

# CHANGING GEAR

December 2007 (4)

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## Season's Greetings



*Photo courtesy of John Hamilton-Smith*

## The Flying NG at Duxford

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*the magazine of the NG owners club*

# THE NG OWNERS CLUB

Please send all contributions to ChangiNGear to the editor (Chris Humphreys)

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

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Next issue:  
**March 2008**

Deadline for  
submissions:  
**15th February**



Please don't forget:

**Subscriptions due  
1st January**

**Return Membership  
Information Form**

(See page 10 and insert for details)

## Chairman's Letter

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Once again the year heads, all too quickly, toward the festive season and the culmination of the Club's motoring calendar.

Overall the activity of the club this year has been surprisingly good with NGs in evidence all over the country. My one disappointment was that our National Rally at Stratford-upon-Avon had to be cancelled at the last moment due to bad weather. I know everyone looks forward to that get-together and looking back over this year I realise just how important the event is in the annual programme. So every effort



is being made to ensure that we have a successful meeting in 2008. Please make sure that you make a note in your diary. I would like to

thank all those members who gave their time and effort to organise and run the various events that went to make up the calendar for the year. In particular a special thanks goes to Bob Preece for co-ordinating and keeping tabs on all the various arrangements as well as keeping us all so well informed.

Thank you all for supporting your Area Meetings and associated events and for keeping one of the best car clubs alive and strong.

I wish you all the VERY BEST for Christmas and hope that you have a PROSPEROUS and SUCCESSFUL New Year.

Peter Clark



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## Editorial

Well another year has gone and it has now been just over 3 years since I "finished" my NG TF and took on the editorship of the magazine. I say "finished" as the car has now covered 10,000 miles but there is always a list of things waiting to be done to improve, modify or rectify it.

This year has been a sad one in many ways; my mother died, our Holland trip was cancelled, the National Rally was cancelled, and two of our



members died - Alan Copping and Mick Terry. I also suffered some vandalism to my NG just after the September issue went to press and have been recovering from that (see later in the magazine).

But let's be positive here! This is the NG Owners Club and we are a bunch of survivors! After all, when building a kit car we have to believe there is always an answer to every problem, however big - and there is. So we should dwell on the great days out we have enjoyed (some with decent weather!) to drive the NG, or the progress made on the build of the NG, or the holidays had, or the friends we've met...

I recently heard from someone through my web site who has acquired a partly built TF kit. It turns out he is a parent of one of the ex-pupils of my school. Small world! It is good to be able to get to know someone living nearby with an NG interest.

In case you are wondering from my last editorial, I purchased the same sort of dual oil pressure/water temperature gauge as my last one (there does not appear to be an electrically operated equivalent) and fitted it while I was replacing the vandalised dashboard. This one, if anything, under-reads but I have checked the temperature again with my laser pointer thermometer and set the fan accordingly; another job

ticked off.

With the New Year comes the time for subscription renewals. You should find with this issue an insert which we would be very grateful if you would return to us. Our records need updating as some details will have changed since the last time we collected the information - in many cases when joining. Please complete the form and send it back to me at 65 Woodfield Drive, East Barnet, Herts EN4 8PD. If you prefer, you may send your reply via e-mail to [ngoceditor@woodfield5.demon.co.uk](mailto:ngoceditor@woodfield5.demon.co.uk). If you pay by standing order and do not wish to fill in your account number on the form, please let me know by telephone or e-mail.

We need your account number to tie up your payments with those on our statement and every year there are some who lose out because we cannot correlate them.

We do not want to lose members and we want you to receive your magazines!

Please do remember to send in some articles and/or photos of any NG related topics. The magazine can only continue if content is forthcoming. Once again, thanks to our stalwarts who often provide contributions.

Finally, I would like to wish you all a very peaceful Christmas.

Happy NGiNG!

Chris Humphreys



## Secretary's Notes

I don't have much to report in this edition of the magazine as it's late in the year, just the Exeter show and Christmas lunches later this month and the beginning of December. Looking towards next year we have some dates already in the Events Calendar for you to note if you are interested in visiting them.

The National Rally date is not fixed at the moment as we do not have a venue. I requested some suggestions for a site in the last magazine but none has been put forward. We have to apply for a pitch quite early in the New Year to get booked in. If none is forthcoming then I will have to try Billing again, as Leedons has closed its rally field from October this year.

Have you purchased any engine oil recently for an oil change on your NG? I usually buy four cans at a time when Halfords has an offer, so not having to buy new stock for

some time the price increase was quite an eye opener. Having got over shock of the new price I selected my usual brand of Castrol GTX and then read on the can that it only held 4 Ltrs instead of the usual 5 Ltrs, so not only has the price per can gone up but they have increased it by a further 25% (hope my maths is correct). So watch out!

I inquired with a Halfords assistant as to who made the oil with the Halfords name on the can and was informed that Comma Oil supplied it, so I bought one can of 5 Ltrs as I travel less than 3000 miles a year in my NG just to see if it's ok. One thing I did notice when the engine is started from cold, with the new oil in the sump, is that the hydraulic tappets no longer tap on start up as they used to do with the Castrol, still time will tell.

It just remains for Amanda and myself to wish you all a

VERY MERRY CHRISTMAS  
AND A HAPPY AND HEALTHY  
NEW YEAR.

