



CHANGI**N**G**E**AR

March 2011

Happy Birthday NG Owners Club!



1000 Miles in 3 Days - The Battlefields Tour

NGOC 30 Year Celebratory Rally

the NG Owners Club magazine

THE NG OWNERS CLUB

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

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

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2011 Membership Renewals

Please note that subscriptions were due on January 1st. Please check that you have paid £12 (or £10 standing order). If you have not renewed yet PLEASE PAY ASAP.

Cheques, details and queries to:

Bob Morrison (Membership Secretary)
11 Cox's Road, Shrivenham, Oxon SN6 8EL
Tel: 01793 783105
E-mail: rmorri1847@aol.com

**NGOC National Rally 2011
30 Years of the NGOC
Heyford Leys Camping Park
Fri 24th to Mon 27th June**

**Complete the enclosed form
NOW!**

Next issue: June 2011

Deadline for
submissions: 15th May

Chairman's Letter

My motoring new year started the way I hope the rest of the year will continue, (not the weather) i.e. car activities.

January 1st and out with the NG to the New Year's Day gathering at Brooklands Museum. Despite the cold and later the drizzle there was a grand turnout of cars of all ages and Marques; I am told over 700 and 2700 visitors. What a good way to get the year off to a flying start.

The Southern Area Annual Dinner postponed from December was held at the Kingswood Arms on February 13th. Not an unlucky day, everyone enjoyed the event with its customary light hearted banter and relaxed social atmosphere.

This leads me on to another social event. The 30th Anniversary of the forming of the **NG OWNERS CLUB**. To mark the occasion the National Rally, to be held at Upper

Heyford 24th - 26th June, will be organized as a social weekend/days similar to the event held at the same venue two years ago i.e. the 39th Anniversary of the birth of the NG Car.

I know it must seem as though you are listening to a cracked record but please mark the date in your diaries, keep that weekend free and come along and help make it a memorable event. Thirty years for a car club to survive is quite an achievement in this day and age. So let's make the most of it.

I really look forward to seeing you there.

Peter Clark.



Editorial

Happy 30th Anniversary NGOC member! Now is the time to join in the celebrations, so even if you do not normally visit events, try to make a special effort in this anniversary year.

As I write this editorial, it is already April so this issue is late once more, for which I apologise.

However, you don't have to miss Detling, the event which normally starts the ball rolling each year, as it has moved from the beginning of April to 21/22 May.



Perhaps instead of the usual raw weather it will be a little kinder to the event this year. Stoneleigh (National Kit Car Show) is imminent at the beginning of May and we usually get a good turnout of NGs so see if you can join us. Speaking of events, there is no need to miss anything if you keep your eye on the on-line calendar on the website at www.ngownersclub.org.uk/events.htm. Please note there are a few additional details for some events on page 23.

The one event you really should not miss this year is, of course, the 30th Anniversary Rally and there is a lot about it in the centre pages. You should also have received with this issue a pink rally form which should be completed as soon as possible and returned to Susan Stretch. I look forward to seeing you there.

I suppose by now we are beginning to get used to the ridiculous decisions which come from the EU. I refer to the one which was recently upheld to ban gender discrimination in insurance. It seems absurd that laws originally designed to protect women are now penalising them. However the main point is that, as we all know, insurance is based on risk and we all appreciate that higher risk should and will attract higher premiums but, followed to its logical conclusion, the anti-discriminatory decision will mean that in future we will all pay the same as the young male driver who

has just passed their test and drives a Ferrari. I had an email from Adrian Flux Insurance on this subject and I quote:

"You have to wonder where it will stop," said Mr Bucke. "Will a 50-year-old end up having to pay the same as a 17-year-old who claims age discrimination? Usually gender discrimination issues are, quite rightly, about giving women equal rights or equal earnings. But this will be an unwelcome form of equality for women."

This time it is a refreshing challenge to have to try to fit in all the articles. An excellent effort by several members - keep those contributions coming though. We have one about the early years of the club as well as another about the recent experiences of going through IVA. We also have the beginning of a story about an NG (which has appeared in publicity shots of the past) going on a 1000 mile journey in 3 days and I think we may well have another couple of episodes to come. Is there still no offer to take on the Editorship though?

You may be interested to know that Dobby's garage has now been built, although I still have to do some fitting out - hopefully over Easter. I now have a small scissor ramp and a compressor so I'm itching to give them a go. Dobby has been somewhat lazy in writing as he has been relaxing in his new home, having finally got his proper place

INSIDE the new garage. Even so, he did ask me to place his winter picture on the cover (it's on the back) so as to get your sympathy. Perhaps he will write again next time. This year is going to be rather exciting for him because my daughter, Sarah, is getting married in October and has chosen Dobby as her wedding car. This does mean that I have a little cosmetic work to do on Dobby to enable him to look his best!

We were delighted to be able to welcome Wim & Janine Bielars (new members) and their friends Rob & Corina to the belated South-East area Christmas Meal in February. They were all here from Holland collecting some parts and had attempted to join the (now non-existent) Kent NG monthly get together. We all felt at home together at once (what a friendly bunch NG owners are!) and Wim has made an offer for us to pay a visit to Hol-

land. They live in Bergen Op Zoom which is just over the border from Belgium and a fairly easy drive from Calais. No arrangements have been made as yet but if you would be interested in a short break, please email or phone me and we can discuss some possibilities. Maybe we can also meet up with some of our other Dutch members while we're there.

I look forward to seeing as many members as possible this year!

Happy NGiNG

Chris Humphreys



Secretary's Notes

I hope you have marked on your calendar the date for the 30th anniversary of our club, 24th to 26th June 2011. This is a big milestone for a small club like ours and we hope to see lots of members attending, and all new members who haven't been to any meetings as yet. We look forward to seeing you all. In this issue of the magazine you will find a form to fill in and return if

you want to attend the rally. This is to give the committee a rough guide as to how much we will have to order regarding tables, chairs and food etc.



