

CHANGING GEAR

December 2008 (4)

Happy Christmas Everyone!



Photo Courtesy of Dave Holland

Sir Jasper and His Lady in Red

the magazine of the NG owners club

THE NG OWNERS CLUB

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(Celebrating 30 years of the NG marque)
NGOC National Rally 2009
Friday 3rd July to Sunday 5th July

Next issue:
March 2009

Deadline for
submissions:
15th February

As announced in the last issue of ChangiNGear, this will be held near Upper Heyford in Oxfordshire. Arrangements are now well under way and plans are being put together for an outstanding time which the rally committee is sure you will all enjoy.

More details will be included in the March issue of ChangiNGear but in the meantime be sure to put the dates in your new diary when Santa brings it!

Happy Christmas Everyone!

Chairman's Letter

With the year in its final quarter our NG motoring activities are probably coming to an end. We can however look forward to some future events for which arrangements are already in hand i.e. annual dinners and festive occasions etc.

Planning is also well in progress for our 2009 National Rally. This will be different to the format of previous years. It was thought that as 2009 will be the 30th Anniversary of the NG Marque, it would be appropriate for the weekend to be a special social event. So please note the date in your diary and come and help make it a memorable gathering. More details later.

Talking of social events, soon it will be Holly and Mistletoe time, so I would like to say a big Thank You to

everyone for supporting the Owners Club throughout this year. Despite the pressures of the current economic

situation and government ineptitude it is very rewarding to see so many members enjoying both their cars and the benefits of belonging to the club.

In closing, I would like to think that your support for the club will continue for many years to come. We really do have something special of which to be proud.

I wish you all My Best Wishes for Christmas and for a Successful and Happy New Year.

Peter Clark



Editorial

Christmas has come around again with alarming speed and with it I complete 4 years at the helm of the magazine. I do hope in that time you have been kept informed, enthused and encouraged. I would like to thank all those who have contributed to the magazine and encourage those who haven't to give it a go.

Next year we celebrate 30 years of the NG marque. Now whenever I

type that word the spell checker wants to alter it to marquee – so we have ordered one for our National Rally! A rally committee has met and is working through a number of ideas, building on the successes of past experi-



ence, to bring you an event not to be missed. There will be much more detail in the next issue. The location is easy to get to and we hope there will be a good number of campers to join the festivities. Of course, those who feel unable to camp will be more than welcome too and we shall be including a list of nearby B&Bs in case you need one.

It looks like the probability of a white Christmas is increasing owing to the early snow we've already experienced and the various threats from the forecasters. As I write this the temperature has already dipped below freezing and my return from school required the use of the windscreen scraper – and no, I wasn't in the NG – do I hear cries of "chicken"?

The recent weather has been somewhat depressing in that it is not so easy to use the NG when it is wet and cold and so it is spending too long in the garage! But when it does emerge, a smile on the driver's face, one remembers what the NG is all about – fun! I wonder if Nick Green ever imagined how much enjoyment his inspiration would bring to so many people when he designed the TA, TC, TD and TF models.

I hope too that the NG continues to keep you smiling now that finances are getting tighter. There may well be some of you who have lost jobs as a result of the current economic climate and the drop in petrol prices and VAT will not by any

means compensate for that. I wish you every success in being able to recover (preferably without selling your beloved NG).

Finally, may I remind you that the Membership subscription is due on January 1st? Please remember that we cannot take direct debits but you may (or may have already) set up a standing order for £10 (an absolute bargain) with your bank (details on the website www.ngownersclub.org.uk). If you do this, please be sure to use your membership number as a reference because every year there are a few which cannot be identified and we don't wish anyone to lose out. Of course, if you prefer to pay a single payment, a cheque for £12 (an almost absolute bargain) payable to the NGOC and sent to Bob Morrison (our membership secretary) is perfectly acceptable. Sorry we can't pass on a saving of 20odd pence due to the VAT rate change as the club does not charge VAT!

In closing, may I wish you all a very Happy Christmas and a peaceful New Year!

Happy NGiNG!

Chris Humphreys



Secretary's Notes

I have just been trawling through all the bits of useful junk I have collected over the years from pieces of paper I thought were important at the time but now have no idea what they're for, radios in different stages of being dismantled, never to be put together again, (but the spares might just be of use in the future), a gas fire that cost an arm and a leg, but now worth less than the cost of the petrol I would use in taking it to the dump, and an old computer with '98 software (I think that's 1898). I did find, however, a folder with some old club magazines in it, which was quite lucky as I have been trying to work out how long I have been secretary, and there on top of the pile was the Jan/Feb issue 1994, which was the first mag that Jeff Stretch produced, with the new committee listed on page 2, so mystery solved. Our treasurer Susan Stretch and I have been here for 14 years this month. Our chairman Peter Clark, mem. sec. Bob Morrison, and the editor Chris Humphreys have all replaced the original committee members, but have been in their posts for some time and I thank them for all their hard work they put in, along with the past committee members Graham Hester (chairman), John Butler (mem sec), Jeff Stretch & Paul Gray (magazine editors).

Enough of the past, now for the future. You will see from other articles in this edition of the magazine that



2009 is the 30th anniversary of NG Cars being manufactured and it has been decided to mark the occasion with a 30 year party at the National Rally, and a committee has been set up to organise events under the leadership of Paul Gray.

The main thing we want for this event is your presence, so make a large note on your new calendars of the date. We really want to make this National Rally as memorable as possible.

FRIDAY 3rd JULY TO
SUNDAY 5th JULY 2009

Finally, there are a small number of seats left for the SE Christmas lunch on the 14th December, so telephone me on 01202 573644, even up to the date, if you decide you would like to join us.

Now it just remains for Amanda and I, along with the committee, to wish you all...

A VERY HAPPY CHRISTMAS.

