Costello's version.



BL paid nothing to Costello, and never even acknowledge his contribution. Adding insult to injury BL not only undercut his price but also denied Costello access to V8 engines, fearing his superior product. Any relationship was thus irrevocably scarred and Costello continued on his own way having sourced engines from Europe. However Costello's interest in the MGB-V8 began to wane once there was no further practical

development to be done. The hassle with BL also took its toll and he eventually sold the business. His later projects included design of a superior five-speed gearbox and his own fuel injection system for the Rover V8 engine.

Ken Costello was also known amongst his contemporaries for his love of jazz, aeroplanes and flat-caps and for having a wicked sense of humour.

The motor industry has lost a talented engineer whose star did perhaps did not burn quite so brightly as he truly deserved.

The obvious success of the Costello V8 will no doubt have been a stimulus for Nick Green when he took the fancy to develop his NG-TC V8 -- Eds





Austria's 1st Annual NG Owners Meeting

Meet recent New Member - Graham Bull and his NG-TF V8 'Sisyphus'

Congratulations and thank you to all who attended the inaugural Austrian NG Owners Annual Meeting 2015, a 100% turn out.

Er, - well there was one other bloke in Vienna who had an NG — but he sold it, so it was just me - on me tod - rather alone. Saved me a fortune on the BBQ though !!

But I'm getting ahead of myself. I'd sold my house in the UK and after passing some of the money on to the younger members of the family in the form of premium bonds I felt I was due a little something frivolous for myself.

Initially, it was a handmade suit. I hadn't had a new one for almost fifteen years and my mind wandered back to my last suit - the one I had got married in !. The deal I had made with my wife was that she could have the dress of her dreams, if I could hire the car of mine for our honeymoon trip round Tuscany. I will not divulge which car I got to drive but I must say I was very disappointed with it (starts with Mas and ends with GTA 3200).

The point that occurred to me became clear, if I could get away with wearing the same old suit for another 15 years, why not buy something fun ? - a toy, - the type of car I really should have taken round Tuscany.

To be honest I wanted an Escort Mexico. Or a cheese nose, or something from my youth of going to hill climbs and sitting out in cold Welsh forests in the middle of the night to see the blast of a short wheel based Audi Quattro hammer by less than two feet from my nose.

The online classic car auction houses were all very exciting and I watched a number via live streaming before I found what I was looking for. However, there were two minor problems. The first was the price of a Mexico. They varied so much I wasn't sure if I could justify my new 'toy' to myself, never mind explaining it to the wife !! and was I going to end up with a pup ?. The second was on the next page of the auction house's car list there was





something else. There were only 3 pictures and only a brief description of a BRG kit car that to me looked like a Morgan. And every time I looked at the on-line bids for the Mexico I had to go to the next page to see if anyone was bidding for the NG-TF V8 and to look at those three photographs. I'd been in a Morgan when I was 8. It was bright orange and owned by my mother's old hippy school friend who had taken one of her sons and me to the cinema in town. It overheated before we had made it to the city centre and I never saw the film. But the sound, smell and steaming up of the windows is still as clear in my mind as my lunch today. Those three pictures raised those memories of my childhood and wouldn't let them go.

As the day of the auction drew closer I tried to put the NG out of my head. But then I would Google 'NG' and sift through all the info including the NG club web page. I discovered little things about NGs, for example Nick Green had - like me - studied at Hatfield. (although I doubt he ever visited the bar at Wallhall.) The Lot was number 42, a number with heavy meaning to some also.

On the day of the auction I watched the on-line video. I didn't put in a single bid in for the Mexico. But I did keep hitting the raise button every time someone on site bid for Lot 42. As the hammer struck my world wobbled. I had purchased a car I knew next to nothing about and had no idea how to get it here. Fortunately, the auction people were very helpful and pointed me to a company who would be willing to ship it over to Austria. Three days later a man with a deficient number of teeth and the figure of Shirley Crabtree arrived and pushed my NG-TF V8 off his lorry. I asked if it started and he said yes, so I drove it back down the road and into my garage and I woke the neighbours in doing so !!