Bob Preece



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## Events Calendar 2007

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<u>Date</u>	<u>Event</u>	<u>Contact</u>
<b>2007</b>		
9 Dec	SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey	Bob Preece
<b>2008</b>		
12-13 Jan	Racing Car Show (Autosport International) NEC, Birmingham	Info only
12-13 Apr	European Kit Car & Builder Show Kent County Showground, Detling, Kent	Bob Preece
4-5 May	*National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire	Bob Preece
5 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester	Keith Baker
8 Jun	London ~ Brighton Kit & Sports Car Run Start: Hampton Court Palace	David Holland
14 Jun	Classic & Sportscar Action Day Castle Combe, Wiltshire	Info only
21-22 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	Dennis Roberts
28-29 Jun	Wings, Wheels & Steam Country Fair Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only



## ChangiNGear December 2007

<u>Date</u>	<u>Event</u>	<u>Contact</u>
Tba	<b>NGOC NATIONAL RALLY</b>	Bob Preece
11-13 Jul	Festival of Speed Goodwood, Chichester, West Sussex	Info only
16-17 Aug	Air Display & Classic Car Show (inc. Sports Car Day on Sunday) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
23 Aug	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison
24-25 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts	Chris Humphreys
13-14 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire	Info only
19-21 Sep	Revival Meeting Goodwood, Chichester, West Sussex	Info only
15-16 Nov	*Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon	Bob Preece

### **Back Issues of ChangiNGear**

Back issues of ChangiNGear are available from September 2001 to the last issue. If you would like any, please let me know - you will just be charged for the postage.

Alternatively, you can now download a PDF version of any back issue of ChangiNGear since Feb 2004 from the NGOC website.

Ed

## Regular NG Meetings

**Sheffield, Leeds, Yorks area:** various meets & activities

(Dennis Roberts 01142 878515 - Phone for details)

**Midlands - Monthly evening meet:** every 1st Tuesday, 7.00pm

The Boot Inn, Repton, nr Burton on Trent, Staffs

(Mark Staley 01332 723927 - Venue adjustable, phone for details)

**Oxford - Monthly lunch-time meet:** date depends on interest, 12 noon

The Six Bells, Warborough, off A423 Oxford/Wallingford

(Bob Morrison 01793 783105)

**East Anglia area:** various meets & activities

(David Edwards 01284 788118 - Phone for details)

**Surrey - Monthly evening meet:** every 2nd Tuesday, 7.30pm

The Club Room, Brooklands Museum, Weybridge, Surrey

(Peter Clark 01737 832367 - See also "Monthly Natter" panel)

**Kent - Monthly lunch-time meet:** every 2nd Sunday, 12.30pm

(John Jewsbury 01622 890992 - Phone for current venue)

**New Forest - Monthly lunch-time meet:** every 1st Sunday, 12 noon

(Keith Baker 02380 864310 - Phone for current venue)

**Cardiff (Sth. Wales) meet:** by arrangement

(Brian North 02920 341671 - Brian also does engine reconditioning)

## The Brooklands Club ~ Monthly Natter Meeting Dates 2007

September 11<sup>th</sup>

Motoring Quiz

October 9<sup>th</sup>

Bangers & Mash plus Music Evening

November 13<sup>th</sup>

(Early) Museum Tour & Motoring Quiz

December 11<sup>th</sup>

Christmas Evening & 'Enthusiast of the Year' Awards

**(2007 is also the Centenary Celebration year for Brooklands with various activities going on throughout the year)**

# Events Web Sites

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## Web Sites for Venues

Beaulieu Motor Museum	<a href="http://www.beaulieu.co.uk">www.beaulieu.co.uk</a>
Brooklands Museum	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Capesthorpe Hall	<a href="http://www.capesthorpe.com">www.capesthorpe.com</a>
Castle Combe Circuit	<a href="http://www.castlecombecircuit.co.uk">www.castlecombecircuit.co.uk</a>
Donnington Park	<a href="http://www.donington-park.co.uk">www.donington-park.co.uk</a>
Exbury Gardens	<a href="http://www.exbury.co.uk">www.exbury.co.uk</a>
Goodwood	<a href="http://www.goodwood.co.uk">www.goodwood.co.uk</a>
Harpden Common	<a href="http://www.classicsonthecommon.com">www.classicsonthecommon.com</a>
Kent County Showground	<a href="http://www.kentshowground.co.uk">www.kentshowground.co.uk</a>
Knebworth House	<a href="http://www.knebworthhouse.com">www.knebworthhouse.com</a>
Lavenham	<a href="http://www.lavenham.co.uk">www.lavenham.co.uk</a>
Newark & Notts Showground	<a href="http://www.newarkshowground.com">www.newarkshowground.com</a>
Popham Airfield	<a href="http://www.popham-airfield.co.uk">www.popham-airfield.co.uk</a>
Rougham Airfield	<a href="http://www.roughamairfield.org">www.roughamairfield.org</a>
Shrivenham	<a href="http://www.shrivenham.org">www.shrivenham.org</a>
Stoneleigh Park	<a href="http://www.nac-stoneleigh-park.co.uk">www.nac-stoneleigh-park.co.uk</a>
Westpoint Arena, Exeter	<a href="http://www.westpoint-devonshow.co.uk">www.westpoint-devonshow.co.uk</a>

## Other Web Sites

Autosport Int. (Racing Car Show)	<a href="http://www.autosport-international.com">www.autosport-international.com</a>
Greenwoods Exhibitions (L2B etc.)	<a href="http://www.greenwoodsexhibitions.com">www.greenwoodsexhibitions.com</a>
Grosvenor Exhibitions (Stoneleigh)	<a href="http://www.grosvenorexhibitions.co.uk">www.grosvenorexhibitions.co.uk</a>
Hampshire Pageant of Motoring	<a href="http://www.hpom.co.uk">www.hpom.co.uk</a>
Kit Car Shows (Detling & Exeter)	<a href="http://www.kitcar-shows.co.uk">www.kitcar-shows.co.uk</a>
Limelight Exhibitions (Donnington)	<a href="http://www.limelight-exhibitions.co.uk">www.limelight-exhibitions.co.uk</a>
London~Brighton Veteran Car Run	<a href="http://www.lbvcr.com">www.lbvcr.com</a>
Total Kit Car (General Kit Car Info)	<a href="http://www.totalkitcar.com">www.totalkitcar.com</a>

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

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

Next issue: March 2008

Deadline for submission of articles: 15th February

## Membership Subscriptions

Membership subscriptions for 2008 will be due on January 1st so please pay £12 by cheque or £10 by standing order to NG Owners Club.

