

# CHANGING GEAR

September 2007 (3)

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## London to Brighton Kit & Sports Car Run



## NGs Enter in Force!

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*the magazine of the NG owners club*

# THE NG OWNERS CLUB

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

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

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Next issue:  
**December 2007**

Deadline for  
submissions:  
**8th November**



## **Cover Photo March 2007**

That was taken in 1991 at Baitings Dam Yorkshire. I was leading the Mid Cheshire Motor Racing Club championship going into the last event when gremlins struck, ignition problem, scored 5 points below my lowest result all season and finished the championship in 3rd place.

Mel Clark

Thanks Mel. The March cover photo was supplied by Mel Clark - acknowledged as promised,

Ed

## Chairman's Letter

**T**he summer, such as it has been, has not provided as much good weather as one would have hoped for, particularly for those of us who are open topped motorists. Having said that, I do know that NGs have been able to support many local events, village days and other car club meetings throughout the summer.

Some of us enjoyed the trip to Southern Brittany, even though the usual wall to wall sunshine was in short supply. Ferry crossings were good, all the cars behaved themselves and everyone had a good time.

One could be accused of being paranoid about the weather, but things did reach an all time low for our National Rally at Stratford-upon-Avon. I am sorry that there really was no alternative but to cancel the event. We were given just a few days notice that the site had had to be closed due to severe flooding. Stratford-under-Avon would have been more appropriate.



Rally field entrance after some drying!

With a lot of help from Chris Humphreys and many 1<sup>st</sup> class letters posted, I hoped that we were able to reach the majority of our members and save them from making fruitless journeys.

For those, like myself, that had pre-booked and paid for accommodation and made the journey anyway, I would like to say thank you for making something of the weekend. It was wonderful to see 27 or so members all enjoying dinner on the Saturday evening at the local pub in Tiddington. I don't think the landlord knew what hit him, but he did us proud and produced some good food.

Our thoughts must go out to the management and staff of Riverside Park, as they suffered very badly from the floods both before and after the dates of our event.

Let us hope that we can enjoy better conditions next year. Also that we can get some more motoring in during this coming Autumn and enjoy any winter activities that are available such as Club noggin-and-natter evenings and the soon to be upon us festive season's get togethers.



Peter Clark

## Editorial

Well our bizarre sort of year has continued with a few more events cancelled because of poor weather including our own National Rally. I do hope, however, that you have still managed to use your NG in a variety of events and/or holidays. Personally, I have managed to enjoy the London to Brighton run (see report p26), a weekend on the Isle of Wight despite the cancellation of the Classic Car Show, and a trip to Stratford to meet other die-hard NGOC members when the rally



was cancelled. My wife and I holidayed with the NG in Guernsey so it has at least been used!

I also attended the (rather wet) Classics on the Common (Harpenden) at the end of July and joined the MG Owners Club in August on their Octagonal Run finishing at Bletchley Park. I then spent a scorching day at Knebworth Classic Motor Show on August Bank Holiday Sunday so I mustn't grumble too much about the summer!

I shall write reports on some of

these events but I would much prefer other members to come forward with their own contributions to help maintain the



variety of articles published. There are a few noticeable regular contributors - to those I am truly indebted and offer my thanks. Without them I would find great difficulty in filling our 32 page magazine. So come on everyone, just put pen to paper (or fingers to keyboards!) and send in just one article now and again. It doesn't matter what aspect of Nging you choose to share - building, modifying, driving, meeting, holidaying, etc. - some other members are bound to be interested.

The annual village fete at Shrivenham on August Bank Holiday Saturday was another event which did go ahead, with considerable success I understand, and was attended by a plethora of NGs. This event in Bob Morrison's home town has now almost become a second NG Rally. Bob (Membership Secretary) has sent me a report which you should be able to read in the next issue.