The next couple of days began with the obvious, " No it's an NG, not an MG !! ", and "but underneath it's an MG" explanations and there were many men hopping from one foot to the other and clutching their 'winkles' like excited five year olds who needed the toilet. I knew a V8 could melt a heart. - I didn't realise it could melt other things too.





I tried to get insurance only to find that I had to take the car for an Austrian version of the IVA (or whatever it's now called over here) and needed a few things fixed. I contacted a friend of a friend of a friend who suggested a garage in Vienna. I was about to drive there when the starter cog flywheel decided to spit out a few teeth and no longer work.

And this is where the learning curve started !! and here comes the first sad bit.

The car was trailered to the garage and sat there for the best part of half a year. For the majority of that time the only thing that happened was it gathered dust. After three months I discovered that nothing had been done and so found the necessary parts and took them to the garage myself. When it comes to engineering I can build you a mobile phone network, but I have no idea about real engineering. This was when I called in the cavalry. I had viewed every page of the NGOC web page and I took the plunge and called a few names for help.

I tried to contact four people listed on the web page. Three of whom were 'knights in shining armour', who were very kind and taught me so much and I owe them lots of beer. And the fourth, who will remain nameless but will also get a beer one day (he knows who he is).

I went to the test center for the IVA (a very long story and I don't have time to recount all of it here) I was told the car had eleven mechanical failures. I felt so let down by the so-called professional classic car garage !! But on the bright side, I had finally got to drive my green monster in earnest. I've noticed you all have names for your cars. I haven't had a chance to get to know mine well enough yet, so I can't give it a name, but I hope one day I will. ** see below

For anyone who is interested my NG was built by Ken Ferriday, and the original number plate was JLY224K. If you know Ken, please tell him she is fine and is being well looked after, and is about to get a Hoyle upgrade along with a few other bits and pieces.

Graham Bull - Hoeflein, Lower Austria

--- and further news from Graham :

1) Progress towards 'IVA' is slow but Graham has found a retired IVA Inspector who is providing helpful guidance. Continued over >>>



2) Graham has now decided upon a name for his TC ** -- '*Sisyphus*'

In Greek mythology 'Sisyphus' was the son of King Aeolus of Thessaly. He was punished by the Gods by being compelled to roll an immense boulder up a hill, only to watch it roll back down; repeating this action for eternity. (-- now do you get a sense of Graham's burden to achieve an IVA certificate ??)



Another Snippet from the Club Forum 25th August 2015

Introducing new member Bob Lamb

Hi. Chris and Su

Many thanks for welcoming me to the club. I have two NG TF:s one on the road and a complete TF-V8 kit. The latter as has never got past an incomplete rolling chassis and due to house moves all the parts are still there but well mixed up.

Hence wanting to start again from scratch .

I have been given a complete John Hoyle build manual from Nick Earnshaw and have sent a forum letter thanking him for his generosity , but I wouldn't mind having a .pdf copy on my computer if that is available. My plans at the present are to modify the brakes on the road car to duel circuit using a Renault 5 master cylinder then a re-paint with possibly a later type screen and new soft top, the rest of the car is still quite presentable.

During this same period I will be starting to assemble the V8. I have already sorted the engine out, it is a 4.6 with stage 2 Real Steel heads, high compression pistons, stump puller cam, lower riser inlet manifold and Weber 500 carb , all finished of with a set of NG stainless steel exhaust headers. I have also bought a second hand R380 gearbox and I will be buying an overhaul kit to give it a full refurbishment.

I have already sorted out a few questions regarding the rebuild and when I think I have them all covered I will be posting them on the Club Forum and hopefully I will get enough helpful answers from fellow Members for me to move the project forward.

My career path was apprentice engineer at Cadburys, then 3 years on oil rigs, then 10 years with my own body shop, and finally the last 20 years as Chief Engineer back at Cadburys (very hands on) and (once it was taken over by the Americans !!) took the opportunity for early retirement.

