

*Changi***NG***ear*

April - 2014

Mr ToAd to do the Italian Job !!!



***With rebuilt front suspension Mr ToAd
and Jeremy Evans are off to Italy this Summer***

the NG Owners Club magazine

The NG Owners Club

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NGOC Annual Rally 2014 — *Be There !*



Stratford - upon - Avon

Friday 4th to Sunday 6th July

Please make a note of this in your diaries

Booking Form and further details are included on Pages 18 to 24

If you need further details contact

Paul Gray — 01252-617175 :: p_dgray@btinternet.com



Chairman's Letter

A new month and at the time of writing Snow-drops; Crocuses and even Daffodils are beginning to show, could this be the onset of spring and a heralding of better weather? I do hope so. One benefit of the poor weather, if there could be one, is that having to work in the garage I have managed to get 'OJ' and 'Sheen' sorted ready for the new season. I trust that you have been able to do the same and bring your cars up to scratch.

Why not write up your maintenance experiences and pass them on to Chris and Su Hore for inclusion in our magazine. I am quite sure other members will be very interested, and the odd related Photograph would not go amiss. I recently gave a presentation, with pictures, on the background of **NG**, the company and the cars, to the Surrey Vintage Vehicle Society which was very well received. Several SVVS members said afterwards that they had not realized the amount of engineering expertise, ingenuity and passion that went into the building of our cars. They were also very impressed by the quality of the finished article.

With our cars in top form the usual 'Line up' at the National Rally should be impressive this year. You will all be coming of course !! especially as Detling and Newark shows have been cancelled, so where else to make a show ?

See you there. It is always a good week end.

Peter Clark

Sunday 16th March :

Peter & Mary had an early spring outing with both Sheen & OJ for the meeting of the Surrey Vintage Vehicle Society at the Cock Inn at Headley, Surrey





Secretary's Notes

We are now into the fourth month of the year already and hopefully the weather will be improving, – anything will be better than the awful winter we have just had !!!

My TF is still needing some TLC but by the summer it should be fine.

Other than the NG trip to the Dutch Bulb Fields (Manda and I went years ago with friends, the displays were magnificent) and the NG Welsh Holiday there are also a few events in late April early May you may like to attend. The Stoneleigh KitCar Show is the 4th/5th May, Manda & I will not be going but the NG Club site is our usual number 40A.

However, along with Detling, the Newark and Exeter shows have been cancelled this year, perhaps due to lack of attendance, which is sad, though I was not very impressed with my last visit in 2013. As an alternative there is the Malvern show on the 25th/26th October which is probably good for a visit. The mag editor Chris has more details for this one.

The events calendar is printed in the magazine but if you want the latest info for meetings go to the club web site which is updated at regular intervals. Don't forget our National Rally this year 4th to 6th July at Stratford-upon-Avon. You will find more details on other pages. We would love to see you all.

It's a great time to meet old friends and new members, so do come along.

Bob Preece



NGOC Membership News

Last year's membership totalled 265 and I received eight new membership applications in the last quarter of last year and another six in the first quarter of this year.

Welcome to all new members and we look forward to seeing you at some of this year's events

Bob Morrison — Membership Secretary



Editorial

So Spring is finally here with us at last. After the Winter that we have just had we would be interested to hear from any Member who now has plans for an amphibious conversion for their NG !!

However Su and I got off fairly lightly but our sympathies go to anybody who bore the brunt of the Christmas and New Year flooding and storms.

Rocket was however 'holed up' for an unprecedented 11 weeks and we were getting a bit stir-crazy until one fine afternoon in late March allowed us to de-cobweb.

As you will see, this April issue of the magazine reflects the enforced lack of NG outings with the various articles being restricted to maintenance, refurbs and technical topics. Hopefully the next few months will remedy this and you will all inundate us with your NG exploits for the next issue. And in the same vein please remember the Photo Competition and have your cameras at the ready.

As we write this editorial Rocket is looking very forlorn. On axle stands, wheels off, front suspension stripped, all in the midst of cleaning and painting and with cycle wings away for respray. This is a much needed bit of cosmetic TLC, 'shabby chic' is one thing but just 'plain scruffy' is a rusty bit too far! - so Rocket should be in top form for outings this year. And we have a very busy start with the trip to the Dutch Bulb Fields at the very end on April followed immediately by the Welsh Holiday in mid-May. For us there will also be a number of day trips and weekends away. Not the least of which will be the NG Rally in Stratford in early July. Full details for this are included here in the centre pages together with a Booking Form.

We look forward to meeting with many new and old faces during the coming NG season and hope that we have a Summer that will more than adequately compensate for the past Winter.

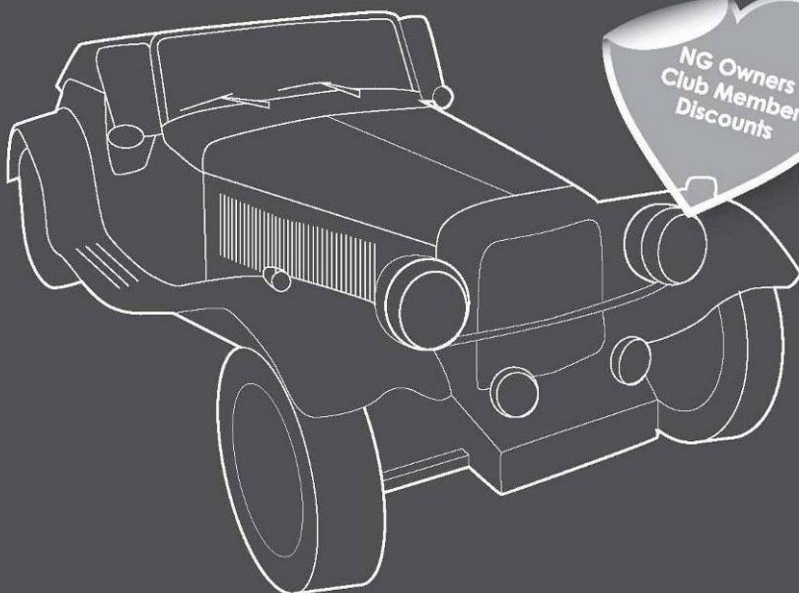
We hope that you will enjoy this further offering of your Club magazine.



Chris & Su



NG Insurance



NG Owners
Club Member
Discounts

Policy benefits can include:

- Agreed Value
- FREE Legal Cover
- Limited Mileage
- Breakdown Cover
- Laid-up Cover
- Club Discounts

Specialist Car Insurance

Adrian Flux know how much you love your NG, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

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Future Events for 2014

The Brooklands Club — Natter Meetings

Meet on the second Tuesday of every month

At the Brooklands Club Bar at the Brooklands Museum

Use the Campbell Gate Entrance off Brooklands Road — KT13 0QN

- May 13th Late spring Natter and Noggin, with piano background later.
- June 10th Pride of Ownership and Concours de Elegance with Jazz.
 & Best Ladies Hat competition
- July 8th Summer Barbecue
 with Best Ladies Headscarves and Best Gent Cravat competitions
- Aug 12th Summer Natter and Noggin.
- Sep 9th General Knowledge Quiz, with piano background later.
- Oct 14th 11th Anniversary of Natter & Noggin
- Nov 11th Early guided Museum Tour.
- Dec 9th Enthusiast of The Year awards,
 Ladies & Gentlemans competitions
 with free hot sausage rolls and mince pies.