**Cheques, details and queries should be addressed to:**

**Bob Morrison**  
**11 Cox's Road**  
**Shrivenham**  
**Oxon**  
**SN6 8EL**  
**Tel: 01793 783105**  
**E-mail: [rmorri1847@aol.com](mailto:rmorri1847@aol.com)**

## Member's Information Form

Please remember to complete the Member's Information Form enclosed with this copy of ChangiNGear and return it to:

**Chris Humphreys**  
**65 Woodfield Drive**  
**East Barnet**  
**Herts**  
**EN4 8PD**  
**Tel: 020 8361 1863**  
**E-mail: [ngoceditor@woodfield5.demon.co.uk](mailto:ngoceditor@woodfield5.demon.co.uk)**

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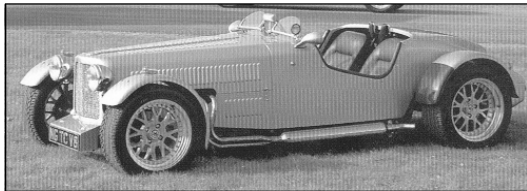
We need your account number so we can tie up your payments with those on our statement and every year there are some who lose out because we cannot correlate them - so this is very important. We do not want to lose members and we want you to receive your magazines!



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## Members' Letters & Articles

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### NGs in Brittany (June '07)

#### Part 2 - continued from last issue

Thursday evening was a free-for-all, i.e. the Gite owners were not providing an evening meal. However, there is a kitchen available for guests for self-catering and everybody 'mucked in' together to concoct a splendid meal. Richard Bradley started the ball rolling with his splendid Coronation Chicken & Jenny made a tasty fruit salad that seemed, to my inexperienced palate, to contain generous amounts of grand marnier - delicious!

Friday we celebrated a rather special birthday with Hils and all enjoyed a slice of birthday cake baked locally in Barthelemy - much to Hils' surprise! That evening was bar-b-q night, an occasion for which our host Cedric is rightly famous. Also on Friday evening we were joined by our French NGOC member, Pierre, who arrived in his superb dark-green TF from Brest, unfortunately having to endure a very wet trip. Many thanks to Pierre for bringing champagne & macaroons - very thoughtful. It had originally been Pierre's intention to bring his wife and to stay the night but outside pressures changed these plans and Pierre set off back to Brest late on Friday evening. Pierre has always stressed that he would like to show

NGOC members around the Brest area and we must take him up on his kind offer - perhaps next year?

The weather by Friday evening had already started to turn into an exceptionally wet pattern for this time of the year. Richard & I offered to assist Cedric at the bar-b-q by each holding up a large umbrella to protect the chef. However, this job had it's compensations, because Cedric found a very nice bottle of Spanish Riocca that we helped him to demolish whilst cooking the chicken.

At the end of a very pleasant week, those taking the Dover/Calais channel crossing departed on Saturday morning with the intention of taking a leisurely 2 days to reach Calais. Some of the remaining contingent, who would be heading for the Brittany ports, decided to stay on an extra night at the Gite and depart directly for St Malo on Sunday morning. Eight of us gathered in the lounge of the Gite on Saturday evening, together with a Brit couple who were MGB owners but touring in their convertible Saab. To make a cosy evening (it was raining again!), Cedric had fired-up the large wood-burner and set the table in the lounge with three small electric bar-b-q's. Cedric then proceeded to make some rather special beef-burgers and we each cooked our own

at the table. It made for a very convivial evening and was much more appropriate for the smaller group of people - a fitting end to our stay.

Sunday morning we headed to St Malo and were lucky to have a dry run with virtually no traffic until we reached St Malo itself. This is obviously a 'mecca' for locals and we had to cruise along the main drag in both directions before finding somewhere to park. Soon after arriving the rain arrived with a vengeance and Colin & Greba were very pleased to have parked with tonneau fitted by that time (another hoodless TC!). The rain poured for the whole of the remainder of our stay in St Malo and somewhat thwarted our tourist ambitions.

At lunch-time we found a creperie above the beach and indulged in a long lunch-stop. To our surprise, Bob & Angela Morrison, who had left the Gite on Saturday morning for destinations unknown, just happened to walk past whilst we were having lunch. Unfortunately, we didn't have as much luck in meeting up with Peter & Mary Clark who had managed to find a parking space in another part of St Malo but didn't meet up with us until we reached the ferry terminal. At the terminal we met the owners of a very nicely turned-out Marlin who had spent a relaxing week sailing with friends in the Morbihan and, by contrast, the 2-man crew of a Caterham-7 that had blasted back from Le Mans that

afternoon in the pouring rain - not happy bunnies!

The high-speed ferry departed around 8pm and stopped in Jersey an hour later. We had good views of some of the other channel-islands after leaving Jersey and pulled into Poole harbour just before midnight. Unfortunately, it was raining again and we had a very wet trip home in the early hours. As I write this later in June, it doesn't seem to have stopped raining since we arrived home & we have just learned that the NGOC national rally has been cancelled due to the site being flooded. Let's hope for better weather during the rest of the summer!

Paul Gray

---

## Isle of Wight 15th-17th June

The Classic Car Show planned for 17<sup>th</sup> June had unfortunately had to be cancelled and while speaking to the organiser about this I sensed his disappointment. I expressed my thoughts that my wife and I and





several other NG members who had already made our bookings would be likely to still go over to the Island and meet up. My suggestion of a tour around the Island was met with "I'll join you, I've got a Marcos" and a noticeably uplifted spirit!

So it was that Bob & Manda Preece, Keith & Som Baker and Lesley & I had our mini breaks as planned. Lesley & I bumped into Keith & Som quite by accident at Carisbrooke Castle on Saturday where it showered on us rather heavily. We all met up on the Saturday evening with Dick and Nina Hale, NG members and residents of IoW, who entertained us with a delightful meal and a convivial evening. Dick (being an architect) had his house



built to his own design and it is really a credit to him.

