

*Changi***NG***ear*

April 2013

Mr ToAd on the Open Road—Parp ! Parp !



This Epitomises what NG'ing is all About !!

the NG Owners Club magazine

The NG Owners Club

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Contributions Please !!!

Next issue: July 2013

Target Date for submissions: 30th June — Thank You



I told you not to rely upon that B****y SatNav !!!!

Chairman's Letter

Firstly I want to congratulate our new Magazine Editors for a very fine effort in not only taking on the editorial task for the Club but also for managing to produce a very fine attempt for their first issue of ChangiNGear in January. Initially Chris and Su may have been mildly "Press Ganged" into taking on the role but we are very fortunate that they are so energetic and happy to rise to the challenge. Thank you both and keep up the good work.



To everyone else, may I remind you that your support is equally appreciated and still remains very necessary. So please help make Chris and Su's 'task' a little easier by sending them plenty of editorial, technical tips and pictures etc..

OJ and the TD are still waiting to have the cobwebs blown away, luckily they both live indoors so it really is cobwebs and not snow. With the various events and shows coming up soon I do hope that the weather breaks into Spring before too long.

It will not be long before we will all be getting ready for our National Rally. Please make every effort to be there. A well attended rally would be a big thank you to the members of the Committee for all their efforts to organize the event. Incidentally, preparations are already in progress for our rally in 2014. Bookings for sites have to be made well in advance these days and even though the Riverside site at Stratford-upon-Avon is ideal we are always prepared to consider alternatives.

If you think that you know of suitable alternative please contact me, but do bear in mind that there are many aspects that need to be considered, i.e. A central location, Accessibility and Supporting Accommodation are all necessary for the non-campers and a range of Local Activities are also required.

Good Luck with the new season, I look forward to seeing you soon.

Peter Clark

Postscript :

Since writing this letter the Detling Show has now been and gone. The weather made it, the Cars made it, unfortunately the Kit Car Show did not, on Saturday, there was virtually nothing there. On Sunday however the weather was bright and sunny but very



windy, and the cars began to arrive. It was gratifying to see that NGs provided one of the bigger displays (Cobra's may just have piped us) so thank you to Rob, Helen, Chris and Su for all the arrangements and hard work that went to make a super day. Thanks also to all our Guys that turned out in support. The line-up all our NGs certainly generated a lot of interest. Best summed up by one gentleman who asked "*Can you still get these to build*"

Peter

Secretary's Notes

Well done to Chris & Su for their first NG magazine. Keep up the good work. If you have an interesting tale or experience please send it to Chris & Su, they will be very grateful for your contribution. Thank you.

It certainly hasn't been NG motoring weather up to now, let's hope the good weather is being saved for our National Rally in the first weekend in July, so please put a note on your calendar — your Club needs You !!!



My NG is snug and warm in the garage, still on axle stands to prevent the tyres from being flat spotted! The weather up till now has not been favourable for motoring. Hopefully I shall soon get the car washed and polished and ready for the fantastic summer we are going to have.

Please refer to the magazine for future events that might interest you.

Pophams is always an interesting day on the 6th May for cars and aircraft, and on the 2nd of June there is a kit and sports car run from Brooklands museum to Brighton (Graeme Lacey is the contact for this event).

July is a busy month with our Rally on the first weekend, Festival of Speed at Goodwood on the second weekend as well as The Ardingly Classic & Vintage Show (contact Rob Garrett, 01732-453639). Then the Dogmersfield Fete is on the 20th, (contact Paul Gray on 01252-617175 for more information on this meeting) and on the 31st, last day of the month, is Classics on the Common, Harpenden, Herts, (contact Chris Humphreys on 01707-851321)

Then in August is the Shrivenham Fete (24th) (contact Bob Morrison 01273-813590)

Also just to let you know that Amanda and I are hosting 'NGs in the Garden' this year on 20th June. Please see full invitation in the magazine, (Page 37) we hope to see a lot of you here

Bob Preece

Editorial

Here is your Spring edition of ChangiNGear and we hope you will find a lot to interest you in the very varied content.

There is a lot of detail about forthcoming events and in particular the Annual Rally. So after a delayed start to Spring there is plenty of NG action available to blow away the cobwebs.

There is also the second batch of Member Profiles' as well as some rather good articles.

A big thank you to all contributors to this issue of the magazine and a BIG PLEASE for further input for future editions.

There are range of 'lucky dip' prizes for the main contributors, being NG Pens, NG Mousemats, NG Mugs, etc. The lucky winners from the January issue were Peter Clark, Rob Garrett, John Hoyle, Keith Shaw, Malcom Snell there will be another five 'prizes' from this April issue and these will be announced in July. We are also including a bit of a 'project' for all you handy NG'ers with nothing better to do - we bet you never thought it possible to build an NG-TA in a single weekend ! well now you can !! - (see page 16)

Please remember the Photo Competition. We hope that this year's brilliant summer to come will provide ample opportunity for plenty of camera action. But please also bear in mind that we need some seasonal shots for the chillier times of year, so please look through your archives.

We hope that you have been rigorously adhering to the New Year Resolutions offered in the last issue, so by now your NGs will be in perfect fettle, won't they ??

Rocket has been having a lot of attention including new rear springs, bushes and dampers (what a difference to ride quality !) and has been completely rewired (and not before time, the old wiring now removed was the stuff of nightmares !) also a full set of wet weather gear in natty navy blue mohair. Perhaps a write up on this will follow in the July issue.

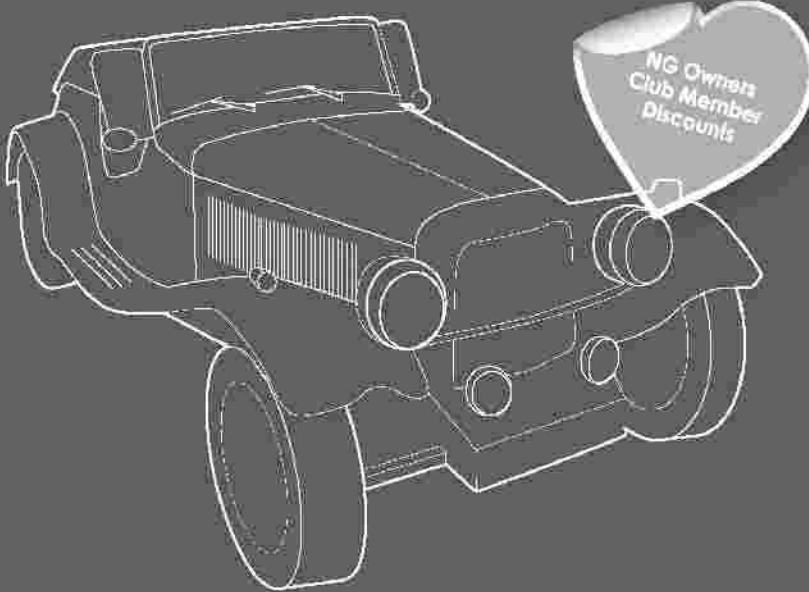
So Su & I are all set for a full program of events this year. And our schedule so far looks like Detling Show just gone, Brecon Beacons in May, Brookland to Brighton Run & NGs-in-the-Garden at Bob & Manda's in June, NGOC Rally in Stratford and the Ardingly Car Show in July, the Evegate Show in August plus the Merlin Multi-Car Rally in September - and no doubt there will be more.

So our best wishes to you all and we look forward to meeting many of you at the various events to come.