I have been somewhat concerned recently that my NG has been running progressively hotter. Having fitted a cooler thermostat earlier in

the year, I thought I'd sorted it but now I was thinking perhaps I needed a larger fan. I finally twigged the other day, however, when I noticed the temperature gauge read 70°C having been left overnight (ambient temperature around 12°C) and in less than a mile 95°C just as the thermostat opened. My revised shopping list is therefore a new temperature (and oil pressure) gauge. My laser pointer thermometer confirmed that the engine was only reaching around 80°C. So do I get another mechanical gauge or do I look for an electric version (assuming someone

makes an electric dual one)? There are a few other minor mods I have done recently and I will endeavour to write some notes about these in future issues.

Finally, member Derek Jones has contacted me with details of Brian Marler, an upholsterer and leather worker in the Cleethorpes area. I am told he works from his garage and is very reasonable. Brian can be contacted on 01472 603349 or 07718 738484 (222, Grimsby Road, Cleethorpes DN35 7EY).

Happy NGiNG!

Chris Humphreys

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## Secretary's Notes

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September already and just a few NG days out with warm weather, not that the summer was anything to write home about. The main casualty to our program was the late cancellation of the National Rally.

I was informed by the site owners that the rally field was under water eight days before our meeting. I would like to thank Chris Humphreys for his prompt action in getting notification to all our members.

Amanda and I decided to go as we had pre-booked accommodation and intended to visit Stratford. A few other couples decided to join us for the weekend.

On arriving on the site we were shown photographs of the devasta-

tion that the floods had caused. Up to 70 caravans had been damaged and written off by insurance companies.



The field itself was clear of surface water but was very soft under foot and would never have been able to take the weight of a marquee and vehicles.

We feel booking the same site next year would be too risky, so now we need to find a new location for next year's rally. The site requires a rally field with good camping facilities and other accommodation nearby.

Ideally it should be located in central England, so if you have any ideas PLEASE LET ME KNOW.

On a more positive note our visit to the Shrivenham Village Fete in August was a great success with 13 NGs attending, 4 TAs, 2 TCs (both V8s), 1 TD and even a Henley, the rest were TFs.

## **Forthcoming Events**

**8/9<sup>th</sup> September**

**Beaulieu Auto jumble**

**National Motor Museum, Hampshire.**

I went to this show a few years ago and was amazed at the size of it and the number of people there, quite a few from the continent. The price of admission is quite high, but it's not a bad day out so long as the rain holds off.

**15/16<sup>th</sup> September**

**National Kit & Performance Car Show**

**Donington Park, Castle Donington, Derbyshire.**

I went to this show many years ago when it was first held and it was quite small, but I understand that it has improved and is worth a visit. Our local contact member Ed Powell has all the details on this one so contact him on 01386 47374 for more details.

**4<sup>th</sup> November**

**London to Brighton Veteran Car Run**

Meet at the public car park Tattenham Corner on Epsom Downs ready to leave at 8am sharp if you

want to drive in convoy with other members or telephone Roy DeBois on 020 8773 1948 to arrange a meeting point should you wish to go solo.

**17/18<sup>th</sup> November**

**Great Western Kit-Car Show**

**WestPoint Exhibition Centre, Exeter, Devon.**

There is a small hard standing for kit cars should you take your NG but as it is so late in the year, and usually cold, not many cars are on display.

Manda and I will be there on Sunday.

**9<sup>th</sup>? December**

**S.East Christmas Lunch**

This is usually the 2<sup>nd</sup> Sunday of the month, which is the 9<sup>th</sup> this year.

Nothing has been organised yet as we are still in August as I write this, so contact me if you are interested in attending towards the middle of November.

## **Mick Terry**

Just before the last magazine was published we heard the sad news of the death of our long time member and friend Mick Terry. Amanda and I have known him and his family for a number of years and know that he will be sadly missed by us and many other members of the NGOC.

Our thoughts are with Judith and her family.

Bob Preece

## Events Calendar 2007

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<u>Date</u>	<u>Event</u>	<u>Contact</u>
31 Aug-2 Sep	Revival Meeting Goodwood, Chichester, West Sussex	Info only
8-9 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire	Info only
15-16 Sep	National Kit & Performance Car Show Donington Park, Castle Donington, Derbyshire	Dennis Roberts
2-4 Nov	London ~ Brighton Veteran Car Run	Roy de Boise
17-18 Nov	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon	Bob Preece
9 Dec ? tbc	SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey	Bob Preece

### Back Issues of ChangiNGear

I have some spare back issues of ChangiNGear going from September 2001 to the last issue. If you would like any, please let me know and I will work out the postage cost so you can send me a cheque for the appropriate amount payable to 'NG Owners Club'.