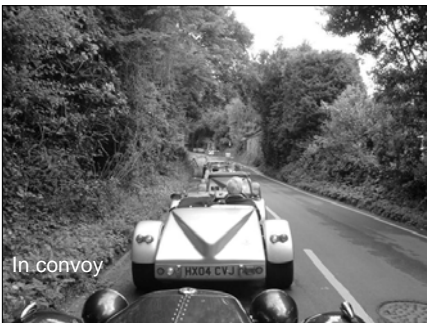
On the Sunday we all met up with Michael Edwards (who runs Distinctive Designs based in Ventnor), his wife Gill and his Marcos. Michael led us on a tour around the island and we stopped at Yarmouth for bite and then continued anti-clockwise back towards Ventnor. Lesley and I then said goodbye to the others who were staying on for a few days and made our way home via the Fishbourne - Portsmouth ferry. Another lovely weekend in the company of NG friends!

Chris Humphreys

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## The NGOC National Rally Substitution (2007)

It was with great dismay that we had to send out urgent notices at the end of June to cancel the National Rally. Owing to the excessive June precipitation, we had learned that the site hosting our event, the Riverside Caravan Park, was submerged under water. Indeed, many





of the caravans had suffered irreparable damage as the Avon had burst its banks and flooded onto the site. Our rally field, being beside the river, was covered and most unsuitable for our precious NGs so we could not repeat the gorgeous time we had in 2006!

In our true gritty style, however, 27 people turned up on the Saturday morning in the adjacent car park to have a fun filled (if slightly wet) day out. Some had stayed overnight as planned (though not in a tent) while others came just for the day. Although only about 4 NGs braved the elements, a dozen or so cars went on a tour organised by Donna Gray which included a number of possible places to stop. One of our choices was the delightful Hidcote Manor with its structure of outdoor garden "rooms", each designed on a different theme.

Almost everyone returned to The Crown at Tiddington for the evening, where Rose the landlady (yes, Rose and The Crown) made us welcome and assigned us our own area. A delicious evening meal and great company rounded off a very pleasant day.

On Sunday we intended to visit one or two of the places we had missed the day before but the gloomy weather set in and we decided to make an early break for home instead.

Roll on Rally 2008!

Chris Humphreys



## Not the National Rally...

..but the Shrivenham Fete. What a success the fete was this year with a dozen NGs lined up with Rileys, a Hispano Suiza, a Morris 8, and the Morris Minor Club. Not to mention historic motorbikes. The day was the hottest of the year and saw a great selection of entertainment. Sir Geoffrey of Woodstock opened the fete in his impressive suit of armour and the medieval encampment was a big draw for the crowds. The falconer gave his usual slick performance.



This year was the biggest and best fete yet, with 56 stalls, 30 car booters and a range of entertainment. The hot weather meant the ice cream stall sold over 1100 ice creams.

Everyone thoroughly enjoyed themselves and those who ventured up the church tower had superb views over the Vale of White Horse. Although entry to the fete is free we managed a small profit which will benefit the local charities later in the year. Next year we hope to do



even better! We now have a regular contingent of NGs who attend and would welcome more. The fete is always on the August Bank Holiday Saturday, so why not come along?

Bob Morrison

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## Popham 2007

The second day of the Stoneleigh show was also the day for the Aero/ Autojumble & Classic Vehicle Rally & Fly-in at Popham Airstrip in the middle of nowhere between Winchester and Basingstoke.

The morning forecast was terrible but the downpours were *supposed* to clear by lunch time - no



they didn't. I arrived soon after lunch with my sons Andrew and Jonathan in the TA and we spent the early afternoon dodging gale force onslaughts of torrential rain exploring the aircraft on display - that's why the boys were wrapped up for the Arctic conditions.

Very few planes arrived or departed through the rest of the afternoon so we turned our attention to finding other NGs. We spotted Keith and Som's red TC and then met John Davis with his TA.



We were fairly drowned through the next few downpours after which John headed for home. Soon after four o'clock the skies cleared and the last of the afternoon was glorious sunshine and much warmer. We met up with Dave Harwood and Derrick Hart - both gentlemen as mad as I having been at Stoneleigh only the day before. Keith and Som found us all and we moved the NGs together for a photo shoot.

There were no designated club areas - just turn up in a classic car and park in the next available space - and many had left early because of



the English weather. I set the boys free to spend £5 on the radio controlled 4x4 models while I chatted with Keith, Som and Dave. Time then to explore the Auto and Aero jumble. The number of stalls and variety was extremely good and quite extensive considering some stall holders had already packed up and headed home on account of the earlier dampness. I soon found something on my shopping list - a Smiths 60-0-60 ammeter for the TA. One slight problem, I was very short of cash after the Stoneleigh show the day before and the boys had more recently enjoyed my last five pound note - I was left with two pounds and two pence. Time to haggle and yes, success, I came home with two pence and the ammeter - cheaper than e-bay and no postage!

Another event for next year at Popham is the Charles Church Memorial Fly-in and Classic Car Drive-in. June 29<sup>th</sup> 2008. This is being organised by my neighbour John Maries. There is no entrance fee, turn up, park, make a donation to the Isle of White and Northants Air Ambulance and enjoy the day with other auto-



mobile and aeroplane enthusiasts. If you are interested in attending please let me know and we can arrange to meet there. Another good cause and reason to out be enjoying our NGs.

Dave Holland

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## Classics on the Common (Harpenden) July 25<sup>th</sup>

This event has expanded from a local get together of Rover P5 enthusiasts and now regularly draws a whole host of classic vehicles. This year was wet again but it was still surprising to see the wide variety of vehicles on display. Because of being arranged by order of arrival you



never know what you will be parked next to - an Aston Martin DB5, a



Jensen CV8 or (my own favourite) an



MG Magnette ZB.



This year I spotted another NG though not, unfortunately, its owner - anyone know whose it is (see



photo)?

Classics on the Common is held mid-week and is an evening event but if you live anywhere near, it is well worth a visit - plenty of people think so!

Chris Humphreys

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### **TCV8 Progress Part 3 (Apr '07 - Oct '07)**

Having taken the body parts to the paint-shop in the spring, we had originally hoped for a quick turn-round so that the build could be finished during the summer. Unfortunately, this was not to be and the painting took several months to be completed. In the meantime we became absorbed in other summertime activities and the TC project lost some impetus. In some respects this was a good thing with work pressures ever-increasing etc. In the meantime, some progress was made by drilling the chassis for the brake and fuel-line fixings & fitting the copper pipes through holes in the central chassis member with short

lengths of rubber anti-chafe tubing.