NB. These events may be subject to change,

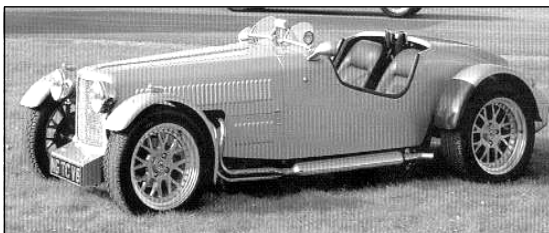
***Please check with Danny Byrne (01932 829814) Brooklands Club
or Peter Clark (01737 832367)***

Findhorn Cars Ltd

**Hill Hampton, East Meon,
Petersfield, Hants, GU32 1QN**

Tel : 01730 823647

www.ngcars.co.uk



All NG parts supplied from chassis to brake pads



Photo Competition — 2014

We received some really good entries for the 2013 Competition
These formed the basis of an excellent Wall Calendar for 2014

We intend to run the Competition again this year, so please keep your cameras handy throughout the year and send in as many entries as possible.

There is no particular theme, but some 'out of season' and some 'unusual shots' would be welcome. Photos do not necessarily need to be current, your good 'library' shots will also qualify.

Closing Date : End of October

Modest Prizes will be awarded to the three best entries, and again we hope the best twelve will form the content of an NG Calendar for 2015.

Please email your entries as a .jpg attachment to us,
with some details and a Snappy Caption , at ngoceditor@gmail.com

Please get Snapping !! — Chris & Su

!!! Contributions Please !!!

Next issue: July 2014

*Last Date for submissions: 10th July — Please
But the Earlier the Better - Thank you*

Volunteers Please RALLY ROUND !!!

Organise the - Treasure Hunt - Please

The Committee are keen to include a Treasure Hunt /Tulip Rally as one of the Events in this year's annual rally.

*Volunteers are still urgently sought both to plan this in advance,
and to run it on the day. Where are you ???*

Would some kind keen souls please contact Paul Gray
01252-617175 :: p_dgray@btinternet.com



Events Calendar for 2014

<i>Date</i>	<i>Event — What / Where</i>	<i>Contact</i>
28-30 Apr	NG'ers to Dutch Bulb Fields	Chris Hore
4-5 May	Stoneleigh Kitcar Show	Bob Preece *
11-15 May	NG Welsh Holiday — Llanerchinnda	Paul Gray
13 May	Brooklands Natter	Peter Clark
16-18 May	Spa Classics, Belgium	John Hoyle *
1st Jun	London to Brighton Kitcar Run	Graeme Lacey *
6-10 Jun	Laon Circuit Historique, France	John Coker *
10 Jun	Brooklands Natter	Peter Clark
14-15 Jun	Le Mans 24hour, France	Chas Killick *
15-16 Jun	Newark Kitcar Show, Notts (CANCELLED)	
26-29 Jun	Festival of Speed, Goodwood, Sussex	
4-6July	NGOC Annual Rally at Stratford-upon-Avon	Paul Gray
8 Jul	Brooklands Natter	Peter Clark
12-13 Jul	Ardingly Classic & Kitcar Show, Sussex	Rob Garrett
25-27 Jul	Silverstone Classics, Northants	
26 Jul	Dogmersfield Fete, Hook, Hants	Paul Gray
31 Jul	Classics on the Common, Harpenden, Herts	Chris Humphreys *
12 Jul	Brooklands Natter	Peter Clarke
24 Aug	Knebworth Kitcar Show, Stevenage, Herts	Chris Humphreys *
30-31 Aug	Donnington Kitcar Show, Derby	
9 Sep	Brooklands Natter	Peter Clarke
13-14 Sep	Goodwood Revival, Chichester, Sussex	John Gillies *
19-21 Sep	Circuits de Ramparts, Angouleme, France	John Coker *



14 Oct	Brookland Natter	Peter Clark
25-26 Oct	Exeter Kitcar Show (CANCELLED)	Peter Saunders *
25-26 Oct	Malvern Kit Car Show	
2 Nov	Veterans London to Brighton Run	Chas Killick *
11 Nov	Brooklands Natter	Peter Clark
9 Dec	Brooklands Natter	Peter Clark

Contact Details :

Peter Clark	01737 832367	John Hoyle	0208 393 2555
Rob Garrett	01732 453639	Graeme Lacey	01323 442967
Chris Hore	01892 732998	John Coker	01483 267299
Bob Preece	01202 573644	Chas Killick	01732 761302
Paul Gray	01252 617175	Chris Humphreys	01707 851320
Peter Sanders	01271 327860	John Gillies	01702 294977

*** Note :** Contacts thus shown may not be organising anything for these events and may not be going this year. But they have been recently and will be able to offer advice if needed.

Event Updates :

This event information will be updated with each issue of ChangiNGear. It is also available on the Club Website Events Calendar which by its nature may well be more current.

Cancellations:

Not only was Detling KitCar Show cancelled this year, but Newark and Exeter are also not now taking place.

The Malvern KitCar Show may be a suitable alternative for some 25/26th October

Other Events/Dates ???

If you have additional Events information that you think should be included then please send us an email — Thanks Eds



Reports, Articles, Letters & Technical

NG INSURANCE -- 'COVERED' OR NOT ?

The question of secure parking of our NGs is often a worry. In addition the question of valid insurance cover when NGs are left parked with/without hoods & sidescreens in-situ seems a 'grey area' & what if you only have aeroscreens and thus no possibility of a hood ?

With this in mind we contacted various kitcar insurance brokers with the following by email :

NG Cars with/without Hoods ?

The NG is a kitcar of open 2/4 seater 1930s style, typically based upon MGB donor parts.

One topic of conversation re-occurs from time to time through the magazine pages and at club meetings. It is that of the insurance cover on 'soft top, open tourers' being parked in public places.

The 'small print' of some insurance companies seems to require that hood and sidescreens must be in place for insurance cover to be effective. However it is not clear whether this lack of cover would apply to any loss and damage to the vehicle itself or just to the unsecured contents.

An added aspect is that many of our members have variants of the NG that do not have a full windscreen, and thus there is no facility for a hood or sidescreens, so relying solely upon a tonneau cover for closing the cockpit. Other variants may have a hood but no provision for sidescreens.

Many of our Members have insurance cover for their NGs with yourselves and we are hoping that you would be able to give us some clarification on this point

To date we have received only one written reply, from Blackford Bloor, as follows :

I have read with interest your comments regarding the insurance cover on 'soft top' vehicles being parked in open spaces, and hope the following will be of some assistance.

With regards to personal items/unsecured contents the cover is quite clear. Any item left in the unattended vehicle would NOT be covered for any of the insured perils, unless placed in a locked secure boot.



With regard to other covers, underwriters are aware of the type of vehicle involved, and that they may have removable tops, windows or no side-screens or simply a 'cover'. It is not a cut and dried answer. Each claim would be judged on its individual merit, but there are some guidelines that may assist you:

Underwriters ask that all 'reasonable precautions' are taken to prevent a loss. If, for instance, you took the car out on a sunny Sunday and parked up at a pub for lunch, or stopped outside a shop to purchase a newspaper and the car was stolen during this time, cover would be in force. If, however, you left the car unattended at a train station or multi-storey car park for several hours, then Underwriters would not class this as reasonable care and would be very likely to repudiate any theft claim. However, third party damage to the vehicle would still be covered.