--- *SO TIME TO COMPLETE MY NG-TF V8*

With Regards BOB LAMB



The NG TCR Part 2 - (continued from the July Edition of ChangiNGear)

- - - The Ultimate TC

As previously recounted Nick Green, and driver Chris Alford, had made remarkable progress in their first racing season in somewhat of a 'trial and error' racing TC. So as the 1984 race calendar drew to a close plans were hatched to take the lessons learnt from competitive racing and build the ultimate NG-TC from the ground up.

A new chassis was drawn up with a lighter rear section incorporating top link mounts and increased clearance for the lowered suspension. This was complemented by a special body with modified floor and a serious weight reduction using woven matt for stiffness and a much thinner lay-up. Renowned coachbuilder Rod Jolley was given the task of redesigning the hand rolled bonnet and incorporating as many louvres as physically possible; he did a great job because his new bonnet combined with the tubular exhaust manifolds developed for the TCR remain a hallmark of the V8 TCs to this day. Moulds were produced for wider cycle wings and a whole host of other bespoke parts were designed to complete the package. And, arguably the best single upgrade to the 1984 car, out with the 1970s chocolate brown and in with a particularly stunning shade of red, topped off with large white race number circles on its flanks to finish off the race car look.

In May 1985 Component Car magazine made the TCR their centrefold, these were rare photos of the car before it was 100% complete, the finished car required a rollover bar, mirrors and other essential additions to pass race scrutineering. 1985 was another great racing season for Nick Green's TCR which saw some nail biting tussles, most notably with an equally impeccably prepared Marcus Mantula driven by Mark Hales.

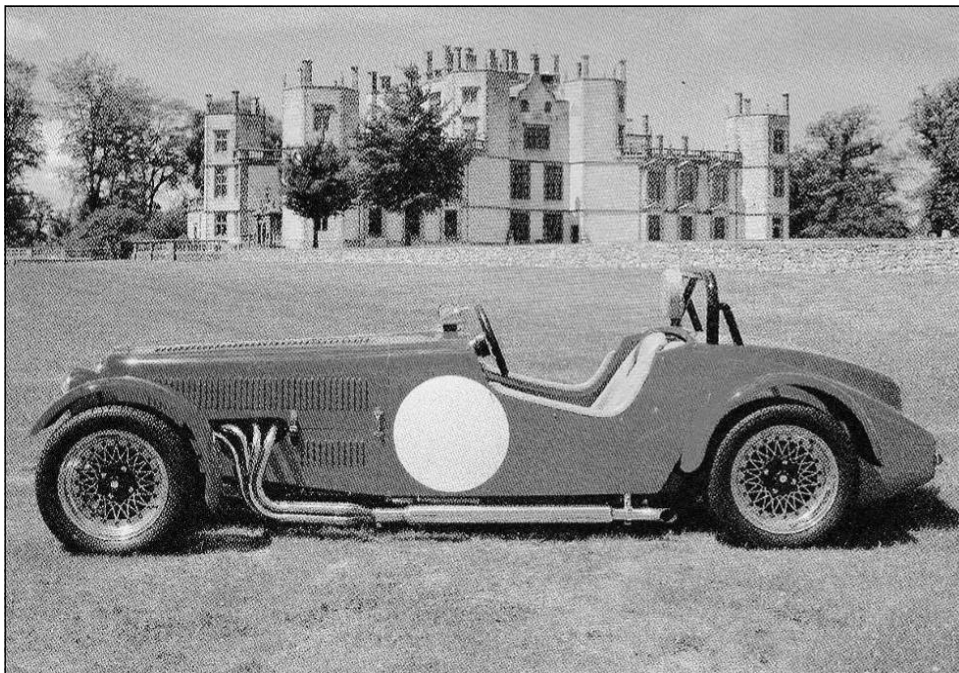
Nick was very reluctant for anyone to drive his pride and joy other than himself and Chris Alford. So it was unusual that Ian Hyne of Kit Car magazine was trusted with the keys later that year. He wrote "accelerating, braking, changing up and down and cornering all fused into one as we belted through the thankfully quiet lanes". If you weren't one of the lucky few Nick trusted with his car the only way to experience a TCR would be to build your own, so to satisfy discerning customers Nick decided to make a batch of just 10 TCR kits. These were the ultimate kit from NG Cars and 30 years ago commanded the eye watering price of £2,940 + VAT, where are they all now, I wonder? As mentioned several of the TCRs distinctive new features found their way into later TC V8s, but it would be interesting to know the whereabouts of any original TCRs which survive today