You may be interested in the

following Meetings:

May 21st/22nd

Detling (European) Kit & Sports Car Show

Kent County Showground, Detling, Kent, ME14 3JF

www.kitcar-shows.co.uk

I haven't been to this show since Amanda and I moved to Dorset five years ago, but it used to be quite a good meeting. Please let me know how you found it this year if you should attend it.

June 4th

NGs in the Garden

47 Kings Road, Alton, Hants. GU34 1PX

A repeat following the popular event last year. Dave Holland is throwing open his garden again to NG owners (see the December issue of ChangiNGear for the great reports on this meeting last year). Mainly southern based members attend because of the location but everybody is invited.

June 5th

London-Brighton Kit and Sports Car Run

www.greenwoodsexhibitions.com

Start at the Mercedes-Benz Museum, Brooklands, Surrey, KT13 OSL.

This meeting is run by Greenwood Exhibitions. Go to their web site for more information.

June 18th/19th

National Kit Car Festival

Newark & Notts Showground, Newark-on-Trent, Notts, NG24 2NY

www.kitcarshow.co.uk

Just a note to let you know the date of this meeting. No other info.

June 24th/26th

NG OWNERS CLUB NATIONAL RALLY

Heyford Leys Camping Park OX25 5LU

Come and join us at our club rally for just one day or the whole weekend (including Sunday night and leaving Monday morning if you wish). There is more detailed information in this magazine for you to read and absorb.

June 25th/26th

The West Suffolk County Fayre

Rougham Airfield, Nr Bury St Edmunds IP30 9ND

www.roughamairfield.org

Information only for this show as you will all be at the rally of course!

July 1st/2nd/3rd

Goodwood Festival of Speed

Chichester, West Sussex, PO18 0PX

www.goodwood.co.uk

I have been to one of these meetings in the past, and it was fantastic. Look on their web site for more information.

Bob Preece

Events Calendar 2011

<u>Date</u>	<u>Event</u>	<u>Contact</u>
3 Apr	Goodwood Breakfast Club - Soft Top Sunday Goodwood, Chichester, West Sussex PO18 0PX	Paul Gray
1-2 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
2 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester SO21 3BD	Paul Gray
8 May	Thames Valley Classic & Sports Car Day Hambleton Village, Henley-on-Thames, Bucks RG9 6RP	Jeff Stretch
21-22 May	Detling (European) Kit & Sports Car Show Kent County Showground, Detling, Kent ME14 3JF	Chris Humphreys
22 May	Cars in the Park Newby Hall, Ripon, North Yorkshire HG4 5AE	Info only
4 Jun	NGs in the Garden 47 Kings Road, Alton, Hants GU34 1PX	Dave Holland
5 Jun	London ~ Brighton Kit & Sports Car Run Start: Mercedes-Benz Museum, Brooklands KT13 0SL	Dave Holland
11 Jun	Classic & Sports Cars Action Day Castle Combe, Wiltshire SN14 7EY	Info only
18-19 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts
24-26 Jun	NGOC NATIONAL RALLY (30 Years of NGOC) Heyford Leys Camping Park, Camp Road, Upper or Heyford, Bicester, Oxfordshire OX25 5LU	Bob Preece or Committee

ChangiNGear March 2011

<u>Date</u>	<u>Event</u>	<u>Contact</u>
25-26 Jun	West Suffolk Country Fayre (inc World of Wings & Wheels) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk IP30 9ND	Info only
1-3 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
2 Jul	Raising the Roof Country Fair Mill House, West Farndon NN11 3TX	Info only
16 Jul	Dogmersfield Fete Pilcot Farm, Dogmersfield, Hook, Hants RG27 8ST	Paul Gray
27 Jul	Classics on the Common Harpenden Common, Harpenden, Herts opposite AL5 2JF	Chris Humphreys
6-7 Aug	Prescott Vintage Speed Hill Climb Prescott Estate, Prescott, Cheltenham, Glos GL52 9RD	Paul Gray
13-14 Aug	Summer Air Display & Classic Car Meet Rougham Airfield, Nr Bury St Edmunds, Suffolk IP30 9ND	Info only
27 Aug	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison
28-29 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG1 2AX	Chris Humphreys
10-11 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
11 Sep	Cars in the Park Harewood House, Harewood, Leeds LS17 9LQ	Info only
16-18 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only

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 Red Lion, 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)

New Forest - Monthly lunch-time meet: every 1st Sunday, 12 noon
(Keith Baker 01794 340490 - 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 2011

- | | |
|--------|--|
| Apr 12 | Easter Natter + Piano (Chris Bass). |
| May 10 | Ladies Spring Hat Competition. |
| Jun 14 | Pride of Ownership Display + Jazz with Bob Webb. |
| Jul 12 | Summer B-B-Q (Pre booking required) |
| Aug 9 | Natter & Noggin+ Piano (Chris Bass). |
| Sep 13 | Most Compelling Photo. Competition. |
| Oct 11 | General Knowledge Competition. |
| Nov 8 | Early Museum Tour + Piano (Chris Bass). |
| Dec 13 | Enthusiasts of the Year Awards + Mince Pies & Sausage Rolls etc. |

Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
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
Mercedes-Benz World	www.mercedes-benzworld.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Riverside Caravan Park	www.stratfordcaravans.co.uk
Rougham Airfield	www.roughamairfield.org
Shrivenham	www.shrivenham.org
Staffordshire County Showground	www.staffscountyshowground.co.uk
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
Cars in the Park	www.carsinthepark.org.uk
Greenwoods Exhibitions (L2B etc.)	www.greenwoodsexhibitions.com
Grosvenor Exhibitions (Stoneleigh)	www.grosvenorexhibitions.co.uk
Jaguar Enthusiasts Club	www.jag.org.uk
Kit Car Shows (Detling & Exeter)	www.kitcar-shows.co.uk
London~Brighton Veteran Car Run	www.lbvcr.com
Newark Promotions	www.kitcarshow.co.uk
Prescott Hill Climb	www.prescott-hillclimb.com

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

NG OWNERS CLUB ACCOUNTS TO 31.12.10

Bank Balance as at
31.12.2009 £2,097.25

Income 2010

Subscriptions	3027.00
Club Sales	298.00
Advertising - C.G.	305.00
Camping/ attendance fees National Rally	1085.00

£4,715.00

Expenditure 2010

Stationery	118.41
Printing	1743.79
Postage	570.67
Club Equipment	-
Club Regalia	375.52
Trophies, prizes - and tributes	59.00
Event Expenses	2367.13
Deposit National Rally 2011	354.50
P.L. Insurance	150.00
Admin. Expenses	10.70
Web Site	37.72

£5,787.44

Bank Balance as at 31.12.2010 £1,024.81

£6,812.25

£6,812.25

Another successful year.