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

Ed



# ***THE NATIONAL KIT & PERFORMANCE CAR SHOW 2007***



@



## ***DONINGTON PARK***

### **SEPTEMBER 15<sup>TH</sup> AND 16<sup>TH</sup> 2007**

After last year's good turnout I have spoken to the organiser and booked a club stand for this year

Please note this year there will be no track as the circuit is in use for another event also the show is returning to the area in front of the exhibition halls as used in previous years not the track infield!!



Any queries give me a call  
(01386 47374)

Ed Powell

## **Bluebell Classic Car Club**

Do you own a classic car, motorcycle, commercial, military or farm vehicle? Vintage, veteran or modern?

If you do, you are invited to join our Classic Car Club at the Bluebell Inn, Hempstead.

**Our first meeting will be on  
Saturday 7th July '07  
and then on the first Saturday of each month**

If you are interested, please give us your details, name, contact number and vehicle information (including a photograph).

We plan an informal gathering of enthusiasts, giving them the opportunity to display their vehicles in our historic setting.

**The Bluebell Inn  
Historic Country Free House  
(Birthplace of Dick Turpin 1705)  
High Street  
Hempstead  
Safron Walden  
Essex CB10 2PD  
01799 599199**

**Web site: [www.thebluebellinn.co.uk](http://www.thebluebellinn.co.uk)  
Email: [enquiries@thebluebellinn.co.uk](mailto:enquiries@thebluebellinn.co.uk)**

## Regular NG Meetings

**Sheffield, Leeds, Yorks area:** various meets & activities  
(Dennis Roberts 01142 878515 - Phone for details)

**Midlands - Monthly evening meet:** every 1st Tuesday, 7.00pm  
The Boot Inn, Repton, nr Burton on Trent, Staffs  
(Mark Staley 01332 723927 - Venue adjustable, phone for details)

**Oxford - Monthly lunch-time meet:** date depends on interest, 12 noon  
The Six Bells, Warborough, off A423 Oxford/Wallingford  
(Bob Morrison 01793 783105)

**East Anglia area:** various meets & activities  
(David Edwards 01284 788118 - Phone for details)

**Surrey - Monthly evening meet:** every 2nd Tuesday, 7.30pm  
The Club Room, Brooklands Museum, Weybridge, Surrey  
(Peter Clark 01737 832367 - See also "**Monthly Natter**" panel)

**Kent - Monthly lunch-time meet:** every 2nd Sunday, 12.30pm  
(John Jewsbury 01622 890992 - Phone for current venue)

**New Forest - Monthly lunch-time meet:** every 1st Sunday, 12 noon  
(Keith Baker 02380 864310 - Phone for current venue)

**Cardiff (Sth. Wales) meet:** by arrangement  
(Brian North 02920 341671 - Brian also does engine reconditioning)

## The Brooklands Club ~ Monthly Natter Meeting Dates 2007

September 11 <sup>th</sup>	Motoring Quiz
October 9 <sup>th</sup>	Bangers & Mash plus Music Evening
November 13 <sup>th</sup>	(Early) Museum Tour & Motoring Quiz
December 11 <sup>th</sup>	Christmas Evening & 'Enthusiast of the Year' Awards

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

# Events Web Sites

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## Web Sites for Venues

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

Racing car show, NEC	<a href="http://www.autosport-international.com">www.autosport-international.com</a>
Kit & Car Builder Show, Harrogate	<a href="http://www.car-shows.co.uk">www.car-shows.co.uk</a>
London~Brighton runs & Knebworth	<a href="http://www.greenwoodsexhibitions.com">www.greenwoodsexhibitions.com</a>
Hampshire Pageant of Motoring	<a href="http://www.hpom.co.uk">www.hpom.co.uk</a>
London~Brighton Veteran Car Run	<a href="http://www.lbvcr.com">www.lbvcr.com</a>
Kit & Perf. Car Show, Donnington	<a href="http://www.limelight-exhibitions.co.uk">www.limelight-exhibitions.co.uk</a>
General 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: December 2007

Deadline for submission of articles: 8th November

## **Mick Terry**

It is with great sadness we have to report the passing of club member Mick Terry.

