

# CHANGINGGEAR

April 2012

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## Sadly Missed



Chris Hoyle 1968 - 2012

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*the NG Owners Club magazine*

# THE NG OWNERS CLUB

Please send all contributions to *ChangiNGear* to the editor (Chris Humphreys)  
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*All contributions to this magazine only contain the personal opinions of the individual concerned. The Club accepts no responsibility for advice or information in this magazine or any other item of Club literature. Neither does any advertisement featured imply an endorsement or recommendation by the Club.*

# Contents

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Chairman's Letter .....	2
Editorial .....	2
Obituaries.....	3 & 11
Secretary's Notes .....	4
Regular Meetings .....	5
Events Calendar 2012 .....	6
Events Web Sites.....	8
NG Owners Club Accounts 2011 .....	9
Stoneleigh Plan.....	10
Members' Letters & Articles .....	12
NGOC National Rally 2012 .....	15
New Members.....	29
Sales & Wants .....	30
Club Products, Regalia, & Literature .....	inside back cover

## REMINDER

### NGOC National Rally

15th - 17th June 2012

Riverside Park, Stratford-upon-Avon

(see centre pages)

**Please return the  
enclosed rally form a.s.a.p.**

## SUBSCRIPTIONS

Many members have not yet changed their Standing Order to reflect the new 2012 subscription rate of £15 (despite this being announced last October). **PLEASE check and make sure the club receives any deficit as soon as possible.** The club is run by volunteers and we feel it is not fair to expect us to have the extra time and expense of chasing you up.

Thank you, Ed

Next issue: July 2012  
Deadline for  
submissions: 22nd June

## Chairman's Letter

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**T**he motoring season begins! Jolly good you say, particularly if you are at all like me the prospect of taking the NG out in the cold and wet of winter gets more daunting as one gets older.

So sunshine out, NG out, except the battery has gone into permanent retirement, obviously it did not like the cold either. Now is the time to give your car the once over and get it all set up for some carefree motoring through the summer and autumn months to come. Car shows; Village days; Auto jumble's; Simple runs out and of course the National Rally are all there to enjoy.

In this issue of *ChangiNGear* you will find details for the National Rally at Stratford-upon-Avon. Please read them and make a firm date in your diary to come and make a

memorable club event. Members of your Committee do put a lot of time and effort into the organization of such a gathering, so

show your appreciation by attending and enjoy the day/weekend whichever you can manage. I am sure that you will not be disappointed.

Another venue that needs your support is the Kit Car show at Detling, it will help keep NGs on the map.

Good Luck, look forward to seeing you.

Peter Clark



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## Editorial

**I**n stark contrast to the happy NG wedding portrayed in the last issue, regretfully we now announce two sad NG related deaths. Nick Green's mother and John & Barbara Hoyle's son have both passed away and we extend our condolences to their respective families. Please read the announcements in this issue for more details.

Please note the change in subscription rates as mentioned else-

where in this issue. **A significant number of you have not altered your payments to match - please correct a.s.a.p.**

As I prepared this edition I couldn't help noticing that there are now a lot of events on our calendar.



This means there will be many opportunities to give your NG an airing this year. It's worth noting of course that this year is the 50<sup>th</sup> anniversary of the launch of the MGB from which many of our cars originated and I and my son have just returned from one of 4 runs converging on the Heritage Motor Centre at Gaydon. Around 500 cars, the vast majority MGBs, parked outside the Centre was quite a sight on this 50<sup>th</sup> birthday celebration. A lovely (mostly sunny) day was only momentarily marred by a hail shower on the way home. It is surprisingly difficult to see when you are bombarded with hail at 50mph. Needless to say the hood came to the rescue.

Last week I visited the Detling show but not only was the weather dismal (well, Detling always is) but I felt the show was disappointing too. Despite being taken over by Grosvenor Shows (who also run Stoneleigh)

it seems even smaller than before, being housed almost entirely in the New Exhibition Hall. At least there were 7 NGs in attendance on the Saturday.

As mentioned last time, my wife and I are planning to go to Holland in July (16<sup>th</sup> to 23<sup>rd</sup>) and will meet some of our NG members. Johnny & Jan Baker are hoping to join us and others are welcome but we need to know very soon.

Many thanks again for the contributions I've received for ChangiNGear - keep them coming!

Well done to MG (and Jason Plato) so far in their return to the British Touring Car Championship with the MG6. That should raise awareness of the new MG!

Finally I look forward to seeing lots of you at this year's National Rally.

Happy NGiNG

Chris Humphreys

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## Chris Hoyle 1968-2012

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**W**e are very sad to tell you that on Friday 13<sup>th</sup> April, Chris, our eldest son, lost his long battle against a brain tumour first diagnosed in December 2010. He will be remembered by many of you for his involvement in NG Cars back in the nineties when we ran the company. Although not working for the business he regularly helped at shows and drove the various demo cars on and off track, His enthusiasm, and driving ability greatly enhanced the marque.

He will be sadly missed by all who knew him, especially his wife Rose and his two boys, Toby and Jack, who already have their fathers' love of cars.

John and Barbara Hoyle

## Secretary's Notes

**N**ot a lot happening at the moment but spring is certainly in the air, which means more happy motoring in our NGs.

The main event for us is the club's annual get together of the National Rally at Tiddington on the weekend of June 15/17<sup>th</sup>. More info on this inside the magazine.

There is a new event at the Bath Racecourse called the Bath Pageant of Motoring. It takes place on the 23/24<sup>th</sup> of June, which is the following weekend after our Rally and the same weekend as the Silverstone Grand Prix. Unfortunately Amanda and I will not be able to attend as we will be on

holiday, but if any member fancies a visit to the show then passes their thoughts and comments to the committee we could book a

club area next year. It seems as if it could be a good one to visit. Go to [www.bathpageantofmotoring.com](http://www.bathpageantofmotoring.com) and pre-register your NG as part of the show and you will get free entry for yourself plus one passenger.



Bob Preece

### The Brooklands Club ~ Monthly Natter Meeting Dates 2012

(The Brooklands Club meets on the second Tuesday in each month)

May 8 <sup>th</sup>	Most Compelling Motoring photograph competition
June 12 <sup>th</sup>	Concours D'elegance with jazz
July 10 <sup>th</sup>	Summer Barbecue ( Pre-booking only ) with Ladies Best Hat competition
Aug 14 <sup>th</sup>	Natter with piano accompaniment
Sept 11 <sup>th</sup>	Best HAND MADE model car competition
Oct 9 <sup>th</sup>	General Knowledge quiz
Nov 13 <sup>th</sup>	Early start guided Museum Tour
Dec 11 <sup>th</sup>	Enthusiast of the year awards plus numerous competitions ( With free sausage rolls and mince pies ) Piano accompaniment and monthly raffle

NB. These events may be subject to change, please phone:-  
Danny Byrne ( 01932 829814 )

## Regular NG Meetings

**Sheffield, Leeds, Yorks area:** various meets & activities  
(Dennis Roberts 01142 878515 - Phone for details)

**Midlands - Monthly evening meet:** every 1st Tuesday, 7.00pm  
\*The Red Lion, Repton, nr Burton on Trent, Staffs  
(Mark Staley 01332 723927 - Venue adjustable, phone for details)

**Oxford - Monthly lunch-time meet:** date depends on interest, 12 noon  
The Six Bells, Warborough, off A423 Oxford/Wallingford  
(Paul Bennett 01865 735711)

**East Anglia area:** various meets & activities  
(David Edwards 01284 788118 - Phone for details)

**Surrey - Monthly evening meet:** every 2nd Tuesday, 7.30pm  
The Club Room, Brooklands Museum, Weybridge, Surrey  
(Peter Clark 01737 832367 - See also "Monthly Natter" panel)