Please note each insurer may have a different outlook on this, this information has been provided by our underwriters KGM@Canopus, other insurer may have different terms and I would suggest you read your policy documentation carefully and if there is any doubt, contact your broker direct.

Mrs Kate Yates for M R Bloor and Co Ltd (incl Backford Bloor)

We have also received generally the same verbal response from Footman James in a telephone conversation.

If this raises, or leaves you with, any concerns then it would be wise discuss with your Broker and put it in writing.

— Eds

Should auld acquaintance with RTL 985N be forgot??

On New Year's Eve I couldn't help singing "Should auld acquaintance with RTL 985N be forgot..." and want everyone to know MOST CERTAINLY NOT!

As many of you know, Bob & I are once again trying to sell our house and hope 2014 will see the re-emergence of our beloved NG from its current home in Shrivenham to a more active domicile in East Sussex.

Angela Morrison



The Story of the Birth and Re-Birth of a TA.

The Birth -

July 28th 1989 and the day of my 40th birthday. My wife has bought me the chasis for my present. My TA was actually made by and purchased from Pastiche, who I believe had bought the rights from NG at the time.

I was determined the car was not going to end up as an 'unfinished project', and promised it would be on the road within twelve months. I found a 1978 Morris Marina that was roadworthy and cheap, and so it was promptly ensconced in my fathers garage. It was his job to clean off ten years of grime once we had stripped off all we needed.

In April the following year she was ready for the MOT. In those nine months she had managed to acquire a name for herself. I had spent so many hours building, painting and fettling her, that a friend of my wife's asked, was she sure It was a car I had in the garage, or a 'tart' (sorry ladies). Hence, from then on my new baby was to be known as 'The Tart'.



In those nine months, my wife, Kate, had not been sat around doing nothing. She had been busy on the upholstery, and then equally busy making the panelling for the interior, from the door panels with pockets on them, to the rolled finish on the lining of the rest of the body: you know, it looks like dozens of Frankfurter sausages lined up next to each other, all the way round, from next to the drivers seat, to the passenger side.

One thing I did change on the design, was to swap the door hinge position, so as to have 'suicide doors', in place of the awkward to get in and out of, forward and upward front hinged ones.

As was the norm in those days, the car was duly MOT'd and DVLA informed of the new body etc. I then received back the new V5, with the car stated as a Morris Marina Sport. How was I to know then, what problem would raise it's head in years to come.

After a couple of shake down runs, to iron out any problems that might raise their heads, it was time to take The Tart on holiday. She was running well, as I had totally re-built the engine, installing a mild road cam, and had the single SU carb' re-jetted and set up on



The Tart as she was in her prime in 1992



the rolling road, at the garage I used to work at. All the other mechanicals had been checked and replaced where needed, so I had no qualms setting off from Lancashire for a week or two touring Scotland.

We had many great days up there, but one trip sticks in my memory. Whilst driving along 'The Road to the Isles', from Fort William to Mallaig, we passed a German registered Porsche parked in a lay-bye.

The driver and passenger obviously heard us coming, as the exhaust gave out a deep throaty sound. They waved as we passed, and we reciprocated. Shortly afterwards, in my mirror, I saw the Porsche closing up behind. Oh, here he comes to blast us off the road, I thought; but no, he slipped in behind us, and followed us for the next 25 miles or so, until we pulled off the main road, to have a look at the beaches at Arisaig. As they drove past us waving, I can only presume they thought they were following an old car, and were happy to drive in convoy whilst listening to the wonderful sound of our exhaust and taking in the beautiful views. The road has been spoilt recently as it has been widened and opened up, spoiling the twists and turns it used to have.



In early 1992 we decided to order a new car. At the time, Vauxhall had just announce the new model Frontera Sport. It was a good looking 4X4 in those days, so we ordered one. After it's eventual arrival, and use for a few weeks, my wife announced that she did not consider I needed two play things, so one would have to go. What she meant was that she thought The Tart should go. She did not really like seeing the suspension bouncing up and down, and that, combined with the fact that I had not let her drive it, had given her the reason. So with regret and a shed tear I waved her goodbye. The person that purchased her lived in the Isle of Man. I only heard from the new owner once, and that was to ask what the paint code was, as he had had a slight accident. I did not want to ask what he had done to her, it would have been too upsetting.

A couple of months after The Tart's departure, my good lady wife announced that she did not like the Frontera, as the suspension behaviour made her neck hurt, so could we please swap it for an ordinary car. ? I am sure you can imagine how I felt ! having to get rid of The Tart because of the Frontera, and now that was going, I could have still had her, if I had hung on and argued for an extra few weeks. I jokingly never let my wife forget what she had done, and often wondered how The Tart was going on. About 18 months ago I had a look on the DVLA website and typed in the registration number. I was shocked to see, that The Tart was still taxed, and still green. Of course that is all the details that are available on the web



site, but at least I now knew she was still in use.

& The Re-Birth

In August 2013 my wife fancied a little sports car, so we started looking round at MG TF's, the new troublesome ones, not the '50s classic. We found a good low mileage 2002 model in British racing green metallic. As it had had the head gasket replaced, that just left me with a couple of jobs to do; So by the time my wife's personal reg' plate arrived, the MG was ready for the road. Whilst looking for a sports car, I had looked at various web sites, and whilst on them had typed in 'NG Kit Car'. There had been a few for sale, mainly TF's and the odd TC. I happened to put a couple of photos of the MG on a Social web site, just to let our son see what his mum was now driving. His comment was, 'Why did I think it was one of the Classic ones?' I thought I would reply with a photo of a classic 1950's TF with the statement, 'You mean, one of these at £25,000'. I could not remember the web site's name that I had been on whilst looking for the car for Kate, so I typed in 'NG Kit Cars'. Up popped the name of the site on the Search page. Of course I recognised the it, Car and Classic, so clicked on it without really looking what was mentioned in the short detail.

Now, of course, I had typed in NG kit cars, and to my shock, the car that was pictured, looked exactly like my Tart. I then saw the registration plate, and became speechless for a few seconds; there, in front of my eyes was my car. I could not believe what I was seeing. There, after 21 years, was the very car I had built, and still looking just the same as I remember, apart from a nasty thing sticking out of the left side of the bonnet. I immediately telephoned the advertiser, but there was no answer. I eventually had to leave a message on the answerphone, and hope the car had not already been sold.

I received an answer the following day, when I got a call from the owner, who lives in Wales. Apparently there had been a few people wanting the car. One buyer was so large, he could not fit in it, and another was from Italy. The lady owner refused to sell the car to him as she did not want it leaving the country. This buyer even had a friend of his, who lived in Manchester, to try and buy it for him, but she sussed him out and refused the sale to him as well. She had made her mind up to take the car down from sale, but when I telephoned and said I was the builder and wanted her back, she gave me a chance to have a look at the car. Two days later we were knocking on her door. I was amazed how



- and as I found her in September 2013



good it still looked, (from the outside). Needless to say, the deal was done, and so, it being a nice warm September day, off came the hood and the 200 mile journey home began. The engine ran a bit rough and would not tick over very well, but there seemed to be plenty of power when needed.

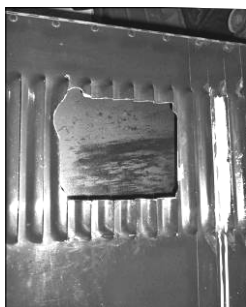
Once home and in the garage, it was time to inspect what the owner in the Isle of Man had done to her. For some reason, he had done away with the single SU and fitted a twin side draught Weber carburettor. To enable the air inlet pipes to fit, he had cut an 8" square hole in the side of the bonnet. How could he cut away all those lovely louvres? On delving inside the engine, I found out why the engine was running rough, one of the lobes on the camshaft had been worn down. A total strip down of the engine was required. The engine was caked in



black sludge. The sludge in the sump was a half inch thick and had to be scraped out. It was looking like the oil had hardly ever been changed in the 20 years she had been away.