Mick had pursued a lifelong career as an engineer at Sperry Gyroscope and British Aerospace.

Upon taking early retirement some 17 years ago he decided, with his love of cars, to build an NG.

He subsequently produced one of the very best examples of a TF, which became much admired throughout the club.

Mick and Judith had great enthusiasm for all the events and developed many lasting friendships within the club.

He will be greatly missed.

Jeff Stretch

## **Letter from Judith Terry**

My Dear Friends

Chris, the Editor has kindly agreed to publish this letter so that I can thank you all for the lovely letters, cards, floral tributes and donations to the British Heart Foundation that we have received following the death of my husband Mick Terry. The friendship, and comfort conveyed will, I am sure, help me and our family to pick ourselves up and to learn to live our lives without our wonderful husband and father.

Mick died at the end of May following several months of ill health culminating in a second major heart operation, he seemed to have recovered but the complications associated with this kind of operation were just too great and he was not well enough or strong enough to fight these.

We have spent many happy hours in your company in the various fields and weather conditions throughout the UK and France and I will treasure those memories. I intend to remain a member of the club, if you will have me and I hope to be able to meet with you all at various times in the future.

Thank you again

Love to you all

Judith Terry

## News from Findhorn Cars

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### Re: SVA and Pre-SVA unfinished kits

Many kits sit for a surprising length of time without being finished. These notes set out the basic requirements for pre-SVA kits to pass the SVA test. They are neither a comprehensive list nor an exact specification, but I hope they are useful guidance.

1. Everything on the outside of the car needs to be rounded to 1/8in radius or greater. Where nut and bolt heads are exposed often these can be covered with nut covers.
2. Lower wishbones need covers. We can supply these for MGB

based cars and have fabricated them for Marina lower arms. They considerably improve the look of the arms. MGB bump stop edges can be covered with a piece of radiator hose cut to shape.

3. Lights must have approved markings, as are all which we supply. The only regular difficulty with lights is ensuring that rear fog lights fitted below the rear valence are high enough above the road. Occasionally side repeaters in the recommended position are questioned.
4. The oval rear view mirrors are a little on the small size and can be objected to but should pass. At-



tention needs paying to some which have exposed edges. I dislike the use of silicone sealant here, but it can do the job.

5. The windscreen needs rounded edges. The old windscreen can, I believe, be rounded off to pass, provided the glass is correctly marked. The expense of the chrome on brass windscreen is an embarrassment to me; we have to pay so much for it. However, it is beautiful and SVA friendly.
6. The instruments must be flush with the dashboard and it must have a generously curved lower edge. Our dashboards are beautiful, compliant and good value - I would say that wouldn't I! Enough toggle switches can be fitted in the position provided to be within the exempt distance from the steering wheel.
7. The MGB steering column came in many forms and most are collapsible, but convincing the SVA examiner is not so easy. Our collapsible steering wheel bosses do the trick.

8. The major issue is the seat belts. We have gone through a bumpy patch with our seats, which are strong enough to support the seat belt over the seat back. However, these are now available again. The seats and the belts must be anchored to the chassis. We supply a pack of parts to weld into the chassis for this.
9. The only other issue that comes to mind is that of the wire wheel spinners. We have a set that we hire out for SVA tests.

The different test stations have different standards. We would not touch the Southampton station with a barge pole, but the Yeading station is reasonable. Please don't be surprised if there are some problems. The test is essentially sensible. Brake and seat belt tests are basic safety tests.

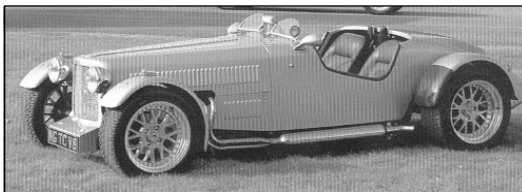
When first introduced the SVA test was a nightmare for kit cars, but in reality with the right SVA friendly components, the test should not hold too many horrors!!