Bob Preece

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 2009

2nd Tuesday of each month (to be confirmed)

Jan 13:

Jul 14:

Feb 10:

Aug 11:

Mar 10:

Sep 8:

Apr 14:

Oct 13:

May 12:

Nov 10:

Jun 9:

Dec 8:

Events Calendar 2008/9

<u>Date</u>	<u>Event</u>	<u>Contact</u>
2008		
14 Dec	SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey KT20 6EB	Bob Preece
2009		
10-11 Jan	Racing Car Show (Autosport International) NEC, Birmingham B40 1NT	Info only
11-12 Apr tbc	European Kit Car & Builder Show Kent County Showground, Detling, Kent ME14 3JF	Info only
3-4 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
4 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester SO21 3BD	Keith Baker
6 Jun	Classic, Retro & Sportscar Action Day Castle Combe, Wiltshire SN14 7EY	Info only
20-21 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts
27-28 Jun	Wings, Wheels & Steam Country Fair Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only



<u>Date</u>	<u>Event</u>	<u>Contact</u>
3-5 Jul	NGOC NATIONAL RALLY (30 years of NG) Heyford Leys Camping Park, Camp Road, Upper Heyford, Bicester, Oxon OX25 5LU	Bob Preece
3-5 Jul tbc	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
15-16 Aug	SGR FM Air Display & Classic Car Show (inc. Sports Car Day on Sunday) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
30-31 Aug	Hampshire Pageant of Motoring Broadlands, Romsey, Hampshire	Info only
12-13 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
18-20 Sep tbc	Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only



**NGOC (30 Years of NG) National Rally
3rd to 5th July 2009—Don't miss it!**

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 2009

Deadline for submission of articles: 15th February

Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
Brands Hatch	www.brands-hatch.com
Brooklands Museum	www.brooklandsmuseum.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Goodwood	www.goodwood.co.uk
Harpenden Common	www.classicsonthecommon.com
Heyford Leys Camping Park	www.heyfordleyspark.co.uk
Kent County Showground	www.kentshowground.co.uk
Knebworth House	www.knebworthhouse.com
Lavenham	www.lavenham.co.uk
Mercedes-Benz World	www.mercedes-benzworld.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Rougham Airfield	www.roughamairfield.org
Shrivenham	www.shrivenham.org
Stoneleigh Park	www.nac-stoneleigh-park.co.uk
Westpoint Arena, Exeter	www.westpoint-devonshow.co.uk

Other Web Sites

Autosport Int. (Racing Car Show)	www.autosport-international.com
Greenwoods Exhibitions (L2B etc.)	www.greenwoodsexhibitions.com
Grosvenor Exhibitions (Stoneleigh)	www.grosvenorexhibitions.co.uk
Hampshire Pageant of Motoring	www.hpom.co.uk
Historic Sports Car Club	www.hsgc.org.uk
Kit Car Shows (Detling & Exeter)	www.kitcar-shows.co.uk
London-Brighton Veteran Car Run	www.lbvcr.com
Total Kit Car (General Kit Car Info)	www.totalkitcar.com
West Lancs MG Owners Club	www.wlancsmg.homestead.com

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

News from Findhorn Cars

Italia – Roma 2008 Sports Car Challenge 15th to 19th September 2008

3600 miles in nine days in any car on any roads is going to be a challenge, but when it is following Peter Davis's contorted route full of instructions that are so easily misinterpreted – because they are designed to be like that! – it is truly a challenge.

We set off with an old NG TC 1800, a recent TC V8 and a prototype TCII and the first challenge to my state of mind was on the dockside at Dover, when the TCII declined to start. Vapour lock or ignition failure or whatever, my language did not improve until we were on the next ferry – we being Drew Leitch and I. Drew, organiser Carol's boss's son, was standing in for my sister who had to drop out and it was probably as well that at this stage we had not got the intercom working as it spared him some of the language.

The run down to Beaune would have been lovely had it not come on to rain. Aeroscreen TCs are not designed to keep the water out, even if they have been fitted with a gutter to deflect the worst of the scuttle top water to one side. Drew and I had little idea where the others were, until having a quick break at

the Reims payeage when I got a message to say that they had filled up at Reims an hour ago. The next thing was a loud V8 noise from behind and Johannes speeding away from the tool booth. George was still on English time! There was no catching them, but by one of those coincidences a further fuel tank down the road in an "aire" – and why don't we have them on our motorways – there they were filling up. We pressed on

The next thing was a loud V8 noise from behind...

to the next full service station and swapped coats to make the best of what waterproofing we had. Three hours later, two bedraggled crews arrived with lovely Irish Gilly who made us welcome and pointed us to an excellent restaurant – foie gras, escargots et boeuf bourguignon. We wondered how Mark and Dylan were faring pressing on in the little car to Lyon.

Next morning dawned bright and dry. After breakfast we set off again. The drive down to Digne-les-Bains was uneventful, although through fine countryside and some winding roads via Grenoble, giving us a foretaste of things to come. We began to pass other cars heading for the rally. I must remember not to wave when travelling so fast as to have my arm nearly wrenched off at the shoulder!!

Tonic Hotel was chosen on the edge of town for a special reason that we were to learn. Scrutineering went fine except that the "driving in Europe" pack had no yellow vests, but this was easily sorted. The car park was full of sports cars of all shapes and sizes – little Sevens, an MG and a Healey, Lotus seemed to be two a penny, a Scotsman without a clutch, no sign of Charlie Sterling's rotary whizz bang apparently only just off the ferry at Dover hundreds of miles away, the Flying Finns (actually from Sweden) with a car of their own design, the Jaggs in a TVR – why not a Jag?, a Smart Car that was to prove very reliable by previous standards and not forgetting a majestic SS100 replica. At this stage the Findhorn contingent realised that they had failed to make a hotel reservation, but happily this was just about sorted at the far end of town. The driver's briefing was the beginning of the ribaldry that was to continue all week and why does that remind me of Spike? En route to the hotel, there were Francie and Clare already having found the best restaurant in town, where they suggested we join them for "meat on sticks" and excellent cutlets they were too. "And how is your great car even going to fit on the kart track?" was Francie's parting shot for the evening.