**New Forest - Monthly lunch-time meet:** every 1st Sunday, 12 noon  
(Keith Baker 01794 340490 - Phone for current venue)

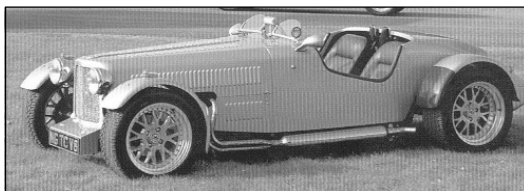
**Cardiff (Sth. Wales) meet:** by arrangement  
(Brian North 02920 341671 - Brian also does engine reconditioning)

***Have you been anywhere or done anything in your NG? Why not send in a few words and/or pictures for ChangiNGear?***

## Findhorn Cars Limited

Hill Hampton, East Meon,  
Petersfield, Hampshire  
GU32 1QN

tel : 01730 823647  
fax: 01730 823580  
web: [www.ngcars.co.uk](http://www.ngcars.co.uk)  
e-mail: [info@ngcars.co.uk](mailto:info@ngcars.co.uk)



All NG parts supplied  
from chassis to brake pads

## Events Calendar 2012

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<u>Date</u>	<u>Event</u>	<u>Contact</u>
6-7 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
7 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester SO21 3BD	Info only
13 May	Thames Valley Classic & Sports Car Day Hambleden Village, Henley-on-Thames, Bucks RG9 6RP	Jeff Stretch
9 Jun	Raising the Roof Country Fair Mill House, West Farndon NN11 3TX	Info only
10 Jun	London ~ Brighton Kit & Sports Car Run Start: Mercedes-Benz Museum, Brooklands KT13 0SL	Info only
10 Jun	Churchill Vintage & Classic Car Show Village Green, Churchill, Oxon nr OX7 6NJ	Tom Buck
<b>15-17 Jun</b>	<b>NGOC NATIONAL RALLY</b> Riverside Caravan Park, Tiddington Road, Stratford-upon-Avon CV37 7AB	Bob Preece
16-17 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts
23-24 Jun	Bath Pageant of Motoring Bath Racecourse, Lansdown, Bath BA1 9BU	Info only
29 Jun- 1 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
30 Jun	Classic & Sports Cars Action Day Castle Combe, Wiltshire SN14 7EY	Info only



# ChangiNGear April 2012

<u>Date</u>	<u>Event</u>	<u>Contact</u>
20-22 Jul	Silverstone Classic Silverstone Circuit, Towcester, Northants NN12 8TN	Info only
21 Jul	Dogmersfield Fete Pilcot Farm, Dogmersfield, Hook, Hants RG27 8ST	Paul Gray
25 Jul	Classics on the Common Harpenden Common, Harpenden, Herts opp AL5 2JF	Chris Humphreys
4-5 Aug	Prescott Vintage Speed Hill Climb Prescott Estate, Prescott, Cheltenham, Glos GL52 9RD	Info only
12 Aug	Classic, Kit & Performance Show Old Warden Park, Biggleswade, Beds SG18 9DX	Chris Humphreys
25 Aug	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison
26-27 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG1 2AX	Chris Humphreys
1-2 Sep	Donnington Kit Car Show (details to follow)	Info only
8-9 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
14-16 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only
23 Sep	The MGB 50th Birthday Party Blenheim Palace, Oxford, OX20 1PP	Chris Humphreys
20-21 Oct	Exeter Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ	Bob Preece
4 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only

## Events Web Sites

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Bath Pageant of Motoring	<a href="http://www.bathpageantofmotoring.com">www.bathpageantofmotoring.com</a>
Beaulieu Motor Museum	<a href="http://www.beaulieu.co.uk">www.beaulieu.co.uk</a>
Brooklands Museum	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Castle Combe Circuit	<a href="http://www.castlecombecircuit.co.uk">www.castlecombecircuit.co.uk</a>
Classic, Kit & Performance Show	<a href="http://www.classicmotorevents.co.uk">www.classicmotorevents.co.uk</a>
Detling (Kent) Kit Car Show	<a href="http://www.detlingkitcarshow.co.uk">www.detlingkitcarshow.co.uk</a>
Donnington Kit Car Show	<a href="http://www.doningtonkitcarshow.com">www.doningtonkitcarshow.com</a>
Exeter Kit Car Show	<a href="http://www.exeterkitcarshow.co.uk">www.exeterkitcarshow.co.uk</a>
Goodwood (Festival of Speed/Revival)	<a href="http://www.goodwood.co.uk">www.goodwood.co.uk</a>
Harpenden: Classics on the Common	<a href="http://www.classicsonthecommon.com">www.classicsonthecommon.com</a>
Heyford Leys Camping Park (Bicester)	<a href="http://www.heyfordleyscampingpark.co.uk">www.heyfordleyscampingpark.co.uk</a>
Jaguar Enthusiasts Club (Hambleton)	<a href="http://www.jag.org.uk">www.jag.org.uk</a>
Knebworth Classic Motor Show	<a href="http://www.classicmotorevents.co.uk">www.classicmotorevents.co.uk</a>
Knebworth House	<a href="http://www.knebworthhouse.com">www.knebworthhouse.com</a>
London~Brighton (Kit & Sports Cars)	<a href="http://www.classicmotorevents.co.uk">www.classicmotorevents.co.uk</a>
London~Brighton (Veteran Cars)	<a href="http://www.lbvcr.com">www.lbvcr.com</a>
Newark (National) Kit Car Festival	<a href="http://www.kitcarshow.co.uk">www.kitcarshow.co.uk</a>
Newark & Notts Showground	<a href="http://www.newarkshowground.com">www.newarkshowground.com</a>
Popham Airfield	<a href="http://www.popham-airfield.co.uk">www.popham-airfield.co.uk</a>
Prescott Hill Climb	<a href="http://www.prescott-hillclimb.com">www.prescott-hillclimb.com</a>
Racing Car Show (Autosport Int.)	<a href="http://www.autosport-international.com">www.autosport-international.com</a>
Raising the Roof Country Fair	<a href="http://www.raisingtheroof.info">www.raisingtheroof.info</a>
Riverside Caravan Park (Stratford)	<a href="http://www.stratfordcaravans.co.uk">www.stratfordcaravans.co.uk</a>
Shrivenham Village Fete	<a href="http://www.shrivenham.org">www.shrivenham.org</a>
Silverstone Classic	<a href="http://www.silverstoneclassic.com">www.silverstoneclassic.com</a>
Stoneleigh (National) Kit Car Show	<a href="http://www.nationalkitcarshow.co.uk">www.nationalkitcarshow.co.uk</a>
Stoneleigh Park	<a href="http://www.nac-stoneleigh-park.co.uk">www.nac-stoneleigh-park.co.uk</a>

**These web sites are listed to provide a source of additional information for the events listed in our Events Calendar.**

## NG OWNERS CLUB ACCOUNTS TO 31.12.2011

Bank Balance as at  
31.12.2010 £1,024.81

### Income 2011

Subscriptions	2828.00
Club Sales	449.00
Advertising - C.G.	295.00
Camping/attendance	
fees National Rally	1120.00
Discount from S.E.	
February Lunch	100.81

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£4,792.81

### Expenditure 2011

Stationery	95.22
Printing	1292.80
Postage	504.38
Club Equipment	12.00
Club Regalia	238.75
Trophies, prizes - and tributes	54.95
Event Expenses	2087.34
Deposit National Rally 2012	305.05
P.L. Insurance	152.00
Admin. Expenses	3.48
Web Site	25.41

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£4,771.38

Bank Balance as at 31.12.2011 £1,046.24

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£5,817.62

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£5,817.62

Subs went up on 1st January 2012 to £15 p.a. but I see from the January bank statements that 67% of you have not increased your payment. **PLEASE amend your S.O.** for next year (a form can be downloaded from the NGOC web site) and also reimburse the club for this year's outstanding amount.