Chris & Su

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Events Calendar - 2013

5-6 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece 01202 573644
6 May	Aero/Autojumble, Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester SO21 3BD	Info only
12 May	Thames Valley Classic & Sports Car Day Hambleden Village, Henley-on-Thames, Bucks RG9 6RP	Jeff Stretch 01189 693355
12 May	Dutch Kit Car Event with Biesheuvel Biesheuvel Autosport V.O.F., Nieuwendijk, The Netherlands	Wim Bielars 0031 164 244781
2 Jun	London ~ Brighton Kit & Sports Car Run Start: Mercedes-Benz Museum, Brooklands KT13 0SL	Graeme Lacey 01323 442967
15-16 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts 01142 878515
22 Jun	Bob & Amanda Preece - NGs in The Garden Ferndown, Dorset, BH22 8PF (Open invite - RSVP)	Bob Preece 01202 573644
5-7 Jul	NGOC NATIONAL RALLY Riverside Caravan Park, Tiddington Road, Strat- ford-upon-Avon CV37 7AB	Bob Preece 01202 573644
13-14 Jun	Ardingly Classics & Vintage Car Show South of England Showground, RH17 6TL	Rob Garrett 01732 453639
12-14 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
20 Jul	Dogmersfield Fete Pilcot Farm, Dogmersfield, Hook, Hants RG27 8ST	Paul Gray 01252 617175
26-28 Jul	Silverstone Classic Silverstone Circuit, Towcester, Northants NN12 8TN	Info only

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31 Jul	Classics on the Common Harpenden Common, Harpenden, Herts opposite AL5 2JF	Chris Humphreys 01707 851320
9 Aug	Wedding - Dave & Liz (Cooper) Evening Reception at Medstead Village Hall, Alton, Hants, GU34 5LG NG'ers invited RSVP by 30Jun	Jill Cooper 01420 80330
17 Aug	Evegate Classic Vehicle, Kitcar Show & Autojum- ble at Smeeth, Kent, TN25 6SX	Rob Garrett 01732 453639
17-18 Aug	DeHavilland Moth Rally (Aero & Classic Cars) at Woburn Abbey, Beds, MK17 9WA	John Coker 01483 267299
24 Aug	Shrivenham Village Fete Highworth Road, Shrivenham, Oxon, Beds, SN6 8BL	Bob Morrison 01273 813590
25-26 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG1 2AX	Chris Humphreys 01707 851320
7-8 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
12-16 Sep	Merlin (multi-club) Rally at Swinscoe, Derbyshire NGs are invited	Barry Jones Merlin OC 01394 448852
13-15 Sep	Goodwood Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only
13 Oct	Classic Rally & Autojumble Old Warden Aerodrome, Biggleswade, Beds, SG18 9EP	Info only
26-27 Oct	Exeter Kit Car Show Westpoint Exhibition Centre, Exeter, Devon, EX5 1DJ	Bob Preece 01202 573644
3 Nov	Veterans London to Brighton Run	Info only

Goodwood Revival Meeting : 13-15th September

Is anybody planning to go this year ?

New member John Gillies is intending to go and would like to meet up .

jgillies@johnsongillies.co.uk;

Eds

NGOC Annual Rally Notes :

Stratford-upon-Avon - 5th to 7th July 2013

As the date for this year's National Rally is fast-approaching (Fri 5th to Sun 7th July), we thought it would be a good idea to give you some more details of our plans for the week-end.

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, new from last year, a number of 'snugs'. Due to the constantly wet weather leading up to last year's rally weekend, a number of erstwhile NG campers left their tents at home & booked camping snugs (see "A view from a Snug" by Janice Cheetham, p21 of the July 2012 newsletter). 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 café and 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 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. 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 your-



self 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 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 and it was obviously a non-starter during last year's rally due to the waterlogged field. 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 the 201 ing 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 t heir hands on the controls of that prized NG!!! We would like to thank John & Barbara Hoyle for again stepping forward and offering to organise these 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, 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 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 are planning a scenic run or treasure-hunt that can be entered at any time during the weekend where members can either go singly or in batches of cars. 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 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 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. However, this year we are delighted to be able to announce that club-member Mike Robinson has offered to step in and provide some musical entertainment after the Saturday evening BBQ. As a reminder, Mike brought along his guitar and very expertly joined in with Geoff Fry and Sue Walker to entertain us during the 2011 National Rally at Upper Heyford (see

p14 of the October 2011 newsletter). The arrangements are a little tentative at the moment as Mike is hoping for one or more of his band to accompany him and it's difficult this far ahead for them to commit. However, we've got our fingers crossed!

Sunday morning will be BBQ breakfast time again, for many of us 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



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 14th	Natter & Noggin
Jun 11th	Concours D'Elegance Plus Best Ladies Headscarf & Best Men's Cravat Plus Live Jazz
Jul 9th	Summer Barbeque (pre-booking is essential) Plus Best Ladies Hat Competition
Aug 13th	Natter & Noggin
Sep 10th	General Knowledge Quiz with Piano accompaniment later in the evening
Oct 8th	Best Handmade Model Car Competition
Nov 12th	Early Guided Museum Tour
Dec 10th	Enthusiast of the Year Awards Plus Best Waistcoat Competition Plus Ladies 'Feely Bag' Competition Plus (<i>Free</i>) Hot Sausage Rolls & Mince Pies with Piano accompaniment later in the evening

NB. These events may be subject to change,
Please check with Danny Byrne (01932 829814) Brooklands Club
or Peter Clark (01737 832367)

The Lion & The Missionary

A Missionary was walking along a narrow trail in the African Jungle.
When he met a Lion coming in the opposite direction
Realising that his time was up he knelt down, shut his eyes and prayed.
After a while when nothing had happened the Missionary open one eye
and saw to his amazement that the Lion was also kneeling and praying.
At that moment the Lion opened his eyes, looked at the Missionary and said
" I don't know about you — but I was saying Grace !! "

Letters & Articles plus Club & Event News :

Snowdrop Run - 2013

Always an excellent start to the year's events is the Snowdrop Run. This is organised by the Cambridge and District MGOC and this year was their 8th. It occurs in February about the end of the Half Term break and we have now been on 6 of these. The down side is, of course,

the weather which is always very cold and often damp but if you do get a nice dry & sunny day (which we have once or twice), then the mood is me down and it feels like Spring is really on the way. This year it was most definitely hood up!

There are always over one hundred cars, mainly MGs but a few other classics join in. Although we are the only NG, we are always made to feel very welcome. We always start at Wimpole Hall, just north of Royston and not far from Cambridge where the café sells the obligatory bacon butties. The route then meanders to another place of interest, usually a house or garden of some note.



This year it was to Wrest Park in Bedfordshire, a 90 acre historic landscape and French style mansion which is being revived by English Heritage. The tour is usually about 50 to 60 miles, taking in some lovely English countryside. This year, unfortunately, the

landscape was even more barren than usual because of the continued cold and wet winter. Even so, it was a very enjoyable day out, although we were glad to get home to thaw out.

Chris Humphreys

Historic Vehicle Excise Duty (VED) Exemption :

For those of you who may not already be aware the age exemption from VED for Historic Cars increased as of 1st April this year to cover all vehicle first registered before 1st January 1974. This exemption now applies annually.

Paul Gray

A Plea for Information:

I am trying to trace an NG-TA built by my Granddad and any information about this car no matter how small or insignificant would be much appreciated.

The car was built by my Granddad, Richard (Dick) Larkman, and my Uncle around 20 years ago. I was very close to my granddad and used to go to his house at the weekends and help/watch them building the car. I have some very fond memories of this time and the car. We lost my granddad some years ago and I still miss him dearly. I've thought about his car a lot and recently I have developed a real yearning to find out what happened to it.

My Granddad was a very skilled panel beater and fabricator and my uncle was very good with mechanics, so as you can see the car has many unique features including the grill and engine covers and the section w the grill.