We also made progress on fitting an oil-cooler. I was initially unsure of whether there would be a need for an oil-cooler but was swayed in favour of fitting one by stories of the V8 engine being marginally cooled (due to the small radiator) and consequently decided that having the ability to conduct more heat away from the engine would probably be a good thing (and it would be much easier to install the relevant parts at the build stage). The only proviso was to fit an oil-stat so that the cooler would only be brought into the circuit when needed. Incidentally, the design of the oil-stat is quite cunning in that, when the oil is cold the stat doesn't physically block the flow of oil to the cooler but just relies on the fact that the circulating oil will take the path of least resistance and flow from the stat back to the oil pump rather than displace the thicker oil in the circuit to the oil-cooler itself. When the oil does reach the required temperature the stat closes the direct return path to the pump such that the oil is then forced to circulate through the cooler.

Back to fitting the oil cooler - we had previously fitted some small ducts in the horizontal surface of the nose cowl (to the rear of the number plate) with the intention of these being used to force air through the cooler. In the event, I was unsure of the amount of air that

could be forced through the small ducts and opted instead to fit a scoop to the underside of the cooler, the latter being mounted horizontally under the nose-cowl as described in the NG build manual. The cooler itself was mounted on brackets secured by the rack-mounting bolts. There is some flexibility in the mountings & we are hoping that this will be sufficient to cushion road-shocks without the need for using rubber a/v mounts.

The other major item needing attention was the venerable old MGBV8 engine sitting on the garage floor. Incidentally, to ensure there is 'no room for doubt' when we come to the MOT test, we have had the engine 'dated' by the archivist at Gaydon Motor Museum. This is a very useful service, cost £15. The museum has archived most of the build records for the BMC/BLMC range of cars from way back. The engine's date of manufacture will determine the emissions test levels that are applied for the MOT test so it's handy to have documentary evidence to back up your claim that the engine isn't a more modern one that has had the injection system, catalytic converter etc. removed & replaced by carbs (honest guv!).

We are still hoping that the engine will be usable, at least in the short-term. The first step was to fit the starter motor and check for compression (having first established that the engine wasn't

seized!). This is obviously not a very accurate check with no oil-pressure & hydraulic tappets but we managed to get an indication of some compression on all 8 cylinders so took this as a good sign. We next removed the inlet manifold and examined the camshaft lobes whilst slowly turning the crankshaft. 15 of the lobes looked perfect but one lobe had worn away completely. This put paid to any thoughts of not replacing the camshaft. As advised by the experts on these engines, it was then also necessary to replace all the cam followers.

Incidentally, the follower associated with the worn cam lobe had the classic parallel-sided wear pattern on the top surface indicating that the tappet had not been rotating as it was wiped by the cam, the others having the normal circular indentation on the surface.

The other bit of advice we took was to change the cam gears and timing chain at the same time; these are not expensive items and apparently usually show signs of wear by 60k miles even if the engine oil is changed regularly. Our chain was very slack and must have been upsetting both the ignition and cam timing for some time. Incidentally, the guy we bought the engine from had run it in his MGBGTV8 since new in 1973 and said that the engine had done about 100k miles. There were certainly no signs of the engine having been tampered with in the past

so we are still hoping that the buyer was being straight with us.

Whilst carrying out a partial recon of the engine, we followed advice about improving the front end by replacing the timing cover with one from a Rover SD1 with the longer oil-pump gears (20% greater oil flow) and a proper crankshaft front oil-seal instead of the rope seal that was fitted to the earliest versions of the engine. The oil pressure will still be relatively low but it is said that these engines are designed for high circulation rates but at low pressures.

Having found the need to fit a new cam, we fitted one for a 3.9 engine on advice from Clive Wheatley (MGV8 specialist) who advised that this cam would "liven up the engine a little". Together with the free-flow NG exhausts and K&N filters, we have also opted for richer carb needles to compensate for the increased airflow. The MGBV8 engine was detuned to 137bhp with 193 ft lbs torque for the MGBV8 because it was thought that any more power would be too much for the rest of the 'B'. Our thoughts are that the mods should increase the power output to circa 160bhp and the torque to >200 ft lbs (assuming that the engine is any good in the first place!).

Having bought a modified SD1 inlet manifold & plenum chamber (modelled on the MGBV8 version) some 3 years ago, we recently took

the manifold to a grit-blaster with a view to removing the light-grey powder-coating & replacing with black powder-coating. On closer inspection of the underside of the manifold, what looked at first like a flaw in the powder-coating on the core-plug turned out to be a hole where it had rusted through. Obviously this core-plug was not replaced when the manifold was modified & would have been a very embarrassing failure if we had not been lucky enough to notice it.

Whilst on the subject of the cooling system (sort of), we had obtained an 'Otter Switch' with an old V8 inlet manifold, used as a temperature switch to operate an electric fan (nicknamed 'hotter switch' because it stops the engine getting any .....!). With an existing threaded hole in the modified inlet manifold it seemed a good idea to utilise the Otter switch rather than fit a separate switch in the top hose etc. Inevitably, when tested in a pan of hot water on the stove, the old switch was found to be U/S. Luckily Clive W stocks a newly-manufactured switch & we soon had a replacement in hand. Interestingly, Clive mentioned that the old BMC version used a bi-metallic strip that tended to fail when water found its way into the switch casing. The new version is based on a thermistor & (hopefully) will be more reliable - we shall see!