I am fortunate enough to be the custodian of one of these historic NG creation;



and legend has it that Nick once said that he would like to be buried in his TCR. Here's hoping he lives to a ripe old age because I would hate to see this car go 6 feet under.

Mark Bates



THE ULTIMATE: THE NG 'TCR'

This sensational V8 NG is the result of intensive race development (the only way to really prove a chassis) during which no expense has been spared. The result is a road/racing car with outstanding ability.

Having been specifically designed for the real enthusiast who requires a stunning road car that can be raced or hill climbed **competitively** at the weekend, the 'TCR' will appeal to those who have that rare ability to appreciate the fine points of fully sorted handling and who are experienced enough to exploit its devastating performance.

The exotic specification includes most of the contents of a normal TC V8 deluxe plus:-

Race developed chassis with front and rear anti-roll bar brackets ■ Lightweight racing body with anti-roll bar floor ■ Extra wide ultra low profile cycle wings ■ Racing bonnet with top and side louvers and tuned exhaust outlet ■ Oil cooler with mounting brackets ■ Tuned 4 into 1 outside exhaust manifolds with side pipes ■ Front

suspension lowering blocks with fasteners ■ Rear suspension lowering blocks with extended U bolts ■ Negative camber front suspension lower links ■ Rear wheel alloy spacers with extended HT wheel studs ■ Front uprated and lowered road springs ■ Rear uprated and lowered road springs ■ Front telescopic adjustable shock absorbers and brackets ■ Rear telescopic adjustable shock absorbers and brackets.

NOTE: A complete donor vehicle is not really necessary for the new Rover powered NG's the main items required being:

(a) MGB pre-rubber bumper front subframe, complete ■ (b) MGB rear axle complete with springs and dampers ■ (c) Rover SD1 engine, five speed gearbox and propshaft ■ (d) MGB pre-rubber bumper pedal box and steering column ■ (e) Instruments, electrics and sundry items from a Rover Coupe or MGB to suit.

*TCR requires post 1976 rear axle with top link brackets and anti-roll bar.



Why are car premiums so high for older drivers?

A View from Moneywise

Older drivers can pay over the odds for car insurance.

Moneywise looks at why, and ways to keep costs down.

We often hear tales about elderly motorists doing something dangerous, such as driving the wrong way on a dual carriageway but it is important not to tar all drivers in their later years with the same brush. Statistically, their accident record is much better than that of teenage drivers, and some claim the over-70s are actually the safest age group on our roads.

The problem is that while there are much fewer collisions involving older motorists, these drivers are more likely to make larger claims when an incident does happen. For this reason, insurance tends to be costly. New figures from the Association of British Insurers (ABI) show that the average claim for those over 90 is £3,656, compared to £2,216 for someone aged between 56 and 60.

As a result, drivers over 90 pay an average premium of £478, compared to £277 for a motorist aged between 56 and 60. Further findings from the ABI show that, in general, drivers aged over 70 pay higher premiums than those in their middle age.

"There is a clear link between the age of a driver and the risk of making an expensive claim on a car insurance policy," says Rob Cummings, general insurance manager at the ABI. "Rising life expectancy is leading to an increase in the number of older drivers who naturally want competitively priced insurance. But the price of cover is based on risk, including the higher average claim costs as drivers get older."

While the choice for older drivers is more limited than for younger ones, findings from comparison site GoCompare.com show that in a study of 236 car policies, only 3% had a maximum age limit of less than 70. There may be fewer options but it is still important to scour the market.