It was finished to a very high standard and I remember lots of nice comments from members of the NG Owners Club at a show at Castle Combe in the early-to-mid 90's. The car is an NG -TA , based on a Marina 1800 TC (Reg JEL379N) - although when the kit was brought the company was called Pastiche. It was built in the early 90's in Southampton and remained there until it was sold to a dealer (Meon Valley car sales), I'm told it took a long while for the dealer to make a sale.

Recently, through the club with Bob Morrison's help, I have found that the last known member-owner was a Mr Allen Venn of Bracknell. Unfortunately his membership lapsed in 2001 and I don't think the car has been Taxed or MOT'd since then. I have contacted the DVLA but they won't release any details of a current owner - as they say my need is not of sufficient importance. I have written to DVLA asking that they forward my details to the current owner - and I live in hope. I have also written to Mr Venn at his last known address and hope for a reply. So if anyone knows anything about the whereabouts of my Granddad's TA, or of Mr Venn, or has any memories about my Granddad then please,

please contact me.

e-mail eddybrazo@hotmail.com.

Also if the owner is out there I have some photos and details of the original build which will be of interest to them.

Thank you - Edd Catell

(New Member NG 1522—Sevenoaks)



The World's Smallest V12 Diesel Engine

Mike Peel drew this to my attention a little while ago.
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Chris Hore



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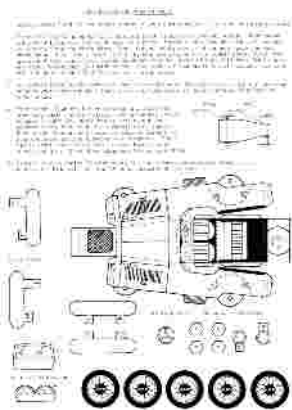
The TA Motor Company

Back in the early 70's when we were courting (how old fashioned does that sound!) Eric had a bright yellow Frog-eyed Sprite – 'The Flying Banana'. It was a lovely car, we went everywhere in it. But once we had married and were setting up home, alas the Flying Banana had to be sold so that we could buy a bed – much more important in our eyes. A couple of years later a friend was selling an MGB – we couldn't resist – not quite bright yellow, more of a mustard colour. Again we used it tirelessly, Eric drove it for work every day.



A while later I became pregnant with our first son – an MGB is not the easiest of cars to get in and out of when you're 5ft high and 5ft wide. I think a block and tackle would have come in handy on occasions! We then also discovered that it is not great when trying to get a carry cot in the back with baby in tow, so we had to buy a more child friendly car and the MGB was parked in the garage. Over time it started to get a few rust problems but Eric was very loath to part with it. This is when the Kit Car magazines started to appear, I should have known then what to expect.

We had to have a car with four seats so the TA looked a good option. We made an appointment to visit New Milton and together with the friends that sold us the MG we had a weekend away – I think that was just softening me up for things to come! Nick Green showed us the cars and when he heard that both families had boys he gave 'cut out' cars to make. Eric decided that the TA was definitely the car for him. A guy in a local car spares shop knew someone else who was making a kit car, these turned out to be Bob and Manda Preece, who then lived quite near us. As they had bought their car at the same time it was arranged to pick the kits together — and the rest is history.



We never did make up the cut out cars, just as well really as our car has been red, blue then black. Then after a rainy camping holiday in Norfolk trying to get two children in the back we came home – then it had doors! I don't think the poor cut out car could have stood all the alterations.

Shortly before Christmas I decided to decorate our spare bedroom-cum-office and this time I was determined to sort through everything I went back and I came across the original sheet for the 'cut out' car - it's now over 30 years old! I have arranged with Chris and Su to include this card with the current issue of ChangiNGear.

Since we NG'ers are quite a competitive bunch we feel a bit of a competition coming on. So there will be two small prizes up for grabs. First for the 'Best Cardboard NG-TA' presented at the upcoming NG Annual Rally and Secondly (so that those who cannot make the rally have no excuse !!) for the 'Best Photograph of a Cardboard NG-TA' submitted to The NG Editors by the End of September. Further, in the best traditions of NG building, please note that any modification, upgrades and personal refinements maybe incorporated at will, however the 'bodyshell', fourwheels and wheel arches must be used.

Good Luck ! — Janice Cheetham

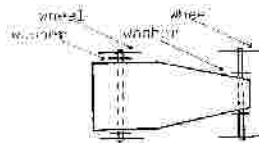
PREPARE PAPER FOR YOUR TA MODEL

1. Below please print in the colour colour of your choice and write in your own numbers below.

2. Pierce the 4 axle holes by 1/4" cocktail stick (sharp ends removed) easily. Score along all dotted lines with the blunt edge of a knife. Separate body from the sides of the body by cutting along the thick black lines. Cut out body, hood and bonnet, glue the base where shown. Then attach first to 9 & 10, then radiator and front number plate (fold into up, second fold down). Use folded dashboard tabs to inside of car. Fold down front seats and glue. Fold tabs to inside of car. Glue sides of bonnet to top of bonnet. Fold down tail and glue to tabs 11 & 12. Fold up running boards.

3. The dotted lines on the car side show the position of the axle wings. Pulling the wings between your thumb and forefinger gives a curve which helps fitting. Glue tabs in once shown.

4. Pierce slots in wheels before cutting out. Start with something small and then enlarge with a cocktail stick to give a tight fit. Again before cutting out the wheels, check centres to fit cocktail stick snugly. Push sticks through body sides and clip on axles as shown. If the fit is tight there is no need to glue. Finally add wheels and glue. Check wheel alignment before glue on final.



5. Finally glue on choice of windscreen. The upper wheel and steering wheel, a push and blow will get your TA model moving on its way.

The Camel & The Committee

It is often suggested that a Camel is a Horse designed by a committee.

What is not so well know is that when the same Camel is *reverse engineered* by a modern Quango, you end up not with a Horse, - but three hundredweight of Beefburgers, forty portions of Lasagne and a string of Pork Sausages. !!!

— Such is Progress !!!

The Story of an NG Engine Rebuild

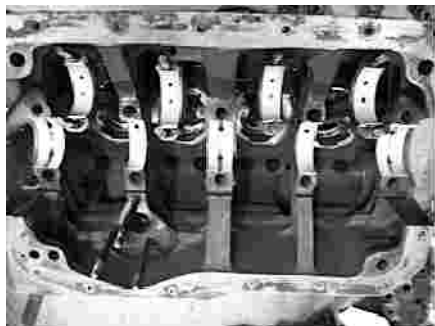
I completed my Marina based NG-TD from a Pastiche kit in 1994 after a 3½ year build. During the build I decided that as the oil pressure was good I would not do a total engine rebuild at the time and limited my attention to a cylinder head overhaul. The donor had 78,000 on the clock and by December last year I had added over 32,000 including five trips abroad, the engine was still running reliably, but was sounding like the proverbial 'bag of nails'.

With another trip planned to the very enjoyable Laon Circuit Historique to come I decided in December that the time had come to do a full rebuild.

I enjoy doing such work and have always believed that the only way you get the standard you want is to do it yourself, so I started looking for sources of suitable spares and machinists. One concern I had was that being a 1.8 Marina engine, rather than an MGB type I might have trouble finding the correct parts, as although both engines are "B" series, they are not quite the same. My search quickly showed that buying parts and machining would be an expensive and time consuming process, not good as I had a dead line and little time to do the work. While searching I discovered the "Southern Engines" web site. The company is based in East London and has been operating since 1983. I especially liked the fact that they are a family business and have all the required machining and build capabilities on one site. I felt that reduced the risk of parts badly matched to machined sizes. They have handled MGB engine rebuilds ever since the cars were introduced and owner Alan Page had one for many years. When I saw their MGB rebuild procedure and the price I started to consider letting them do the basic rebuild for me. The cost, then £750+VAT (now £895 + VAT)

seemed very reasonable, and I concluded that I could easily spend close to that buying parts, getting machining done and doing the necessary running around. A phone call convinced me that it was the way to go if I wanted a fair chance of getting my car running in time for the Laon trip.