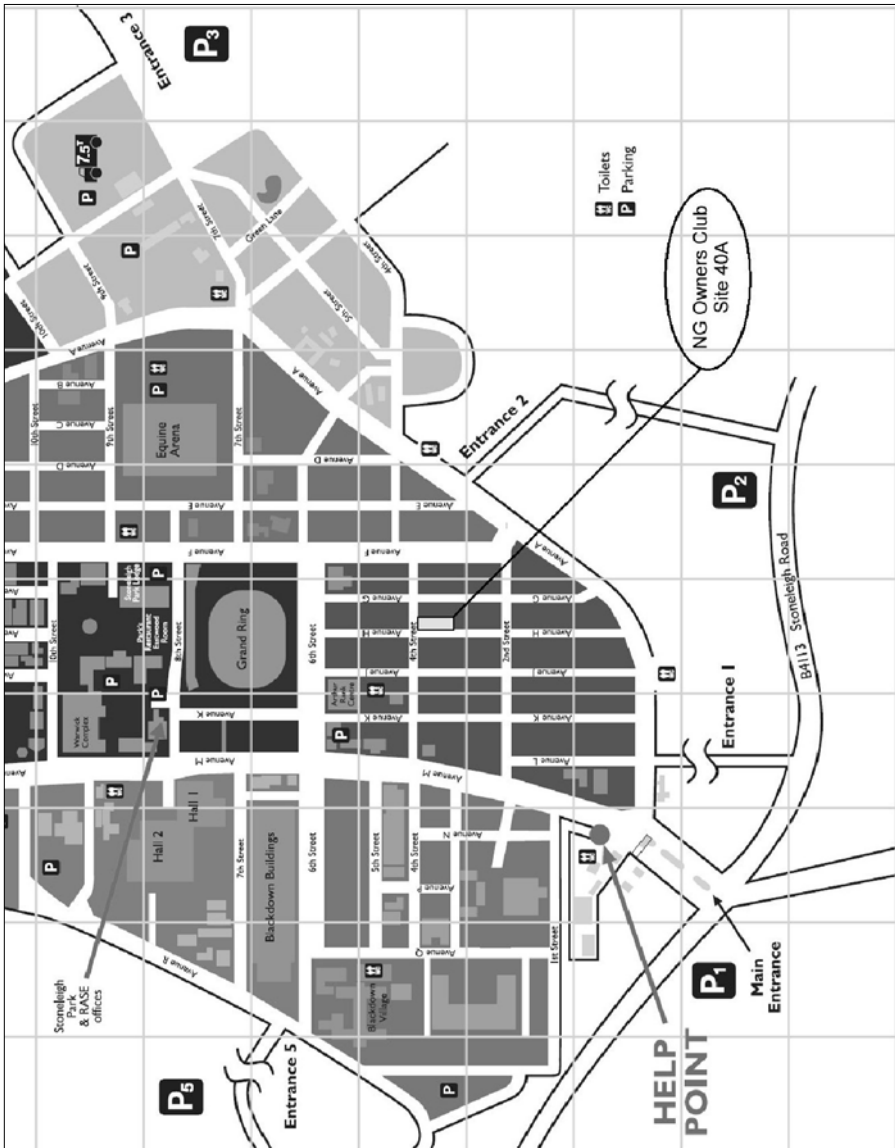
After nearly 20 years as treasurer I would like to retire! Would anyone like to volunteer to take over?

Any account queries please contact me.

Susan Stretch - Treasurer

## Stoneleigh Plan (6-7 May 2012)

**Directions:** Go straight from the gate entrance, take 1<sup>st</sup> right (2<sup>nd</sup> Street) then 3<sup>rd</sup> left (Avenue H). Our site is on the right on the next corner (intersection of Avenue H and 4<sup>th</sup> Street—40A same site as last year).



Courtesy of [www.nac-stoneleigh-park.co.uk](http://www.nac-stoneleigh-park.co.uk)

## Mrs Joanna Green 1917-2012

**I**t is with much sadness that we learn of the death of Mrs Joanna Green, Nick's mother who passed away in January at the age of 94.

Long standing members will remember her and also the showroom (pictured) at Ashley Post Office in the New Forest, with the desk where she used to take orders for NGs from customers.



Below is a cutting from the local newspaper from which we can see she led a very full life, helping others along the way.

Our thoughts are with Nick and the rest of the family.

**JOANNA GREEN, a longstanding volunteer at New Milton's Oxfam shop and the former proprietor of Ashley post office, has died at the age of 94.**

Known as a keen dinghy sailor with Hurst Castle Sailing Club, Joanna dedicated many hours to handmaking clothes and blankets for refugees.

She also took great pleasure from her membership of Bournemouth and New Milton operatic societies.

Born in January 1917, Gwendolen Joanna Wingfield Digby was one of four children brought up at Sherborne Castle, in Dorset, which had been the Digby family home since 1617.

Her parents were Frederick James Bosworth Digby Wingfield Digby and Gwendolen Marjory Fletcher. Her grandfather, George Hamilton Fletcher, was a director of White Star Line and a financier of the Titanic.

Gwendolen, who was usually known by her middle name Joanna, enjoyed many outdoor pursuits during her childhood and became an accomplished horsewoman.

She was educated at Sherborne Girls School, then finishing school in Florence learning Italian, her governess having taught her French. In 1936, during her season as a debutante, she was presented to King Edward VIII.



Joanna returned to the castle but at the outbreak of the Second World War she was called up to nurse at Westminster Hospital, London, where she met her future husband Dennis Charles Green who had been injured in a boxing match.

After the war they married and lived in Brighton, where their daughter Jennifer was born, and later in Lewes where they had a son Nigel.

In 1963 after a spell in the West Country the family moved to the New Forest and ran Ashley post office, a general store and newsagents for 20 years.

Dennis had an exceptional tenor voice and he and Joanna were members of operatic societies in Bournemouth and New Milton.

Joanna, despite being put off sailing by her mother's intrepid and challenging yachting adventures, later became a keen dinghy sailor and a member of Hurst Castle Sailing Club for 49 years, where her mother was a founder member.

After retiring from Ashley post office Joanna and Dennis stayed in Barton, and Joanna began volunteering at the Oxfam shop in New Milton, where she helped out for 25 years.

Joanna survived her three siblings: Simon — who was MP for West Dorset between 1941 and 1974, a Conservative Whip from 1948 and the Civil Lord of the Admiralty from 1951-57 — and George and Lydia.

She died in Bournemouth hospital on January 3rd, leaving her husband Dennis, children Jennifer and Nigel, grandchildren Nicolas and Charles, and great-grandson Luca.

Those wishing to donate in Joanna's memory should give to Oxfam.

## Members' Letters & Articles

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### Silverstone Classic 2011 & 2012

Not only did we manage to see double the number of NGs at the 2011 event - well that sounds better than saying two were spotted when there is usually only 1 - but the week-end was also a celebration of the 50th birthday of the Jaguar E-type, first produced in 1961. More than 1000 E-types were on site and the vast majority of these took to the Grand Prix circuit on Saturday for a unique parade. Although in excess of 800 E-types took to the famous grand prix track; the record of 767 is based on the number of participating cars meeting the strict record verification criteria. Among the parade were some very special examples of the E-type. These included famous E-types with registration numbers 9600 HP, 77 RW and 848 CRY as well as the Lindner/Nocker low-drag racer. 9600 HP is the oldest surviving E-type and the only 1960 prototype in existence. It was the original launch car, the 150 mph road test car and the subject of the book "The Most Famous Car in the World". 77 RW is the earliest surviving production roadster and an original press car 848 CRY was the twelfth roadster produced and the most active racing E-type in 1961; it also appeared in the film "The Italian Job". The Lind-

ner/Nocker low-drag lightweight racer was one of the 12 original Lightweight E-types, raced in 1963/64 by Peter Lindner and Peter Nocker and the subject of a famous recent restoration.

