

# CHANGI**N**GEAR

March 2008 (1)

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## Nelly the Brooklands TA



*Photo courtesy of Baz Robinson*

**National Rally dates announced for  
Billing Aquadrome**

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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)

The NGOC web site: [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk) is maintained by Mike Peel

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Midlands.....Mark Staley (01332 723927)

Ed Powell (01386 47374)

East Anglia.....David Edwards (01284 788118)

New Forest & District .....Keith Baker (02380 864310)

South Wales .....Brian North (02920 341671)

## Technical Contact Members (*willing to help on technical matters*)

TA (Marina based).....John Brand (01382 532420)

TC V8 (inc. conv. from 1800).....Neil Taylor (01733 561492)

TF (MGB 1800 based inc. SVA) .....Chris Humphreys (020 8361 1863)

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General & technical queries.....John Hoyle (020 8393 2555)

*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:

**June 2008**

Deadline for  
submissions:

**8th May**



## Travel Knobs

For the discerning NG traveller, what better gift could there be for Valentine's Day and in readiness for a new season of shows, days out and LeMans 2008?

Humbugs for Land, Sea and Air Travellers.

A most beneficial confection for striking up, stopping or merely diverting social conversation.

Dave Holland

## Chairman's Letter

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**W**elcome everyone to a new season of NGING. Let us all hope that this year will be a great deal kinder than last year.

The winter does however have some benefit. I have taken the opportunity to carry out some modifications and general servicing, but I have to admit that the garage in winter-time is not the most comfortable of places in which to work for any extended period.

You will read later in this issue that a venue for the National Rally has now been arranged and that the format will be a weekend event as usual. I do hope to see you all there so that we can make up for last years disappointment.

For those members who live in and around the Surrey and bordering districts can I remind you that this area's monthly meetings are still

being held at the CLUB HOUSE, Brooklands Museum on the second Tuesday of each month from 7:30 pm. The

meeting, as you probably know is integrated into a General Car Enthusiasts evening which means that we can take advantage of the activities that are arranged throughout the year. These can include Tours of the Museum, Treasure Hunts, Quiz and Supper Evenings as well as the traditional Noggin and Natter events. Come along and try it out I am sure you will be pleasantly surprised particularly on a bright and warm spring or summer evening.



Peter Clark

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## Editorial

**S**pring is almost here, Easter is soon upon us and there is a variety of events on our events page so why not join in and meet up with other NGers?

The Goodwood Breakfast Club is held on the first Sunday of each month from March to November (excluding Sept and Oct) at the historic Goodwood Motor Circuit in

West Sussex. Paul Gray is among its many advocates and has sent me an appetiser (sorry not room this issue) but do go

along and join in the fun if you can. (See [www.goodwood.co.uk/](http://www.goodwood.co.uk/)



[breakfastclub](#) for more details).

Nigel brooks has asked me to apologise to members that Findhorn will not be at the Stoneleigh Kit Car Show again this year. Although NGs are wonderful cars, there is no profit for the company and the expense of attending Stoneleigh is a luxury that the business cannot afford. Findhorn will, however, be at the Guild of Motor Endurance Six Hour Challenge at Mallory Park on 16th May, with a heavily modified 1800 TC and their silver TC V8. Why not go along and support them? (See [www.guildofmotorendurance.co.uk](http://www.guildofmotorendurance.co.uk) for more details).

Our National Rally is back to Bill- ing this year; do make a note of the date (20<sup>th</sup> - 22<sup>nd</sup> June) and try to join us if you can (see page 17). This is our main event and we would love to see as many club members there as possible.

A big thank you to all of you who have returned your Member's Information Form - around a third of you. Please don't forget to return it (or email the responses) if you haven't done so already as I really do not want to have to make too many phone calls to confirm your details. Also please remember to renew your 2008 subscription to Bob Morrison if you have not yet paid.

I am sorry to report that Chris Wilson, who was for several years our East Anglia regional contact, died on 30<sup>th</sup> December 2007. Our thoughts are with his family.

Finally, I would like to wish you all a very good 2008 and I look forward to seeing as many of you as I can this year.

Happy NGiNG!

Chris Humphreys

### Chris Wilson

In September 2003 I bought the TF that Chris had built. His dealings with me during and after the purchase were kinder and more honest than one could hope for. Subsequently we hardly lived in one another's pockets and I used to meet up with him and his wife Diane at car shows in the local area, but I came to regard them as valued friends. His sad and untimely death has left all of us who knew him with a sense of deep sadness and loss. It was my pleasure and privilege to have known him.

David Edwards

### Message from Diane

My son-in-law Andy Smith is running in the London Marathon and he is raising money for St.Elizabeth's Hospice. The nurses were wonderful in their love and care during Chris's last month of life and we couldn't have managed without them. If you feel you could sponsor Andy in his run please just click onto [www.justgiving.com/andrewsmith5](http://www.justgiving.com/andrewsmith5)

Many thanks

Diane Wilson

## Secretary's Notes

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**S**ince the last magazine I have been able to book a site at Billing for the National Rally, which will take place on the **20<sup>th</sup>, 21<sup>st</sup> and 22<sup>nd</sup> of June.**

The field at Stratford was being mulled over, but our minds were made up not to go there, as the threat of cancellation was increased, when I was sent a letter from the owners saying they were having some trouble with the local council about the use of the field for events and camping. Councils often take a long time over decisions but they may prevent any use of the field just before our chosen date, so Billing it is!

I am having difficulty in booking a marquee at this time (the end of February), as the Billing management now do the organising for the large tent to be put up, and I'm getting nowhere at the moment.

There will be camping available for all the hardy souls, and B&Bs around the area for those who need a roof over their heads.

If a hotel type room is wanted then the Premier Inn next to the site is available. Telephone them on 0870 9906510. Billing is off junction 15 of the M1 motorway (Northampton turn off) on the A45 road towards Wellingborough.

I shall have more information for the next magazine on the rally but

for now just mark the date on your calendar. To keep up with all the latest news just go to the club web site at

[www.ngownersclub.org.uk](http://www.ngownersclub.org.uk).



### Forthcoming Events

#### 12/13 April

##### **European KC Show**

Kent County Showground, Detling, Kent.