I removed the engine and stripped it of



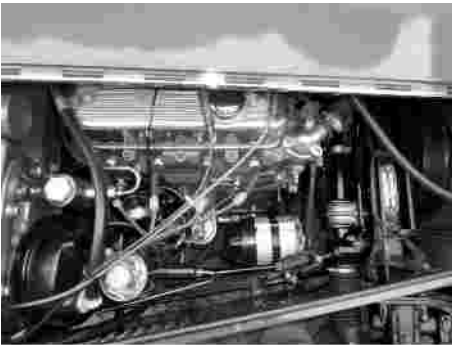
all ancillaries and clutch assembly. A call to SE arranged for it to be picked up free-of-charge by their van at 6am on 14th Feb, (one of the family actually drives from Southampton to E. London every day and picked the engine up on his way through). I had it hanging from a borrowed engine lift when he arrived and lowered it into the back of the van before going to work. SE had quoted 3 to 4 days to complete the work, but I told them not to hurry as I had plenty of work to do on the car and ancillaries. I was rather taken aback when a call informed me that the engine would be returned at 6am on 17th as it duly was. It should be noted that the deal I chose is a “no frills” rebuild and covers reconditioning or replacement of the mechanical features only, I hope SE will not object to that description, but for the price one cannot expect the time required to produce a concours build. The cylinder head was also converted for unleaded fuel in the quoted price. SE will do a more cosmetic build but that is time consuming and of course pushes the price upwards. The only thing we disagreed on was the locking of the crankshaft bolt tab washers. I was surprised that the engine was returned with the old tab washers re-fitted and the tabs not bent up against the bolt heads, when I pointed that out SE said that it had long been standard practice not to use the tab washer locking as it was no longer considered necessary. I checked an old “Silver Seal” rebuilt engine that I have and found the same situation. Maybe it's because I've spent nearly 45 years as an aerospace designer where not locking anything is a serious offence, but it seems silly not to lock such critical engine bolts when the option is there and it takes so little time. We agreed to differ on that one and I purchased and fitted new washers. SE. sent pictures of my engine stripped down and of the new parts ready to be fitted, I would have liked to have seen the core plugs replaced, and when I



mentioned that SE did kindly offer to collect the engine again and do it free of charge, but I had already started preparing the engine and decided to let it go. There were no other things I could fault the engine on.

The engine had been lightly sprayed with primer and I finished it off with two coats of red laquer.

I had discovered that one of the take



up springs on the clutch plate had broken and embedded itself in the plate and badly scored the flywheel face. I therefore had the flywheel skimmed at local machinists before I replaced all other clutch parts including the pilot bush in the back end of the crank shaft. The variations on the pilot bush options are however another story !

Unfortunately a family bereavement during the above work slowed me down a lot and I was very thankful that I had not taken on the full rebuild myself. I finished the job just three evenings before we headed for the Dover ferry and France with just 25 miles on the clock. A bit of adjustment was needed to smooth out the running but we experienced no other problems during the 500 miles we did on the holiday. Unfortunately a very busy year and the poor weather meant my NG has done few miles since the French trip, but I have much more confidence in it now. The engine is certainly much quieter than it has ever been and runs well. SE were open, and helpful people to deal with and did a good job for the price.

Rebuild Photos courtesy of Southern Engines Ltd (www.southernengines.co.uk)



John Coker (NG625) - Cranleigh, Surrey

Shrivenham Village Fete - 2013

Saturday 24th August at 1.00 pm
MEMORIAL HALL AND RECREATION GROUND
Highworth Road, Shrivenham, Oxon, SN6 8BL

Hello NG'ers

We would like to invite all members of the NG Car Club to attend our village Fete. It's lovely to have your cars at the Fete; and we would love to see you here. We do hope that you will be able to join us. Should you have any questions about this year's Fete please don't hesitate to contact me.

Kind regards, Sally Kershaw

Entertainments Co-ordinator - Shrivenham Village Fete

Tel: 01793 86195 & 07971 052910 shrivenhamfete.co.uk

NG Co-ordinator : Bob & Angels Morrison

01273 813590 : rmorri1847@aol.com



South East Group & Detling

The newly formed Kent & Sussex Group should perhaps already be renamed the South East Group with active interest being shown by members in bordering areas.

Our January lunch meet was followed by similar at The Woodman, Ide Hill in February and The Star at Lingfield in March. The season however kicked-off in style with a Club Meet at the Detling Kit Car Show. The aim was to concentrate the NG attendance to a single day, the Sunday, and to provide some Club focus by having an external meeting point with a convoy run to the showground and having a Club Gazebo for the provision of refreshments, a light lunch and as a centre for socialising and chitchat. Rob & Helen, Su & I self formed the organising committee and published the arrangements to all 'local' members, to which there was an encouraging response.



The external meet was at The Crown Point Inn at Seal, Nr Sevenoaks and seven NGs (Chas Kil-

lick, John Coker & Hanna, Graeme & Sarah Lacey, Peter Kitchin, Rob & Helen Garret, Peter & Mary Clark, John & Barbara Hoyle in their natty MGA, plus me in Rocket and Su in Tractor (the support car with equipment and catering) assembled on a pleasant almost springlike morning. At 10:30am the NG convoy set forth along the A25 for the 17 miles or so to Detling, avoiding Maidstone by taking the M25 for two junctions and then the short whizz up Detling Hill on the A249. The traffic was light and Rob lead the convoy at a steady pace and managed to avoid losing any backmarkers along the way. It was a grand site to see so many NGs snaking along, and it brought a lot of pleasure to passersby and other motorists.

Once at the site we quickly pitched camp, got the Gazebo up and Su and Helen set about the catering. Soup, Hotdogs, Cake, Biscuits and copious Teas & Coffees were expertly forthcoming - so a very big thank you to them. Probably more by luck than good judgement we had a good spot for the line-up of our cars, taking the total to fifteen NGs with the arrival of Ray & Su Bolton, Alan Goodbun, Chris Bolt, Mike Greenland & Bill Hopkins plus Another

Continued Over >>>



We were also joined by Eric Fosbeary (thanks for the cake) plus Paul Keeble and family (No—his TF is not quite ready yet ! - no excuses again next year !!!) The new NGOC Feather Banners provided a excellent focus and raised the club profile. These performed well in spite of the gales force winds. More so than the Gazebo which had to be hurriedly dismantled in the early afternoon lest it take-off in the direction of the North Sea with assorted NG members hanging on as ballast ! This did rather curtail the day but none the less it can be chalked up as a great success and was enjoyed by all. The format of convoy run and on-site club meet might well prove equally successful at other such events - it just need a bit of initiative to get organised - so what are you waiting for ??

Chris Hore

The French Connection:

Camp Site Event : 24th Aug to 1st Sept

Richard Phillipson (NG 1430) arranges a campsite event every other year in the South of France. He invites fellow NG Members to join him there with his friends later this year.

Site is 20miles north of Beziers (approx 550miles from Dieppe) in the foothills of the Grand Causses National Park. He has a proven scenic route to get there with the minimum motorway.

Richard says *"The idea is of a relaxed meeting of friends in a superb 4star campsite surrounded by some of the best scenery in the world. We talk about what we want to eat and do. I cook (barbecue) and others help. Most of us go together on the same lazy visits, but some choose to just laze by the magnificent pool, or swim in local rivers. We nearly always get perfect weather, without the excessive heat of summer. There are usually about a good dozen of us. On the wednesday we do a giant paella and local french friends join us. Most of us choose to camp, but I hire a mobile home (2bedroom 250euros) to give us cooking facilities etc. At that time of year there is plenty of space on the site and there is no need to pre-book, they know me well so we are very flexible. We would love to see an NG or four !! (plus ir NICE owners !!). Obviously, if you hired a tin tent it would make sense to share it with another couple financially"*

If anybody is interested then please contact Richard

Email : rhspvin@free.fr

Su & I would quite fancy tagging along with someone - Eds

A CAR IS BORN

Firstly, I am not a petrol-head nor even a car enthusiast but, there comes a time in the life of a Man when the planets align and some things are "Just meant to be".