Next morning saw everyone keen to be off at their allotted time, including the clutchless Scotsman who

set off eventually to see if the course could be completed without driving spectacles, rear lights and the ability to turn at at least one corner. We immediately discovered why the Tonic Hotel had been chosen, hair pins within the first half mile. George and Johannes disappeared into the distance having started next car to us – and that was pretty much the last we saw of them on the road until the fifth day. Les Alpes Maritimes are truly spectacular and the mountain roads were soon getting the better of my vertigo, so we proceeded very cautiously in some places, and when back in the valleys explored the V8's ability to hurtle us past traffic towards rock-face bends with alarming speed. Somehow a rock face was a lot less frightening than an abyss, and we had both a plenty. The gorges were the most awe inspiring part of that day. Goodness knows how high the cliffs were, with the notches cut in them to allow the road to cling on – just.

Along the way there were many cheerful waves, but the French encouragement was nothing to the Italian enthusiasm for everyone to press on with all speed. Unfortunately though, someone caused a sense of humour failure in one French village and the mayor parked his Renault van across the route. It seemed diplomatic to sit it out until the imperious SS100 rolled up behind and Robert could be left to do

the diplomacy. A few hundred yards further on the road was again clinging to a rock face, when round the corner came a big lorry flagging us down. In best Franglais we were warned of "Grand rocque in road", and my goodness it was a monster. A great rectangular lump the size of a coffee table. We squeezed by. After more gorges, we were winding around the hills above Monte Carlo and heading into Italy for the first night. Here we were beaten by a combination of Italian motorway and main road signs neatly the reverse way round colour-wise to the French, and a burst plastic tee piece - will I never learn not to rely on plastic for engineering? However a quarter of hour provided improvisation that survived the next week. The hotel was soon located by dead reckoning, missing out the last time control for which we were by then too late. A beer and dinner were really welcome, until it was decided that the venison stew was probably better re-deployed as bump stop material.

The next morning saw us safely ensconced towards the back of the field, a position we were to enjoy from then on. Again Peter had chosen the hotel to have hairpins practically on the door step. There was a real incentive to get up the first lot quickly in the form a pair of Italian motor bikes to chase. It was real

biceps training, winding the lock on hard one way and then hard the other, excellent practice in swinging wide and cutting across the apex of the bend.

The back of the field competition started including the mad Scots car until it ran completely out of clutch. Then there were Charlie and Paul with their rotary whizz bang, constantly whizzing up from behind and banging to a halt a few miles further on. Lesley and Muncie continuously sped past in her much loved Lotus, only to disappear up some turning not in the road book, since they were Brantzless and on dead reckoning. We did manage to keep Orla and Paul from County Clare behind, by pure V8 power against wildly revving 1400cc.

The next three days of driving are now blurred into a series climbs and descents with spectacular winding roads in between. The car's limits were not exactly explored, but tentatively worked towards - I am not brave enough to brake really late and then rely on lots of oversteer to get pointing in the right direction for the next bend. Rather I relied on the massive torque of the V8 and its prodigious acceleration. For all that, I found myself wishing for a bit more power to weight and even enquired of one of the marshals, Ben, whether he had his oxy-acetylene torch with him to cut off some of the excess steel

*...We were
warned of
"Grand rocque
in road"*

work that the prototype TCII has acquired!! Sharper brakes and more grippy tyres are also on the wish list for the next car. Having to restrain myself on the way back to avoid a bit of tail out at 70mph on an auto-strada bend north of Florence on the way home did not seem quite the thing!

A note here about the TCII car. It is a bigger version of the NGTC. Originally designed with a view to MGB suspension, Jaguar XJ40 suspension has been substituted. The motor is a 3.9 efi Rover V8, mated to an R380 gearbox. The chassis is a ladder, with the body sitting low and providing a spacious cockpit. A development problem was scuttle shake; now banished with a massive hoop behind the dashboard. I have become very fond of the car, which is particularly comfortable and a real pleasure to drive.

Thinking back to the road, sadly we lost Mark and Dylan. I have to admit to little sympathy at first when I heard of their clutch problem, because that was one of the

areas where they had replaced parts. However it was apparent that there was internal mechanical failure. It was bad luck that the clutch plate assembly as such should fail. This effectively put them out of the event. Other cars were falling by the wayside as well. A Ginetta blew its diff. A Westfield front wheel met an oncoming wing and the wishbone promptly bent double. "Designed to do that" was the cry. I am not so sure. I suspect that most wish bones will bend at their point, where inevitably their bending strength is way low- saying which ours did not earlier in the year when I met a hedge one slipper morning. The whole car pivoted around, so I needed a new nose cone instead of a wishbone. Actually there is a serious design point here. Yes the wheel should come off in a collision, but only after absorption of significant energy in plastic deformation to make the accident less damaging to the passengers.

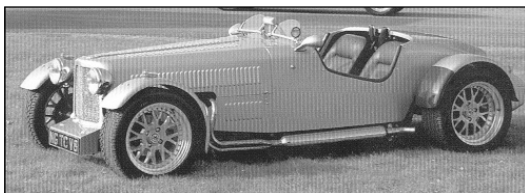
...To be continued next time.

Nigel Brooks

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All NG parts supplied
from chassis to brake pads

Members' Letters & Articles

Brooklands Evening 10th June '08

Just thought it would be worth a few words to extol the virtues of this wonderful venue for monthly NGOC meets.

Our club chairman Peter Clark has strong connections with the Brooklands Museum and has somehow managed to gain permission for NG club members to turn up, with or without their NGs, to some splendid evening events – and all for no charge!

Donna & I manage to get to a number of these events throughout the year although our preference is the summer months during which it is always a great pleasure to view the tremendous variety of interesting cars that the event attracts. I believe the original idea behind the meeting was to limit attendance to vintage cars but the organiser (a larger-than-life character & very

welcoming to NG members) decided to open the event to any 'interesting' cars. I have not noticed, on any of our visits, any disparaging remarks about 'kit cars', noting that NGs are the only kit car club represented and the cars are usually so well-finished that it is a pleasure to be associated with them.

The theme this week (10th June) was to be serenaded by a jazz band for the evening whilst enjoying an outside BBQ and drinks from the bar. Now this isn't just 'any old bar' but upstairs in the Brooklands Club House & I always pinch myself during such visits because I believe that it is a real privilege for us to be able to wander about in such illustrious surroundings. This privilege even extends to visiting the loo where one is able to walk past several of the exhibits to access the loos inside the museum. Donna prefers to use the ladies upstairs in the old clubhouse because it is again de-

lightfully atmospheric of the Brooklands era when only the higher echelons of society would have been able to gain access to 'the ladies room'.