As an older driver, you might assume you will get the most affordable cover from a specialist such as SAGA or RIAS but this may not necessarily be the case.

"While some firms specifically advertise to older drivers, there are lots of other insurers competing for business," says Matt Oliver, car insurance spokesperson at GoCompare.com. "Non-specialist firms can offer similar levels of cover at a competitive price.

The key is to compare quotes from lots of insurers to find the right policy for you."

Shopping around is particularly important at renewal time, although older drivers say they often experience an unwillingness among insurers to take them on, or to offer them competitive deals. — "You may find that while your existing insurer will continue to cover you as you get older, the options for shopping around decrease," warns Janet Connor, managing director of AA Insurance.

Try telematics :

If you are struggling to find cover, it might be worth looking at a telematics policy.



With this type of policy, you have a black box installed under your dashboard that can measure how well you drive, including your speed, position on the road, driving style and time of journey. Insurers can then use this information to reward careful motoring with lower premiums.

Telematics policies are typically associated with young and inexperienced motorists but are also available to older drivers and could be a good way to make savings," says Simon McCulloch, director of insurance at Comparethemarket.com. "This might be the case if, for example, you do a low mileage, only drive locally, or never drive in rush hour."

Other ways to Save :

You may be able to bring your premium down by clearing out your garage and informing your insurer that you park off-road.

"If you don't have any named drivers on your policy, it may be worth adding a son or daughter, as this may actually reduce your premium," says Connor. A single aged driver is seen as less risk if there is family involved — "But equally, if you have got too many named drivers, or those that are younger or those with accident history on your policy, there is also the possibility that your premium could reduce if you remove these names." Another obvious easy way to cut premiums is by paying a **higher excess**, but you must ensure you can still afford the excess if you do have to make a claim.

Downsizing to a smaller car with a small engine may also bring insurance costs down.

It may also pay not to down pay your annual mileage too much. A very low figure might convey the that you might be loosing day to day driving skills.

An ageing population :

With people living longer, the population of older drivers is rapidly increasing. The problem is that roads have got a lot busier, cars have got a lot faster, and the issue of when older people should give up driving is one that prompts a lot of debate.

On the one hand, for many pensioners, their car is a lifeline to the outside world, and especially for those who live in rural areas with little public transport. But this need for independence has to be balanced against the safety of both the elderly motorist - and other people.

At present, if you wish to continue driving past 70, you must renew your licence every three years by "self-declaring" that you are fit. There is no cost to do this but you must confirm that you have not been advised that you should not drive by a medical specialist, such as a GP or optician. Many have called for compulsory eye tests and a legal requirement to retake the test at 70. But for now, at least, there are no plans in place to change the existing rules.

"In the UK, there is currently no fixed age at ^(OBS)which a person should stop driving," says Connor.

"But someone should give up either when advised to do so, or when they really feel their judgement - and general health - impairs their ability to control the car safely."

Caroline Abrahams, charity director of Age UK, agrees that arbitrary age limits aren't



the answer. — "Ability and safety, not age, should determine if someone should be allowed to continue driving," she adds.

In a positive move, an Older Drivers Task Force has now been set up by the Road Safety Foundation with support from the government, and is working to review best practice for motorists in their later years.

Its aim is to provide practical support for elderly drivers and their families through initiatives such as driver assistance technologies, better in-vehicle protection and road design for older drivers. The body is expected to report its findings to the government in mid-2016.

Courses for older drivers :

In the meantime, if someone does want to go on driving in later life, it is essential that they are aware of their limitations. This might mean, for example, that they choose not to drive when it's dark, or on motorways.

Helpfully, there are now several courses available to help older drivers boost their confidence and check they are safe to remain on the road. Older motorists can, for example, improve their skills with the Mature Drivers Assessment, a 60-minute test in their own car, run by the Institute of Advanced Motorists.

Elsewhere, the AA Driving School offers 'Drive Confident', while Rias last year launched a 'Drive Fit' campaign. The police also run courses for older motorists whose driving has been deemed hazardous. If they believe the driver in question should surrender their licence, they will inform the Driver and Vehicle Licensing Agency.