It was early 1998, I was working in Algeria 28 days on followed by 28 days off.

We had recently moved house to Edinburgh and had two garages, my wife Norma was studying at the Open Univer-

sity, kids had left the nest, we had a little bit of spare cash - and so I did my research. Magazines and internet both brought NG TF to the top of the pile - it had the style I liked, based on an MG - what could be better - and they seemed a friendly bunch.

It didn't take too much persuasion, Norma did not want me under her feet for 28 days whilst she was studying. So I started down the road of being a Kit Car Builder.

First step was to order a Rolling Chassis Kit from NG in Epsom and to source my donor. I located a garage in Fife who had a candidate - a 1968 Californian re-import which, of-course had never been registered in the UK. I came to a deal with the guy - he wanted the body parts and I wanted the rest, as well as the chassis number. Deal struck, Hand Shaken, money passed over and heap of parts delivered. I was not so lucky though - I ended up needing a reconditioned engine and changing the original gearbox for an overdrive unit. Fortunately, I insisted that the whole front end and the rear axle/diff/prop shaft be stripped, sandblasted, painted and rebuilt with new parts. I suppose that was the first indication that this project might not fully go according to plan or budget. That was it for this trip and off I went for another 28 days in the sand-pit known as the Sahara Desert

Meanwhile, John Hoyle's delivery arrived followed shortly by myself. Lots of wire brushing, followed by several coats of zinc-rich primer then 4 coats of black shiny Hammerite - probably a mistake as it is very brittle. After all the holes were drilled in the chassis I injected one of those waxy products into each chassis member - it was easy to do and ensure full penetration at that stage rather than later. Off to meet the camels again.

If nothing else, I am good at following instructions and so the rolling chassis build went quite well. The work cycle meant that I could devote significant chunks of time to the project - not just a couple of hours of an evening or a half-day on a Sunday. We lived in the attic of a large converted Edinburgh



Victorian house. The garages were 3 floors below and three sides around the house. I had prepared the garage for the build, epoxy paint on the floor, emulsion on the walls, power-points added, heater installed (it is Scotland after all!) and radio permanently tuned to Virgin Radio (1215m AM). I would set off after breakfast with an insulated mug of coffee and a cordless phone and immerse myself in the build until called on the phone for lunch or, later-on, dinner, often, the response was "in a couple of minutes - just want to finish this wee job first." - 2 hours later, the phone would ring again.... such was the level of involvement - and enjoyment.

As stated, the rolling chassis build went well and no real problems arose. I think the most difficult and frustrating part was running the copper fuel line - I was never happy with it and later replaced the copper with braided fuel line - of which more later.

Next came the body work and a trip in a hired van to Epsom to meet John Hoyle and collect the tub. Fitting the bodywork was a lot more work than I realised and I found it almost painful to drill holes in the as yet unpainted fibreglass. Making the doors was very difficult - I lost count of the number of times they were dismantled and a washer added or subtracted from the hinges in order to try to get the gap right. Even more frustrating was to have to strip out all the fittings I had so painstakingly installed. However it was eventually finished and sent off to the painters. At that time, our car was a Honda Accord which was a deep Burgundy colour which we both liked and so it was decided to use the same colour - one of my better choices. It was about this time another little problem arose. We had two garages - one was used for its proper purpose but the other had been used by the previous owner as a t's studio and consequently did not have a garage door. It had a personnel door and a fixed glass panel in a garage-door sized hole. I had been able to get every part through the small door. The look on the face of the guy who came to give me a quote for a garage door, when he saw a more-or-less complete car in a garage with only a man-sized door, was priceless. Now I could wheel the beast outside! Once the body panels were painted, the satisfying work attaching the various fittings began, knowing that that was their final position. It was about this time I came to realise my next mistake - I had bought a Left Hand Drive donor and several bits were on the wrong side - steering wheel and pedals for example - not such a big deal you may think but it called for a fair amount of modification to get them all to do their job. Fitting the petrol tank, pump and rear valence were also fairly tedious.

Wiring, carpeting, seats, door linings, dashboard and instruments all followed in their logical order. They were not too difficult although if I remember correctly, the wiper motor caused a bit of grief. It was very satisfying working



with the leather on the door linings - I had never done anything like that before. Soft top, tonneau and spare wheel topped it off and it was, apart from SVA inspection, finished - I thought.

I fired her up and she sort of spluttered, coughed, whined and caught! A bit lumpy but definitely firing on all four cylinders. I got a mobile tuning guy to set up the timing etc and she was humming.

Off we went to the SVA inspection place some 15 miles away - first time on the road and accompanied by my wife in our matching Honda - His and Hers!

I only had two failures - a brake pipe was touching a moving suspension part and a fuel line was too close to the exhaust. We returned to Edinburgh to effect the necessary alterations and were stopped by Lothian and Borders finest. I had seen them in the rear view mirror overtake Norma and then me, it must have taken them a couple of seconds to realise that I had no Number Plate - after a brief chat and sight of my SVA appointment, they were happy and more interested in the build than capturing master criminals. It was not too difficult to adjust the timing and the fuel pipe and a subsequent visit to the SVA inspection centre got me the certificate.

Now for registration. I arrived at our local vehicle licensing centre with all my paperwork, invoices, certificate from the Heritage people, SVA certificate, dog licence etc. and explained what I had to the girl behind the glass screen. "Oh, you'll need to see Mrs Clarkson about that" she said sucking air through her teeth.

Mrs. Clarkson was the manager. I had a mental image of a woman in which included smoke and flames emanating from her mouth. I was totally disappointed, Mrs Clarkson was a very nice lady who listened intently while I explained about the US import, the change of engine and how it was actually only a few lumps of steel and a handbrake lever that actually came from the donor. She explained about the points system they use in establishing validity to transfer registration and that insufficient points meant Q plates. She would be in touch. Next thing I knew was another two members of Lothian and Borders finest were at my door. Now these guys were different - plain clothes, burly and from the stolen vehicles unit!

"We have reason to believe you have an unregistered vehicle, Sir."

The "sir" sounded insincere.

"Yes, and I am trying to register it." I said - although that possibility seemed to be fading.

"Mind if we have a look, Sir?" There was that "Sir" again.

"No." I squeaked, coughed and repeated my "No" an octave lower.



Down three flights of stairs, around three sides of the house, I opened the garage door (little did they know how lucky they were that I had a garage door). There she sat, a bit forlorn really - a bit like someone who has forgotten an essential item of clothing - a number plate in her case. I explained again about the US import, the c how it was actually only a few lumps of steel and a handbrake lever that actually came from the donor, I showed them all my paperwork, invoices, certificate from the Heritage people, SVA certificate, dog licence etc. They checked everything, went over the car with a fine-tooth-comb - well a torch actually. They even checked the rest of the garage.

"We have to make sure it isn't a ringer, Sir."

Was it my imagination or was that "sir" a little less incere?

"We'll report back to Mrs Clarkson, Sir, and she will be in touch. You'll only get Q plates you know."

Mrs Clarkson phoned within the hour and told me that s had ruled that the vehicle should be considered a NG TF with a 1968 (G) registration! I could have kissed her except that she was 2 miles away. I went straight out and bought the plates, fitted them and drove her legitimately for the first time - you could not have wiped the smile off my face with a shovel.

Two days later we drove to Spain.— but then that's another Story !!

Peter Bilsborough

To be continued - look out for July's exciting episode !!!