Well 2012 is also an important year, particularly for those of us with MG based NG's....

1962 was a very innovative year for car design and 50 years later we celebrate the anniversary of the MGB, AC Cobra, Lotus Elan, Triumph Spitfire & Ford Cortina. In particular the Cobra celebrations will be the official gathering for all AC Cobra and derivative owners. Expect to see 500 of them in a track parade as well as battling with the Ferraris and Jaguars in races.

Live rock music remains a major part of the fun and is included in the ticket price. We have top acts on both Friday and Saturday nights. Mike and the Mechanics with support bands will feature on Friday 20<sup>th</sup> July plus Adam Ant and support bands on Saturday.

This is a superb week-end for anyone interested in classic cars and access to all the pit areas and circuit make it entertaining for kids of all ages.

Could we double the number of NGs attending this year???

Tom Buck

## Cold Winter's Day in the SE

Just a winter's drive to the Pepper Pot in Ulcombe in Kent with hood off! Teresa and I met up with our new members Chris and Sue Hore from Horsmonden for a mini SE get together, also an excuse for me to test out John Hoyles new front suspension fitted just after Christmas as my dear son left the garage vacant when he popped off to Australia for three weeks! Unfortunately now back and this weekend we have five Corsa's parked out the back, two for remapping, one for new brake lines and callipers, one for total rebuild and his Corsa track day car awaiting a new close ratio gearbox to be fitted Oh, plus his Astra



1.9cdti, my NG and Vectra, Oh! Oh! and Teresa's Mervia.

Appears I have enough room for an NG in the garden 'summer' party!

Back to the Pepper Pot; we had good food and Ginger wine to warm the inner bodies; it was 2°C outside, Chris and I talked about wiring of his V8 wiper motor and the girls

discussed? don't think it was related to NG's.

So, a few pics of JH superb front suspension, it went together like a Mecanno set i.e. everything fitted and could have been assembled by an 8 year old. And the improved ride was even noticed by the boss without any prompting!



The original suspension is up for sale and is one designed? sold by Ron Hopkins and to be honest there is only marginal difference but with JH design the camber is adjustable, the other important aspect the shockers fitted are Avo and not the original Bilstein (race setting), even Avo got it wrong and they went back three times until I was satisfied. I



think this set up retails for £600 now.



My only concern at present is how to reduce the front end braking and send more to the back? Any answers please; the back has JH's kit with Serria disc and callipers but the system is single circuit with remote servo.

Picture of Chris and Sue; Teresa was in the girls room; roll on warmer days.

Mick Greenland

### Dogmersfield Fete

The Dogmersfield, Winchfield & Crookham Village Horticultural Society invite members of the club to attend our village fete on Sat 21st July this year.

We are keen to attract a varied selection of cars for the public to view & enjoy. There is a section of the site reserved for 'Enthusiasts Cars' that is conveniently located close to the main arena.

As an incentive to attend in an 'interesting car' we offer free admittance to car & passengers. On arrival, each car is entered into our competition where the public are asked to vote for their favourite car. A prize will be awarded to the winner. An NG did very well last year but was beaten by a lovely old Talbot!!!

For those attending, please arrive before 1pm to be in place before the public enter at 2pm. There is no need to book - just turn up and enjoy the afternoon. Cars are not 'locked in' to the show and drivers can leave the show at any time during the afternoon.

The location is Pilcot Farm, Dogmersfield, Hook, Hants RG27 8ST (close to J5 of the M3).

We look forward to welcoming our members to the show.

Paul Gray



## NGOC National Rally 2012 update

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As the date for this year's National Rally is fast-approaching (Fri 15th to Sun 17th June), we thought it would be a good idea to give you some more details of our plans for the weekend. The rally field is within Riverside Park, Tiddington Road, Stratford-upon-Avon, CV37 7AB (telephone 01789-292312 if you would like to hire a static caravan).



For those who joined us at Stratford for the 2010 rally, you will find that we have secured a different rally field for this year's event. Geographically, the field is adjacent to our previous site but the access is slightly different. This time, after passing Reception and heading into the site, you turn left in front of the café (instead of going straight on with the café on your left). Having turned left, continue along the road until you reach the rally field approx 150 metres further on. We will erect the usual NGOC signs to make the navigation straightforward.

River access is still easy from the new site but the field doesn't abut the river as before. The new field is nice & level for camping and the grass was in excellent condition when viewed recently. For campers, there are lots of electric hook-ups so no problems with powering all those gadgets! A couple of drinking-water points are positioned just inside the field.

Please also note that there is a small convenience store on site whilst the village of Tiddington is only a short walk away.

## NGOC National Rally

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The club have again hired a large marquee (12m x 9m) that will be positioned just inside the rally field on the left-hand side. On arrival at the field, please make yourself known to one of the committee who will advise on camping options and car-parking. We will also have a sign-up sheet in the marquee to log attendees in the normal manner. There will also be an itinerary for the weekend with confirmation of events and timings.

Bob & Manda will again have a plentiful supply of free tea & coffee on tap throughout the weekend. We would again ask you all to bring your own cups for the tea & coffee. There will be a supply of plastic cups but please bear in mind that these are intended as back-up for those who forget to bring a cup. As has become traditional, some of our members generously bake or buy cakes and bring them to the rally for others to share. If you would like to donate in this way your contribution would be most welcome.

This year we have again managed to gain permission from the site managers to hold our ever-popular driving tests event. We intend to offer two opportunities for drivers to have a go at the tests. The first opportunity will be on Saturday afternoon and the second will be on Sunday morning. Judging from the popularity of the 2010 driving tests, we should have a good number of entries. Please note that this is a family event & we would like to see spouses also have a go, even if they don't normally get their hands on the controls of that prized NG!!! We would like to thank John & Barbara Hoyle for again stepping forward and offering to organise the driving tests.

The marquee will be erected during Friday morning and the site will be available for members to arrive on site from lunchtime. Please help the organisers by not turning up too early whilst the site is being prepared for the rally.

On Friday evening we will have a cold buffet, supplied by the club, starting at about 1900 hrs. Please bring your own drinks, glasses, plates & cutlery.

Following the buffet, as has become traditional, we will be holding a light-hearted quiz in the marquee. This year, we are very grateful to Bernadette & Paul Bennett who have kindly stepped forward and volunteered to organise the quiz.

The club will again be hir-



## 15th - 17th June 2012

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ing several large gas-fuelled BBQs so bring your bacon & eggs to cook a sumptuous breakfast on Saturday morning. For those who prefer to avoid the challenge of a self-cooked breakfast, there is always the café on site where simple meals can be obtained throughout the day.

Also on Saturday morning, attendees will be free to take an electric-powered ferry along the river into the centre of Stratford or tour the beautiful local countryside. We will be obtaining tourist brochures to help with planning routes etc., the site's location being ideal for exploring some of the nearby picturesque Cotswolds villages such as Stow-on-the-Wold, Moreton-in-the-Marsh, Broadway or Bourton-on-the-water.

Unfortunately, we have not managed to secure any volunteers to organise a treasure-hunt so have had to drop this activity from the proposed itinerary. However, if anyone would like to offer to help, we are sure that a treasure-hunt would be popular. Please contact any member of the committee if you can help.