As usual the printing and posting of the club magazine is our main expense together with expenses for the National Rally.

This year we celebrate 30 years of the NGOC and we have booked Heyford Leys Camping Park for our National Rally to be held 24th - 26th June 2011. It proved a popular venue in 2009 and with various activities planned, please make a big effort to attend. Details elsewhere in the magazine.

Any account queries please contact me.

Susan Stretch
Treasurer

Members' Letters & Articles

Memories

Unlike our young Magazine Editor I can remember the snow of 1947, walking to school in a short gymslip with bare legs (no trousers for girls in those days) with the snow piled high at the sides of the pavement and in the gutters. At morning break the 1/3 pint compulsory school milks were frozen in the bottles, pushing the cardboard tops right out and had to be thawed on the radiators before drinking. Yuck! The pavements all turned to slush eventually and then froze for weeks on end which made them really treacherous. I remember regularly waking up to ice on the inside of the bedroom windows.

When the thaw eventually came there was flood water from outside our house right the way to the Thames (about $\frac{3}{4}$ mile). The family car stayed firmly in the garage, but I don't think it was taxed during the winter anyway!

The next really bad winter I remember was 1962/63 - the first year Jeff and I were married. We had a small bungalow but hardly any furniture or carpets, some rugs, and certainly no central heating (heating being an Aladdin Paraffin heater). We came home from work one cold snowy night, turned on the hall light and the entire ceiling sparkled. It

was completely frosted! The next job was to insulate the loft!

Our only transport was a motor-bike and we had an 8 mile journey to work (each way). The solution was a sidecar. Jeff purchased a Wessex sidecar and set about connecting it to the Ariel. We didn't have a garage at the time but we did have a bungalow! Solution - to line them up in the empty big back bedroom. I was busy in the kitchen when I heard this terrible noise - he was riding the 650cc bike up the porch step, over the door step and along the hall into the bedroom! (No room to push it I was told.) It was duly lined up, disassembled and the bike ridden out, and I was warm and dry going to work thereafter. All through that bad winter Jeff quite enjoyed drifting the outfit round the roundabouts and it always got us to work despite the snow. I don't remember any holdups/traffic jams like we get these days either.

We eventually progressed to 4 wheels - an Austin A35 which had previously belonged to Jeff's great aunt. Great excitement. We got up really early one morning to visit his sister in Wilmslow, about 180 miles, arriving in time for breakfast. No heater in those days - we were absolutely frozen. First job upon arriving home was a visit to the breaker's yard for a second hand heater.

(Bliss!) It came from the top car of a pile of 3, I'm told.

On another rainy mucky trip to Wilmslow, before windscreen washers, the solution was a washing up liquid bottle filled with water, lean one arm out of window, direct at windscreen and squeeze! Then apply wipers. (Jeff apparently subsequently installed a Tudor windscreen washer.)

Coming home from work one day we went through several yards of unexpected flood water. I was heavily pregnant at the time and was terrified! We got through it but upon approaching a roundabout discovered no brakes! More terror. By golly that A35 went round the roundabout on 2 wheels and no I didn't go into labour!

Present day motoring is so "boring" in comparison, perhaps that's why the NG is such a favourite of ours. Certainly eye catching, good fun to drive and such a friendly NGOC.

Susan Stretch

Classic Silverstone 2010

Living so close to Silverstone it is difficult to avoid becoming involved in what goes on at the circuit throughout the year. Ever since we moved here we have been pestered by a family friend to become members of the Silverstone Racing Club, so this year, a packed one for car events I decided to take out mem-



bership.

Amongst the numerous events we attended as the year progressed one of the best has to be the Classic Silverstone festival. There were over 6,000 cars on display and with more than 100 car clubs represented there is enough for any classic car enthusiast to see and do. Oh, and of course, there is a packed racing itinerary as well as air displays etc, etc, etc. Visitors can travel round the whole circuit, which includes the pits, and it makes for a very friendly week-end.

This year's event, its 21st Birthday, takes place over the weekend of the 22nd, 23rd and 24th July. If you are thinking of going this year here is my take on what each of the



days have to offer:

Friday: is a good day to visit if you want to avoid the crowds and get some good photos. The drivers and pit crews are also to be found in a more talkative mood on the Friday - this year Sir Stirling Moss chatted to anyone passing.

Saturday: Classic car runs (see notes below) to the circuit & the Busiest day. Starts with an early breakfast of coffee, tea, sausage & bacon rolls hosted by MHK 1J's owner's home before conveying the short trip up to the circuit.

Sunday: More racing and anyone who has taken part in one of the Classic car runs to the circuit gets the opportunity to drive round the circuit.

A few of us like minded people are planning on returning to Silverstone this year so I have set up an email group to keep everyone informed as I can get discounted tickets. If anyone is interested in joining us I can be emailed at tg_buck@hotmail.co.uk.

While there is currently no official NG club presence, there are plenty of speciality and kit car clubs represented, but if, as we did in 2010, get week-end membership to the Silverstone Racing Club, they have their own display area so this shouldn't be a problem and it would be nice to see some more NG's.

We took a number of 360x360 panoramas this year. If you fancy taking a peek then follow the link



<http://www.emquad.co.uk/silverstone/src3/src3.html>, or if you want to review the 2010 meet then there is more information at www.silverstoneclassic.com.