This show is worth a visit if you live within 50 miles of the area as it's situated on the A249 just NE of Maidstone (junction 7 of the M20)

Get the cobwebs off the wheel spokes and grace the first show of the year with your presence.

#### 4/5 May

##### **National KC Show**

National Agricultural Showground, Stoneleigh, Warwickshire.

We have our usual site of 40A, which is on the corner of Avenue H and 4<sup>th</sup> Street. Kit car and driver get in free, adult passengers will pay £6 kids aged 6-12, £2. These are half price charges. If you come and park in the public area it will set you back £12 pp. - quite a hefty price for a day in a field. Amanda and I

will be there on Sunday 4<sup>th</sup> only with the club tent and beverage equipment.

The following general directions are taken from the information sheet the organisers sent me:

**From the M40** take junc 15 and join the A46 towards Coventry.

Leave the A46 at the third slip road exit for Kenilworth and Leamington Spa and join the A452 for Leamington. (There should be local signs to the show from here.)

At the first roundabout turn left off the A452 onto Bericote Rd and turn left at the next roundabout onto the B4113 Stoneleigh Rd. The NAC is in about 1.5 miles

**From the M1** leave at junc 17 and join the M45 towards Coventry and then continue on the A45 for about 5 miles in order to turn left onto the A445 onwards Leamington. Travel over a roundabout and beyond the village of Bubbenhall stay on the A445.

At the 1<sup>st</sup> roundabout turn right towards Kenilworth and the NAC and right at the next roundabout onto the B4113 Stoneleigh Rd.

If you are camping, give me a call and I will send you a booking form.

### 5<sup>th</sup> May

#### **Aero/Autojumble & Classic Vehicle Rally & Fly In**

Popham Airfield, Coxford Down, Winchester.

This is another great day out, if the sun shines, just to see aircraft

made many years ago still flying and once they have landed and parked up you are able to make a very close inspection of them, along with the classic cars of course. (NGs will be part of this as well).

Popham is between Winchester & Basingstoke just where the A303 meets the M3. Call Keith Baker on 02380 864310 if you require more information.

### 8<sup>th</sup> June

#### **London to Brighton Kit & Sports Car Run**

Start from Mercedes-Benz Museum, Brooklands.

This event has become very popular over the years, but I do not have any information on this meeting, so give Dave Holland (who is the contact member for this meeting) a call on 01420 542966.

### 14<sup>th</sup> June

#### **Classic & Sports Car Action Day**

Castle Combe, Wiltshire

No info on this at all, just a note to let you know it's taking place.

### 20/21/22 June

#### **NGOC National Rally**

Billing Aquadrome, Crow Lane, Great Billing, Northants.

This is our main club meeting of the year. Please refer to the beginning of this report, and look out for more information in the next magazine, which should be with you before the rally.

**21/22 June:**

**National KC Festival**

Newark & Notts Showground, Newark-on-Trent, Notts

Unfortunately this event clashes with the Nat. Rally, the date of which I didn't have a choice of other than to take it or leave it, but if you do want more details of this meeting then give our contact member Denis Roberts a call on 01142 878515.

**28/29 June:**

**Wings, Wheels, & Steam Country Fair**

Rougham Airfield, Nr. Bury St. Edmunds, Suffolk.

I do not have any info on this meeting, but hope to gain some by the next magazine.

**29 June:**

**Charles Church Memorial Fly-in & Classic Car Drive-in**

Popham Airfield, Coxford Down, Winchester.

In the December magazine there was a write-up of the Pophams meeting in 2007 by Dave Holland. Towards the end of the piece he wrote about a meeting for this year. There will be no entrance charge, but a donation to the Isle of White & Northants Air Ambulance would be appreciated.

Just turn up and have a great day out with your NG and other members of the club. Arrangements for us to meet can be made with Dave on 01420 542966.

Bob Preece



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**0845 1303400**

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## 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 2008

Mar 11: Motoring Quiz

Apr 8: (Early) Museum Tour

May 13: May Natter

Jun 10: Pride of Ownership & Jazz  
Evening

Jul 8: Motoring Quiz plus a round  
of the MGCC Pride of Own-  
ership Competition.

Aug 12: Walking Treasure Hunt

Sep 9: Music Evening

Oct 14: Autumn Natter

Nov 11: Torchlight Walking Treasure  
Hunt

Dec 9: Enthusiast of the Year  
Awards, Waistcoat & Ladies  
'Feely Bag' Competitions,  
Jazz Evening, Hot Sausage  
Rolls & Mince Pies.

# Events Calendar 2008

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<u>Date</u>	<u>Event</u>	<u>Contact</u>
12-13 Apr	European Kit Car & Builder Show Kent County Showground, Detling, Kent	Bob Preece
20 Apr	Mercedes-Benz World Brooklands Drive, Weybridge, Surrey	Paul Gray
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: Mercedes-Benz Museum, Brooklands	David Holland
14 Jun	Classic & Sportscar Action Day Castle Combe, Wiltshire	Info only
20-22 Jun	<b>NGOC NATIONAL RALLY</b> Billing Aquadrome, Great Billing, Northants	Bob Preece
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
29 Jun	Charles Church Memorial Fly-in Popham Airfield, Coxford Down, Winchester	Dave Holland

## ChangiNGear March 2008

<u>Date</u>	<u>Event</u>	<u>Contact</u>
11-13 Jul	Festival of Speed Goodwood, Chichester, West Sussex	Info only
30 Jul	Classics on the Common Harpenden Common, Harpenden, Herts	Chris Humphreys
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.

# 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: June 2008

Deadline for submission of articles: 8th May

## **Membership Subscriptions**

Membership subscriptions for 2008 were due on January 1st so if you have not renewed, 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**

Last issue we enclosed a Member's Information Form and just over **one third** of members have responded. Many thanks to those of you who have taken the trouble to do so.

**Please, please would the rest of you also return your forms ASAP** so that I won't have to make 200 phone calls and you won't be embarrassed when I phone you!