Di-Hydrogen Monoxide ???

So which of you Chemists, Scientists or 'Right Clever Dicks' amongst you cottoned on to this Hoax ???

Yes, you are right DHMO is just a fancy name for Water !!

This deception started out life at the University of California, Santa Cruz, in the 1990s. It's intent was to illustrate scientific illiteracy amongst the general public, as well as to demonstrate how easy it can be to create sensationalist and speculative media reports by dressing up common facts in a misleading manner.

A Blonde Moment :

'Blonde' Monika meets up with 'Blonde' Judi after she had picked up her car from the workshop.

Monika asks, "Everything ok with your car now ?"

"Yes, thank goodness," Judi replies.

"Weren't you worried the mechanic might try to rip you off?"

"Yeah I was, but he didn't and I was SO relieved when he told me that all I needed was a change of the indicator fluid "



Need a new Mesh for your Radiator Grille ??

A Thread from the Club Forum :

Sept 14, 2015 **Re : Radiator grill**

The mesh grill on my TF has become rusty and spoils the appearance of the front. Does anyone know where I can obtain (mail order) suitable stainless steel mesh to replace it, or any ideas to improve the existing one **Richard Sharp**

Sept 15, Hello Richard - Chris Humphreys had the same problem with his TF last year. I will ask him to email you his source. Main problem he had was folding the the 'kink' down the middle. Stainless steel being a touch springy. **Chris Hore**

Sept 15, 2015 You could get it 'sand blasted' and paint it black. **Mel**

Sept 19, 2015 You could sandblast it and paint it chrome-silver, or even replated, but I think most people's experience of this would be that it doesn't last more than a year or two. You cannot adequately clean and re-protect the areas where the mesh wires overlap so rust takes hold again very quickly. So better to fit new mesh - either chromed steel or better still stainless

- for which Chris Humphreys will send you details **Chris Hore**

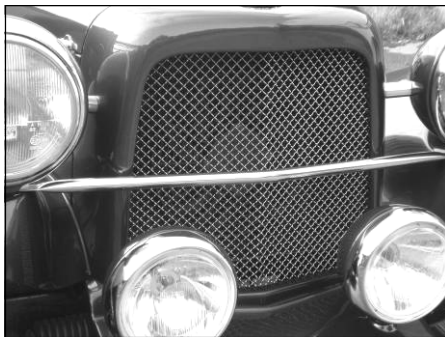
Sept 19, Hi Richard—Sorry to have taken so long to respond to this but it's been a busy week. I managed to obtain some suitable Stainless Steel mesh from Fine Mesh Metals <http://www.finemeshmetals.co.uk/>

If you want to match the original NG grille, the mesh you want is under Decorative Grilles, Crimped Mesh. Then choose the 10 x 10 diamond pattern in Stainless Steel type 316. I bought the piece 1m by 0.665m at just under £100. Although not cheap it is enough to easily do 2 grilles. — <http://www.decorativemesh.co.uk/crimped-mesh>

The main difficulty is getting the bend down the centre after you've cut it to size (use the old one as a template for that). It is very strong and springy. I made up some sections of MDF and clamped it both sides of the centre to form a sandwich with a small gap where it is just possible to get it to bend. You need a lot of patience and a fair amount of strength but it will then bend within the gap, giving you a clean line following the diagonal of the mesh.

After that I just used some trim edging around the sharp edges (more to protect my hands when fitting it than to provide strength). Although there is a fair amount of give in it, it doesn't bend easily but springs back. If you need any further advice, don't hesitate to email me.

All the best **Chris Humphreys**





: Sales & Wants :

Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are notified that you wish to re-advertise, (For non-members there is a charge of £10 for 2 issues). Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a single photo and may be sent to us by post or email. Eds

For Sale

NG-TF V8 3500cc



Registered 2001, under 1,000 miles
MOT till Feb 2014
Maroon /Burgundy, Tonneau cover
Always garaged when not in use
immaculate condition - can supply more
photos on request
Kept in a collection of vintage vehicles
for several years - hence low mileage.
First to see will buy.
£9,500 ono

Brian Tellam, Cornwall

Phone : 07977 844850,

Email : tim-warne@sky.com

NG-TF



Has only covered 500 miles since build
and 150 since SVA Test - 12 Months
MOT will be obtained prior to sale.