Notes on the Classic Car Run:

The car runs become over-subscribed very quickly, so if you want to add this to the experience don't forget to book very early! I have a plan to join one of these this year.

The Silverstone Classic Retro Run 2011 - held on Saturday 23rd July, 2011 - is a fun driving event for cars manufactured before 1991 and for other cars of special interest. It is neither a speed event nor a competition. Traditionally there are





up to 5 routes available from which to choose, each between 60 and 100 miles in length. Each route is designed to have links with motoring history and pass through some of England's most beautiful country-

side.

The entry cost per car is £109.00 (inc. VAT) and includes:

2 adult 3-day event tickets, valued at £220.00 at 'on-the-day' prices

A rally plaque and route guide

Dedicated in-field parking area for all 3 days of the Silverstone Classic

A parade lap of the new Silverstone F1 Grand Prix circuit on the Sunday of the event, 24th July.

Additional hospitality options will also be available.

Contact:

To register your interest in participating in the 2011 Silverstone Classic Retro Run please contact Dermot Bambridge.

E-mail: chantrycomms@aol.com

Tel: 01327 857823/07900 886850

Tom Buck

Advert

Fellow club-member Fred Sorenson (building a new TF) has suggested that it might be useful for club members to be aware of his son Darren's business painting cars. The business is based in Milton Keynes, so fairly centrally placed.

According to Fred, his son has a fully-equipped spray-booth and workshop, is a small family business, with many years of experience in the motor trade and is quite prepared to work on individual or unique projects (currently spraying his Dad's new NG).

If any club-members are interested, contact Darren for a quote:

Tel: 01525 261888

Mob: 07939 495164

There is also a website: www.ultimatecarrefinishers.co.uk

NGOC National Rally 2011 Update

As the date for this year's National Rally is fast-approaching (Fri 24th to Mon 27th June), we thought it would be a good idea to give you some more details of our plans for the weekend.

Many of you will remember the camp-site from 2009 when we celebrated 30 years of manufacture of the NG marque. This year we have decided to return to the same friendly, compact site to celebrate 30 years of the NG Owners Club. For those who missed the 2009 event, the address is as follows: Heyford Leys Camping Park, Upper Heyford, Bicester, Oxford, OX25 5LU (2 miles south of J10 on the M40). We will erect signs at the entrance to the site to make the final stage of navigation a bit easier.

As before, when you enter the site you won't need to stop at reception, just drive straight on &, when you see the loo block on your left, there are 2 choices: straight on into the camping field if you are staying on site in a tent/caravan/motor-home but turn right and head for the NG parking field if you are visiting by car only. Please don't park cars in the camping field if you are not camping because the site is very restricted on space. Once you've parked or pitched your 'unit', please make your way to the marquee and sign-in to register your arrival. You can be sure of a warm welcome and, as ever, 'the kettle is always on'.

This year we have decided not to erect a welcome tent at the entrance to the camping site but will have a table at the entrance to the marquee that will be manned throughout the weekend. At this table there will be a notice-board with the weekend's itinerary together with entry forms for the motoring treasure hunt, tourist info brochures etc. We will also have a sign-up sheet



NGOC National Rally

and would ask visitors, when first arriving at the site, to please make their way to the marquee and sign-in so that we can keep a record of attendees. One further point, the site owner has pointed out that they now have Wi-Fi access on site!

Whilst on the subject of arriving at the site, please ensure that you do not arrive before 1400 Friday because the site is not available to the club until 1200 and we then have to ensure access for a large lorry to bring in the marquee. The rally committee will also need time to set up signs & generally get organised before members arrive.

It's worth pointing out that this year we have booked the site for 3 nights (not the usual 2) so that campers are welcome to stay on Sunday night as long as they clear the site by 1200 Monday. We hope that this will be a popular option enabling members to enjoy a full day on site during Sunday and a relaxing run home on Monday afternoon. There will be an alfresco meal arranged in the marquee for anyone staying Sunday night. All are welcome to attend, including those staying in B&B locally.



On the subject of catering, there will be a cheese & wine meal provided by the club on Friday evening, starting at 1900. This will be served with salads, French bread & fruit & will, in effect, constitute an evening meal. We were asked to point this out to members after a comment following last year's rally that some members had planned a separate meal not realising the extent of the club's provisioning. Please remember to bring your own plates, cutlery and glasses.

24th - 27th June 2011

After the evening meal on Friday, we will be asked to put our thinking-caps on for Mike Bond who has agreed to concoct another of his amusing general-knowledge quizzes.

On Saturday evening there will be a BBQ, starting at 1800, where members bring & cook their own meat. The club will again provide salads, French bread & fruit salad. Please remember to bring your own plates, cutlery, glasses & drinks.

You may remember from the last newsletter that we asked whether any club members might be prepared to entertain us musically on the Saturday evening. We are delighted to be able to announce that club members Geoff Fry & Sue Walker have offered to play and sing to us on Saturday evening, after the BBQ. Geoff & Sue's music hails from the far-flung corners of Georgia, California, New Orleans & North Carolina.....not to mention the occasional song from this side of the pond!

Paul & Bernadette Bennett (parents of Sophie - NG driving tests winner 2010) have very kindly offered to prepare a motoring treasure-hunt that members will be able to attempt

at any time during Saturday or on Sunday morning. This event should give people a good chance to explore the local area and its many attractions. Many thanks to Paul & Bernadette for volunteering to help.

Kate has kindly agreed to run a children's sketching class between 1100 & 1200 on Saturday morning on the site. The club will provide sketch-pads & pencils.

To wash down all those cakes (please feel free to donate further cakes if you wish), Bob & Manda Preece will again have a plentiful supply of free tea and coffee on tap throughout the weekend. We would ask you all to please bring your own cups for the tea & coffee. There will be a supply of plastic cups but please bear in mind that these are intended as back-up for those who



NGOC National Rally 2011 (cont)

forget to bring a cup.