On Saturday afternoon, the first session of the driving tests will take place in a corner of the rally field. As we have said before, these are not races but tests of skill with the emphasis on fun! We have no idea at this time whether John & Barbara have cooked-up any new ideas for the driving tests this year. However, to remind those who enjoyed the 2010 event, we were challenged to pick up 'quackers' with a hooked stick & then put them back whilst reversing to the start, with 'limbo', driving into a series of marked-out 'garages', driving a slalom course smoothly such that a tennis ball would remain in a dish on the bonnet, with the final task being a blindfolded driver instructed verbally by their passenger - much room for disputes! The 2010 event was won by Sophie Bennett who was only 17 at the time - I'm sure some of the more experienced drivers amongst us could do better - couldn't you!!!



Please note that Mark Staley will again be bringing some of his stock of club regalia so, if you need anything from Mark's stock, please look out for Mark in the marquee during the weekend. If you have any particular requirements it might be worth giving Mark a call before the weekend.

During Saturday a group of members will be working hard to prepare the

## NGOC National Rally 2012

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salad, French sticks, etc to accompany the BBQ. The BBQs will be available from early evening for members to cook their own food in the usual convivial company. As a number of members have pointed out, we do seem to be quite capable of amusing ourselves during such gatherings so this year we have decided not to arrange any further entertainment for the Saturday evening but to leave members and their families to catch up with old friends and generally enjoy a sociable evening in the marquee. For those who might feel the need to burn off a few calories we could always presume on one of our members to arrange an ad hoc game of rounders! It's been done before & was the cause of much mirth - probably should come with a health warning though!

Sunday morning will be BBQ breakfast again for those of us for whom this is one of the highlights of the weekend. There's nothing better than a bacon & egg breakfast eaten outside in the early morning sunshine - well, what's wrong with a bit of 'wishful thinking'!

After breakfast there will be another opportunity for members to try their hand at the driving tests & see whether a convivial evening and a good night's rest might have improved their performance.

There will also be time for local runs during the morning before the cars are lined up for the concours event from around 1100 hrs. We will be asking members to complete their voting slips by 1300 hrs to enable the presentation of awards to take place at about 1500 hrs (or earlier if the weather looks likely to deteriorate).

Finally, as in previous years, we have introduced a small contribution to the overall costs to help ensure that we can afford to continue to put on a similar event each year. The fees plus camping costs are shown in the sign-up sheet elsewhere in this edition of the newsletter. Please ensure that you complete & send back the tear-off sheet so that your hard-working committee will have an idea of the numbers to cater for.

Hope to see you all at Stratford-upon-Avon in June for a great weekend.

The NGOC Committee



## Members' Letters & Articles (cont)

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### A Build Begins

It began in July 2011 when my wife, Annette, asked me what my winter project was going to be. I had been lucky enough to be able to retire early from work in the previous November and had spent the intervening 8 months working my way through that list of jobs that all husbands will be familiar with, including getting to grips with  $\frac{3}{4}$  of an acre of garden. When I replied that I had always wanted to build a kit-car I did not expect the answer, "That sounds like a good idea." That was it then, the die was cast, it was no longer something that I might do one day, it was something that I was going to do.

There followed a lot of research, mainly on the internet, on the type of car and then on possible manufacturers. It had to be something more than a "Meccano" set but not something that required too much home fabrication. I also liked the idea of recycling a donor car. I eventually decided on the NG TF. It looked like a sports car should, it was based on a donor car, MGB parts were readily available and many had been built before. I contacted Nigel Brooks at Findhorn Cars and arranged to go down and have a look at the cars in early August.

The visit to Findhorn was very

interesting and I had a test drive in Nigel's wide-bodied TF with the standard 1800 engine. An open-topped roadster in Hampshire country lanes in August, I was hooked. After discussions with Nigel about IVA requirements and build options I decided on the wide-bodied TF and would see later if my budget would stretch to cover some, if not all, of Nigel's suggestions such as modern dampers front and rear; parabolic rear springs; needle-roller bearings in the stub axle assemblies; wire wheels; tuned and balanced engine; chrome bumper donor car; etc; etc.

The only question that remained was - could Annette get in and out of a TF? Unfortunately she had needed to have a hip replacement a few months earlier and had not been able to travel to Hampshire to ride in the TF at Findhorn. Here I am indebted to Mark Staley over in Derby for allowing us to see his car and for him taking Annette out for a test ride in the passenger seat. All was well and I would be "allowed" to continue with my own TF. I contacted MGB Hive and enquired about a suitable donor car.

My thoughts then turned to the practicalities of the forthcoming build. I am lucky enough to have a double garage but at the time it had not had a car in it in the eleven years we have lived in the house and

it contained everything from bikes to lawn mowers and wine to weed killer. A shed was required! I had room to put one at the side of the house but the site needed levelling, a small retaining wall building and a base laying. This is were a 19 year old son who has spent the summer labouring on a game reserve in Botswana and climbing Mount Kilimanjaro comes in handy. With some encouragement to get out of bed before midday, he helped me prepare the site and lay the base. The shed was delivered and erected just before August bank holiday weekend. Now I was about to find out what was actually in that garage!

In parallel with the shed I had completed negotiations with MGB Hive and become the proud owner of a 1974 MGB GT donor car. We agreed that they would prep it as a donor car kit and that I would collect it in mid September. They would keep the engine, gearbox and overdrive and I would collect reconditioned units at a later date.

Back to the garage, I had previously painted one wall white and the

remaining two walls were bare breeze blocks, there were only 2 strip lights in there and the floor needed sealing. Therefore September was filled moving shelving and its contents to the new shed, painting breeze block walls, cleaning/degreasing the floor, applying a 2-pack floor paint and installing additional lights. In the middle of all this I had to collect the donor car kit from MGB Hive. Not the ideal time but it would be the last chance I would get to utilise the son before he left for university.



The smell of penetrating oil and the orange dust that I am sure is so familiar to other builders descended in October and continued into early November. Strip the front cross member; clean it and the reusable parts and remove as much rust as possible; rust encapsulate them, and chassis paint them. Order the required spares/replacements. Move on to the prop shaft and repeat the process, and then the same with the rear axle. There were lots of emails to Nigel about exactly which MGB



parts were best for the TF, front springs, rear springs, etc. and helpful replies.

Communications with Nigel also continued on the subject of the chassis and I arranged to hire a van and go down to pick up the chassis, electrical, cooling, braking and fuel packs in mid November. Close to the day Nigel informed me that on the very day that I was due to be picking up my chassis he had a wide body arriving from his glass fibre fabricator already mounted on a chassis and I would have the option of taking this one North instead of my intended bare chassis. (The widening of the body and the insertion of doors are modifications to a normal body and these modifications are done with the body on a chassis to act as a jig, hence the wide body being attached to a chassis.)

The trip down to Hampshire in November as a "white van man" was successful and we actually slid the chassis/body combination straight out of the back of one van and into the other. It never touched the ground at Findhorn. When I arrived back home the engine crane that I had acquired to try and preserve my back during the build, and as a substitute for the son's muscles, proved to be up to handling the combination out of the van and into the garage. I also collected the wings, bonnet and radiator cowl as well as the other parts.

The finish on the chassis was



pretty good but there were a couple of scratches and dings that I wanted to patch up so I carefully took the body off the chassis. When I had a look underneath the chassis I found that our enthusiasm to get the chassis/body combination from one van to the other at Findhorn had taken its toll on the finish to the underside of the chassis. A fair bit of sanding and two coats of chassis paint later all was repaired. I noticed during this work that the chassis had mountings for V8/ rubber bumper engine mounts and only one set of holes for the gearbox cross member. More of this later.