**Please complete the Member's Information Form on the back of this page or use the one on the website and return it to:**

**Chris Humphreys  
65 Woodfield Drive  
East Barnet  
Herts  
EN4 8PD  
Tel: 020 8361 1863**

**Alternatively, simply put the answers on an email to me.**

**E-mail: [ngoceditor@woodfield5.demon.co.uk](mailto:ngoceditor@woodfield5.demon.co.uk)**



## NG Owners Club Member's Information Form

So that we can update our records and keep you supplied with magazines, etc. Please complete this form a.s.a.p. and return to:

Chris Humphreys, 65 Woodfield Drive, East Barnet, Herts EN4 8PD

Membership No. (if known) \_\_\_\_\_

Title \_\_\_\_\_ Firstname \_\_\_\_\_ Surname \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Postcode \_\_\_\_\_

Telephone \_\_\_\_\_ Mobile\* \_\_\_\_\_

E-mail address\* \_\_\_\_\_

Payment method:\* Cheque ☐ Standing Order A/C no.

(If you have set up a standing order please enter your account number so the payment can be identified on our bank statement. If you prefer not to add this here please phone or e-mail it.)

Registration No. \_\_\_\_\_

Make (NG/Pastiche) \_\_\_\_\_ Model \_\_\_\_\_

Donor vehicle \_\_\_\_\_ Engine cc \_\_\_\_\_

Colour \_\_\_\_\_

Paid up members please contact me if you do not receive a magazine each quarter (Mar, Jun, Sep, Dec).

Please indicate here if you do NOT wish your contact details published on our membership list. ☐

This personal information will be held on computer and used only by NGOC in relation to subscriptions, club events or to distribute NG magazines, etc. If you do NOT wish to have your details used in this way please indicate here. ☐

\* These items will not be published. The e-mail address will only be used to contact you if there is some late important news such as the cancellation of an event.

Thank you for taking the time to return this form.

## NG OWNERS CLUB ACCOUNTS TO 31.12.07

Bank Balance as at 31.12.2006      £3,677.49

### Income 2007

Subscriptions	3544.00
Club Sales	286.15
Advertising - C.G.	225.00
	<hr/>
	£4,055.15

### Expenditure 2007

Stationery	166.41
Printing	1788.75
Postage	590.28
Club Equipment	-
Club Regalia	483.00
Trophies, prizes - and tributes	44.00
Event Expenses	607.48
P.L. Insurance	150.00
Admin. Expenses	22.16
	<hr/>
	£3,852.08

Bank Balance as at 31.12.2007      £3,880.56

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£7,732.64

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£7,732.64

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Our bank balance is slightly up at the year end due to the cancellation of the National Rally which is normally our biggest expense. Deposits had been paid, which had to be forfeited, so some expense was incurred.

Printing of the magazine remains our biggest expense - and worth every penny!

We are beginning to build up a stock of new club regalia and it is selling well.

Another good year for the club.

Any queries please contact me.

Susan Stretch  
Treasurer

# News from Findhorn Cars

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## January 2008 Findhorn Cars in 2008

2007 was a busy year for Findhorn Cars with several development projects underway, a new website, personnel changes and the usual supply of parts to kit car builders.

The early part of the year brought the completion of the first wide bodied NGTF prototype which was well received at the Exeter Kit Car Show. The changes to the tub, incorporating large doors and increased shoulder width, make the car considerably more comfortable both for getting into and for driving, whilst retaining the classic TF shape and style. The first sets of bodies are being worked on at the moment and we hope to have the car available for sale in the first quarter of 2008; it retains the original NG chassis and MGB running gear.

In July another left hand drive project was finished, this time an NGTF destined for Belgium. With a Rover K-Series engine, Type-9 gearbox and MGB suspension she was a great little car and further proof that LHD NGs can make a great car for the continent.

After nearly 2 years with Findhorn, Rita Purnell left the company in August and the reins have passed over to Tina Robinson. Tina is in the office three days a week (Tuesday -

Thursday) and deals with all Findhorn enquiries, parts sales and customer relations; when she is not in Stephanie will take enquiries to be answered by Tina. With no prior experience in the kit car industry it has been a steep learning curve, so thank you for your patience. Pete remains in the workshop and after a year with Findhorn and several builds under his belt, has become a source of technical knowledge and is always happy to help. George, son of director Nigel Brooks, is in the office temporarily until March.

Summer is always a busy time in the kit car industry and, despite the weather's attempts to dampen spirits, it was a great opportunity to enjoy some classic open top motor-ing. The Guild of Motor Endurance Espana-Santiago 2007 Rally in September provided a good goal for development of a new Jaguar based car; currently dubbed the TCII, the car uses XJ40 front and rear suspension and will also take the engine and gearbox from the same vehicle, making this a true single donor car.

Although performance of the TCII in the rally was somewhat hampered by last minute problems, our original TC V8 demonstrator had its wheels driven off all week and barely missed a beat. More can be read about the rally in the News.

In October, after a longer than



anticipated wait, Findhorn cars launched its new website. I hope you will find it both more informative and easier to use than its predecessor, but it is still a "work in progress" project so please bear with us if there are a few minor errors; equally if there is something you would like to see online, or you have any other queries, don't hesitate to get in touch via our contact page.

As Findhorn moves into its sixth year with the NG marque we are still enjoying the challenge and reward of producing unique British "Sports Cars in the Original Vein". In the pipeline, along with the production launch of the wide bodied TF are two other projects:

1. The further development of the TCII. The concept of a single Jaguar donor car has been

proven, the car handles well and is comfortable to drive, but there is still work to be done to bring the car up to production standard.

2. The redesign of the independent front and rear suspension to incorporate ball joints top and bottom at the front and better wheel location at the rear; this should enable fully adjustable camber and castor for either track or road. There will be no better testing ground than a six hour endurance event at Mallory Park in May where Findhorn will have two cars.

We hope you had a good 2007 and look forward to business with you in 2008.