See Peter & Norm's Profile on Page ??? — Eds

Wim Bielars:

Wim was unfortunate enough to have broken a hip during the Easter Holiday, He is now recovering after an operation but it will be some while before his is fully active. We understand that Janine is a great 'nurse' , no doubt much a better than Wim is as a patient !!

We are sure that you will all join us in wishing Wim a speedy recovery

Eds.

Dogmersfield Fete

The Dogmersfield, Winchfield & Crookham Village Horticultural Society *again* invite members of the club to attend our village fete on Sat 20th July this year.

We are as usual keen to attract a varied selection of cars for the public to view & enjoy. There is a section of the site reserved for 'Enthusiast's 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. A Jaguar Cougar won last year — It is high time an NG took the prize,— hopefully this year. 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 lots of our members to the show.

Paul Gray

Multi-Club Derbyshire Rally :: 2013

12th -16th September Swincoe, Derbyshire

This event is being hosted by the Merlin Owners Club and they hope that other Owners Clubs of Classic 1930s style kit cars will join them . Members of the Marlin & NG Owners Clubs are specifically invited to participate.

There are still Camping Spaces available for anyone interested. Su & I have booked and it would be nice to see some more NGs there — Eds
Full details were given in the January ChangiNGear

To Book : Please contact Barry Jones, the Merlin OC Secretary,
01394 448852 or barry.jones448852@btinternet.com

NG Member Profiles :

Jeremy Evans (NG1503)

marcos67uk@yahoo.co.uk

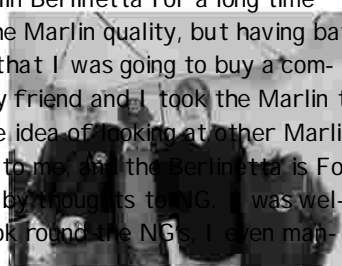
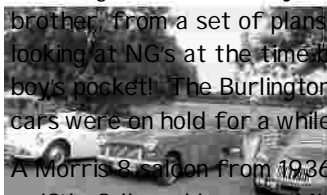
I live over in the far west of Wales, Aberaeron, and work in the public sector. I have three kids all teenagers.

I have had quite a chequered car history, starting when I was 13 with two pre-war Jowett twin cylinders. Alongside this came my first kit car a Burlington Arrow built jointly with my

brother, from a set of plans and a rusted out Triumph Spitfire. I remember looking at NG's at the time but these were well out of the reach of a school boy's pocket! The Burlington passed to a new owner and college beckoned so cars were on hold for a while.

A Morris 8 saloon from 1936 was the first restoration project after college, swiftly followed by some Mini's and a Mini Marcos. A friend and I took the Marcos to Italy as part of the Italian Job Charity Event in 2002 coming second overall in the navigation rally. I found the Marcos a bit small so then decided to

build a RAW Striker (Lotus 7 clone). This I used to travel to and from the Classic LeMans event in 2006 which was great fun but luggage space was at a premium - where do you put a tent in a car like that? Ever seeking a new challenge I then reverted to vintage cars again, this time in the form of a 1929 Morris and a 1947 MG TC. I used the TC for the 2008 Classic LeMans (slightly more luggage space). The old Morris gave way to a 192 MG M type, the 316th MG Midget ever made, before the move from Oxford to Ab... was completed both the M type and the TC were replaced with a 1954 MG TF. The TF only stayed a year before being sold on, it was a good car but the amount of money tied up in it was proving to be a problem. The easy answer to this was another kit. I had helped build a Marlin Berlinetta for a long time friend of mine and was quite impressed with the Marlin quality, but having battled the SVA (as it was then) twice I decided that I was going to buy a complete on the road correctly registered car. My friend and I took the Marlin to the Kit Car show at Stoneleigh in 2011 with the idea of looking at other Marlin's. However the Marlin Roadster looked too small to me and the Berlinetta is Ford based, being an MG man this naturally steered my thoughts to NG. I was welcomed on the NG club stand and had a good look round the NG's. I even managed to wangle a drive of a TA.



Shortly after the show I found and bought my TA.

Since then I have taken it on tours round Scotland and the Isle of Man.
Both trips have been great fun and more trips are planned,
— North Cape anyone?

Mr ToAd :
NG TA 1800cc
Reg: OGF265E
Donor: 1966 MGB Roadster
Built: 1979
Colour: Red



NGOC - Feather Banners

In order to raise the profile of the Club at the many-Meets & Shows that we variously attend Rob Garrett proposed the purchase of some 'Feather Banners' and with the general approval of the Club Executive and after a search for the best value-for-money a pair were duly purchased in time for use at the recent Detling Kitcar Show. These made a very good focal point for the NG attendees and will enhance other similar events in the future

The banners are 3metres high, but pack down into a compact carry case. There are two base options.

Grounds screws for use on grass or Crossbases with water bag ballast for use on grass or hardstanding.. Both proved quite satisfactory in the high winds prevalent at Detling.



If you want to use these at any local events in your area then please contact me in good time so that we can book availability and arrange access.

Chris Hore

Robert & Avril Shennan (NG 1512)

01236 825 987 : shennanmarine@aol.com

Kilsyth, Scotland

My profile - hmm, well I am 53, a consulting marine engineer who has run a small company (Shennan Marine Services) for the last ten years. My wife, Avril and I have three daughters, - one married, one just starting her working life after completing a masters and one just completing a degree. With all the children out of the house it seemed like the time to follow up on some forgotten dreams - or something like that.



Well the story so far is that after more than 30 years thinking about a kit car (I must have spent a fortune on kit car magazine in the 80s !!) I bought a rather sad looking unfinished NG-TC via Ebay, and which I later found it advertised in the NG owners club web site for sale section.

At the time of buying it I was in Singapore managing the upgrade of a drilling tender barge and asked a friend of mine with a recovery truck to drive from Glasgow to London and pick it up for me. Not only did my friend do this at a really very reasonable price, he then stored it on his premises for two and a half months free of charge - what a pal !

When I eventually got 'Bert' home it was a case of just look and plan for two weeks, resisting the urge to get the spanners out. I made up a list of what I perceived needed to be done and then contacted Nigel Brooks who amazingly offered to drop in and have a chat on his way up to Lochgilphead. I have to say that this really encouraged me and generally left me feeling good about my decision to go with an NG.

I was aware of the SVA but not really very well versed in what it required. The basics of seats and seatbelts fixed directly to the chassis being about the sum of my understanding. Nigel passed on some invaluable knowledge which has hopefully steered me in the right direction avoiding some the pitfalls.

Well it was obvious that to work on the chassis the body would have to come off, perhaps I should have sensibly waited until I had some assistance, but I utilised a bit of 10 x 2 and a nifty little electric hoist that I bought in Aldi some years ago, sounds a bit dodgy but actually all went quite smoothly.

The engine and gearbox were painted in blue hammerite which was not really what I wanted (I did not really like the maroon either) so the engine and box were removed and then separated. The head was sent to a local engine re-

manufacturer to be converted to unleaded which unfortunately revealed cracks in the head below the valve seats. A new head was bought from MGBhive. I have also fitted a spin on oil filter conversion, heater control valve, thermostat and housing. The exhaust manifold was grit blasted and painted with heat resistant paint. The carbs were stripped down, cleaned out and refitted. The paint was stripped from the block and the block painted in gloss black engine enamel. On the plus side the bores were in very nice shape with tapering pattern indicating that the engine has not done very much since reboring.