November also saw contact with Chris Humphreys with a question about the use of wire wheel hubs on a steel wheel rear axle and the combination that he had used on his build. Chris provided the answer, the hubs were ordered and quotes obtained for the wire wheels, ouch! (I should say at this point that Chris's web site on his build has proved to be an invaluable source of information so far and I am sure will do

throughout the rest of my build.)

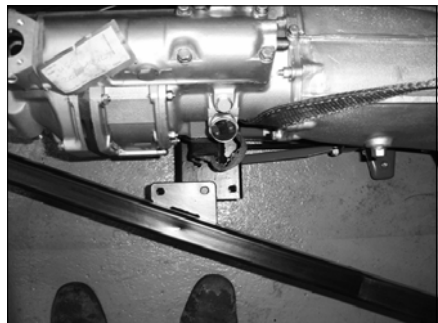
Mid December and my labourer (son) would be home for Christmas and so there was an opportunity to fetch the engine, gearbox and overdrive from MGB Hive. No van this time, just the Volvo estate, a boot liner, a large sheet of plywood and the son. We were also taking the steering rack, front brake callipers and front stub-axle assemblies to MG Owners Club for exchange on our trip into Cambridgeshire. We called at MGB Hive first. I had ordered an Ivor Searle tuned and balanced 1860cc engine, a four speed all syncro gearbox and an overdrive. They were ready as promised. I happened to mention that the NG chassis had fittings for V8/rubber bumper engine mounts and there was a sharp intake of breath. They had naturally assumed that I wanted a chrome bumper engine and I, in my ignorance, had not realised that there was a different front plate for the chrome and rubber bumper engine mounts. After some discussion they suggested if I waited they would change the engine front plate to a rubber bumper one at no cost. Whew! Thank you MGB Hive! We did the run to MG Owners Club for the exchange items and picked up the now rubber bumper engine, gearbox and overdrive on the way back.

December also saw first contact, through Nigel, with Paul Keeble who is also building an NG at present. Paul is a little further advanced than

I am and so has been able to provide me with some very useful advice on an exhaust that he had sourced that he had found fitted very well. He has suggested a meeting with our completed cars for the June 2013 London to Brighton run. We live in hope! Our email banter continues.

Christmas Eve was not a good day in terms of the build. I had assembled the engine and gearbox and mounted the gearbox cross member and engine mounts on the assembly. I still had a seed of doubt in my mind about the chassis and so before I did anything else, and before the festive break, I wanted to trial fit the assembly in the chassis. With the assistance of the engine crane, the son and Annette we got it into position and found that the chassis engine mounts were too far apart by a good 7mm on each side and the holes on the chassis for the gearbox cross member were too far rearwards. Not a good result!

After some email correspondence with Nigel, and after Christmas, I designed solutions for both ends and ordered the required ma-

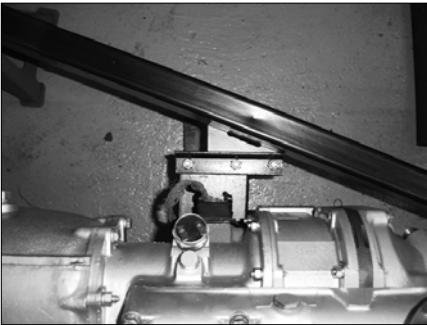




terials. I also fitted the rear axle, using parabolic springs and 1 inch lowering blocks, and the prop shaft just to make sure that with the engine and gearbox in the proposed position there was going to be enough travel on the splines in the prop shaft. All looked fine.

Early January brought another delivery from Findhorn with braking system parts, the remaining body pack parts and the panhard rod. I pressed on with the rear brakes and hubs; the packers for the engine mounts (9mm on each side) and an angle-iron solution to the gearbox cross member mounts.

The rest of January and early February saw the installation of the



front cross member and the build up of the front suspension and steering. I had the same problem with the steering rack fouling the front cross member that Chris Humphreys had referred to on his web site and I employed the same solution, the judicious use of the angle grinder! Everything else went together well and I "bit the bullet" and ordered

the wire wheel with tyres fitted and balanced.

They duly arrived and like a child with a new toy I had to fit them and roll her out. By no means a rolling chassis but it felt significant that she was on wheels and able to move!

The last couple of weeks have



seen the brake lines, and fuel line installed in the chassis; the radiator fitted and plumbed to the engine (the usual modifications to the holes in the radiator mounting brackets were required); the fan fitted; the exhaust and inlet manifolds cleaned up painted and fitted; and the heat shield cleaned, cut, painted and fitted. I am currently working on the carburettors. They are HIFs and after at least 4 years standing at MGB Hive they have taken some getting apart. They were a little corroded on the outside but pretty good on the inside. With rebuild kits from SU and a couple of other spare parts (a float with petrol in it was not what I expected) they should be good for a few miles more.

When the carburettors are fit-

ted I have the air filters to fit; the throttle/choke cable bracket to modify and fit; the fuel tank to paint and trial fit; and the petrol pump to mount and plumb, and then it will be over to the other side of the garage to work on the body prior to fitting it back onto the chassis. Glass fibre dust instead of rust!

Hopefully I will be able to provide an update for the next edition of ChangiNGear.

Geoff Pearson

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## Ethanol

An article in Telegraph Motoring 25 Feb 2012 by Rod Ker explains how the addition of ethyl alcohol (ethanol) in petrol can affect the materials used in the fuel systems of older vehicles. Currently five per cent is added in accordance with the Renewable Transport Fuels Obligation of 2005. This may increase to ten per cent.

His article explains the history, economics and worldwide usage of this additive. The concern for the owners of NG cars, or any vehicle much older than twenty years is the solvent effects of ethanol. It will attack zinc and galvanised materials, older seals and hoses, cork, polyurethane and epoxy resins. It will also absorb moisture. UK oil companies are coy about saying which petrol contains ethanol and many old vehi-

cles will need modification.

Members may have had experience of fuel line materials going a bit 'soggy' although it has not happened to me, yet. The full article is probably available on a Telegraph archive site.

Fred Williams

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## Immobilising your NG

Any steps you can take to secure your pride and joy from theft are, of course, worthwhile, and with wiring based on 1960's technology it is not too difficult for any self-respecting crook to make off with an NG - a large red key and a bit of "hot wiring" will probably do the trick in many cases.

Whilst the ubiquitous battery cut-off switch was adequate for SVA immobilisation purposes, the newer IVA test specifically states that they are not acceptable. This leaves the new builder with only two practical alternatives; a steering column lock or an electronic immobiliser. I had a column lock, but in order for it to engage properly I had to position the inner column further "up" the outer column, resulting in a horn ring on the steering wheel that did not contact the wiper, and a steering wheel that did not line up with the "glove" in the tonneau cover. Now that the later versions of the IVA manual have done away

with the need for certification of an electronic immobiliser fitment by a "competent person", the use of an immobiliser is a viable DIY alternative to a column lock. It would also be a valuable addition to any completed car, and fitting one is well within the capability of anyone who has installed an NG wiring loom.

There are several similar immobiliser kits available, and I purchased a "Toad Sterling Touch Thatcham Cat 2" unit online from Southern Car Security. At just over £30 it is considerably cheaper than a new replacement MGB steering column lock. The kit comprises a small, sealed box of electronics with eight black wires emerging from it, a combined LED and touch pad for mounting on the dashboard and a couple of coded touch keys (little fob-like things that you put on your key ring) to disarm the system. SCS emailed me the installation guide after the kit was delivered to me. This is to try to keep the details from circulation to all and sundry, so I won't be too specific about the connections here!