George Brooks

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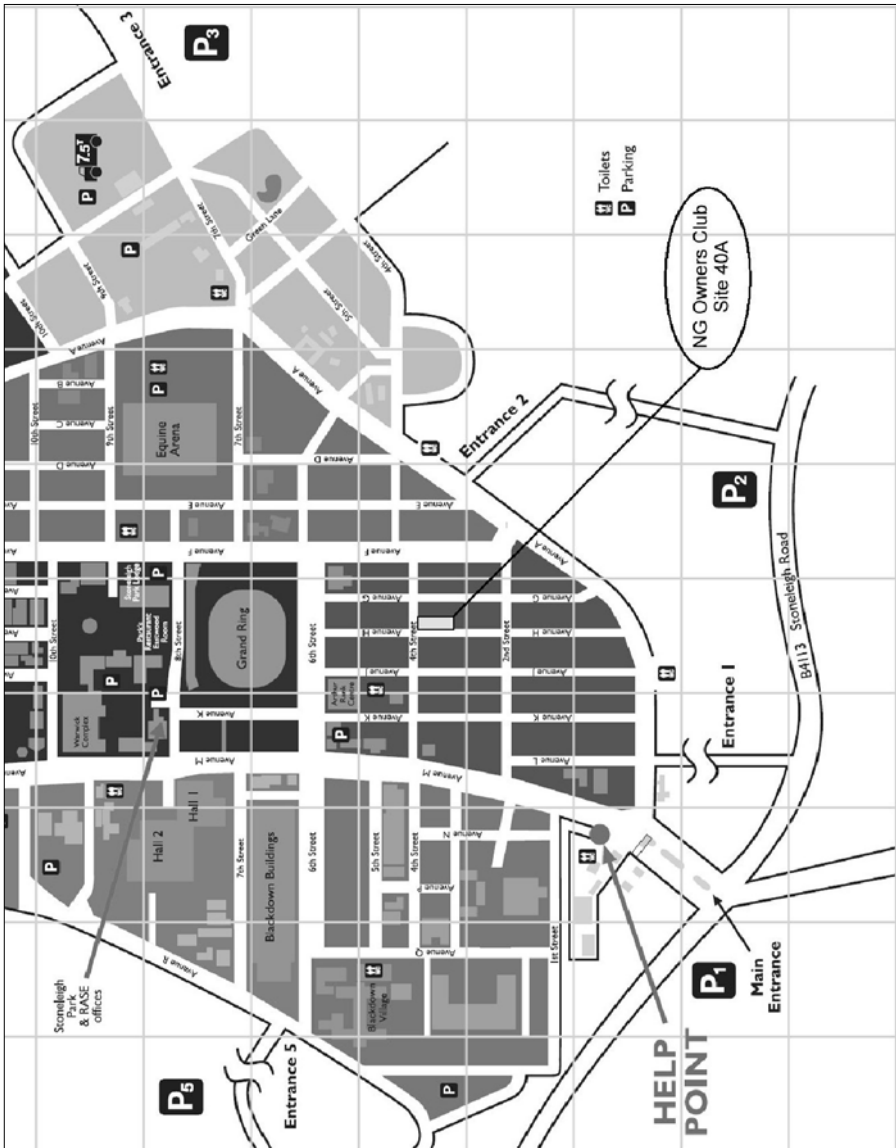
**[www.insurance4kitcars.co.uk](http://www.insurance4kitcars.co.uk)**

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## Stoneleigh Map (4-5 May 2008)

**Directions:** Go straight from the gate entrance and then take 2<sup>nd</sup> right (4<sup>th</sup> Street) and then 3<sup>rd</sup> on the right you will see our site 40A. It is on the corner of 4<sup>th</sup> Street and Avenue H (same site as last year).



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

# NGOC National Rally (20-22 June 2008)

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**Billing Aquadrome, Great Billing, Northants NN3 9DA**

**Put the date in your diary NOW!**

We have decided to return to an old haunt this year after loosing confidence in our potentially waterlogged location in Stratford-upon-Avon!

Billing Aquadrome is situated not far from junction 15 of the M1 motorway and is thus central and easily accessible for most members.

The site has its own shop for all your needs and there is a restaurant with takeaways if required. The camping area, which is flat and well drained, is in the rally field where we hope a marquee will be erected. The field itself is called Puddleduck Place and is away from the main stream of the rest of the Aquadrome.

For those of you who cannot camp there is the Premier Inn by the entrance. I suggest you book very early as this place is very popular. Telephone them on 0870 990 6510 for a booking, rooms are from £51 per night. Alternatively, seek out a local B&B and join us each day.



**Come  
and Join  
Us!**

- Great venue
- Easy to get to
- Good facilities
- Many local attractions
- Shops & eating places on site
- Fishing, boating and walking
- Marquee & gas bar-b-cues (hopefully) available all weekend



## Members' Letters & Articles

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### TCV8 Progress Part 4 (Nov '07 - Jan '08)

Not much fun working in a cold garage at this time of the year but, thanks to my trusty fan heater, we can take the edge off the cold temps & have been making steady but slow progress on the TC.

With insufficient under-bonnet clearance to the SU carbs we had to elongate the engine mounting-plate holes to the limit imposed by the stud on the rubber mountings impinging on the engine block. Having done this we have reached the limit where we can't drop the front end of the engine any further due to small (5mm) clearance from oil pump housing to steering rack shaft. If needed, any further small increase in clearance will have to be obtained by dropping the rear end down slightly by packing out the g/box cross-member from the chassis. Note that, due to geometry, only half of any lowering distance of the g/box mounting will be achieved at the top of the carb dashpots so the advantages are minimal & the dashpots have already been shortened so there is little scope for further reduction in this area.

When sorting out a top radiator hose we first looked through our selection of cast alloy thermostat housings having accumulated a num-

ber of different types. Final choice was a Range-Rover version with the advantage that it points to the near-side of the engine rather than the offside. This means that the top hose is routed over the dizzy cap (with adequate clearance) and the top hose can be a simple curve using a standard 300mm length reinforced hose. This does, however, mean that there is no easy way of inserting a filler-cap in the top hose.

On the other hand, the bottom hose appears to be a nightmare job! We have experimented with a reinforced hose that can be bent through fairly tight curves without collapsing but were concerned that the hose exerts a fairly strong load on the radiator stub with the hose doing it's best to straighten itself. My concern is that this continually-applied stress, coupled with engine vibration, would eventually result in cracking of the solder retaining the stub in the radiator. Final solution was to use 2 x 90° hoses & a straight ally joiner-tube.

Haven't yet decided on a distributor although tempted by the Mallory twin-spark with mech points. A web-search for other users of twin-point dizzys seems to suggest that there is no inherent reason why the simple mechanical version should be other than very reliable. Apparently, there have been problems

with fitting the capacitor and ensuring a good earth, the only other problem being the inner wire being trapped by the base-plate when the latter is rotated during advance/retard operation.