Back to the 10th June, we turned up



at 7.30pm on the Tuesday evening to find a large selection of cars had already arrived. During the evening there were 5 NGs, 1 Dunsmore, and 7 NGOC members/couples from the NGOC – not a bad turnout for an informal mid-week evening.

The selection of cars was again tremendous and I really enjoyed the huge variety, all with enthusiastic owners/restorers only too willing to talk about their pride-and-joy. On this occasion there were a number of classic American cars from the 50s and 60s (remember 'Route 66?'). Another interesting car was the Borgward Isabella. The owner had taken 8 years to restore his car and told me the story behind the car's name. Apparently the daughter of the owner of the Borgward factory asked her father to buy her a Khar-mann Ghia and he said "nonsense, I will build you a better-looking car than that" and the new car model was duly named the 'Isabella'. I must admit it was a very pretty car. One of the great strengths of this meeting is the sheer variety of cars (and owners). Towards the end of the evening, as the daylight was fading, and old wreck (sorry – vintage something) roared into the paddock driven by an owner who also looked like a recent 'barn find', well at least he matched his car perfectly. Everything about this huge old car was, or looked, original without any hint of restoration whatsoever – magnificent! As for the old Rolls Royce

with wheels about 4 feet in diameter, talk about 'road presence'!

In closing, I would recommend any NGOC member to come along for one of these splendid evenings although you may be reading this at the end of the summer. However, the evening meets carry on throughout the winter and the organiser works hard to provide further entertainment in the form of quiz evenings and, not to be missed, partial tours of the museum with a very knowledgeable guide, sometimes the curator himself. Thanks again to Peter C for 'making it happen' and we look forward to seeing even more members during subsequent visits.

Paul Gray

A French Odyssey

The recent articles on members' trips to Brittany were of interest and amusing and I thought you might like to hear another perspective further to my article in March 2008.

Knowing a group of NG owners were again going to Brittany in July, Jenny and I decided to combine a working visit/holiday to our house in Le Croisty, Morbihan with a meet up in the region with other NGs either in Brest at the Fete de la Mer or at their gite near Baud (about ½ hour from our house).

I phoned Paul Gray and tentatively made arrangements for a



3 Rue Du Centre, Le Croisty, Morbihan

meeting now that my NG TC is running well after 4 years off road. I tended to a few jobs that had needed doing for some time, i.e. I re-proofed hood and tonneau cover, fixed new driving lamps, replaced two tyres, raised the rear mudguards (which have bottomed with two up ever since I've had the car). I also fitted a large 660 cranking amp battery in the boot and arranged plastic boxes around it to give plenty of dry clean storage. I also fitted two new stop tail lights in addition to the period 'D' lamps as they were not too reliable.

We set off for Portsmouth early with 2 cases piled up on the boot rack, a boot full of clothes, tools, kitchen sink, etc. The forecast was not good so we put on wet weather gear and decided to have the hood up for the journey (we have no side-screens).

We must have travelled the same weekend as Greeba Padbury (see Sept edition) because the journey from Chesham to Portsmouth was horrendous! The normal 1½ hr jour-

ney took 3½ hours, it rained stair rods, it hailed, the motorway was flooded, the water seemed to creep in everywhere and we arrived at Portsmouth not happy bunnies! Jenny did not have kind words to say about NGs or open air two-seater motoring.

After a good meal on the boat and having dried and thawed out a little and Jenny insisting on more whisky to stave off a cold, we retired and had a fairly good night's sleep. We arrived in St Malo at 8.30 am local time in dull but dry weather. The journey to our house is about 100 miles - 1¼ hrs and it was reasonable with only light showers now and again but b****y cold for July!

We settled in for the first few days getting the house up to scratch and warm before I dared suggest using the TC again. Luckily, we are the most central house in the village with the pub and baker's shop one side and the grocers the other side, so shopping is on foot.



TC in the garage.
It's a good thing it doesn't have doors!



Tall ships - Brest Fete de la Mer July 2008

The weather gradually improved although July in Brittany was like the UK but we ventured out in the TC with the hood down when the sun was out. The mods to the rear wings seemed to have worked and the new tyres at 24 psi seemed to give a better softer ride.

We decided to visit the Festival of the Sea at Brest (held only every four years) over the weekend of quatorze juillet (14 July - a French holiday) to see the tall ships. We set off on Sunday 13th in cool dry weather with the hood up and gloves and scarves on - typical July weather it was not!

When we arrived at the harbour,

parking was horrendous with cars being towed away by the French authorities every few minutes. We decided not to chance it and eventually parked in a side street way up in the centre of Brest and walked to the event on the sea front.

The weather improved during the day and we had an enjoyable time watching all the beautiful sailing ships in the harbour. As it was 1½ hrs back to our house, we decided to leave at 9.00 pm latest as I had had a problem starting the car before we left in the morning (dampness, I thought). I started up, it fired twice then stopped. After ½ hr + of tinkering, churning, etc, etc, it abso-

lutely refused to even try to fire. So what do we do now at 9.45 pm on a Sunday night in a strange city? We did not have breakdown assistance as the AA wanted £140 extra for an old NG for 3 weeks, so we were in very low spirits. A lady who had been watching from some flats opposite, gave us the number of a breakdown service just as I was phoning the police. As our French is reasonably good I explained we were an old couple in a beautiful classic English sports car and we were stuck! Within 15 minutes two police vans arrived with 5 young policemen (all attractive, according to Jenny) and after 10 minutes admiring the car, scratching heads and saying "eets a peety eet does not work", they said they knew a man who could help - hooray! (It was the same number given by the lady from the flats). They informed us we could not leave the car overnight or bits would be missing!

Within 25 minutes a truck with a hydraulic platform lift arrived. The TC was loaded onto the back but we were told it could not be touched until Tuesday as it was a holiday weekend. The driver would take our car away for 2 days - oh dear!