Each of the eight wires is about 1500mm long and terminated with a coloured sleeve to identify its purpose. The first thing I did was to temporarily label each wire at the control box end - otherwise, once trimmed to length, they all look the same. The unit was mounted inside the car on the bulkhead next to the fuses and relays. This location makes for convenient connections

into the dash loom. The wires are for permanent live supply, ignition switched supply, a couple of earths and pairs of wire to patch into the two circuits that are to be immobilised - starter relay and fuel pump in my case.

As many of you will know, there is precious little room when lying in the foot well of an NG, and once the eight wires were trimmed to length and taped on to the loom wires to which they need to connect, I really did not fancy trying to make the connections in-situ and risk a face full of molten solder. So I removed the dash loom complete with the immobiliser (not a quick job!) and did the wire cutting and soldering on the bench, finishing each joint with a heat shrink sleeve. With the temporary labels still in place, the dash loom and immobiliser were refitted to the car (an even longer job!). Having no front auxiliary lights at present, I have a spare indicator light hole in my dash above the steering column, and I used this for the combined LED/touch pad. You could drill a new 12mm diameter hole in the dash, or mount it on a bracket somewhere convenient. The three wires from the LED/touch pad plug into a socket on the Sterling Touch control box.

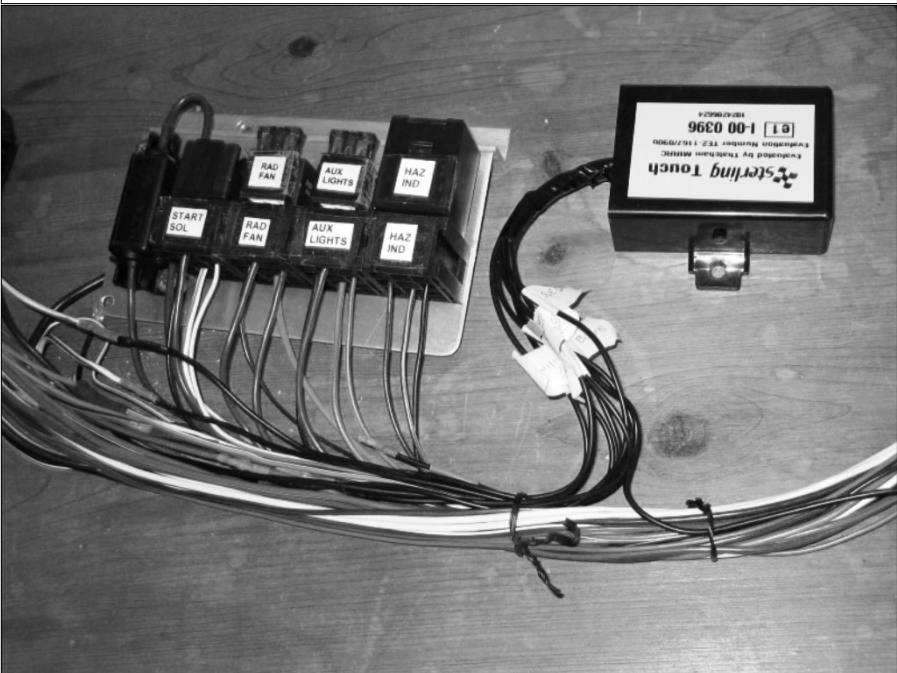
With the battery reconnected, the red LED starts flashing, indicating that the unit is armed. Turning the ignition key will switch on the ignition light in the tachometer, but

turning the key further to the engine start position has no effect. Touching the "fob" on the touch pad causes the LED to show red without flashing. If the ignition is now switched on within 20 seconds, the starter relay and fuel pump will operate as normal, and the engine will start. When the ignition is switched off, the unit will arm automatically after 20 seconds when the LED will again flash. This means that you can walk away from the car without having to re-arm the system manually. I know I would forget if it was left to me! However, if, for example, you are stuck in a queue of traffic on a hot day and switch the engine off

for more than 20 seconds, you will have to disarm the system with the fob before you can re-start the engine.

Satisfied that all was working as it should, I removed the temporary identification labels from the black wires, wrapped the dash loom with loom tape to hide the immobiliser connections from view, and swapped the steering column lock for a dash mounted ignition switch. The now-redundant battery cut-off switch was removed and the leads joined to each other. There is no reason to retain this switch. With it in the "off" position, the immobiliser, like everything else, would have no power

Photo shows Touch unit and dash loom on the bench with the connections made



supply. If you should leave the car and forget to remove the red key, anyone could walk off with it, leaving you no option but to get the spanners out to bypass the switch!

One side effect of removing the cut-off key is that the immobiliser will always be drawing current, albeit only 5 to 10 milliamps. If the car is laid up for a while without the battery disconnected, a simple way to isolate the immobiliser is to temporarily remove the fuse from the permanently live circuit (the purple

wire). This is the bottom one in my fuse box.

My TF is almost ready for the dreaded IVA and there are a small number of issues that still cause me to worry about the outcome; side repeater lights, speedo accuracy, brake efficiency (maybe!!). But hopefully the immobilisation part of the anti-theft requirement will be met by the addition of the Sterling Touch unit. If not, I'll let you know!

Adrian Morris

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## New Members - Welcome

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We are always glad to receive new members. Please contact Bob Morrison, our membership secretary—details inside front cover.

Membership is £15 per year (with reduced rates if you join later in the year). Membership includes quarterly issues of ChangiNGear and some companies offer reduced kit car insurance rates. Most of all you will be joining one of the most friendly car clubs around!

Ed

Colin MacRae (1495)  
Edinburgh, Scotland

Bernard Atkinson (1496)  
Aldenham, Herts

Richard Andrews (1497)  
Guildford, Surrey

Bob Langford (1498)  
Taunton, Somerset

Paul Keeble (1499)  
Eastbourne, East Sussex

Mary Clark (1500)  
Kingswood, Surrey

Martyn Ockwell (1501)  
Stratton, Wilts

Robert Garrett (1502)  
Sevenoaks, Kent

Jeremy Evans (1503)  
Aberaeron, Ceredigion

Mark Wood (1504)  
Keresley End, Warks

### 2012 Membership Renewals

Please note that subscriptions were raised to £15 for 2012. **Please check that you have paid the correct amount** as many have not adjusted their S.O.

## Sales & Wants

*Reminder: unlimited advertising is free to members but ads may be removed after 2 issues unless I am 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 me by post or email. Ed.*

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### For Sale



**NG TF**, Black, petrol (leaded) 1798cc, twin SU Kit Car built circa 1988/1990 by Brian Stevens from a 1968 MGB GT. 14" painted wire wheels (silver), manual gearbox fitted with overdrive, tatty canvas hood but good vinyl full tonneau cover. Correctly registered on V5 as NG TF Roadster with a historic plate (WUC 234G) see photo, currently on SORN. Therefore no IVA/SVA. Needs some work to get through an MOT and much TLC to get it back up to "scratch". Hence **£1895 ovno**.

I am also looking for an NG TA project, it must be MGB based and correctly registered as an NG TA on the V5c - ideally a historic vehicle plate (no tax). I will consider a later age related plate but not a 'Q' plate. Any colour apart from black or pink!

Will part exchange the NG TF above or make a straight purchase up to **maximum** of £4k.

Tel: 01732 453639 (Robert Garrett, Sevenoaks)



**Red Metallic NG TF**. 1972 MGB Donor car with a 1798cc engine. Tax Exempt as registered as historic vehicle. Built by Leslie Arnold NG Club member for himself and registered on the road 1997. 12 Months MOT. Mileage at MOT 5292 miles. The car is good condition but due to storage under canvas some paint bubbles are visible and therefore will require attention to restore to first class condition. Mechanically sound with a new battery fitted and all build receipts to go with the car. The car is now garaged and available



for viewing near Banbury, Oxfordshire. This is a great fun car ready to go for the summer weather of 2012.