Having pressed the NG water-pump pulley onto the shaft of the new pump until the pulley was aligned as closely as possible with the crankshaft pulley, the next job was to get the alternator pulley to line up with the other two. This was fairly easy using the BV8 mounting



bracket. Tried initially using the standard MGBV8 vee-belt which is 1125mm long x 10mm wide. This fitted - just - but left no clearance to the bonnet side panel for further adjustment when the belt starts to stretch. Sourced an 1100 x 11.5 belt from our local motor factors & this fitted with the alternator positioned at the inner extreme of the adjuster arm. We now have a relatively healthy clearance to the bonnet.

Having struggled on the hard shoulder of a French major road in

the pouring rain to change an SU fuel pump on our TF, I was anxious to re-position the pump in a more accessible position without actually fitting it in the boot. The final solution, as yet untried, was to remove the n/s rear wheel and drill a large circular hole into the rear foot-well. A glass-fibre tube with enclosed inner end was moulded around a suitably-sized paint tin and the grp tube glued to the body with polyester resin and CSM.

Another fiddly little job was to add a pair of lugs to the nearside torque brace to take the outer end of a tie-rod designed to stop the engine rocking from side-to-side. The necessity for tightly controlling sideways engine movement relates to a number of minimal clearances around the engine, most notably the already-mentioned oil pump cover to steering shaft. This clearance will no doubt decrease further as the rubber mounts soften & compress in time. We may yet need to add a spacer to the offside engine mounting to compensate but with the risk, in so doing, of compromising the already minimal clearance between carb dashpots & bonnet panels.

Fitting the handbrake has been a bit of a saga. I had originally planned to look at fitting the lever vertically within the GRP transmission tunnel with the end of the lever protruding vertically from the top of the tunnel alongside the gearlever. The attraction of this location would be that

adjustment would be easier without the cable-adjuster being sandwiched between GRP tunnel & propshaft. On the other hand, with a full-harness seatbelt it would be harder to reach than in the normal position. There was also the question of how to route the two cables from the rear disc brakes through, or over, the rear wishbones, driveshafts, etc. Much time was spent in mocking -up different scenarios before deciding on fitting the lever in the usual position on the tunnel. In our case, the clearance between propshaft & tunnel was further reduced because the propshaft diameter had been increased from the 2" MGB version to  $2\frac{1}{2}$ ". Careful measuring and siting of the lever and bell-crank was therefore necessary. We had obtained a chrome-plated MG Midget hand-brake &, when set at the required angle via a bracket, needed the bell-crank angle changing by about 40 degrees. The other problem was that the crank was about 20mm too short. The easiest, not necessarily quickest, solution was to make a new crank from a bit of scrap  $\frac{1}{4}$ " mild steel. Once the flat-sided hole had been drilled & filed to fit the hand-brake pivot, the clearance from crank to propshaft was carefully re-measured and the crank left as long as possible to minimise possibility of the adjuster rubbing on the underside of the propshaft tunnel (although not so long that too much mechanical advantage would be lost).

The next job was to make a bracket to mount the block securing the front ends of the 2 outer cables. The position of this bracket was just to the rear of the propshaft tunnel where the body widens above the front of the diff.

After the handbrake saga we temporarily lifted the body tub off again to enable access to the front bulkhead to drill fixing holes for the copper brake pipes. After this we re-fitted the body and aligned the fixing holes, leaving the mounting bolts loose whilst the roll-bar was carefully inserted through the 4 holes in the top of the rear deck. When it was clear that the roll-bar tubes were reasonably centred, the body-fixing bolts were nipped up although not tightened until the chassis torque-braces were fitted later. At this stage, the torque-braces were left unfitted to give maximum access for making & fitting the front brake pipes.

Next job was to make up the front brake pipes. The chassis had previously been drilled for the plastic pipe-clips and the mounting bushes for the clips already fitted. Reason for not fitting clips themselves at this stage is that it is easier to bend the pipes to shape without the clips in place, only fitting the clips when about to fit the pipe for the final time. Where the pipes needed to be curved on the front bulkhead, masking-tape was first applied to the GRP and then the re-

quired curves were drawn on the tape using a flexi-curve from a school geometry set. This gave a guide to the required shape of the pipes and route to pass over the already-fitted clip bushes. Having used a piece of string fed along the proposed route of the pipe to get an overall length, the copper pipe was carefully uncoiled and cut to the length marked on the string adding a bit for luck. The next bit is important if you want to keep the pipes looking neat. Straighten the pipe



very carefully along its whole length - not easy because the front pipes will be in the order of 2 metres long. The point about starting with as straight a pipe as possible is that you will (hopefully) only end up with curves where you want them to be! There are several methods for the next stage, one of which is to use thin wire that can be bent into shape as a pattern against which the copper pipe can then be bent. This works well and was the method used on our TF some years ago. For the TC this time the pipes were bent in-

situ as far as possible although in places a short length of pipe was formed to the desired shape and then used as pattern by copying across to the pipe to be installed. Once in the correct shape, the pipes were removed to the work-bench and the end fittings added using a simple hand-tool to form the required flares. Note that there are two shapes of flare, one for the connections to tee-pieces and the like and the other for attaching to the inner ends of the flexi-pipes. After a quick polish (I know the shine won't last long but it's satisfying at the time of installation) the clips were pushed into their bushes and the pipes finally fitted & connected.

Next step is to fit the pedal box and make up the final copper pipes to attach to the master cylinder. We have used the export version of the master cylinder made for the USA-spec MGBs. This is a dual master-cylinder that was fitted to the left-hand drive cars in the chrome-bumper era before the change to dual-circuit was made standard on the UK-spec MGBs complete with servo. This later system can be fitted to an NG but it is very tight with a V8, with one of the rocker-covers having to be re-shaped etc. The USA-spec dual cylinder could not be fitted to RH-drive MGBs because there was insufficient room for the pipes to exit against the inner wing. On the NG however,

there is plenty of room and the master-cylinder fits into the pedal box with no mods required other than making a new pushrod. This was readily achieved by cutting down one from a Triumph 2000 bought from Rimmer Brothers, rounding the end on the bench-grinder.