The police asked where were we going to stay - we said we didn't

know. They asked if we had friends in Brest or nearby - no, we said. A problem, because every hotel is full for miles around, they said. We were dismayed. Jenny suggested they put us up in the cells which they thought amusing and after consultation with the breakdown driver we were told that he had an empty house we could stay at until the car was fixed! We

*...two police vans arrived
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were taken by two policemen in one of the police vans - the others now having been called to another crisis in the city - following the breakdown truck with our car on it! We drove about 1½ miles until we arrived at the

driver's house. Apparently the driver's wife and three children were camping 6 miles away.

We all piled out and into the house where we sat around the kitchen table and proceeded to drink wine and beer and eat cheese for another 1½ hrs putting the world to rights! The driver phoned his wife and asked her to come home and make up the bed for us (she broke down on the way but that is another story). The house was ours to use as we wanted for two days - *incroyable!* - while he returned with his wife to the camp site complete with truck and our car!

Needless to say, after the wine,

we slept very well that night. We stayed at the house in Brest until Tuesday. In the meantime, Jenny found a supermarche open where she could buy toiletries and knickers! (More expense – she hasn't forgiven me). The TC was transported to a garagiste nearby on the Tuesday who said he might be able to check it that day. I was heartened to see he had a Lotus as his own car so he knew English classic electrics.

We had a phone call by 3.00 pm saying all was OK. The white/black wire from the distributor was cracked and was now re-soldered and OK. We paid the 160 euros for the repair and breakdown pick up which was reasonable and asked how much for the use of the house. No charge, was the answer! The French, as we have found so often are very kind especially if you speak the language. We had the same non-starting problem recur twice during the following very frustrating week so as it was our only means of transport, I decided to return to the UK with friends (who live in the village and who were returning to Okehampton via Plymouth).

I stayed overnight with them and travelled from Exeter to London and out to Chesham and the following day I picked up my Rover 75 and wiring diagrams and cables, crimpers etc for the TC and returned two days later to start work on the car's electrics. The first thing I found was the lead from the starter

switch to the solenoid was not working all the time so by-passed it. Everything seemed OK but one day later – same problem! I then thought the problem might be the electronic ignition on the Rover V8 engine (which I did not fit originally as I didn't build the car). On reading my very helpful electrics manuals (one on classic Lucas systems) I discovered that what I thought was an electronic ignition module, was in fact a ballast resistor with 3 wires in and 3 wires out. Now on my Scimitars the ballast resistor has only one wire in and one wire out – that's what puzzled me. On removing it to check the codes on it (which were correct) I discovered one spade connector loose! I reconnected it and crossed fingers. It's been OK since.

Due to our misfortune, we never did get to meet up with the other NGs (perhaps next year).

We returned to the UK in the Rover and I decided to leave the TC in our nice dry warm garage in France rather than under cover on my drive in the UK. I return to France this week (Oct 2008) for another 3 weeks work on the house and hopefully if we have an Indian summer, I will be cruising around empty French roads with the top down enjoying the lovely countryside.

Leaving the TC in France had its advantages as it was one less car on the drive at home and allowed me to

carry on with the restoration of one of my Scimitars with a re-sprayed, restored body going onto a restored chassis. When it is finished, I will have one enclosed winter use classic and one summer use classic – luckily both tax exempt. At least I can carry out all the service and repairs on both, unlike our other modern tin boxes, which have to go on computers.



Scimitar SE6A body refit Oct 08

If you desire an affordable alternative kit car classic, get a Scimitar. They are cheap, you can get bits easily, they are GRP and like the NG, don't rust and they can keep up with modern cars with a 3-litre V6, and they even drive quite well. I have two NGs and 2 Scimitars and they are both simple to work on and good fun. Both have good clubs and good magazines.

I will write further adventures on my return, providing the TC behaves itself from now on.

Au revoir

Alan Crumpton

London to Brighton Veteran Car Run 2008

Just back from watching the London-to-Brighton Veteran Cars Run in the TC. We arrived early at the pub in Hand Cross to find another NG in the car park with crew warming themselves on a hot cuppa. Apologies for forgetting names but the car was a silver TF. The crew had arrived via Epsom Downs in the hope of meeting some other NG members although there were none there.

Donna & I had driven straight to the pub, starting out in light rain that petered out before we arrived. The pub was a haven of warmth and the hot drinks and bacon sarnies were selling well. The landlord had even supplied a solo guitarist to add a bit of atmosphere.

Having parked and had a coffee, we walked up the main road towards London and came across the Caterham 7 club who were doing the event in grand style with gas BBQ; they even had their own Portaloo!

The veteran cars were as entertaining as ever with a marvellous mix of cars. Some of them stopped in the pub car park for a comfort-stop giving us an opportunity for closer inspection and a chat.

After a couple of hours spectating from the village we decided to follow the route towards Brighton for a few miles and were just about to start the engine when Roy de Boise and his daughter arrived in

their TC.

The ensuing drive between veteran cars was fun. We decided to keep in convoy at the speed of the slower cars but there were a few gung-ho drivers of veteran cars that decided they would overtake everyone - quite hairy at times!

In conclusion, a great day out and it's a pity that interest from NG owners seems to have waned in recent years. Having done a recce of the route for a few miles south of Hand Cross, we felt that there was no obvious alternative venue that would be an improvement. I suggest, therefore, that the NG event continue to meet at the same pub but not, perhaps, via Epsom Downs. Hope to see a few more NGs next year at this superb event.

The attached pictures give some idea of the cars on the run.

Paul Gray



Le Mans Trip 2008

It was so interesting to read of others' exploits on the Le Mans trip in Sept 2008 ChangiNGear. What a contrast our Le Mans Classic road trip was by comparison!

I was all set to leave Milton Keynes mid-afternoon on the Tuesday before, when I discovered that my wife had taken her car keys to work so blocking my NG in the garage! Anyway, I packed the tent, one folding chair, a bedroll and a small bag of clothes into the diminutive boot and eventually left at 6pm. The run to Wimbledon, where I was to stay overnight at my brother's house, was really enjoyable; a perfect summer's evening as I navigated down through Aylesbury and Amersham to the M40, then via the M25 and the A3 up to the tennis haven.