On the body there was an issue on the nearside where the door hinge was exposed to heat or possibly chemicals, who knows. I sanded it back to the metal and then gave it a coat of plastic padding gelcoat repair and then a skim of body filler to finish it all off. With the SVA (picture a dark and sinister bogey man!) somewhere in the future I removed the wiper assembly and then filled the holes for the spindles and the bolts for the hood frame brackets - Bert will go for the SVA with no form of screen / hood etc. After a bit of filling and sanding I sprayed all of the body in two pack Midnight Blue which just looks great, there are a few (well four) runs and I have now rubbed these down with 1200 grade wet and dry. The plan being to assemble the body on the chassis and then do one more coat of paint to cover up the inevitable scratches from assembly. I am thinking of painting the inside of the body with grey international bilge and locker paint, my thoughts being that it is designed to go straight onto fibreglass and when I am finished there should not be much if any of it showing. Following Nigel's advice I made up a cross member for the chassis that will allow me to bolt the seatbelts and seats directly onto this, at the moment the cross-member is welded in and I am planning on adding some angle iron brackets for the rear inner seat mounting and the seatbelts. Before I weld in any brackets I really need to get a pair of seatbelts and lay everything out on the chassis. I will eventually get round to making a hoop that sits under the tail, bolted onto the chassis and will take the upper seatbelt mounts.

The dash that came with the car is a slab of solid teak and again following Nigel's advice I have recessed the gauge mounts to sit flush with the surface, it has had five coats of Le Tonkins varnish and probably I will sand it down and give it two more before it is finished.

The car came with a pair of seats that I have had recovered in grey vinyl with dark blue piping, a new MGB wiring loom that I am sure will adapt for what I need, and a pair of 7 inch chrome headlights.

Well that is about where I am at the moment, I really can't see me having the car ready this year but then again who knows?

Robert Shennan

Peter & Mary Clark (N41 & N1500)

01737 832367 : PETERClarkp@aol.com



Living in Kingswood, Surrey and have both been retired now for a dozen or so years after 11 years as owners of a Boarding Kennels and Cattery. Previously Peter and Mary had retired from the aviation industry after a combined total of 68 years service with the same company. Peter started work in the Mechanical Test Department, and after an apprenticeship joined the Flight Test Department, then progressed into Project Management, eventually to become Chief Project Manager (Weybridge) before taking retirement in 1986. He was then asked to manage an aircraft project for an American company in Texas. Mary having also retired as the MDs P.A. and as Administration Manager dealing with special assignments was able to accompany them when they returned to the UK in 1988, still too young to put their feet up decided to take on the business of running the Boarding Kennel & Cattery.

Peter's interest in cars began at the age of 6 with a smart aluminium bodied racer pedal car. Many years later there followed a Wolseley Hornet Special and a Hillman Saloon. In 1958 he built his first Kit Car, a Falcon Carribean with Ford 10 running gear etc. Next came two TVRs, one for a well known ex-racing driver. Several production cars later a hobby distraction was needed, his NG - TD 1800 was born and the Owners Club joined. In 1998 Peter was invited to take over the post of Club Chairman from Graham Hester who needed a break in order to concentrate on his business demands. -- A hard act to follow. Peter soon settled into the roll and still enjoys that privilege. Mary has always been a great supporter of the Club and all of its activities. Both Peter and Mary recognize that the Club although small is both vibrant and socially very successful and continues to further that trend.

The NG-TD (known affectionately as 'Sheen ') acquired a stable mate, a very smart red highly modified NG-TF 3500 V8 (known as OJ) -- Guess which one Mary likes to drive ? !!



SHEEN
NG -TD
1800cc
Reg: UBY975F
Built: 1983

OJ
NG-TF 3500V8
Reg: OJ1323
Built: 2001
Colorado Red



Ken Smith (NG 1515)

fingers.kr@hotmail.com;

I am a new member and live in Doncaster. I have been around motorcycles and cars since I was 16 so I know enough to get by and have some good contacts for when I can't. My first bike was a 1954 Ariel and cars were Corsair then MGB. I found my NG when taking a friend to pick up his car. It had been under a cover for 7 years, I was unsure of the age but tax disc said historic, at first though it was an MG and if 1950s then might be valuable. I left word that I was interested but nothing happened for a year or so but then got the OK. Not being a kitcar lover I was a bit disappointed at first that it was not an MG but I paid a fair price so should not lose out. It will keep me busy tidying up on a limited budget. I would like to fit wind deflectors and immobiliser but can't run to factory prices. It's a good solid car which I am not ashamed to be seen in and I hope to get a few years motoring out of it though definitely a car for Summer (whatever that is!, but one can hope) I like the Club Website and hope to get out to meet other members in the Yorkshire Area this year.



NG-TF 1800cc
Reg : WTR 499J
Donor: 1970 MGB
Build year : 1985
Colour : Green

Brooklands-to-Brighton

Kit & Sports Car Run Sunday 2nd June

Graeme Lacey is a regular at this event but was the only NG there last year. Graeme has kindly offered to provide hints & tips to anybody keen to join him.
graeme.lacey@virgin.net



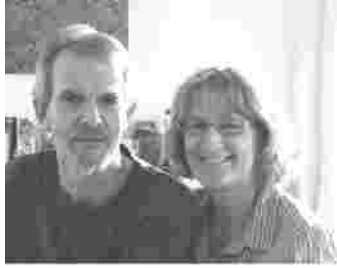
Su & I will be joining Graeme & Sarah — who else will be there ??

Eds

Peter & Norma Bilsborough

(NG945) peter@cannanet.com

Currently temporarily living and working in Perth, Australia. Peter works internationally as a Construction Manager in the Oil and Gas Industry, Norma accompanies him in order to play Bridge and Golf. They have 2 adult children, a son in Auckland, New Zealand, a daughter in Christchurch, U.K. and two "Kiwi" grand-daughters.



Home base is in Javea, Spain where the NG resides and partly in Edinburgh, UK where the NG was built.



Car - NG TF
Reg Nr. - 7729 BLD (Spain)
Donor - MGB (CB)
Build Year - 1998/99

See Peters's article ' A Car is Born ' on Page 23 — Eds

Dutch Kit Car Event with Biesheuvel 12th May 2013

at Biesheuvel Autosport V.O.F., Nieuwendijk, The Netherlands

Note : Biesheuvel prepare cars for the Dakar Rally

The day will include an introduction to the company who will talk about rally driving and give some instruction.

Tea/coffee, cake, lunch will be provided.

In the afternoon there will be about an hour's run through the beautiful countryside followed by drinks. NG owners are invited to attend.

Cost for the day is €10 per person inc. refreshments

Biesheuvel have made a special agreement with P&O for the UK people to come travelling on 10th, 11th, 12th or 13th May.

Standard round trip Dover/Calais for 1 car and 2 persons €103

Single Dover/Calais for 1 car and 2 persons €51.50

5 day round trip Dover/Calais for 1 car and 2 persons €81

There is an additional reservation cost of €22.50.

If you are interested in attending this event please contact Wim Bielars

Email: wjbielars@kpnmail.nl : Phone: 0031 164 244781

DeHavilland Moth Club Rally at Woburn Abbey

The Moth Rally at Woburn is the main annual club event that aims to bring together as many flying examples of DeHavilland vintage types as possible.



Typically around 60 aeroplanes or more (mostly bi-planes) if the weather is kind. The grass strip is not the easiest so is quite demanding of pilots, especially as it is quite bumpy and usually has a cross wind. The aim is to create a 30's garden party atmosphere so period dress is encouraged, but not mandatory. This year Woburn have put all the responsibility on the club for costs and significant insurance cover, so the event has been made more open than usual in order to try and recoup costs. So all you NG'ers will be very welcome. There are several U-tube clips on the net if you google DeHavilland Moth Club, and the club web site (www.dhmothclub.co.uk) gives general information. Our flying group will be bringing our Tiger Moth G-ANFM along, but I shall drive up in my NG if weather is reasonable.

Another new event this year is a Vintage Wings and Wheels Show at Old Sarum Airfield near Salisbury on 22/23 June which the VSCC is attending together with vintage aeroplanes. That should also be a good one and I hope to visit in our Tiger Moth.