I am still uncertain over which distributor to use. The engine ar-





rived sans-dizzy but we did have one from an early Range-Rover (circa 1980). Luckily, the Range-Rover unit fits the dog on the SD1 oil pump drive shaft & so would fit in the replacement timing cover without having to swap the drive-dog. Because Land-Rover retained the non-electronic points dizzy for several years after the saloon cars were fitted with electronic versions (notably the Opus System, nicknamed the 'opeless' system due to its poor reliability record), the configuration of the points is the same as would have been fitted to the MGBV8 engine, i.e. with a single set of points and external adjuster so that the dwell angle can be adjusted

with the engine running - an excellent feature. The only obvious problems are that the vacuum unit is seized solid and the bob-weight springs will be suitable for the high-torque Land-Rover application and may leave the NG a bit flat when accelerating.

Individual parts are not readily available for this dizzy and a fully-reconditioned unit, although available, would cost much the same as a new Mallory unit. I have found a source of Lucas parts and a guy who can replace the springs to give the required advance curve & am tempted to go down this route. As an alternative, the Mallory dizzy is available as a non-electronic version



with twin sets of points or as an electronic version. I'm told that Mallory have sold many of these units worldwide and that the construction, including bearings, is much improved over the Lucas item & this may be the deciding factor in whether to re-furbish or replace. I believe that the advance curve is also tweakable which would provide a more flexible unit for the future if we decide to go for a modified engine. A final thought on the mechanical version of the Mallory is that the twin-points can be configured to give a longer dwell period and hence improve coil output. However, there are some who say that the electronic version is the only way to go!

A final thought, and worth mentioning, is that the V8 engine must not be stood on its sump. In our case, because the seller was going to scrap the engine, he had ignored this point and the bottom of the sump pan had been flattened. This has the effect of closing the gap to the oil pick-up strainer and can result in oil starvation. After removing the sump we managed to hammer it back to the right shape and a few coats of Hammerite should give it a few more years of useful life. However, not so sure about the mounting flange which took some flattening - have serious doubts on whether it will seal properly when the time comes.

Next step is to get the clutch & g/box fitted to the engine and bolt

the assembly into the chassis. With the clutch parts sourced from various places I was somewhat nervous about compatibility & spent some time checking various dimensions. When assembled, my initial concern was the lack of projection of the clutch pushrod. The forward end of the rod only projected by approx 3mm from the front of the bell-housing when the g/box was assembled to the engine with clutch in place. This would mean that the clutch slave cylinder would only be operating over the outer 25mm of its travel & this didn't seem right. However, this should be a worst-case position, i.e. as the clutch plate wears, the spring fingers of the cover plate will tend to push the release bearing further towards the g/box hence pushing the outer end of the pushrod further into the slave cylinder. On the other hand, increasing wear in the 2 pivot points of the mechanism will work in the opposite direction! Next step was to work out exactly what dimensions the various clutch operating parts needed to be. Apparently, there were different ball-ended pivot pin lengths depending on the vehicle to which the g/box had originally been fitted. The other variable was the overall length of the release bearing and carrier. Thankfully, the clutch release arm and pushrod appear to be standard lengths. Also, I was told that there is a danger of the pivot post ball wearing away the bearing

surface of the release arm & splitting it, resulting in a gearbox-out job to replace the arm. With this in mind, we have cut an access hole in the bottom of the bell-housing and fitted a large rubber grommet so that (theoretically) the release arm could be replaced with the gearbox in-situ. This also prompted me to have a much closer look at the release arm, particularly as the two we had obtained were both 2<sup>nd</sup>-hand ones of indeterminate age. On closer inspection, the newer-looking arm showed some signs of damage to its bearing surface. We therefore carefully measured the thickness of remaining metal in the concave cup where the pivot post ball-end resides and were not impressed! The older version, although appearing to be less robust overall, had about twice the thickness of metal left in the cup. A lucky find.

Back to the push-rod - I presumed on the helpful guys at work to make me a 15mm longer pushrod from a bar of silver steel. With everything re-assembled, the piston now sits approx halfway along the bore of the slave cylinder with the clutch engaged. Having become nervous about whether the clutch would operate, I was keen to find a way of testing the mechanism before putting the assembled engine/gearbox in the chassis. Thankfully, my largest G-clamp was just wide enough to span from the rear of the bell-housing to the end of the pushrod

and, with a gear engaged, it was possible to slowly wind in the clamp and detect, by trying to turn the g/box output flange, the moment when the clutch disengaged. Incidentally, the pushrod movement was about 18mm from fully-engaged to disengaged so the piston would have been within a few mm of the open end of its cylinder with the shorter pushrod. I just hope the clutch bite point is in the right place or I will regret not making the effort to make an adjustable pushrod.

The remainder of the engine build-up will be carried out with the engine fitted to the chassis. First step will be to plumb in the remote oil filter & cooler & to mount the radiator & tackle the challenge of making hoses/pipes to fit, particularly the bottom hose. We have left the body tub off the chassis at the moment so that we can test-run the engine, & remove the engine again if there's a problem, without risking damage to the paintwork (and it makes the job much easier).

Back to the garage - can't wait to hear that V8 burble!

Paul Gray

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## Shock Absorbers

I thought I would just drop the magazine a line to recommend a company that was extremely helpful to me recently when my Marina based NG developed a leak from a front

shock absorber. I was rather dismayed to find that the Armstrong lever type employed on the 1.8 Marinas are not easy to get now as re-conditioned units are no longer available.

I finally found Stevson Motors on the internet who specialise in re-building shocks. They replied that they no longer re-built my type of unit but were attending a classic car show the following weekend and would try to find a pair for me. Sure enough on the Monday they e-mailed to say they had a brand new pair for £40 each plus postage. They duly arrived, were obviously unused and indeed were the correct type (I'd previously bought one from another source that although a good unit was for the earlier Marina).

Stevson were very helpful and gave me a lot of advice, I discovered that the engineer there actually developed the telescopic shock absorber conversion for the Marina to try and solve the problem of short lived lever types. I believe that MGB units are still available, but he said they can re-build them if required. It was very refreshing to find a company who had been around for a long time and were so helpful and reasonable in their prices.

Stevson Motors, Birmingham, are on the internet at

[www.stevsonmotors.co.uk](http://www.stevsonmotors.co.uk).