**£4000 or best offer.**

Tel: 01869 810317

Mobile: 07715 367780

**Old Sheepskin Flying Jacket and Sheepskin Earmuff Helmet.** Medium size. **£50** for the two.

Tel: 01306 611330 (Dave Baker)



Mobile: 07941 006721 (Leics)

E-mail: [paul.dewes@virgin.net](mailto:paul.dewes@virgin.net)



**Reconditioned axle**, only done 5000 miles. Came off an NG TC V8 complete with Spax dampers and leaf springs. **Sensible offers** please.

Tel: 01782 205184

Mobile: 07951 239979

E-mail: [ed1955@btinternet.com](mailto:ed1955@btinternet.com)

**TC V8 exhaust manifolds** made by Manifold of Salisbury in 1990, mild steel and chromed but showing their age hence the reason for changing them. Needs new tail pipe welding on right manifold, left manifold OK, replacements cost £840 last year. Ideal for someone on a budget **£100** including carriage.



**NG TD** in British Racing Green, MGB based 1800 twin carb. Originally built in 1984 using a 1964 MGB it is correctly registered as NG TD on a Q plate. The car has been rebuilt while in my ownership over the last 13 years. It has been resprayed in BRGreen and reupholstered in red. Has been rewired professionally and has an unleaded head. The car has red seatbelts and a walnut dash with wood rim steering wheel. The wheels are steel with chrome period hub caps. The windscreen folds down to show the aeroscreens for full wind in your hair effect (Aero goggles recommended). The running boards

are oak and carry a period petrol can on one side and a wood first aid box on the other. Secondary Lucas driving lights are fitted. The car has a new green mohair hood and side screens, and separate matching tonneau cover. The car has a recorded mileage of 13,500 and over the last 13 years it has averaged 400 miles per year. It only goes out to shows and the odd drive around the local country lanes. It is currently on SORN for the winter and flies through the MOT every year. I am selling as I have another project in mind. **£5750 or near offer.** The car is tucked up in my warm wooden garage in Swansea. More photos available by email.

Tel: 01792 205371 (Andrew Fowler)  
E-mail: [s.sedenfowler@btinternet.com](mailto:s.sedenfowler@btinternet.com)

Clearout of **MGB parts**, complete engine (or split short engine, cylinder head etc), starter motor, alternator, twin SU carbs on manifold. All need rebuilding but ideal for use as exchange units etc. Also set of lever arm dampers and rear axle from rubber bumper car with rear anti-roll bar mountings, complete with anti-roll bar in good order. Space needed so no reasonable offer refused. Smaller items free if you can collect from Norfolk. For details **please call.**

Tel: 01953 850434 evenings

## Wanted

Wanted for NGTA built on MGB

- 1) **replacement hood**
- 2) front mudguards **supporting arms** (that bolt to the wheel along with the steering)

Anthony Padgett

Mobile: 07902 342448

E-mail: [anthonydpadgett@yahoo.co.uk](mailto:anthonydpadgett@yahoo.co.uk)

**NG** wanted. A good running NG TF or a TD required. Everything considered.

Mobile: 07798 866071 (David)



*Have you been anywhere or done anything in your NG? Why not send in a few words and/or pictures for ChangiNGear?*

Next issue: July 2012

Deadline for submission of articles: 22nd Jun

## 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/black)



Sweatshirt (navy, dark green) L, XL

£12 + £2.50 p&p\*

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

£10 + £2.00 p&p\*

Baseball Cap (navy)

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## Club Literature - available from Chris Humphreys

The following 4 items of club literature are now available as PDF files to download from the NGOC website at [www.ngownersclub.org.uk/articles.htm](http://www.ngownersclub.org.uk/articles.htm). Alternatively send £1.50 per printed copy to Chris Humphreys (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 Chris for further details.

Donderdag 8 december leek mee nou echt een dag om eens een verhaaltje over een bijzondere kitcar te gaan schrijven. Het weer was onstuimig, donker, veel wind en af en toe een buitje regen.

Omdat de leasebakken voor de redactieleden nog steeds niet gearriveerd zijn werd de onlangs aangeschafte Citroën Acadiane uit 1984 gestart en aan de vuurdoop onderworpen om met een flinke zuidwestenwind naar Bergen op Zoom te rijden. Dat viel mee, met wind tegen duurde de heenweg 7 minuten langer dan met wind mee weer naar huis. Waarom naar Bergen op Zoom? Daar woont Frans de Vries toch al? Precies, maar ik was Frans voor en met Wim een afspraakje te maken voor zijn NG. De eerste regiobijeenkomst voor het zuidwesten was namelijk bij Wim en Janine en ik geloof dat het meteen aardig klikte. Dit echtpaar komt bij mij over als een stel echte Brabantse Bourgondiërs, die gastvrijheid hoog in het vaandel hebben staan. Toen Wim ook nog met een bekende van me bleek te hebben gewerkt en Janine in het onderwijs bleek te zitten was het ijs snel gebroken. Wim had op dat moment in zijn voormalige paardenstal een chassis van een echte NG TF staan met daaromheen de rest van deze auto. Hij vertelde toen al dat hij deze van oorsprong in Engeland gebouwde en gekoesterde auto had gekocht met een Nederlands kenteken en het verhaal dat er wel wat aan moest gebeuren.



Nu had Wim voordat hij aan de paarden begon ervaring opgedaan met kevers en Karmann Ghia's, dus nam hij het enig juiste besluit om de auto maar helemaal te strippen en van onderaf weer op te bouwen. Maar Wim, hoe kom je er nu bij om van paarden over te stappen naar een Kitcar? Dat zit zo: "Ik heb jaren met mijn dieren plezier gehad op wedstrijden voor aangespannen paarden. Ook maakte ik met de koets hele tochten in de omgeving. Maar op een gegeven moment merkte ik dat het over was en heb ik alles verkocht aan iemand in Limburg". De autieliefde begon weer te kriebelen en op een dag zag Wim een witte auto bij de pomp staan en zei tegen Janine: Zoiets wil ik hebben!! Toen de mensen bij de auto ook nog begonnen te zwaaien was het toeval weer compleet. Het waren Rob en Corina Bouwens (Hawke LCD), bekenden van Janine (jawel, uit het onderwijs). Na een flinke babbel met Rob kwam Wim uiteindelijk uit bij Le Patron in Ophemert waar hij een mooie

kit bestelde op basis van een 2CV. Na een nachtje slecht slapen is de kit weer afbesteld en uiteindelijk deze gebruikte NG gekocht. Ondertussen is de auto weer zover opgebouwd dat het grootste deel van de carrosserie er weer op zit, de ophanging klaar is, remmen weer aangesloten zijn en het vooronder is voorzien van een gereviseerde 1600 cc Pinto.

Wim en Janine zijn echt mensen van contacten. Zonder dat ze een meter in hun NG gereden hebben gaan ze binnenkort al voor de 2<sup>e</sup> keer voor een kerstbrunch met de NG clubleden naar Engeland. Via de club heeft Wim ook de historie van de auto achterhaald; hij is in 1991 in Engeland gebouwd en ondertussen heeft Wim van de eerste eigenaar alles opgestuurd gekregen wat deze nog had, zoals MOT papieren etc. Dat maakt toch dat de auto plotseling een geschiedenis heeft. Door deze contacten hebben ze het zelfs al zover dat de hele NG club in 2012 naar Nederland komt.



Dus Wim, nog even pittig doorwerken, dan ziet jouw auto er tegen die tijd uit als die op de biggeplaatste foto en kun je met Janine lekker door de polder toeren, misschien wat verder dan met de 1 of 2 pk's van een paar jaar geleden.

Tot ziens op een polderweggetje in Brabant.

Theo den Exter



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