We have again invited Rick, the local Autoglym rep., to bring his wares and demonstrate how to take good care of your paintwork on Saturday afternoon. Rick will also have his range of polishes etc on sale at discounted prices.

Club regalia will also be available in the marquee during the weekend, courtesy of Mark Staley.

Those of you who attended our 2009 rally at Upper Heyford may have already discovered some of the attractions of the surrounding countryside. For canal enthusiasts, there is a very attractive stretch of the Oxford canal at the end of the road past the campsite. There is a car park at the canal-side by a lock and the towpath makes a very pleasant walk with the added attraction of the canal boats to watch.

The site is also fairly close to Bicester Outlet Village (for retail therapy) and is within reasonable range of Blenheim Palace, the Cotswolds, Oxford city & Silverstone race circuit.

And finally, as last year, the club have introduced a small contribution to the overall costs to help ensure that we can afford to continue to put on a similar event each year. The fee plus camping costs are shown in the sign-up sheet enclosed with this edition of the magazine. Please ensure that you complete & send back the tear-off sheet so that your hard-working committee will have an idea of the numbers to cater for.

Hope to see you all at Upper Heyford so that we can celebrate in style.

The NGOC Rally Committee



Members' Letters & Articles (cont)

My first experience of a ride in an NG.

It seems to have taken months for it to happen because like most of us even though my friend Roy de Boise from Wallington (NG owner) and I are both retired we have busy lives.

Well today it finally happened we got our act together and I drove down to his house and we then drove to the Breakfast Club at Brooklands.

I need to preface what I am about to say that I currently ride a Honda Blackbird motorcycle which is reasonably powerful, I have owned a late Lotus Elise and ridden in a Caterham 7 so when I got into the NG I really did not know what to expect.

Once in the car, which was nowhere near as excruciating to get into as the Lotus I owned, I immediately settled down and, fully wrapped up with gloves, woolly hat, motorcycle jacket donned and with plenty of leg room, off we set.

Well as we got closer to Brooklands even though it was rather chilly I had a permanent grin on my face. The ride was a delight.

Yes of course it could not match the performance of the three vehicles I have mentioned but it did not need to because it has a character of its own. Roy's car has a great



throaty exhaust note and was certainly lively enough to meet my needs.

I understand that the NG can at times be looked down upon by those lucky enough to be able to afford more classic/vintage vehicles but it seems to me that it is their problem rather than the NG owners because it's to their benefit that they are able to enjoy such a unique vehicle.

Anyway having eaten and toured Brooklands, which was my first visit (having been meaning to go there for many years) and I could not believe just how steep the race track was, it was time to drive back home and the ride home was as delightful as driving there even though it had started to rain and Roy's NG has no roof!

So now as I sit here watching Top Gear I have a problem, how do I get the money to buy an NG and I am wondering just how much money I could get for the Blackbird because I have now found a "boy's toy" that involves far less risk of losing life or limb.

Oh yes, and the next time that biker passes you remember he/she may not be giving you a look of disdain but rather a look of envy. Enjoy.

Ted Edwards (aspiring member)

NG Story (Early Days)

Sometime in the late 1970s I bought a 1970 MGBGT from a friend for £500. I used it for work for a year or so, then of course it failed the MOT due to rust and languished in my garage for another year. I wondered if I could build a kit car out of it, and soon found a photograph in a magazine of a lovely little NG TA. I think it was described in the article as looking like "a tractor in a field", but I liked the look of it and was delighted to find it could be built using my old MG.

I found a contact number for the fledgling owners' club, which had 7 members, and contacted Ian Peacock, who invited me to come and look at his TA. Ian's workshop was impressive, with boats, motorbikes and cars in various states of repair. I was a bit daunted by this but Ian reassured me that the NG build was possible with limited skills.

Unfortunately this was to be my only meeting with Ian, as he died shortly after from leukemia. I'll never forget his friendly advice to me, and it was he who persuaded me to go ahead with my dream of driving a car I had built myself. It was Ian's wish that the NG owners' club should continue and grow, and it was largely out of respect for Ian's memory that the other 6 members, including Pete Nicholson and Tony Reddington, continued the tradition he started.

Some weeks later I was chatting to the owner of a car spares shop about my plans, and he said that a neighbour of his was also planning to build an NG. The friend was Bob Preece, and a phone call led to a friendly pint, and an agreement to co-operate in building the cars. Bob and I have been friends ever since, though I don't see him as often now as I did during the frantic months of the build.

I arranged a bank loan to buy the chassis kit, then Bob and I set off to collect our chassis, and made a start with building up the rolling chassis.

I think it was in 1981 that Bob and I went up to Santa Pod to see a few of the owners cars, and Bob joined the owners' club, which I think was then being run by Peter Fellowes, who went on to establish the Pastiche brand building the TA.

In due course our cars were ready for the road, and as we both had young children, we enjoyed many club events and days out together.

Peter eventually handed over running the club to another member, Jim O'Sullivan, and I took it over in the mid 80s. For several years the club held a number of meetings each Summer, and the magazine was a way of keeping everyone in touch with planned events. My wife Janice, I and our two boys also attended all the kit car shows, using our big trailer tent as a base for greeting old friends and new members. The

membership grew rapidly during this period, and the kit car industry generally was in a healthy state. We put the monthly "ChangiNGear" together using cut and paste, when this involved scissors and glue rather than a computer mouse, and reproduced on a copier which cost the club a fortune and was forever going wrong. Membership records were kept on a Commodore 64.

Graham Hester proved an energetic organiser of the club when he took it over from us in the late 80s and membership continued to grow.

The club is now run by a group of members, which is a much better way of doing things.

Long may it continue!

Eric Cheetham

My IVA Experience 2010

Test station: VOSA Avonmouth, Bristol

Tester: Howard Shepherd

I have listed what I can remember starting at the front of the car and working backwards. I did think of listing my thoughts in the same order as the clauses in the manual but thought that was a step too far!

This is based on my experience only, VOSA at Bristol are very helpful and straightforward to deal with.