John Coker : 01483 267299 : ajohncoker@aol.com:

A Ditty by Amanda

It's a quarter to Three, we're in our NG.
He says to me, "Let's stop for some Tea".
We've taken a picnic, with Sarnies and Cake,
And there in the distance we espy a nice lake,
Out come the chairs, — "Oh! Dust off the Cat's hairs !"
We sit in the Sun, it's warming and peaceful.
The picnics all gone and we're happy and full.
We've had a lovely day out,
And that's what our NG'ing is all about.

- - Sitting in the Sun ??? - day trip to France was it ???!! Eds

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 Pickford (1518),
Hereford, Herefordshire, HR1 1SD

John Gillies (1519),
Shoeburyness, Essex, SS3 9EB

Richard Cook (1520),
Rochford, Essex, SS4 3TH

John Pearce (1521),
Herne Bay, Kent, CT6 7QB

Edd Cattell (1522),
Sevenoaks, Kent, TN14 5DR

ChangiNGear *extends a very warm welcome to you all and we look forward to
hearing from you with 'news' to publish during the Year* - Chris & Su : Editors

The New Pope

When the Pope went to Australia on a inaugural visit h taken around by
the Australian Prime Minister to see various community projects. One such
location being in the vicinity of the world renown Bondi Beach. The Pope
paused for a moment to watch a small girl being towed behind a speedboat by a
group of bronzed youths, he then turned to the Prime Minister and said how it
warmed his heart to see the younger generation at play and how nice it was
that the older boys took time to teach the younger children how to water ski.
At which point one of the entourage turn to a nearby colleague and was heard
to say

" He may be the Pope but he knows sod-all about Shark Fishing !!!! "

AN INVITATION FROM BOB AND AMANDA

NGs in the Garden & Buffet Lunch

Saturday 22nd June 12.30pm Onwards
Please come and join us. We'd love to see
lots of you here.

RSVP in due course Please

Bob & Amanda Preece, 12 Oaklands Way,
West Purley, Ferndown, Dorset, BH22 8PF
Phone : 01202573644

Email : bobsec2009@talktalk.net



Sales & Wants

Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are notified that you wish to re-advertise, (For non-members there is a charge of £10 for 2 issues). Ads will also on the NGOC Web

For Sale

NG-TF Reg. No. WVV 103J



Bill Hopkins, Dartford, Kent
Mobile 07710 974159
Home 01322 660918

This beautiful car is in outstanding condition both electrically and mechanically with everything functional having been garaged throughout its life. The Carnival Red paint work is as new. Wheels include - 5 wire wheels very good condition with sound tyres. Internally the cream leather work with Red carpets all in excellent order. Two front driving lamps (Lucas), full tonneau cover, full hood and hood bag all in good condition
1800cc, No Tax required

NG - TA : Reg. No.536



I am selling one of my NG's! Shock horror yes the tide has turned as I have run out of garage space so my last years project has to go to make way another NG.

NGTA 1800 MKII

Original Nick Green NGTA. (Circa 1985) Correctly registered on V5 as NGTA Tourer. Built on 1964

MGB 3 bearing engine and over-drive.

Used frequently for commuting in all weathers to work on 60 mile round trip. Fast, reliable, lovely exhaust sound and great fun to drive. 1 years MOT expires March 2014. Taxed Aug 2013. New wiring loom fabricated and fitted last autumn including electric fan manual over-ride.

Smiths gauges : Speedo, Rev Counter, Temperature, Oil pressure, Fuel and Volts. All working. Hood and side screens, rear seats for children, front and rear seat belts, heater and doors.

Many new or recent parts including :- front and rear springs, vented discs, 14" wire wheels, alloy rocker cover, alternator, electric cooling fan, electronic ignition. Spare body tub included as part of project plan was to rebuild without doors.

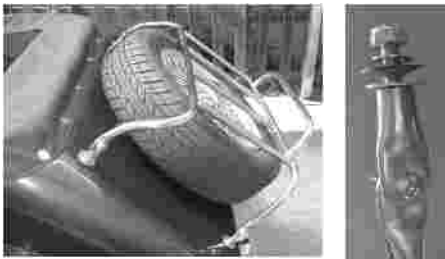
Reluctant sale but garage space needed for NG wedding project.

£4250

All ready for a great summers touring. Dave Holland (NG 1438) Alton, Hampshire.

Tel: 01420 80330, Mobile: 077 653 404 82

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)

NG-TF Reg. No. DTN885K



Correctly Registered on V5
(First Reg 01.08.1971 - Tax Free)
1798CC MGB Engine (unleaded Head)
New Kenlowe electric fan
Powder coated wire wheels (done last year). 4Speed gearbox with overdrive on 3rd & 4th
Full hood with 4 side screens ,full tonneau cover plus hood & bag
Bright Red, 1 years MOT
Price: £7,495 ono
David Stevens (NG 863) - Kent
Tel: 07836-770726
Email: jean.stevens@tesco.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

Findhorn Cars Limited

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

Tel : 01730 823647
Fax: 01730 823580

www.ngcars.co.uk
info@ngcars.co.uk



**All NG parts supplied
from chassis to brake pads**

NG-TF Reg. No. DTN885K



Correctly Registered on V5
(First Reg 01.08.1971 - Tax Free)
1798CC MGB Engine (unleaded Head)
New Kenlowe electric fan
Powder coated wire wheels (done last year). 4Speed gearbox with overdrive on 3rd & 4th
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Registered 2001 - under 1,000 miles on the clock, 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

NG-TD Roadster 1800cc



1967 MGB, Donor, correctly registered on V5 as NG-TD Roadster. Original number plate, free road tax, green with biscuit seats and interior with brown carpets. Chrome wire wheels in excellent condition, stainless exhaust system, stainless rear luggage rack, full weather gear. It has won 'Best TD in club' on several occasions; the car has done just under 18,000 miles.
Price: Reduced to £7000 ono

Peter Elliot (NG 297) Tel: 01252 879609

NG TC 3500cc V8 .



As featured in the NG Owners Club October '12 Magazine.

Built by Paul Gray. Wide body with Westfield seats. Rover V8 engine with twin SU carbs, 5 Speed R380 gear box. Dual circuit disc brakes all round. 17" alloys wheels. John Hoyle adjustable front & rear suspension, both front & rear. Ford Cosworth limited slip differential. Stainless fuel tank. Walnut dash with Smiths instruments. Westfield windscreen. Unique opening boot. Rear roll over bar and 4 point harnesses. Tonneau cover. Tax exempt, registered as NG . 4,000 miles only. Build completed in 2008 Fully documented build notes. A really great car to drive and always attracts interest on outings.

£16,500 ono.

Robin Hill 01420 22187

Peter Hannington evenings only:
01730 266 960)

NG-TF Weather Gear

For early aluminium screen.

A Full Set ie hood, sidescreens and tonneau in Cream Vinyl. Second hand but like new with hood and sidescreens in plastic protective bags.

Would cost £960 new
will accept £500 ono

Paul Keeble (NG 1499)

East Sussex

075 0680 1829

Wanted

Template for Henley hood and side screens

Can you help? A friend of mine in Holland would like to have a hood and side screens made for his recently built NG Henley. Can anyone help by providing a template and/or measurements for either or both of these or some old ones which can be copied. Costs would be reimbursed and any help would be much appreciated.

Chris Humphreys (for Wim Bielars)
01707 851320 : chrisngtf@gmail.com;

Wind Deflectors : Does anybody know of a source of Wind Deflectors (side and top) for early style Aluminium Windscreen— Please ?

Chris Hore

01892 723998

candshore@hotmail.com

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



NGOC Meet
At Detling
April 2013



the NG Owners Club magazine

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