Next morning up early to catch the 10.30 Speedferry from Dover. Just about managed to stow two sleeping bags and my brother's clothes in the car although he had to have the sleeping bags in the footwell along with the jack and some more tools. There is quite a lot of storage space there if you don't want to move your feet! Pouring with rain all the way out of London through the morning rush hour (no hood yet you see, just the tonneau). Goggles certainly help to keep the rain out of your eyes, and once we were onto the M25 we just had to



drive fast and let most of the water flow over us. A bit difficult to see through the spray sometimes though. (I now know how Lewis Hamilton felt in the British F1 Grand Prix this year!). No feel of aquaplaning in the wet areas though, we could see the water being jetted out by the Toyo tyres.

Arrived at Dover only to be told the ferry was delayed an hour! Put the tonneau on the NG and went inside to wait it out. Met up with some Triumph TRs as we eventually loaded, still in the pouring rain. Thankful for the large umbrella we carried following Alan Goodbun's advice. A chance to dry-out on the ferry to Boulogne, then rain again as we motored down to Hesdin in the Pas de Calais region where we were to stay overnight.

Thankfully we could garage the NG at my brother's house there. We swapped to his WW2 type Hotchkiss jeep (at least it has a hood!) to drive into the local town. Sent off the postcards. Next day it started to rain again as we left via the A28 down towards Rouen. There we had

the first problem - the o/s front mudguard (back) stay had fractured at the fixing to the steering arm. This was the Mk3 version I had had fabricated. [A little digression here: the mudguard stays supplied with the kit originally (we'll call them the Mk1 stays) were too short in the arm supporting the wing, and left about 50mm of tyre tread exposed on the outside edge. I had therefore had fabricated stays with longer arms, but the combined weight of the wing and the wind effect over it kept causing the wings to drop towards the road surface. Having seen how the aforementioned Alan had fabricated his wing stays to be fixed to both steering arm bolts, I had Mk3 stays fabricated for the rear stay and modified the front stay so that both could be fixed without fouling the front coil spring when steering the car]. Unfortunately there was insufficient metal around the fixing point and the stay had succumbed to metal fatigue. On a smooth road surface there was just enough metal held by the anti-vibration washer to prevent the stay falling out, but with all the potholes we encountered every so often the stay would jump out and we'd have to stop to re-fix it. Some time after Rouen the sun came out at last and we started to dry off, but the stays were becoming loose more and more often, so eventually we stopped for a late lunch at one of the Aires and thought about the



problem. My brother came up with the solution in the end. We made splints using spanners from the tool kit and nylon ties (see photo) and applying this to the rear stay on each side, we made a repair which held. However, we reduced speed and also took to the autoroutes as the surfaces are far better than the secondary roads.

So equipped we made it to Le Mans and our camp site at the Maison Blanche. There were the Triumphs again, just opposite! We pitched our tent just in time after touring around for our pitch, for the rains came down again, but the NG was reasonably snug under the tonneau. We rested awhile after our journey and then went looking for food on foot, as we didn't want to subject those weak stays to any more potholes. So Thursday drew to

a close with more campers arriving on the circuit. It's many years since I camped and modern camping is characterised by the sound of zips. Gradually the parties around us subsided and the sounds of people driving on the mini circuit, exhibiting their exhaust notes diminished. By 2.00am all was quiet.

Friday dawned to cloudy skies early on and a mist leaving a film of condensation over everything. Queues formed for the ablutions and the smell of frying bacon surrounded the better organised sites. Gradually people drifted off to the Circuit to explore. Our first visits were to the paddock to see the cars and research how car designers used to support their cycle wings in days gone by. Now I have quite a collection of photos of different methods, but those with "steering" mudguards seemed to be in a minority by comparison with those with fixed mudguards. I now know why!

So Friday was really a reconnoitre of the site and we were able to purchase grandstand passes for stand 17, just north of the start line. We visited the museum for a bit of a rest! My brother Richard was also distracted by all the WW2 Jeeps being used to pilot the drivers and other dignitaries from place to place.

Returning to the camp site quite a few people came over to ask about the car, and so we regaled our tale of misfortune. One person thought

that the spanner splints were actually part of the build! There were reports of sightings of Alan Goodbun's car, recognisable from its similarity and colour.

Saturday morning found us breakfasting in the paddocks and looking over a different era of vehicles. Activity around the circuit was hectic, what with all the club sessions around the main circuit, although we didn't see all of them. So much to see and take-in. The similarity with the Goodwood festivals is, I suppose, not surprising but an old stager told us that on Saturday there were 100,000 people present. Camping within the circuit gives you a free parking space, but also back ache from the hard ground. No room for camp beds, just 5mm of foam between you and the stones. We watched the mini grand prix start for the children, and felt sorry for those whose cars' batteries were a bit on the weak side for the hill up to the Dunlop Bridge.

We took our seats early for the main start, but why does everyone in the grandstands stand up! I love watching the Talbots (my father had one in India before the war, fitted with a leather body) and the Bentleys vying for position, and the way the teams are organised through the progressive eras of motoring represented, is an interesting way of generating a team spirit across some 80 years of the 24 Hour race's history.

On into the night - one *has* to

wait to see the turbo flames and hear the exhaust crackle as the cars decelerate after the pit straight. Off to sleep to the sound of exhausts just over the protective netting, the ditch, the Armco barriers and the earth bank. They might interfere with the view on occasions, but without them, if a car came off.....zzzzz.

Sunday greeted us bright and clear with some fluffy clouds but plenty of sunshine. We explored the car parks for the special marques, and I found some examples of how to carry your side screens when not in use. There was a prize giving in the Porsche enclosure, and by way of contrast a small gathering of Lotus 6s. I thought the NG was sparse! During the afternoon we tried a few other stands. The one near the chicane gives a great view of how drivers set their cars up for the corners, just fantastic to watch the different lines taken. We stayed for the finish and the prize giving and there was nearly some caravan racing courtesy of some lost souls trying to find their way out.