Tel: 0121-472 1702

John Coker

## Vandalism (September 2007)

Early one morning in September, I had an unwelcome visit from some intruders who got into my garage and spray painted my NG with matt black paint - virtually every panel and seats, dash and steering wheel, etc. (Not content with that, they also sprayed all over my MG ZR as well which was parked in the alley behind the garage.) I was beyond tears!

I suspect it was local yobbos - I understand from neighbours there were a few out on their little motor bikes or quads in the early hours and my petrol cans had disappeared. I suspect they broke in to find some petrol for their bikes and then jealousy took over. I'm just glad they didn't use the petrol in my garage!!!

The police were supportive and contacted me several times. I had the fingerprint officers round, the community officer and another one calling about the photo I took of the vandal's "tag" (graffiti signature) left on the garage door.

Having sought advice at the body shop where my NG was painted, I managed with copious amounts of cellulose thinners (and 3 hours work) to remove the graffiti from the MG ZR (although it needed a jolly good polish the following weekend).

Having "tested" the method on my MG, I then set about removing the graffiti from the NG. Thankfully it came off the paintwork success-



polycarbonate wind deflector reacted to the cellulose thinners and became opaque so I have had to fabricate a new one. The front lights and number plate cleaned up fairly easily, although I had to remove the rims to get into the edges.

fully and I cleaned the windscreen and surround (both sides!). The technique is to

- use thinners to soften and dissolve the extra paint (using plenty of fresh clean rags and working a small area at a time),
- quickly and carefully wipe dry,
- neutralise with a spray of detergent solution,
- wipe dry again.

I also cleaned the steering wheel and managed to get the paint off the vinyl padded trim around the dash and side "openings". A toothbrush was useful here to get into the grain of the vinyl. The

A really good polish the following weekend (Autoglym polish is really excellent stuff! I suspect it's what kept the damage to a minimum) brought the NG back to her former glory in the body department.

The seats and dashboard were much more of a worry. Would I be able to clean the vinyl seats and would cellulose thinners destroy the





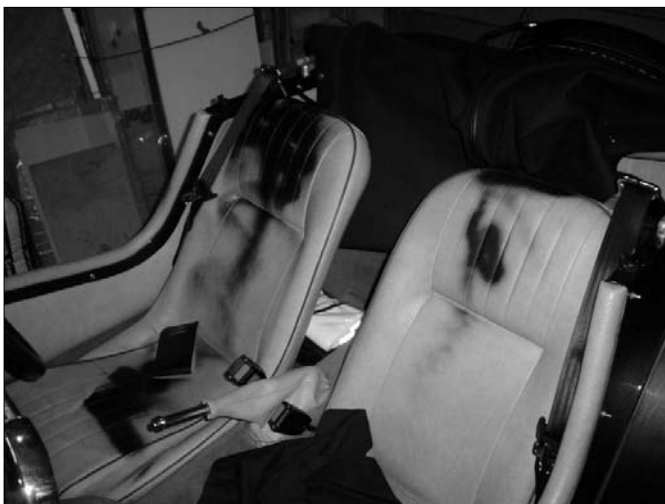
dash, lock and warning lights also needed replacement.

When I contacted Findhorn Cars, I was surprised and pleased to learn that two new part-time employees - Tina and Stephanie - had been taken on to look after

lacquer on the walnut dash? It took a long time with a toothbrush, lots of rags, doing a small patch at a time but after cleaning each seat 3 times they were nearly presentable. They needed replacement, however, as the stitching was still stained and the colouring of the vinyl was a little bleached.

The dashboard also cleaned up quite well without ruining the glossy surface of the wood but the vandals had tried to get into the glove box and had marked the surface around this as well as burring the lock. The warning lights were also affected by the thinners. So the

the NG supplies. I happened to speak to Tina who was extremely helpful with finding out prices and managed to quickly source a new Walnut dashboard for me so that I was able to replace it over my autumn half term break (many thanks, Tina). Once the insurance was agreed, I ordered some replacement seats which, as I write this, are





New dashboard fitted

shortly to be delivered (again thanks to Tina).

Although the insurance paid for

recovering rather than replacing the seats, I decided to get new seats to reduce the time my car would spend off the road. I hope to recover some of the difference by selling my old seats.

Although it has cost a lot of time, effort, heartbreak and frustration, it is good to know that it is possible to bounce back after such a blow!

Chris Humphreys

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## New Members - Welcome

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MR RONNIE MCCRACKEN (1391) (TF)  
CRUMLIN, CO ANTRIM

MR JOHN WILLOUGHBY (1392) (TF)  
STALHAM, NORFOLK

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### Late Advert

#### For Sale

Black leather Moto-Lita steering wheel off my NG, no boss with it as I need it for my wood-rimmed wheel £50 ono.

Tel: Ed 01782 205184



## Book Review

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### How to Power Tune Rover V8 Engines

Author: Des Hammill

ISBN: 1-903706-17-3

Publisher: Veloce Publishing

(SpeedPro Series) [www.veloce.co.uk](http://www.veloce.co.uk)

Price on Book: £29.99

(I paid £19.84 inc delivery from [www.thebookdepository.co.uk](http://www.thebookdepository.co.uk))

Physical size: 250x 209x16mm

With Christmas upon us once more what better way can there be but to over indulge a while in some pure V8 enjoyment that won't give you a speeding ticket or a hang over?

While there are several publications available covering the Rover V8 engine, I found this one the most up to date and offering the widest range of options from a standard rebuild to some very exotic wild and hairy possibilities. Rather than give a chapter by chapter account of the whole book I hope a taster from a few of the 19 chapters will be sufficient to stir you to making some New Year resolutions.

The introduction looks at the Buick and Oldsmobile origins of the cylinder block back in 1960 with Rover taking over the Buick derivative of the engine in 1967. The Rover variations from 3.5 to 4.6 litres are summarized along with the TVR Tuscan version and the Austra-

lian Leyland P76 version.

In 1965 the engine was the basis of the Repco Brabham 3.0 Litre Formula One series with Jack Brabham winning the championship in 1966 and Denis Hulme in 1967.