If in doubt check the Regs. The things I failed on were clear in the Regs it's just a question of experience.

When asked, Mr Shepherd did tell me he had never passed a kit car first time, so just be prepared to

spend a further £90, if you've got this far a further £90 is nothing!

Here we go, try not to get bored.

- Fog lights, look at the simple table in the Regs describing the correct operation with the normal lights and follow it. This is one of the few compulsory switch signs that must be displayed. The other compulsory signs are a brake symbol for the brake warning light and a rear fog light symbol.
- Despite what you may hear or read check the Regs these are all that's needed
- Cover lower suspension arm with U shaped stainless cover as SVA
- Cover all front facing nuts and bolts with "sharp" edges with nut covers.
- Wire wheels are fine, use old octagonal nuts with all radii increased.
- Do not fit wind deflectors; they can fail on the edges of the "glass", the type of glass and possibly on the edges of the brackets.
- If you have a BS approved wind-screen panic now as you only have a concession to use these until April, after that it must be EN approved.
- I used the old type bonnet catches (not SVA approved) and covered the tongue with tight fitting hose.
- Side repeaters, the reason for my third (yes third) test. In the end the only viable solution was to fit a plate under the front indicators and fit to that rear facing lights. I used some old A35 sidelights that

were lurking in my garage with Quality Street orange wrappers on the bulbs. I cannot think of any other way of meeting both the horizontal and more especially the vertical plane viewing requirements.

- Steering wheel. Finish any sharp edges, cover any slots or holes, I used mild steel plates and double sided tape covered with leather. Fit a collapsible steering boss, mine was from Europa and with a homemade adaptor plate fitted to my Mountey wheel.
- I fitted D shape rubber to the lower edge of my home made Dashboard and reduced the length of the Wiper switch lever to 9mm, the other non standard switches were ok. They are all mounted on a plate on the back of the dash with a suitable pocket in the dash.
- Wing-mirrors, ok on viewing angles, to cover sharp forward facing edge disassemble mirror and cover edge with PVC tape. Also reduce length of fixing screw so it does not protrude and cover hex head of fixing screw with a nut cover.
- Hose to servo has to carry the correct approval marks.
- Brake fluid label close to fluid reservoir
- VIN plate must be on Driver's side.
- Fit a Thatcham approved 2 circuit immobiliser, I fitted mine in the fuel pump supply circuit and the coil LT circuit then paid a nice man to approve it (the approval turned out to be unnecessary, not sure

why)

- Head restraints, fabricate an L shaped aluminium bracket to fit under the standard seat belt guide then find some scrap headrests to fit to the bracket, mine came off a scrap 3 series BMW. You must get the positioning correct so read the Regs carefully. Keep the bracket reasonably thin so that the pin on the seat belt guide still goes through the hole in the seat plate and stops the assembly rotating.
- Ensure your seat belt inertia reels are well secured and cannot rotate on the single bolt fixing.
- In wiring my vehicle I used the traditional bullet connectors, these were frowned upon as being unreliable and liable to corrode. I removed them all and soldered and sleeved all the connections which I must admit is a lot tidier.
- On my Dashboard I made a wiring loom and used a series of plug and sockets to connect to the main loom so the complete dash can be easily removed if necessary.
- Change the rear brake cylinders to Midget type, the brake test was fine.

I hope this helps somebody, if you need any further advice (useful or otherwise) e-mail wue-john@hotmail.com or phone 01453 843245 evenings and weekends.

I am now in the process of obtaining registration; sometimes you have to wonder why you started!

John Summers

Further Notes on Some Events

(please refer to event schedule or on-line calendar for main details)

Popham Classic Vehicle Rally (Mon 2nd May)

Have obtained 10 tickets & will try to arrange a common parking area for the NGOC. 4 exhibitor passes left—if you would like one contact me.

Paul Gray

Thames Valley Classic & Sports Car Day (Sun 8th May)

Organised by Jaguar Enthusiasts Club. Hambleden Village is often used as film location. Last year we had something of a Club presence—hope we can repeat this year. Best to bring a picnic as the pub gets crowded. Further details see last years advert in March 2010 CG.

Jeff Stretch

Raising the Roof Country Fair (Sat 2nd July)

We are now taking advanced booking for entrants to our second annual Raising the Roof Rally. Vehicles are to arrive on the rally ground between 11.00am and 1.00pm and refreshments will be available throughout the day, including fare from our almost famous BBQ!

We are expecting entries from classic cars, modern classics, kit cars, motorbikes, tractors and farm machinery, commercial vehicles and military vehicles. Enthusiast clubs are most welcome and space will be allocated for club stands, banners, tents, etc. as required at no additional charge.

This years show is to be held in West Farndon, almost halfway between Banbury and Daventry, situated near the A361. It is a traditional country fair with live music, food, a licensed bar and a wide range of attractions for all ages. More details can be found at www.raisingtheroof.info

All proceeds go to the upkeep of the parish church, St. Mary the Virgin

Dogmersfield Fete (Sat 16th July)

The Dogmersfield Horticultural Society organise a fete each year, one of the exhibits being Vintage/Collectors' cars.

Peter Elliott took his NG last year and reported that it was a good event. We have been asked this year whether we would like to bring more NG's. Cars for display to arrive by 1300 with public entry from 1400 hrs.

There is also a Barn Dance in the evening for the very keen!

Paul Gray

1,000 miles in three days through Northern France...

A new family member

An avid kit car fan since the 1980's and having previously owned a JC Midge, and a Gentry (1950's MG TF Replica for those who haven't seen one or even heard of it) I made the decision a couple of years ago that it was time to clear out the garage and find a replacement for those much missed cars.

Thumbing through the usual collection of magazines I came to three conclusions; first, I wanted to avoid building a car again from scratch - thereby avoiding the usual family fracas mid-project; secondly, parts had to be in plentiful supply and relatively cheap and finally there would need to be a good owners club in existence.