On Monday we packed-up and left by about 9.00am and called in at the local DIY store for some extra nylon ties as our stock had been depleted by the splint repairs. After breakfast of the obligatory croissant and coffee we set off for the Pas de Calais and had a good run back our only misfortune to take a wrong turning outside Rouen and

finding ourselves going back to Le Mans! Mechanically the car performed excellently, although we kept speed down to below 70mph to prevent further mishaps with the wings over any sudden bumps. Other returning Le Mans visitors waved at us as we did to them when we encountered anything exotic.

After an overnight stay we set off for the ferry just as it started to drizzle. About 20kms short of Boulogne the front o/s front stay broke at the mounting onto the steering arm. There was no time for a repair, so we took the wing off completely and taped the indicator light to the headlight post, my long-suffering brother carrying the wing in the passenger seat. We made it to the ferry and there whilst waiting to be loaded, taped the wing onto the top of the o/s rear wing with duck tape, another toolbox essential! In this mode we embarked and crossed back to England. Leaving Dover I fully expected us to be stopped for having no cover to the o/s front wheel (well not in the right place anyway), but as luck would





have it there were no mishaps on the way back to Wimbledon (tea and cake) before driving back to Milton Keynes in an evening almost the repeat of the outward journey. Boy was I glad to arrive home!

The whole journey was a round trip of about 1,000 miles, averaging around 22mpg – not bad I thought for the V8. As a history on a Sher-

pley we saw at Le Mans said – a shakedown run. Now I have a list of repairs and improvements to keep me busy. First job: design of Mk4 front mudguard stays!

And the moral of the tale? Always include duck tape and nylon ties in your tool-kit.

P.S. We did have breakdown insurance, but it is unlikely that we could have had the problem fixed over there, and I didn't want to leave the vehicle "somewhere in France" – besides there is that drive to overcome a problem rather than to succumb to it. Isn't that one of the reasons why we build our cars as opposed to buying them from a showroom?

David Thom

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But ladies, before you pull a face, think of the advantages to you:

- Drive this car and watch as men turn around and watch as you drive down the road with their mouths open in admiration - honestly, it is more effective than a miniskirt!
- Drive along and stop that smile creeping over your face as you feel the freedom that having your own NG gives you
- Put you foot down and feel the antigravity of the wind in your face - better than any facial at a beauticians



And it is worth it just to say "if you can't beat them join them"... Now all I have to do is pay my NGOC subscription and admire my new car!

And remember to say thank you to Dave for introducing me to this lovely car!

Liz Cooper

Book Review

How to Power Tune MGB 4-Cylinder Engines for Road and Track

Author: Peter Burgess

ISBN: 1-903706-77-7

Publisher: Veloce Publishing Speed-Pro Series (www.veloce.co.uk)

Price: £17.99 (I paid £ 14.51 inc delivery from www.bookdepository.co.uk)

Physical size: 250x 208x 9mm

The Christmas edition book review is about the MGB 1800cc engine.

The book begins with the standard 1800 MGB engine history. Life started as a 1200cc Austin Cambridge unit, developing through the MGA series in the early 1950s as 1489cc and in 1959 to 1588cc units. The 3 bearing crank was retained for the 1962 MGB 1800cc 18G and 18GA series engines. 1967 introduced the 18GB series with 5 bearing cranks up to the last revision, the 18V series in 1971 with modified cylinder heads. The chapter is neatly summed up with a table of

power outputs, compression ratios, bore & stroke dimensions, valve size and cam timing data.

The second chapter briefly reviews the four stroke cycle and covers performance terminology and explanations for torque, horse power and volumetric efficiency.

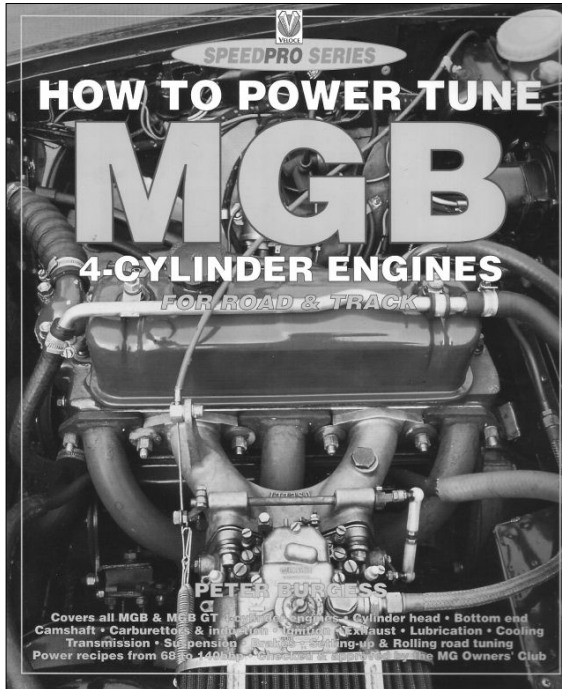
Shorter again, chapter 3 looks at the seven main routes to improved performance: Cylinder head/ Air filters/ Camshaft/ Exhaust/ Ignition/ Carburetion/Rolling road tuning.

Chapter four, again short and to the point, is essentially a summary of 23 tried, tested and proven combinations. Base variables are engine capacity, cylinder head spec (DIY porting, Stage I, II, III or specialist alloy heads), air filters, camshaft and carburetion. Figures are given for maximum BHP produced and the corresponding engine RPM. Simple and useful comments are given for each

setup; what was found to be good and bad and the typical applications. Just imagine an NG with an MGB 1800cc capable of 140+ BHP. However that's achieved at 6000rpm, it won't run under 3000rpm and is no use at all on the public highway but you will have a championship winner

NG off road.

The most substantial section is on modifications to the cylinder head - Chapter 5. This details professional and home workshop modifications that can be made, the tools used and the techniques employed.



The author shows how to inspect a cylinder head and identify common problems such as cracks in the casting. There are many photos of modified valves, bulleted valve guides, valve inserts and diagrams of how and where modify the ports and descriptions of why the changes bring improvements to performance. Information about modifying the valve

seats for lead free fuel is given. Information and photographs showing the essential difference between later offset and early inline rocker bar posts is included. Check carefully which are used by looking at the oil feed gallery position. Mix them up at your peril and you will have no oil reaching the rockers and tappets. There is a vast quantity of useful and extremely detailed technical information here giving us no doubt the author knows through experience with exactness and precision how to obtain optimum performance.