It will be no surprise to find that the first chapter is the most lengthy of the book providing immense detail on the eight versions of the production cylinder block. There are plenty of superb detailed colour photographs assisting the text. A quick reference block identification list is given and a clear guide on selecting which cylinder blocks to use. A description is given on how the factory graded the production blocks following ultrasonic testing - well worth considering before valuable time and hard earned cash is consumed on machining and modifying an engine. After 1997 the blocks were colour coded with a daub of blue, yellow or red paint in the valley to indicate the wall thickness with blue being the thinnest walled. Water loss problems associated with cracked blocks are discussed - mainly confined to the larger capacity 4.0 litre HSE Range Rovers. The P6 and SD1 3.5 blocks gave very few serious problems.

Rocker arms, rocker shafts, pushrods and their geometry are looked at in chapter 5. The general rule given here is above 6000rpm

the standard assembly will break. Rocker arm outriggers, steel rockers or roller rockers and adjustable push rods are the next step to increase RPM but require careful checking of the lift and geometry.

Chapter 6 looks at camshafts, valve springs, valve guides, spring retainers and gives guide lines on the main after market camshaft profiles available and the performance gains and losses.

J.E. Developments have all of chapter 9 to themselves and packed in here is a huge amount of useful information about the rebuilds they provide, components they use and modifications they make. Here is a good starting point for the rebuild plan.

Wildcat Engineering follow in the next chapter - and this is where the wild and hairy V8 beast lives. H section con rods, converted small block Ford forged cranks, solid gear drive camshaft, custom cast blocks, custom cast heads, stud mounted roller rockers and fuel injection throttle bodies enabling 700+ BHP to be achieved. Keeping that amount of power in contact through an NG would I think be quite a challenge. Dream on I say and don't even think of asking about the price tag! Reach

for a large single malt instead of the cheque book is my advice here and simply add to the wish list.

Fuel injection & electronic engine management systems are covered in chapter 15. Here are many pages of very detailed information provided by ex-Lucas engineers on the various types and ECU's which will be invaluable if you are considering fuel injection.

If you have been considering a rebuild limited to a new camshaft, followers, timing chain, rings and a bearing shells only, I hope this book will inspire you to look further into what this remarkable and versatile engine can give.

The depth of technical detail and information within these 200 pages is superb and backed up with many detailed colour photographs has provided an excellent reference source. For me it is a must have in the library. I have revisited the book many many times over and still have the plan to replace the tired but trusty SD1 V8 in my TD - one day but for now it is still a dream so instead where is that tumbler of single malt while I raise my glass to wish you a very Happy Christmas and a Prosperous New Year.

Dave Holland





## Sales & Wants

*Reminder: unlimited advertising is free to members but ads may be removed after 2 issues unless I am notified that you wish to re-advertise, (For non-members there is a charge of £5 for 2 issues). Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a single photo and may be sent to me by post or email. Ed.*

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### For Sale



**NG TF** based on MGB running gear 1969 (build in 1984), tax exempt, white with black interior, 300 miles since engine overhaul and new clutch, spare wheel set in the wing, a fantastic drive **£4750**.

Tel: Fred Smith 01603 437958 (Norwich, Norfolk).

Magnolia finish faces with dark brown figures and pointers and chrome bezels. Comprising, speedo, voltmeter, oil pressure, water temp., fuel. Including oil pressure and fuel tank senders. All unused and as new. **£250 ono.**

Tel: 01548 511594

E-mail: [tony@fourby4.freemove.co.uk](mailto:tony@fourby4.freemove.co.uk)



**NG TD 1800 Marina Based.** Full wet weather gear, taxed October 2007, MOT April 2008. **£2795 ono.**

Tel: 01422 378838



**Set of 5 Smiths style instruments.**

**NG TF**, based on 1800cc MGB, unleaded conversion, correctly registered, full build history, low mileage, tax exempt, full weather gear inc. tonneau, regular use in winter



and summer. A little TLC would restore to immaculate condition. Reason for sale - new MG TF. **£3995 ono.**

Tel: 01584 819759

Mobile: 07966 696268

**NG TF Chassis pack and Body pack** including chassis, support braces, gearbox cross member, chassis/body rubber, Panhard rod, all GRP body parts (body tub, front and rear wings, rear valance, radiator cowl), bonnet panels, bonnet hinge, radiator mesh, headlamp bowls, badge bar, spare wheel bracket, etc. There are also various brackets, fittings, seals and nut & bolt packs. Some minor modifications may be needed (seat and seat belt mountings) to the chassis to ensure SVA compliance. **We can also supply an MGB donor kit** so you will have all you need to start your build. Please call Shane for price.

Tel: MGB Hive 01945 700500

**NG TF**, built 1996, Marina based 1800cc running gear, full tonneau



cover, full hood & side screens, fold flat chrome-on-brass windscreen, heater, walnut dash, fully instrumented, electric cooling fan, knock-on wire wheels, black paintwork with chrome trimmings. Non Q plate. **£5500 ono.**

Tel: 01634 362536



**NG TF (1973 MGB Based) V8**, 5-speed. Very good red painted bodywork with doors, cream interior. NG logo radiator and spare wheel caps. New chrome wire wheels plus spare set of wires. New propshaft, new battery, new waterpump. Tonneau cover, wood dash, Mota-Lita steering wheel, fold-down screen and aeros. MOT Dec '07, Tax Feb '08. **£4250 or sensible offer.**

Tel: 02392 649127

## Club Products & Regalia - available from Mark Staley

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

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

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



Sweatshirt (navy, dark green) L, XL

£12 + £2.50 p&p\*

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

£10 + £2.00 p&p\*

Baseball Cap (navy)

£8 + £1.50 p&p\*

Beanie (navy)

£7 + £1.50 p&p\*

\*p&p charge up to a maximum of £6.00

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

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## Club Literature - available from Chris Humphreys

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

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

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

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

## The Junior NG Owners Club!



*Photo by Gwyn Powell*

Jonathan, Jessica and Andrew Holland  
show great enthusiasm for NG while modelling  
the latest hats at Donnington