Fortunately, when I removed the 'big ends', the shells showed just a smallest sign of 'picking up', so

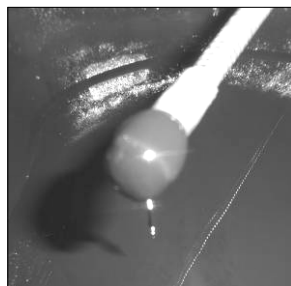
I could get away with new shells, rather than having to have a crank' regrind. There are quite a



few more problems to solve, but I am gradually working my way through them. Parts are somewhat difficult to find nowadays, but fortunately British Leyland used some of the mechanical items on other makes of car, so there is a lot of internet browsing and questions asked on web sites like www.fastmarinamagazine.com.

I am hoping that by the summer of 2014, she should be back on the road.

As a separate aside to the story, I found the Tart was still registered as a Marina Sport. Not knowing about the current problems with wrongly registered kit cars, I thought it must be time to ask the DVLA to re-register her as an NG. I then found out wrongly registered kit cars were to be frowned upon and may not be able to be kept on the road. After much time spent on the internet again I came across a gent (*See Note overleaf —Eds*) who used to work at the DVLA and chose to specialise in the kit car registering side of things. He eventually retired from DVLA and started his own business advising and helping kit car owners try and register their cars correctly.





Fortunately, I had build photos, of which one showed the tax disc with a renewal date of September 1991. I compiled a CD of the photos, copies of old MOT's and a very meaningful pleading letter, telling DVLA why they should re-register my car as an NG TA. Two months later I received a new V5 showing the Tart officially as an NG TA. Result!

Kate told me that the car should not be called Tart now, as she is too refined for that now. She came up with the name of my favourite tart, which is rhubarb, so, at the moment her new name is Rhubarb. Whether that stays we will have to see

Ron Eccles

Editor's Note :

The 'Gent' that Ron found is in fact John Jepson.

Anybody who has any sort of problems related to the DVLA might well benefit from his advice. We suspect that Ron's NG is not the only one that slipped through the system when the IVA rules came in in 1992. Check your V5C and if this does not show the Make/Model correctly as an 'NG' then see John's Ad on facing Page. >>>>

Sunday Lunch at The Cock Inn, Ringmer, East Sussex

(see www.cockpub.co.uk)

Robert and Angela Morrison have the good fortune to live 5 minutes' walk from The Cock Inn, an oak-beamed, 16th-century coaching inn with an open fire, which has one of the best pub menus in the area including a traditional Sunday Roast (usually beef and lamb) with all the trimmings and homemade Yorkshire pudding. Main courses, which may feature local lamb and venison, cost between £9 and £15 and the pub caters for vegetarians as well as those with special diets including Gluten free and Vegan. There is plenty of parking. As the pub is so popular, bookings must be made at least a week in advance. If anyone in the south east is interested in meeting up and having lunch in the pub on a Sunday, please either ring Us on 01273 813590 or email amorri1847@aol.com to register your interest .

Angela & Bob Morrison



Has your Paperwork Passed It's IVA?

You're good at building Kit Cars – I'm good at paperwork. Why don't we get together? I've had 17 years experience with DVLA dealing with the registration of Kit Cars and I can now offer the following unique service:-

Registration forms completed over the telephone. All you need do is check, sign and return.

Advice on supporting documents and DVLA requirements (eg. Age related marks, insurance, tax, MOT, identification etc).

Application for IVA test presented to VOSA and test date arranged.

Paperwork sent to DVLA local office and any problems resolved quickly.

All this for a
one off fee of £45
and you needn't leave
your house!

Paul Jepson
P.O.Box 4096
Pangbourne, RG8 7ZP
Tel: 0118 9842303
e-mail: jepson.paul@btopenworld.com

The First Licensing and Registration of Motor Vehicles
Guidance Notes for the Completion of the V55 for



NGOC National Rally 2014 update

As the date for this year's National Rally is fast-approaching (Fri 4th to Sun 6th July), 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. One big advantage of this venue is that they have a number of static caravans for hire and a number of 'snugs' which have been very popular with our members during the previous two rallies. The site can be contacted direct on 01789-292312 if you would like to discuss hiring a static caravan or snug.

On the rally field itself we welcome any form of tent/caravan/motor caravan and there are no restrictions on siting different types of unit together. Please remember that for us to be able to use the rally field we must have a reasonable number of 'campers' so please join the campers if you are able to.

For those who joined us at Stratford last year, you will find that we have secured the same rally field for this year's event. After passing Reception and heading into the site, you turn left in front of the cafe. 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 easy from the site although the field doesn't abut the river. The field is nice & level for camping and the grass should have dried out nicely by the time of our rally! For campers, there are lots of electric hook-ups so no problems with powering all those gadgets! A couple of drink-





ing-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.

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. Please note that the hard standing at the end of a short access road, on the right after entering the rally field, is for occupants of the snugs and not for general use.

We will 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 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 small 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; as always, this event is very weather-dependant. We intend to offer two opportunities for drivers to have a go at the



driving tests. The first opportunity will be on Saturday afternoon and the second will be on Sunday morning. Judging from the popularity of last year's 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 should 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, starting at about 1900 hrs. Please

NGOC National Rally Friday 4th to Sunday 6th July 2014

Riverside Park, Tiddington Road, Stratford-upon-Avon, CV37 7AB.

For a full description of the weekend's events, please see article in this edition of the newsletter.

Your rally committee would be delighted if we could rely on the support of as many members as possible for the weekend. If you can attend, please help us by completing the form below (in block capitals please) & return it with your payment (cheques made payable to the NGOC) by the end of May.

Please post to:

Teresa Goodbun, NGOC treasurer, 43 West Court Lane, Shepherds Well, Dover, Kent, CT15 7PT.

There will be a rally fee charged, per family unit, for attending the event.