Chapter six is a very comprehensive journey through the cylinder block. It covers types and variations of block, how to measure bearings, journals and pistons. Engine capacities and over bore options are tabularised. The balancing of reciprocating components, optimising the oil pump, choosing makes of gaskets, final rebuilding of the engine and essential running-in techniques are described.

Camshaft operation, cam terminology, cam profile options and their performance is looked at in chapter 7. Explanations of camshaft performance are recalled from actual experience gained from evaluating the ten most popular profiles available.

Carburetion and fuel supply are described in chapter 8 and chapter 9 explores the ignition system. The exhaust system has the whole of

chapter 10. There are descriptions of the main types of layout, functions of the components, recommended systems to fit and advice is given for making your own custom system.

Chapter 11 looks at lubrication and cooling. Chapter 12 touches on transmission, gearbox options, gear ratios and diff ratios. Chapter 13 covers suspension, brakes and tyres with modifications equally suited to MGBs and NGs. Chapter 14 closes with information on setting up the car and rolling road tuning.

The comprehensive appendix is crammed full with useful formula, data and timing information.

How I wished this book had been available when Dad and I rebuilt our 1800 unit for the TF, but twenty years ago and freshly graduated I had no spare cash to indulge in a fast road or race spec engine. My TA is now at around 145,000 and when time permits the rebuild will certainly start with this excellent, accurate and informative publication.

What with the dream to rebuild the TD V8 still waiting from the V8 book review last Christmas, and moving house next year – it's going to be a busy new year with our other TA too.

I wish you all a very Merry Christmas and Happy, Busy and Prosperous New Year.

Dave Holland

New Members - Welcome

MR WALLY SOUTE (1416) ()
BERGHAREN THE NETHERLANDS

MR GRAHAM WOOD (1417) (TC)
KIDDERMINSTER WORCS

MR JOHN FOREMAN (1418) (TF)
AMBERLEY STROUD GLOS

MR STEPHEN LOGSDAIL (1419) (TF)
GRANBOROUGH BUCKS

MR ROBERT WOOD (1420) (TF)
CASTLE BROMWICH, BIRMINGHAM

MR JOHN DEANE (1421) (TF)
KETTON RUTLAND

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

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.

For Sale



NG TA 1800. 1966, MOT 'till July 09, taxed 'till June 09, tax free. Overdrive gearbox, translucent paint, new hood, front and rear bumper, tow bar, new rally seats. £16,000. Will part exchange any V8 model.

Tel: Sid 07759 691529 (E. Sussex)



NG TD Pastiche for sale due to moving house. MG based and in very good condition, 4 speed (no over-drive), wooden dash, Smiths clocks, wooden Mountney steering wheel, tonneau, internal heater, radio cassette, picnic rack, wire wheels, 3 sets of keys, rear belts, loads of history. It is a leaded engine but runs on unleaded as it has an in-tank unit, fitted around 800 miles ago and should last 200,000 miles and the underneath is immaculate. Correctly registered as a Pastiche on the V5, the MOT has recently run out but 12 months can be put on for the buyer. Currently registered as SORN it has a few scratches and the drivers and passengers seats bottoms could do with being recovered. Please phone for more details or to view. Priced to sell at **£2995**.

Tel: 01928 592582 (Runcorn)

Mobile: 07966 021810

NG TF Marina based, built 1996, and on blocks till 2005, MOT till 2009, full weather gear, metallic blue, new gearbox, Laycock over-



drive, excellent condition, reason for sale another TF on the way. **£4500**.

Tel: 01634 861608 (Medway)



NG TA Unfinished kit car. It only needs a little work to finish and almost all of the components needed are there, including hood bows but no hood. The kit is MG based and has a new engine and clutch, new prop shaft, walnut laminate dash and large chrome headlights. I have so far spent nearly £3000 on the car and have to reluctantly sell it after recently getting married and needing the space for all of my other hobbies. **£2250**

Tel: 01908 614676

Mobile: 07986 550767

E-mail: cliveatjetage@aol.com



NG TA Roadster (1968 donor), 1800cc, navy blue, excellent condition. Documentation including build manual, DOT pass sheet, all MOTs, receipts and info about the car. Californian imported engine, reconditioned, unleaded. Four speed gear-box, stainless steel exhaust, 15"

wire wheels, 4-seater if required, new full hood and half tonneau cover. Tax exempt, MOT to Jan 2009. **£4500**

Tel: Malcolm 01708 688044

Mob: 07721 415227

**Please send your NG adverts
to Chris Humphreys**

**(contact details inside
front cover).**

**Remember, adverts are
free to members!**

Wanted

Missing parts of an NG TF screen (before SVA) and aero screens.

I am looking for the missing parts for my screen to fit on my NG TF (before SVA).

I own the framing and the glass sheet (without the rubber strip), so need the rest to fit it all to the car.

A screen that can be folded down with the wiper motor on the top will be welcome too.

I am also looking for a set of aero screens that fits on an NG TF.

If anybody can help me please contact me. Many thanks.

(Wally I.M. Soute)

Tel: 0031 6971729 (Holland)

E-mail: w.soute@worldonline.nl

I would like a hood for an NG TF. It needs to be the one for the SVA windscreen. Condition is not important as it is primarily the frame that I am after.

(Peter Bambrook)

Tel: 01530 274575

Mobile: 07970 449528

I am looking for a hood for my NG TF. The car is an older version and does not have the slotted windscreen to accept the hood, but has the older type where the hood has holes which clip onto little spigots all around the windscreen and other edges. Many thanks,

(David Glinn Davies)

Tel: 01639 768049

E-mail: davies352@ntlworld.com

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

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£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

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. 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.

CHANGING GEAR



Who put that Smart there?
NGs assembling at Mercedes World

London to Brighton 2008



NGs arriving at
Madeira Drive,
Brighton

the magazine of the NG owners club