Fitting the brake-light switch was a bit of a pain. I am not a lover of the hydraulically-operated versions because they require a fair amount of pedal pressure to be applied before switching on the lights & hence can't be applied by gentle application of the pedal to warn the usual tail-gaters that you are about to start slowing down. We bought a motor-cycle type that is operated by an extension spring mounted on a small plate on the accelerator mounting bracket. First movement of the brake pedal switches on the lights and further movement of the pedal just extends the spring without straining the switch.

The saga continues...

Paul Gray

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## Guernsey (July 2007)

To celebrate our 30<sup>th</sup> Wedding Anniversary this year, Lesley and I decided to go to Guernsey for our holiday. I argued that we should take the NG on the ferry as it would be no more expensive than flying and hiring a car.

We made our way to Portsmouth



for the 9am slow ferry to St Peter Port and were surprised to find there were very few other vehicles. The NG raised a bit of interest among the officials at the dock. It seemed most of the cargo were containers and a dozen or so new cars so we were loaded with plenty of room and only a handful of other cars. The next 7 hours we felt a bit like being on a ghost ship as the lounge, which is designed to hold around 200, had only about a dozen passengers. At least no one seemed to mind when we ventured into the uninhabited luxury lounge and had a nap in the premium seats we hadn't paid for!

Arriving at 4pm, we were soon seeing if the sat nav would find our lodging. The postcode was fine but with no number to the house, just a name, we did not have an accurate fix. However, we soon identified Charmaine Guest House opposite the local Methodist Church where we were allowed to park.

We had never been to the Channel Islands before and were surprised that Guernsey is only about



10 miles long and covers an area of 24 sq miles. This does explain why much of the island is built on and the speed limit is 35mph with a few roads restricted lower to 25mph. This is actually quite sensible as there are plenty of blind corners and stone walls. I think the locals must try to encourage visitors to explore their island as we often came across a road closed and an apparently random diversion which the residents seemed to ignore.

Close to my heart, parking is free almost everywhere, even in the



"town" (there is only one - St Peter Port). Many car parking areas, however, have time restrictions where you are required to display a parking clock in your windscreen showing your time of arrival. Petrol is extremely cheap at 60p per litre and diesel costs even less!

Public transport is excellent (apart from the time the driver didn't apparently hear me press the bell and sailed on past our stop). The bus routes all radiate from Town to somewhere else on the island and

the buses do run to time. For a flat fare of 60p you can go anywhere, even if you have to change buses to reach your destination. As one route goes all the way around Guernsey, we took a round trip to get our bearings.

St Peter Port has a number of large marinas and the town is very busy. Victor Hugo, author of "Les Miserables", had a house in St Peter Port during his 15 year exile which is kept as a museum. This is incredibly interesting with each room very different to any other - certainly worth a visit. Around the coast are many defences, evidence of the wars and earlier conflicts. Look-out towers and old gun placements seem to be everywhere. There are some lovely beaches but predominantly the coast is rocky, especially in the south. Although many place names are French, everyone speaks English. The island is governed by the States of Guernsey and they have their own money, although shops accept both British and Guernsey coins. The only real difference is the one pound note instead of the coin.





After our ten day break, we felt we had seen most of the beautiful island of Guernsey and enjoyed its hospitality and the people's friendliness. The hood had been down almost all the time though there had been some overnight rain. Our return sailing was on the much busier fast ferry to Weymouth arriving at midnight. This timing at least gave us a relatively traffic free run for home.

Chris Humphreys

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## NG TC V8 Aston Style

I have had my TC since 1998 and my TF since 2001 but unfortunately the TF remains 85% finished and the TC has been off road for 4+ years due to a reluctance to start, a rusted on clutch and a house renovation project in France for the last two years (but that's another story - I must be mad at 70!).

What triggered my pen to move was the article in September's ChangiNGear on the Aston Martin Gold Portfolio. As you will see from

the photos, I modified my TC V8 to replicate an Aston shortly after purchase by remoulding the radiator shell, fitting 2 x 9" lamps and guards, a lamp bar, remaking the front apron to copy an Ulster and the fitting of period rear 'D' lamps and an old personalised number plate. My car actually does have genuine DB5 Aston wheels after all!

After 10 visits to France since September 2005 working on the house, which is now 80% finished, my wife said, "When are you going to get the car going?" Cars, actually, as I have 2 Scimitars also, one in the course of a concours rebuild (well they are a form of kit car anyway).



In June I started renovating my TC as it was grieving me not to be able to use my favourite car. The problems seemed to be:

- Rusted clutch on flywheel
- Corroded electrics - most lights and wipers u/s
- Starter motor unable to spin engine continuously without throwing out
- Water ingress into engine via the dished pancake air filter on top

of the Holley carburettor

I bit the bullet, up she went on stands, off came the gearbox which at 70 is not easy with twin 4 branch exhausts to remove. Luckily for me the chap who built the car used stainless steel allen bolts everywhere so that helped but, as you will know, getting the starter off a



Rover V8 is not easy at the best of times!

Eventually the clutch was unglued from the mechanism and everything was polished up before being replaced. I discovered the clutch slave and master cylinders were gummed up so they were refurbished and replaced. Everything went back together after a good clean up - thank goodness for the NG's easy access engine department.

When all was back together I fitted a new 660 amp cranking battery in the boot to replace the old 450 amp unit under the bonnet. That cured the supposed cranking starter motor problem but she would not even try to start. No spark at the plugs or sign of life. I spent the next week removing every wire, loom, connection I could find includ-

ing the Lucas electronic ignition module, which I knew nothing about.

Next try - nothing! Eventually I removed all the ignition leads and cleaned up the distributor cap which was covered inside with verdigris! Next try, hooray! - She hiccupped, fired and started noisily with one hydraulic tappet clattering loudly. After 5 minutes she gradually settled down to a lumpy tickover and continued thus for a while. I removed the plugs and they were all as black as soot so the next job was the carburettor.

Now I know nothing about Holley carburettors but a week later after a thorough clean, fitting a new gas-ket kit from Real Steel at Uxbridge, a little 'Holley' reading, and five removals and refits of the carburettor, I eventually got the smooth running and brown plugs I desired. Great! A test drive seemed possible after four and a half years! It took 6 drives and much more twiddling with the carburettor before I got clean acceleration as I remembered it.