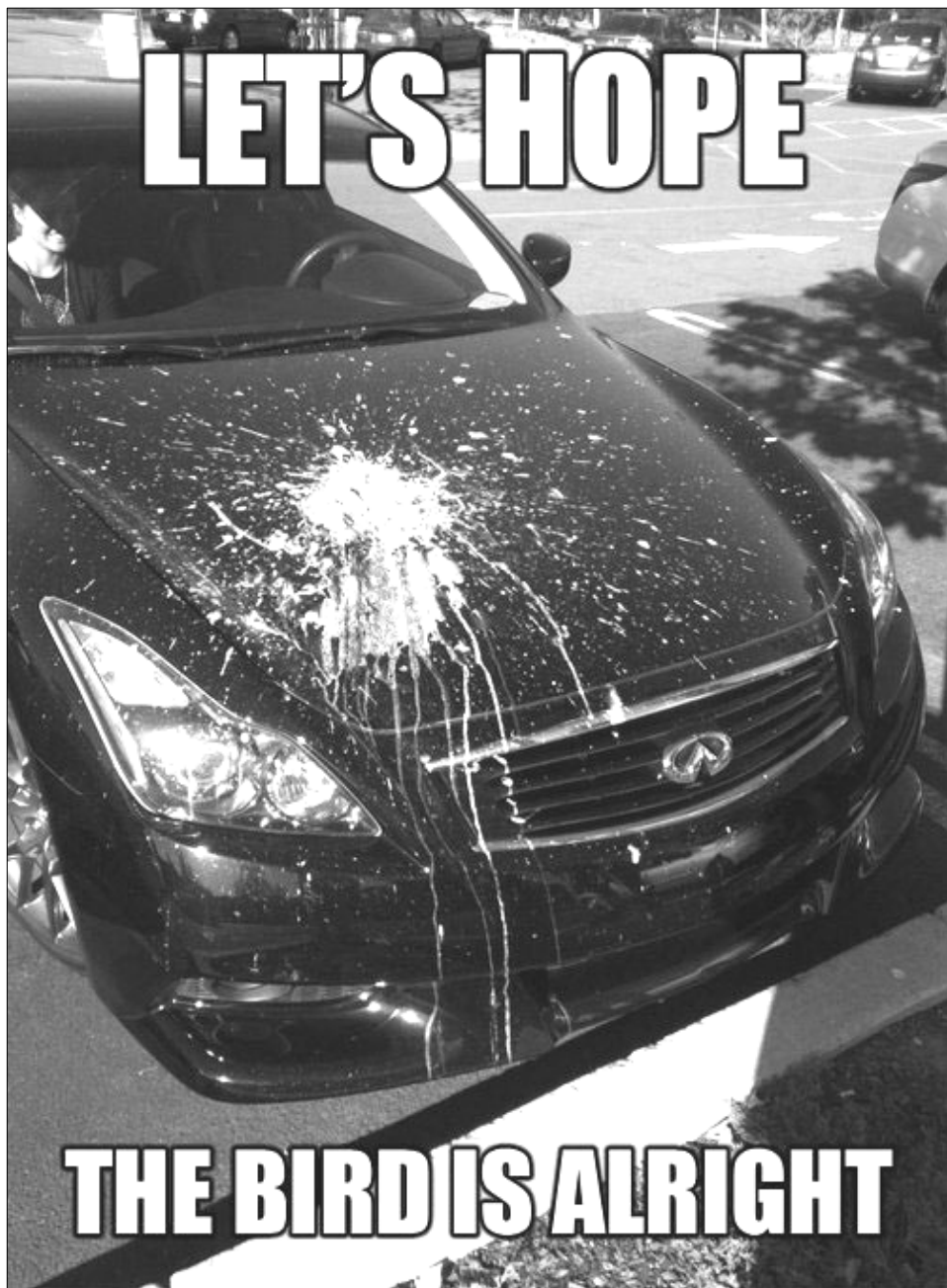
The rally fees are a small contribution to help cover the costs of hiring the site, marquee, tables, chairs, tea-urn, gas BBQ's, teas/coffees & for the Friday & Saturday evenings.

Rally fee: £25/family unit for whole weekend (3 days) or £10/family unit (1 day).

In addition, for those camping on the rally field, there will be a fee of £16/night/family unit (no extra charge for separate children's tents). Note that camping is available Friday, Saturday & Sunday nights. There is an additional charge for electric hook-up via swipe-card obtainable from Reception.

Date :	Num,bers for Friday Evening Meal	Numbers for Saturday Evening BBQ
Friday 4th July		
Saturday 5th July		

Date :	No. of Camping Pitches
Friday 4th July	
Saturday 5th July	
Sunday 6th July	



FUNNY PICTURES ON KULFOTO.COM



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 again very grateful to Lincoln & Judith Summers who have kindly stepped forward and volunteered to organise the quiz.



The club will be hiring several large gas-fuelled BBQs so bring your bacon & eggs to cook a sumptuous breakfast on Saturday & Sunday mornings. 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 would like to arrange a scenic run or treasure-hunt that can be entered at any time during the weekend where members could either go singly or in batches of cars. However, we are still waiting for a volunteer to step forward and offer to organise the run. If this event can be run, full details will be available in the marquee. For those who just fancy a local run, the site's location is 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.

On Saturday afternoon, the first session of 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. However, to remind those who enjoyed the 2013 event, we were challenged to pick up golf balls, place them in a bowl and then balance a duck on top - using a long pole of course! Width 'limbo', driving into a series of marked-out 'garages', blindfolded driver instructed verbally by their passenger - much room for disputes! Last year's event was won convincingly by Alan Goodbun.



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 giv-



ing Mark a call before the weekend.

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

ever, there may also be some entertainment on Saturday evening after the BBQ.

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 the organisers will have an idea of the numbers to cater for.

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

The NGOC Committee

Life is no more than a process of turning healthy young puppies into mangy old dogs, and man but an exquisite instrument for turning the red wine of Shiraz into urine

-- Isaak Rufus



AAAhhhhhhgggg!!!!

What to do if you put the wrong fuel into your tank

It is quite easy to wrongly fill petrol into a diesel vehicle, but less so the other way around. Diesel nozzles are bigger than petrol, therefore the diesel nozzle is more difficult to fit into a petrol neck, so you should easily notice the mistake before pressing the handle.

However should you be one of those 'unfortunates' who does not realise the mistake until it is too late, then don't panic.

But whatever you do DO NOT switch on the ignition !!!

Attendants at fuel garages are quite accustomed to these kinds of errors and can often point you in the right direction. Or if you are close to home then call your local mechanic as they can easily drain out the wrong fuel in a tank, which is all that is needed provided you have not turned the ignition on.

Note that the AA

do not cover this eventually under Breakdown Cover and may be extremely expensive; GreenFlag on the other hand do include for this eventuality. Do not fret though, there are others who can help you out quite quickly and do not charge the earth. Check out Fuel Doctor, Fuel Drainer, Wrong Fuel UK and Auto Fuel Fix, etc. these kind of companies often have a nationwide service and have been known to give an estimated call out time of twenty minutes or so.

However if you have compounded the problem by turning the ignition on, or worst tried to start the engine, then your problems are multiplied many fold. Once the wrong fuel has entered the system then there is no 'quick or cheap fix'. The car will need to be recovered to a suitable garage so that the fuel system can be purged and various components cleaned or even replaced - and this won't come cheap.

Be sure to check your insurance cover as more and more policies are covering this problem under the 'accidental damage' section.

Best of all - don't get distracted at the Pumps and avoid one of those 'senior moments' !!!!!

With acknowledgement to Matt at Breakeryard.com



*French kissing is a really sexy thing to do, — according to the French.
— But then they eat Snails, Garlic and Frogs Legs don't they !??*



Mr ToAd's Winter Suspension Rebuild.

At the last MOT Mr ToAd had an advisory on the front suspension king pins and was wearing one front tyre badly indicating that something was not quite right. So I planned to rebuild the front suspension over the winter, new king pins and new bushes. Whilst I was about it I thought that as Mr ToAd was a bit prone to under-steer that negative camber wishbones might be a good idea, ok this might make the steering a bit heavier but it might make it more fun to drive on the twisty bits, of which we have plenty over there in west Wales.

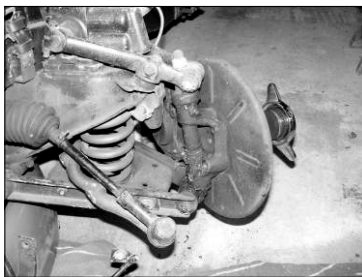


To get at the front suspension quite a bit of body work needed to come off. The radiator cowl was first, but to get this off the headlamps needed to come off as the support/anti vibration stay fixes in behind the number plate. With the cowl off the bonnet literally falls off!