As NG owners no-one will be surprised to know that after several months of research - most of which took place in front of the TV with beer and marker pen in hand - I came to the conclusion that the NG TF would probably prove to be an ideal replacement. Returning the pile of magazines that were by now skulking under the lounge chair I began short-listing possible candidates. Spying one, a former factory built demonstrator, the usual phone calls took place, visit to view arranged, test drive and offer made. A week later the car was collected from Kent and driven back to its new

home near Silverstone on one of those crisp and sunny days we get in late autumn. Fantastic! Just the weather for open top motoring.

I had noticed a small oil patch/puddle that had formed under the car while it had been in storage prior to my visit to view the car, so I loaded a load of spares, including oil and a new AA Membership card, into the wife's little Nissan Micra just in case. Needless to say the car behaved itself on the cross-country trip, apart that is, from a distinctly grumbling gear box and an inability to select reverse on the first attempt.

Unhappy to really give the car a good run until I felt confident enough that we would return, the



next year or so were spent chasing down the engine and gearbox oil leaks, the clutch slave cylinder (Yippee!!! Gear changing had returned) and the indicator/light assembly. This latter problem had manifested itself when returning from my parents on Christmas Day. Everything was working up to the point we joined the dual carriage-way. Then we were plunged into darkness whilst still doing 60! Thankfully there was little traffic on the road, and after a bit of switch and lever wiggling I found we still had working spot-lamps. Apologising to oncoming traffic we managed to get into a lay-by to begin working out what had gone wrong. What I had forgotten after so many years tramping around the country in a company car, cars of this vintage can have minds of their own, so 10 minutes after pulling in I decided to start the car up again. Hey Presto! We had lights! Rather than question why this miracle had occurred, we seized the opportunity and made straight for home, which it has to be said was reached without further incident. Looking under the dashboard later it transpired that a number of connectors were loose and small burn marks indicated that some cable or other had managed to short-circuit itself at some point in its recent life. Spare assembly acquired, the problem was fixed albeit after a long day with a body bent into several awkward angles all

the while balancing upside down. With all this work out of the way, a fresh MOT certificate in pocket and feeling far more confident, I decided that 2010 would be the year I would test the car on its first really long run. The only problem now was to decide where to go.



France, June/July 2010

As it turned out the decision was an easy one. A long-time friend, John, and I had been working on a 360x360 photo-panorama project earlier in the year and we both thought it would be interesting to take the camera and do a shoot covering the battle fields of the First World War. As an area we both new quite well there was little to plan except, of course, making up our minds as to when to go. With limited time available we picked the last couple of days at the end of June, beginning of July.

Tom Buck

To be continued...

Sorry, due to lack of space you'll have to wait until next time for more of this story. Ed



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New Members - Welcome

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

Membership is £12 per year or £10 if you set up a standing order (with reduced rates if you join later in the year). Membership includes quarterly issues of ChangiNGear and some companies offer reduced kit car insurance rates. Most of all you will be joining one of the most friendly car clubs around!

Ed

(This list includes those missed in the December issue.)

Bjoern Loendhal (1467)
Horslunde, Denmark

Tim Duke (1468)
Banstead, Surrey

David Mattock (1469)
Pulborough, West Sussex

Martin Stratford-Parson (1470)
Jurby, I.O.M.

Wim Bielars (1471)
Bergen Op Zoom, The Netherlands

Christopher Bolt (1472)
Ramsgate, Kent

Richard Thompson-Hill (1473)
Horsham, West Sussex

Paul Ashton (1474)
Ferndown, Dorset

David Frost (1475)
Plymouth, Cornwall

Richard Tillin (1476)
Shapwich, Dorset

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

Spares

1. Original NG solid-brass dummy radiator cap, not chrome-plated, £25.
2. Pair unused 7" dia chrome-plated headlamp stone-guards with st/steel mtg clips, £10.
3. Unused in-line radiator filler neck (with overflow) TIG-welded to ally tube, 150mm long with beaded ends. Cut top hose & fit in-line for 'highest point' filling/bleeding, with 15lb filler-cap. Fits 38mm/1.5" bore top hose, £20.
4. 2 x flat circular wing mirrors on 3" chrome stalks, Europa part (listed as MGTF ext mirror with convex glass), unused, £20 pair.
5. Rear lights 2" dia (SVA compatible) - 2x red combined stop/tail, 2x orange flash, £20.
6. 2 x chrome number plate lights, £5.
7. Early MGB rear-view mirror with vertical chrome mtg bar & various fixings for adapting to an NG windscreen, £10.
8. Period scuttle-mounted rearview mirror, early Jaguar style, with some vertical height adjustment on stalk, £10.
9. Gearbox chassis cross-member for mtg g/box of 1800 engine to NG chassis (std NG part), £20.
10. 2 x chassis/body brace bars as used for 1800 engine, £10.
11. 4 x coil springs, 9" x 2.25", for Hoyle Engineering IFS/IRS, virtually unused, 2x 250lb/in & 2x 300lb/in, £40.
12. MGB 1800 exhaust 2-into-1 downpipe, unused, Peco part C001, std bore hvy duty mild steel, £10.
13. Sony car radio FM/MW/LW with CD-player, type CDX-F5550, 4x 50w o/p, incl mtg bracket & manual. RRP £130, accept £50.

Tel: Paul Gray 01252 617175 (Hants)

Available **free** to club members willing to collect, an **IVA kit** consisting of

- Headrests (fit under seat belt brackets)
- Wheel nuts (radii increased)
- Side repeaters (fit under front torpedo indicators)
- Collapsing steering boss (used

with Mountney wheel)

- Plus my thoughts on how to pass the test

John Summers (Gloucestershire)

Tel: 01453 843245

New spares for Marina based NG. Steering rack £55; crown wheel & pinion £60; clutch plate £15; oil filter £3; set of rear brake shoes £8; set of front disc pads £7; pair of track rod ends £15; 3 sets CB points £5; new or recon water pump £6 OR £160 the lot (+ carriage).