Anno Domini and Arthritis
have finally caught up
and the NG has to go!
Always stored in dry ga-
rage.

£7500-00 o.n.o.

John Carson

Location, North Wales

Phone : 01745-855529

Email : john.carson@talktalk.net

First registered 2007 - Donor
1978 Rubber bumper MGB-GT -
Engine professionally reconditioned



For Sale : 5 off x 14" Dunlop Wire Wheels, with good Avon 185/70 tyres.

Wheels were bought new when original was build completed but these are now for sale as 15" rims are needed to clear the new calipers.

Price: £200 or nearest offer

Contact : Bob Morrison, Hailsham, East Sussex, BN27

Phone : 01323-843769 or Email : rmorri1847@aol.com

For Sale : NG-TF/TC Rolling Chassis.

In very good order, with engine and gearbox (4speed with O/D), complete with original British documents (V5) from the donor MGB.

Located near Amsterdam, will need trailer transport, See Photos on Club Website 'For Sale' Pages : **Price £800 ono. (or swap for running MOT'd Roadster kitcar ?)**

Contact : Rob (Gerrit Robert ter Keurs)

Email : info@hapto.nu — Phone : [0031-6558-41408](tel:0031-6558-41408)

For Sale : MGB Bits

I have access to virtually a complete MGB (late chrome bumper) for spares including engine and o/d gearbox at very reasonable prices as space is needed.

Give me a call for further info.

Contact : Steve Tyler, Pickering, Yorks : 01751-476307 : steve-62@talktalk.net

WANTED

Wanted

NG-TC V8 in nice condition

Greg Musgrave

Phone : 07957 571014

Email : gregmusgrave@aol.com

Wanted

NG-TD or TF in Good Running order

Everything considered

David

Phone : 07798 866071

Wanted

A pair of matching Headlights for NG Project

Larger than standard lights would be preferred

Paul Bennett

Phone : 07815 375065 — Email : paul.v.bennett@btopenworld.com

Wanted :: Inlet /Exhaust Manifold

for Austin/Morris 1800cc 'B' series Engine to suit a single 13/4 inch SU carb.
ideally tubular, but cast iron monoblock would do.

Paul Dales (NG1415)

Phone : 07817 821694 :: Email : pauldales@live.co.uk

Club Products & Regalia - available from Mark Staley

7 Loxley Close, Oakwood, Derby, Derbyshire DE21 2PU

Tel: 01332 723927 or 07711 124153 Email: mark.staley2@ntlworld.com

The following items are now available (logo is contrasting silver or black)



Sweatshirt (navy, dark green) L, XL

£14 + £2.50 p&p*

Polo Shirt (red, black, navy, white) M, L, XL

£10 + £2.00 p&p*

Baseball Cap (navy)

£8 + £1.50 p&p*

Beanie (navy)

£7 + £1.50 p&p*

*p&p charge up to a maximum of £6.00 per order

Please state size/colour, cheques payable to NG Owners Club

Club Literature :

The following items of club literature are available as PDF files to download from the NGOC website at www.ngownersclub.org.uk/articles.htm. Alternatively send £1.50 per printed copy to The Editors (cheques payable to NG Owners Club)

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

L4: Fitting Enclosed Boot to TF/TD (Brian McCarthy & Chris Wilson 2001-2)

Several other titles are available - e-mail The Editors for further details.

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office@nbpat.co.uk



Findhorn Cars holds an extensive stock of parts for NG TC, NG TD & NG TF, including SVA & pre-SVA hoods, carpets, dashboards & windscreens (to order), chassis & 101 miscellaneous parts. Widened TF bodies with doors also available.

the NG Owners Club magazine

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