The next bits to remove were the front cycle wings which also involved taking the steering arms off as these connect through the same bolts. By this time

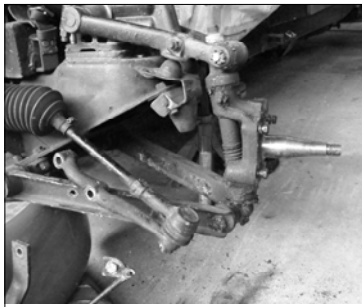
of course the NG was up on axle stands and the front wheels had been removed.

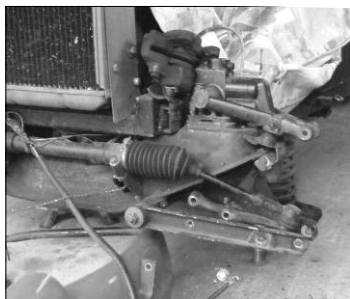
Looking somewhat forlorn Mr ToAd was ready for the next step which was to take off the brake callipers and the front hubs. Take care folding back the lock tabs on the lock washers holding the brake calliper on and you might just be able to use them again. Removing the front hubs is a bit tricky, well



getting the split pins out of the hub retaining nuts is particularly if you have wire wheels. Pulling off the hubs revealed the fact that the wheel bearing shims had been put in the wrong place at some point in the past, as the picture shows. Never mind this could be easily fixed.

The brake back plate/dust shield came off next and this was followed by the lower wishbone pan. This holds the front spring which you can compress using a spring compressor or alternatively as I did just put a jack under the pan and carefully lower it





once the bolts have been removed.

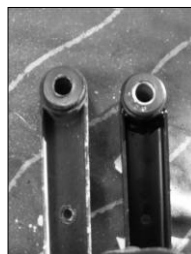
Note which way up the spring sits and if you are working on both sides of the car ensure that you don't muddle up the bits side to side. With the suspension pan and coil spring out of the way the king pin can be removed.

The final part of the dismantling is to remove the lower wishbone arms, with this done you are about half way ! You can

see from the pictures that you have to take care with the bits you have removed as many are still attached by wiring.

The rebuild is pretty much the same in reverse, I chose to replace the cross member mounting pads as well while I was about it, good job as the old ones had certainly seen better days. The following pictures show some of the new bits in comparison to the old.

You have to take the steering rack off to drop the front cross member, so be careful that you protect

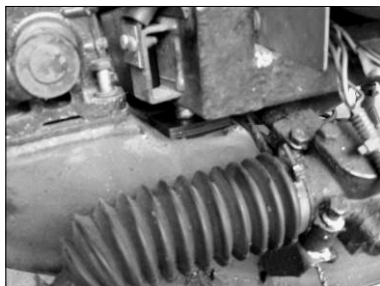


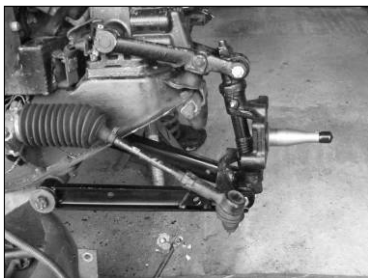
the gaiter rubbers.

You have to be quite careful putting the springs back in, getting the angle of the spring plate right so that the bolts can be put back in place proved rather a challenge.

I ended up putting the front pair of bolts in and then using the jack adjusted the height of the rear of the plate. Take care not to lift the whole car off the axle stands though as at that point things can get a bit wobbly!

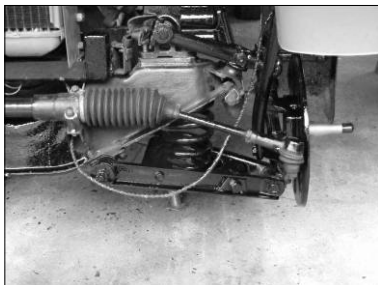
I took the opportunity to clean up some of the rusty bits and generally tidy up the look of the suspension. I am quite pleased with the result,



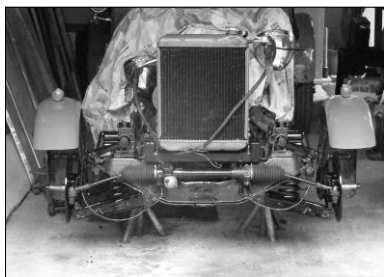


certainly good for another few years motoring! The final part was putting the hubs back on, making sure the shims were in the correct location between the bearing spacer and the inner part of the outer bearing. You have to try a few thickness shims in to get the right end float. The older Haynes manuals have all the details although I must admit measuring the end float was pretty impossi-

ble even with a dial gauge. In the end I resorted to a trial and error approach feeling the difference between the different shim thicknesses. I bought a few of each to enable me to do this. Whilst time consuming I think I have it set just right. The tracking will need to be adjusted of course, the ideal setting according to Moss being 2-3mm toe in.



The final, final part is to properly tighten the bolts that go through the new bushes, you have to have the weight of the car on them before the final tighten to ensure that the bushes don't get stressed as the suspension settles.



It was good to see Mr ToAd back on his wheels again, and ready for a new MOT. Not to be outdone of course Mr ToAd decided to fail the test as all the inactivity had made the rear brakes take a holiday. New brake shoes and a general tidy saw a new test certificate issued by my local garage.

So I hear you cry was it all worth it ?? Well yes is my initial reaction, you can instantly see the difference as the front wheels tip in slightly at the top, where as before they were the other way round.

The steering is heavier but the reaction over bumps is much better. Before hitting a manhole cover or going over a level crossing caused the steering wheel to try and rip my thumbs off, and for the wheel to slip outwards particularly in the wet, these problems have both been eradicated. The turn in on corners is much sharper, hardly needing any steering input,





but the lack of a roll bar feels more evident (next winter's project perhaps). Over all Mr ToAd feels much more secure on the road. Can't wait to try it out on some twisty bits once the weather has improved.

The next job is to test out the 'Dynabeads' which were mentioned in the April issue of *ChangiNGear* for dynamic wheel balancing, and I will 'report on this in a future issue of the Mag.

Jeremy Evans

Notes:

Wishbones and polybush set from Moss Europe.

Reconditioned exchange king pins and all other parts from Brown and Gammons.



The trouble with practical jokes is that they often get elected :: *Will Rogers*

I belong to no particular political party, — I'm a Liberal Democrat :: *Anon*

I don't make jokes,

I just watch the Government and report the facts. :: *Jeremy Paxman*



The 'Pastiche' Range :

Having been asked about the Pastiche Range by a new member Paul Bennett offers the following details, as he understand it :

When the NG Company was owned by Pastiche (Peter Fellows and his wife Penny) each Marina based model was given a name rather than just the letter designation. The Marina based TF style was called the Ascot. There was a model called the Touriste and I think this was the Marina based TD style version.

Also in the back of my mind there is something that says the Marina based TA style was called the International.

There was a model called the Gladiator and I have always assumed that this was the V8 ,TC style version. I have no document to prove this so have to assume that the Gladiator although Marina based could have been in either 1800 'B' series or Rover V8 form.

Does anybody have any other information to confirm or amend these details ? — Please let us know — Eds.