Tel: 01545 570387 (W.Wales)



NG TF based on MGB parts reconstructed by Nick Green, on one of two stainless steel chassis he had specially made up in the late 1980s. The exhaust and bonnet top are also in S/S. Included is a soft hood and bows, sidescreens and tonneau all in soft tan colour and windscreen side deflectors. (S/S parts are just discernable in the photo.) Red with tan upholstery, full 2+2 which needs tidying a bit but overall in good shape. Present owner since 1980 not now giving it the exercise it likes owing to failing health (me not the

car). Fully garaged in my ownership, MOT and taxed to Oct 2011. Please write to John Butler, 5 Heath Rise, Ripley, Surrey GU23 6ET (NGOC member).

Tel: not always at 01483 225447 (Surrey)



NG TD project for sale. NG 4 cylinder chassis with all SVA welding done to a higher standard than the original chassis... see for yourself! Also NG TD body kit. This is all sitting on 1967 MGB running gear with gearbox, back axle, front suspension, and MGB engine with all ancillaries. MGB instruments, switches and heater all included. My wife said my back would give out working on this and so it has... **£1000 ono.**

Tel: Philip 01509 237750

Mob: 07930 555237

NG (MG) TF Roadster 1800cc, Old English White. This lovely NG Roadster has always been stored in a dry garage. The car was put on the road in 1987 and had a total rebuild in 2001, since then it's done approx 20k miles but total mileage is 42k



miles. The tax is exempt and it runs on unleaded fuel. It has 11 months MOT and has Dunlop wire wheels which are in very good condition. The interior is brown carpets and the seats are cream. This car is a real head turner and in very good condition. It only gets used for a couple of months throughout the summer and a bargain price of **£3750 ono.**

Mobile: Stuart Hook 07702 456813
(Chippenham, Wilts)



NG TA Registration No ONW 426B (formerly 6565 LV). Donor Car:- 1964 MGB Roadster. First registered April 15th 1964 as an MG Saloon. The car was used until 1972 when it was badly damaged. This car was rebuilt over a period of 9

months between July 1982 & March 1983. It is made from the mechanics of an MGB and a new body and chassis. The only other non MGB parts are the radiator and petrol tank. All the braking system is new and all the hydraulics use silicone fluid. All suspension and steering is either new or rebuilt to new spec. Special down-rated front springs have been fitted as the overall weight has been reduced from 23cwt to 15cwt. Spax adjustable shock absorbers have been fitted on the rear. The wheels were rebuilt and fitted with new Pirelli CA67 tyres 165-14. The engine is standard MGB 18G three bearing engine completely rebuilt. The oil filter has been modified to accept the later cartridge filter. The gearbox is a standard MGB three syncro overdrive box as fitted to the later five bearing engines but converted during rebuild to fit the three bearing engine by changing the first motion shaft. (Later gearboxes had a larger lay-shaft and better lay-shaft bearings). The rear axle is the only part of this car that has not been stripped and rebuilt. It is a standard banjo type axle with ratio of 3.909:1. The electrical system has been converted to negative earth and the wiring loom was stripped and reformed to give a tidier layout. The main body shell, radiator cowl, headlight pods and wings are made of GRP. The bonnet is aluminum. Paint:-Jaguar Old English White. MG Purchase 24.05.82,

Kit Purchase 17.07.82. First MOT 23.03.83. 58837 miles. **£4,000 or nearest offer.**

Tel: (Ken Winter) 01964 670102

Mob: 07802 889039

NG TA rolling chassis with good engine (MGB) and MG tax exempt logbook. Exempt from SORN at the moment. 4 synchro box with over-drive 18V engine complete with ancillaries. Has been steam cleaned

with all orifices sealed so no grimy work to do. Front end fully refurbished, etc. and a new rear hand-brake cable included. Wires need a clean, can do this if the price is right! Will also include a pair of black seats, can arrange delivery. **About £650**, Gwyn or Ed Powell.

Tel: 01886 833214

Mobile: 07897 776904

E-mail: spannerman@powellcars.net

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NG TC. 1800 based, 6000 dry miles since rebuild. Unleaded, aero screens, tonneau, BRG metallic. Best Club car at Sandown Park 1997. This

car has been "vintagified", i.e. outside handbrake, lights, stone guards on headlamps (9ins) and radiator. Leather bonnet straps, battery and petrol isolators. Garaged, year's MOT. **£9500** - to see is to buy.
Tel: 01306 611330 (Surrey)



Wanted

I'm looking to build a library of **Kit-car build manuals**. I am looking for manuals to either buy or scan. I'm happy to pay postage both ways on any manual that I can borrow to scan. I have a copy of NG Ascot (Marina) TF build manual and also a copy of a Leyland ST booklet, "MGB Tourer and GT Special Tuning" dated 1976. I am happy to supply a scan CDROM of these free of charge to any NGOC member.

Mobile: (Ray Blanks) 07790743153

E-mail: raybl@lineone.net

Front Seats. Has anyone got a surplus pair of seats they would be prepared to sell. The condition of the covers is not important as I can get them recovered but I need something suitable to start with.

Tel: 01865 735711

E-mail: paul.v.bennett@btopenworld.com

NG TC V8. Many thanks, Greg Musgrave.

Mobile: 07957 571014

E-mail: gregpmusgrave@aol.com

I've just brought my old TA back! I would like to fit a single carb to it. So do you have a **Single carb and manifold** ex Marina or 1800 land crab? Graham Hester.

Tel: 01647 440055

Mobile: 07792 939876

Wind deflectors for 2004 NGTF with full windscreen. If anyone in the Club manufacturers these, or has some for sale, I would be very grateful if they would contact me.

E-mail: KC@southampton-city.ac.uk

or Suke1202@Hotmail.co.uk.



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

Club Literature - available from Chris Humphreys

The following 4 items of club literature are now available as PDF files to download from the NГОC 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.



CHANGI**NG**GEAR



*Dobby peeps
out from
under the
winter snow*

*The South-
East Area
enjoy their
belated Xmas
Lunch*