On the MOT it failed on rear brake/handbrake, so back to the



workshop. I discovered the nearside rear drum covered in oil which had been a continual problem since I bought the car, even though I had replaced the nearside axle oil seal. The problem? When I last visited France in the car in 2000 I had asked a garage mechanic to check the gearbox/axle levels. You've guessed it - they overfilled the rear axle! I drained some off, fitted new brake shoes and this time she passed her MOT.

For the next 2 weeks I drove the car regularly, remembering what pleasure she had given me in the past! I decided that I would chance taking her to our house in Le Croisty in Southern Brittany on the next visit in September/October.

Having just returned I am glad to report she ran perfectly, in fact, better each day and the joy of driving on smooth empty French roads in autumn is a pleasure not to be missed! One lesson to be learned from this is to use your car, don't leave it, even in winter. No car benefits from standing around. Even my old Scimitar has succumbed to the dreaded 'clutch rusted on' syndrome through not being run regularly. That is my next job.

I am now looking forward to visiting some future meetings and shows and seeing some old friends again. If I hadn't been so tardy with my repairs I could have joined in with the NG members who visited Brittany earlier this year as they

were very near my village - oh well - perhaps next time!

Bon courage, as they say!

Alan Crumpton

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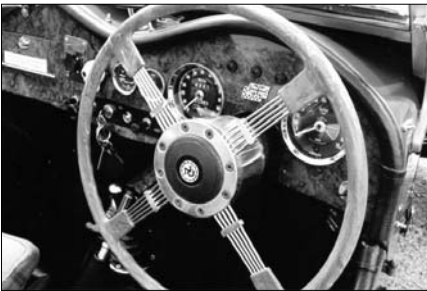
## Nelly's Grand Day Out – Cracking Ale Nigel

So it came to pass on that warm sunny day last July, our first classic car meeting at the home of Dick Turpin, 'The Bluebell Inn', Hempstead, Essex. Nelly, my NG TA would be the sole representative of her breed as details of the event hadn't been given to our 'Changing Gear' office in time, however details of future meetings were printed in the September issue - thanks Ed.

"Are you bringing your 'Gullwing' to the meeting next week?", said the man at the bar to his drinking companion. "No" said the drinking companion, "I'm bringing my 'AC Ace', I'll bring my Gullwing next time as you're taking yours". "Blimey" I thought, two Gullwing Mercedes and an AC Ace as your spare car, they've certainly got some dosh in these parts. Our little gathering would be touched by 'motoring gold' if these chaps show up! As indeed they did, accompanied by 20 + classic motor cars and a vintage tractor together with landlord Rod's cracking ales and country home cooking, making it a resounding success.

The one thing noticeably missing was Nelly herself, much to the con-

sternation of the village children who regard NG Nelly and Nigel, the co-pilot singing teddy bear, as stars in their midst! "Was she ill?" I was asked, "What was her demise?" Actually my pride and joy was snug at home in her stable, all bright and shiny green with her new red wire wheels and polished chrome. However, one thing was missing - her steering wheel! It was quite obvious that unless it was found or an alternative was found (two bits of rope attached to mole grips perhaps?) Nelly would miss her Grand Day Out, which would be extremely sad as she had undergone a 5 year transformation in readiness for this day. This dear reader is where the story really starts!...



Nelly's new steering wheel in amazing condition for the year (70 years old)

Transporting you back two weeks to the Bluebell's tranquil surroundings, I sat making love to a pint of my favourite 'Nelsons Revenge' ale, when retired local statesman and ex RAF chum Alan walked in. Incidentally I must mention at this point that Alan is a man who never throws

anything away! A hoarder of great 'attic treasures' (not what his wife calls them!). "Would you like this for Nelly, Baz?" he enquired, thrusting an extremely dusty package of seemingly pre-war origin (don't know which war!) into my lap. "Ho hum" I thought, here we go again! Readers of ChangiNGear may remember previously another chum of mine, George, handing me a dusty treasure from his 'garage collection'. On that occasion it turned out to be a 2<sup>nd</sup> W.W. Spitfire aeroplane start button! - Now fitted to Nelly's dashboard. Do all my friends regard me as a charity basket case or just an NG fan with an aeroplane fixation? - probably both!

Clutching this large, very dusty sack that could easily have been brought from 'King Tuts' tomb by Howard Carter, I suddenly had that sense of excitement that you see on 'Time Team' when my namesake Tony Robinson is about to have something of great age revealed to him (but I'm not as manic as him!). Plunging my hand inside, I pulled out an astonishing sight like something straight out of my MG Classic Car book. A 'Brooklands' badged, 4 spoke, marble patterned, 'Bakelite' rimmed steering wheel with chrome and aluminium bolts in the centre and its original bottle-shaped 'clambolt' alloy steering boss underneath. "Blimey" I exclaimed, spilling my beloved Nelsons bitter across the table and causing the dust to swirl around in the

sunlight coming through the window. "Where on earth did this come from?" I spluttered. Alan smiled and proudly said it had been put up in his attic treasure house 60+ years ago. He couldn't however recall which motor it had come off or why, but it would either have been a 1930s MG or a Wolseley Hornet. "Would it be of any use to Nelly?" he continued. "Yes please" I said very fast and very loudly making the bar crowd laugh. I felt no shame; it was Christ-

mas come early and motoring Santa had delivered! Well that's what it felt like anyway. What were the chances of being presented with such a treasure that would have been of no use whatsoever to a car of the past 50+ years? The big lottery hand had pointed at Nelly and me. IT'S YOU!

Baz, Nigel & Nelly Robinson

To be continued next issue...

## LONDON ~ BRIGHTON KIT & SPORTS CAR RUN

### Sunday June 8<sup>th</sup> 2008

It may seem a little early in the year but why not book ahead before your diary is full? We shared much enjoyment together last year and a slight mishap with a poorly TA suffering from dynamo failure - for which I'm still teased by some club members - and with a TF named Ruby who just didn't want to leave for home after the day's excitement.

Why not come and join in with us this year?

The start point has moved this year to Mercedes-Benz World, Brooklands, Surrey with lunch at Amberley Working Museum West Sussex and finishing as always at Madeira Drive Brighton.

We can qualify for a group discount reducing our individual entry fees below £77.