Backford Bloor & Co

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10% FOR CLUB MEMBERS

JUST LOOK AT THESE BENEFITS

**New increased discounts available for:
Restricted driving , Age of vehicle, Age of driver**

**Guaranteed agreed value
(Subject to valuation form and photos)**

Free personal accident cover up to £20,000

Talk to the experts on **0151 356 8776** or log on to
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Demise of the Tax Disc

So the Road Tax Disc will be no more as of October 2014

The road tax disc has been around since 1921 when it was introduced to prove the payment of taxes for the use of a vehicle on public roads. Prior to this toll charges were the method of taxation and users of the highway would be charged on a 'pay as you go' basis.



The first road tax discs had no perforations around the edge, this was not introduced until 1938 making it easier to fit into the disc holder.

So after 94 years the road tax disc is now considered unnecessary. Computer technology with fixed and mobile monitoring cameras are considered the economic way forward.

Regrettably the Road Fund License will still have to be purchased - so now it will be, as it were, a 'pay and **not** display' system. In addition to the annual and 6monthly payment choices there will now also be a monthly direct debit option. Apart from helping those on limited income with small resources this will also help those with Classic & Kit cars who can then exactly tailor their payments to only the summer months that they require. However annual payment will still be cheapest for a full year, with surcharges for the other options.

There will no doubt be a number of drivers of the old-school who will be quite sad to see it go, but the majority will probably welcome the change.

If you are of a cynical frame of mind then you may well consider this a 'Tax Dodgers Charter'. We are already aware that there many tens of thousands of cars on the road with no valid insurance or MOT, with relative few offenders brought to book. Now, with no need for visible evidence of tax having been paid there will be great temptation for many to go without and take the small risk of being caught. Another notable change is that unspent Road Fund License will not now be transferrable upon sale of a vehicle. The vendor will need to reclaim this from DVLA and the Purchaser will have to make they own payment from the outset.

— *Eds*

NG Member Profiles :

Sadly we have no 'profiles' to present in this issue

Volunteers for the next edition please ?? — Eds



And More Ode to "OJ" (further to the October 2013 Issue)

The 'Not so Closing' Lines

*Tiny adjustments some needed tweeks
Clutch fluid top up and another bleed
OJ has not been on the road for weeks
A set of new plugs the first thing you need
Followed by a tune up and no more leaks*

I have to say that OJ has a new lease of life, with smooth acceleration and a lot of power.

However somewhere along the line OJ's drivers side screen went missing. Now I am faced with another problem, to find someone to make a new one. What's the problem I hear you say, well for instance:-

- A metal frame is required.
- Two stainless steel hinges are needed.
- & these have to match those on the passenger side
- Material, Double Duck, Mohair or whatever has to be matched.
- All fasteners to be sourced.
- Finally find someone to make it up.

Firstly the current TF side screen frame is not compatible, not deep enough and the rake of an SVA Windscreen is more than the fold flat windscreen on OJ. My local blacksmith came to the rescue. He had previously made a pair of frames for my TD. Next the hinges, this was a problem. Who could ever make hinges to such exacting quality as the originals made by Peter Elliott. I measured the passenger side ones and made a conventional three view drawing. This I scanned and emailed to my son in Boston USA who in conversation had said he fancied a project and would have a go. He received my email early in the morning, his time, six hours later I got a reply with photographs attached showing a pair of new stainless steel hinges. In that time he had been to the store, bought material, had transferred my drawing to a CAD program on his computer to produce a paper template in order to obtain a proper profile of the sheet metal. He had also turned up the hinge pins on his lathe to the correct diameter. The sheet metal parts were then wrapped around the pins at the correct angle. For good measure he welded, with stainless steel, the seams and the tops of each pin so that there would be no chance of the pins work-





ing loose. A good buff and polish, a quick photo and into a UPS bag for shipment to me. That is service, even if they were probably the most expensive hinges in the world !!

Now armed with the hardware off I go to Car Hood Warehouse at Chessington, a company suggested by a friend. I did not know that they existed even though they were practically on my door step.

"Normally we only do complete hoods and tonneau covers for prestige cars" they said. After a little smooth talk they agreed to make my side screen using the passenger side one as a pattern. That was on a Wednesday, then the following Wednesday I had a phone call asking "When could you pick up your side screens?" "Wow ! - that was service and the new one was good. Material very well matched, perfect stitching and binding.

(Don't ask about the bill !!!)

The fit to OJ was spot on (I had previously jigged the bare frames and hinges to the car and drilled the attachment holes accordingly.) The last task, with the kind help of John Hoyle, was to mark and fit the 'Lift the Dot Fasteners to match the existing studs. Job Done — but Not Quite. I realized that the passenger side screen and the hood and the new side screen were all different shades of black. This was soon put right with a liberal application of RENOVO Coloured and Re-proofing Treatments. After drying out, which took a long time due to the current damp atmosphere, the result was satisfactory and OJ is now refurbished inside and out.



The very last lines of the Ode to 'OJ'

*The moral of this story is clear indeed
Tie your side screens with string of no breaks
Pass up one arm and out t'other your coat of tweed
Like gloves mother did the precaution she takes
To ensure that you don't mislay.....
The damned things*

< Fin >

Peter Clark

P.S. I would recommend Car Hood Warehouse Services, they have centers in various areas of the country.



Dust Caps

There's a good reason, apart from cost, why most dust caps used on tyre valves are manufactured from plastic. This is so that the caps are never difficult to unscrew due to corrosion - not necessarily so with fancy alloy replacements!

In most cases, replacing plastic dust caps with alloy would be of no particular visual benefit but with polished alloy wheels (as fitted to our TC!) they can add a nice finishing touch. However, beware corrosion between the threads causing the alloy versions to corrode onto the valve, not helped by contact with winter salts liberally spread on the roads at this time of year.

I have heard of one motorist who, 6 months after fitting a set of alloy caps, found them impossible to remove by hand and was not able to apply much torque with a tool without risk of twisting the valve out of the wheel. Cutting a slot with a Dremel and introducing penetrating oil eventually saved the day but a precautionary tale nevertheless.

In conclusion, I suppose that leaving the caps on for 6 months showed that the owner was not very rigorous with checking tyre pressures. More regular checks would probably be enough to stop such corrosion from getting started although a thin smear of grease may be a useful extra safeguard.

Paul Gray

Great Contribution to the NG Owners' Club

A BIG thank you to the magazine editors, Chris and Su on behalf of your readers for your great contribution to the NG Owners' Club and also producing another calendar with memorable photographs and captions. The latter is always a conversation starter in our humble abode and we do our best to promote the cars.

What a fantastic job Chris and Su do putting a highly readable magazine together. The injection of humour in the form of anecdotes, funnies and cartoons are a welcome addition. Do readers realise what fun is to be had reading copy and then jiggling text to 'fit' the pages but not so much fun if articles are thin on the ground or are slow to be sent. So if you haven't yet written something for the magazine, why not take the plunge. Chris and Su will be very happy to receive 'copy'.

Alegna Morrison

Thank You Angels for your kind words

— and **Yes !** - we are always in need of contributions to the Magazine

Chris & Su



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 Watson, (1537)

Egham, Surrey

Peter Hodginkson, (1538)

Treherbert, Treorcy, Mid-Glamorgan

David Nobes, (1539)

Bentley, Farnham, Surrey

Jeremy Swift, (1540)

Wivelsfield Green, Haywards Heath

David Jones, (1541)

Hainault, Essex

Andrew Evans, (1542)

Uttoxeter, Staffs

ChangiNGear extends a very warm welcome to you all and we look forward to hearing from you with 'news' to publish in due course - Chris & Su : Editors

Sales & Wants (see following pages)

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 Roadster 1971



Reg No. YVJ 617K;
38,000miles
Colour Red
MGB Based, 1800cc with Overdrive
Engine No.18GGRWEH6201;
Chassis No-GHN5281724G;
Registered as NG on V5C
No tonneau, hood or sodescreens
One year MOT

£4500 ono

Contact : David Weighton

Phone : 01580 241800

E-mail : annie.miroslaw@gmail.com

Even if you are on the right track
you will still get run-over if you just
sit there -- *Will Rogers*

NG - TF : 1800cc



Reg LVJ319
Ex-Findhorn Demonstrator
B Series Engine from MGB Hive,
rebuilt by Ivor Searle
2000 miles only
Electronic ignition, Twin SU Carbs
Overdrive, Chrome Wirewheels
Tonneau, Full Hood & Sidescreens
Heater, Luggage Rack
British Racing Green
Cream leather seats, green carpet,
walnut dash
Always garaged and used in the
dry only

Price : £8500

To include cherished Number Plate
or will sell separately

Bob Wall (Porthcawl)

Bob@wall1950.orangehome.co.uk
07973 123030

*Note: Bob will be out of the Country in
May & June to but can still be contacted
on his email*



NG-TA Tourer



Built in 1987 from 1969 MGB Roadster donor. 1800cc Engine

Blue fabric body, black bonnet/wings & red wire wheels

Full hood, tonneau, side screens and hood cover

MOT to May 2014

Taxed to June 2014 (tax exempt)

Valuable Reg. No. 1137 HN

Low Mileage 7800

Now Reduced for Quick Sale

£7,000 ono

Martin Wakelin (NG 289)

01527 - 836242

ChangiNGear - April 2014

NG - TF



First registered 1999.

1798 cc MGB engine (1974 reconditioned with unleaded head)

Donor—1968 chrome bumper MGB-GT Racing green body. light beige interior upholstery and trim, green carpets and leather steering wheel.

Included are tonneau cover. aero screens and chrome wire wheels.

MOT until Sept 2014. Taxed until March 2014.

Hardly used, stored in garage.

Very low mileage - 800 miles.

£6950-00 ono

Tony Maher (NG 1016) Mid-Wales

075286 - 77600

tony@maher100.plus.c

NG TA Engine — For Sale

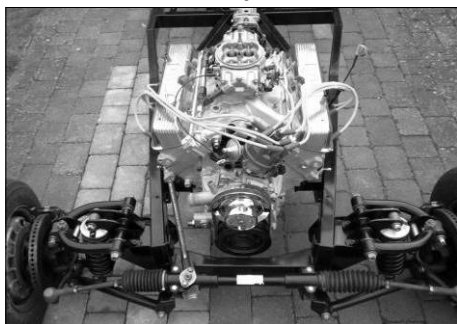
I have the old engine of a Type A on Sale, it is complete with gearbox and over-drive, carbs and exhaust manifold. It is from my old NG-TA Marina based, that I have transformed with a V8 Range Rover engine. The engine is located in Pescara, Italy.

Price - 1000 Euros

Luigi Sparano ::: lsparano@yahoo.it



NG-TC V8 Project



I've now bought a completed NG-TC V8 so my current project needs to find a new home

For sale is a rolling chassis complete with John Hoyle IRS and IFS setup. Also included is a professionally built Rover 3.5l V8 by Paul Bristow with all new components including high compression pistons, ported & gas flowed heads and JE Developments front cover. Good for 250bhp plus! The engine is mated to an brand new LT77 gearbox. Full details of the project including receipts are available. I also have various parts which will be included in the sale.

**Now Further Reduced to
£4900.**

Andrew Brooks-Holmes (NG 1343)

andrew@brook-holmes.com

07801-881181

NG-TF Luggage/Boot Rack



New and unused (not the one in the photo but identical) Tig welded and polished, made of marine grade 131L stainless steel with 4 pivot points, s/s bolts and wing nuts to give access to the spare wheel. Rubber anti-vibration and stainless washers plus nyloc nuts supplied for fixing .

Price : £185

(plus postage anywhere in UK £12)
or welcome to collect.

Eric Fosbeary (NG 1339)

Tel: 01634 861608 (Medway)

I suppose I am the proverbial 'boy who stood on the burning deck'
Trouble is I am not sure whether the boy was a Hero, or a raving lunatic !!

— Lindsay Anderson



NG TF : Reg VUV257G



Built by the current owner from 1985 NG Cars (New Milton) kit using 1967 MGB 1800 donor,

This workmanlike car runs and drives nicely whilst offering ample scope for upgrade projects and personalisation. Always garaged and relatively few miles since unleaded conversion.

On the road since 1997 (preSVA), it is correctly registered as an "NG TF kit conversion", and is Tax Exempt. It has had continuous MOT and tax (both run to May 2014).

White paintwork, overdrive, painted (sandblasted) wirewheels with knock-on spinners, recon front axle, front driving lamps, foot operated dipswitch, black trim and carpets (maroon gearlever and handbrake gaiters)

Professionally-fitted hood, half tonneau, unfitted perspex side screens. .

Good set of Firestone tyres

Lots of receipts and paperwork including original kit receipt.

£5250 ono

Paul Mourant (NG 180),
Northants/Leics/Warks borders
Phone: 01604 743229
Email: paul.mourant@which.net

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)
07977 844850,
tim-warne@sky.com

WANTED

NG-TF or TD : Wanted

Anything considered but must be in
good running order

David :: 07798-866071

NG-TC V8 : Wanted

In good condition, please

Greg Musgrave :: 07957 571014
Chichester



FOR SALE ::: NG-TF

First registered 2007 - Donor 1978 rubber bumper MGB-GT

Original engine completely reconditioned, new big ends, main bearings, oil seals, water pump.

Unleaded head

MGB British Racing Green body; Black Leather Seats, Double-duck Hood & Sidescreens; Black Interior; Grey Carpets; Walnut Dashboard and Leather Steering Wheel.

Included are wire wheels (need refurbishing), splined hubs and part-worn Pirelli Cinturato Tyres.

Fully SVA compliant, all Documentation available

No MOT - not a problem - car has only covered 500 miles since build and 150 since SVA Test - 12 Months MOT will be obtained prior to sale.

Always stored in dry garage.

£8500.00 o.n.o.

John Carson - 01745-855529 - john.carson@talktalk.net



The Mechanic & The Surgeon

— or What's so Difficult ?!!

A mechanic was removing the cylinder head of an old NG , when he spotted a well known heart surgeon who had come into the garage and who was waiting for the Service Manager to look at his car .

The mechanic shouted across the garage , "Hey Doc could I ask you a question ?"

The surgeon a bit surprised walked over to the mechanic , who straightened up, wiped his hands on an oily rag and asked "So - Doc take a look at this engine , -- I open up it's heart, I take it's valves out, then I fix'em up and put 'em back in. When I'm finished it works like new ---- you and I are doing basically the same work.

So how come I get such a small salary and you get loads of money ??".

The surgeon paused, smiled, leaned over and then whispered to the mechanic

"You try doing that with the engine running !!! "

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.

Contributions to this magazine contain only the personal opinions of the individuals concerned. The Club accepts no responsibility for such opinions nor for any advice or information in this magazine or any other item of Club literature. Nor does any featured advertisement imply an endorsement or recommendation by the Club

Changi**NG**ear



***It's Spring at Last !!!
Time to get those NGs Rolling***