Relevant websites:

[www.classiccarrun.com](http://www.classiccarrun.com)

[www.mercedes-benzworld.co.uk](http://www.mercedes-benzworld.co.uk)

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

Call me for more details:-

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Dave Holland



# Book Review

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## Tuning Rover V8 Engines

Author: David Hardcastle

ISBN: 0-85429-933-5

Publisher: Haynes Publishing

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

Price on Book: £17.99

(I paid £11.74 inc delivery from

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

Physical size: 280x 214x18mm

Following on from the Christmas review, I am continuing with another excellent publication on the Rover V8 engine. This is the second book from David Hardcastle and is devoted entirely to tuning, following his earlier 1990 work "The Rover V8 Engine".

There are seven chapters between a short introduction and final section of contact details. All of the book is in black and white, except the outer covers.

Chapter one retells the story so far. The engine's origins from Buick & Oldsmobile are recounted and comparisons made with its rivals from Chevrolet and Ford. Development through the Leyland & British Leyland era is detailed and production versions of the engine are described up to 1992.

Basic building bricks - cylinder blocks, cylinder heads, crankshafts, pistons, con rods, camshafts, induction systems, exhaust and oil systems - are described in Chapter two identifying the key parts with the greatest potential to an engine builder.

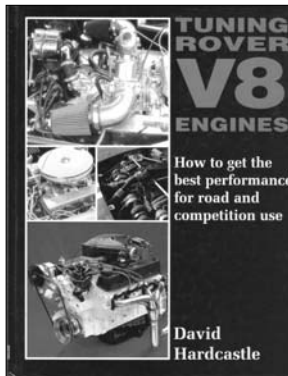
Chapter three looks at techniques and options when considering building a strong road car engine with a realistic budget. A guide to selecting a block, crank, con rods, camshaft, ancillaries and after mar-

ket parts is given including 54 detailed photographs.

Assembling a competition engine is Chapter four. Enter the realms of non-standard specialist expensive components and engineering work. Once again plenty of quality photographs here.

Chapter five covers the tremendous interest in bigger capacity versions of the engine. Increasing bore-stroke combinations and matching these changes to suitable pistons, firming up the lower end with steel billet main caps and machining 3.9 litre blocks up to 5.2 litre capacity is all covered.

Chapter six is for the Supercharger, Turbocharger and Nitrous



devotee. Here are excellent photos of some complete engine installations. Notably the Janspeed Triumph TR7 V8 LeMans project with twin turbos - 311.34 km/hr (193.45 mph) on the Mul-sanne Straight. (Oh now I can't wait to be there this year with our club and now I'm just a little undecided which NG to take.)

Chapter seven closes with a look at fuel injection options with information on modifications and tuning possible.



I have found this is an excellent companion and complement to the Des Hammill publication I reviewed in the Christmas edition of Changing Gear and I'll be revisiting many pages when I find the time to plan my V8 rebuild which is long, long overdue.

Happy reading and enjoy your spring time NG motoring.

Thanks to Liz and Jess for their help with the review.

Dave Holland

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## New Members - Welcome

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MR NOEL FERGUSON (1393) (TD)  
HALTON VILLAGE, RUNCORN

MR CLIVE BUTCHER (1394) (TD)  
LAMARSH BURES SUFFOLK

MR LEE ROFF (1395) (TF)  
GERS FRANCE

MR STEPHEN ROBERTS (1396) (TA)  
KELSALL, NR TARPORLEY

MR ASHLEY REYNOLDS (1397) (TF)  
HAVANT HANTS

MR JAMES STOKESBERRY (1398) (TC)  
SWINDON WILTS

MR TOM BUCK (1399) (TF)  
TOWCESTER NORTHANTS

MISS SARAH BARNARD (1400) (TF)  
WRETHAM NORFOLK

MR JEREMY REVENHILL (1401) (TF)  
NAILSWORTH GLOS

MR JOHN VALENTINE (1402) (TF)  
BREA CAMBORNE CORNWALL



## 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 1973 1800cc MGB with overdrive, correctly registered. MOT June '08. Full weather gear and tonneau tired but serviceable. A little TLC required to restore to immaculate condition in time for a glorious summer. **£3950**

Tel: 01981 240632

Mobile: 07775 840448



**NG TF V8**. Built by current owner. Metallic red, correctly registered as NG TF Roadster, tax exempt. MGB and Rover V8 based with Oselli block and Real Steel stage 2½ heads, MG-V8 Rear differential. Stainless steel exhausts and headers. Full hood, full tonneau (not shown). Pictorial build

record and most receipts. Only 5500 miles hence reluctant sale. **£8500**.

Tel: (Andrew Pfeil) 01276 479544 (nr. Woking, Surrey)

E-mail: [Andrew.Pfeil@btconnect.com](mailto:Andrew.Pfeil@btconnect.com)



Immaculate **NG TF** based on 1800cc MGB, professionally finished in Prim-rose with black/champagne interior and black trim. Passed SVA 2000. Registered as NGTF on V5 in 2001. Recent MOT. Full set of weather gear including mohair tonneau cover. Rebuilt engine, new clutch fitted 2002, stainless steel exhaust, 15" chrome wire wheels. Cibie spots. 11,000 dry miles, only used April through September. Regularly serviced. **£6500**.

Tel: 01206 574360



**NG TD 1800** Marina Based. Full wet weather gear, taxed October 2007, MOT April 2008. **£2795 ono.**  
Tel: 01422 378838



**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



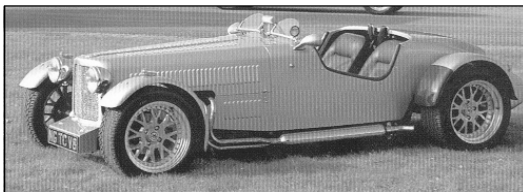
**NG TF (1973 MGB Based) V8**, 5-speed. Very good red painted bodywork with doors, cream interior. NG logo radiator and spare wheel caps. New chrome wire wheels plus spare set of wires. New propshaft, new battery, new waterpump. Tonneau cover, wood dash, Mota-Lita steering wheel, fold-down screen and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

Tel: 02392 649127

### Findhorn Cars Limited

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

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



All NG parts supplied  
from chassis to brake pads

## 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.

# CHANGING GEAR

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SE Area NGOC Christmas Lunch 2007