Nigel Brooks

## Findhorn Cars Limited

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Petersfield, Hampshire  
GU32 1QN

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e-mail: [info@ngcars.co.uk](mailto:info@ngcars.co.uk)



All NG parts supplied  
from chassis to brake pads

## Members' Letters & Articles

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### TCV8 Progress (Sept '06 – Mar '07)

I have been continuing to build the rolling chassis by fitting, amongst other things, new wheel bearings to the MGB front hubs. The old bearing shells (2 per hub) had been driven out via the cut-outs in the mounting flanges of the hubs. We kept the old shells as an aid to pressing home the new shells. To make fitting easier we placed the bare hubs in the oven at 150°C for a couple of hours & put the new bearing shells on the bottom shelf of the freezer. When it comes to assembling the components it proved much easier to press the new shells home & this is where the old bearing shells came in handy. Due to the fact that there is some radial clearance outboard of the bearing shell location diameters, there is no danger of the old bearing shells binding in the hubs if used to press in the new shells. Because the outer ends of the new shells finish up more than their length inside the hub, 2 old shells of each size need to be stacked together to enable a large bench vice to be used to press the shells home. The whole process can be achieved with no uncontrolled hammering & no chance of damaging the edges of the new bearing shells – just need to wear a thick pair of gloves to protect against the high

temperature!

Whilst on the subject of front hubs, came across an alternative viewpoint regarding use of the bearing spacer & adjusting shims. Rather than go through the slightly painful & certainly long-winded procedure of fitting the spacer & then experimenting with shims to achieve the required bearing float, the suggested alternative is to miss out the spacer & shims altogether. The hub nut is then tightened down hard to ensure that the bearing cages are fully home in the hub and the nut then loosened until play is just perceptible before being further tightened to the minimum to enable the split pin to be fitted. This viewpoint was based on the fact that many other vehicles, including lorries, use a similar type of bearing arrangement but without the shims/spacer, the inference being that the MGB arrangement is a complete overkill – what do you think?

Now to the 'minor' body mods! My aims were threefold as follows: (1) to widen the cockpit at the shoulders by 1.5 inches each side (2) to lift the front end of the rear deck (just behind the seats) by 2 inches & (3) to swell the sides of the rear bodywork out to run adjacent to the inside edges of the cycle wings. This has the effect of removing the 'tumble-home' where the tub tapers



inwards along the area above the rear wheels (a feature of the standard body tub necessitated by the need to extricate it from the mould as a one-piece item).

To this end, much thought and drinking of tea was spent in the garage trying to decide where to cut etc. In the end we started with the cut-outs for the rear wings. The first step was therefore to fit the rear wings using plastic spacers in the normal way. Our original TC had been fitted with narrow wings and these were discarded in favour of the widest version that Findhorn currently supply - just wide enough for our 255 mm wide rear tyres! The wings were then bolted to the tub, using the original spacers. Cuts were then made, rearwards, at floor level from below the lowest part of the door cutout, rising up and around the top of the wings, back to floor level behind the wings and ending at the rear of the side panel. Next cut was along the top of each side of the rear tub from the rear of the door cut-out to join up with the previous cut at the rear of the tub. This allowed the 2 sides of the tub to be free to be re-shaped, the top deck behind the cockpit remaining attached only across its rear edge at the extreme back edge of the tub. This enabled the front edge of the top-deck to be lifted slightly, i.e. hinged about its rear edge. After a bit of fiddling it was decided that a 2-inch increase in height of the rear

deck behind the seats would, hopefully, be fairly unnoticeable, in terms of aesthetics, & yet give more depth to the cockpit for a more sit-in rather than sit-on feeling. It's hard to make such judgments on changes to the appearance of the car and we were very focused on trying not to change the overall appearance by much, the TC shape being very pleasing as it is!

Decided to use a stainless-steel bonnet hinge instead of brass - we couldn't use the existing one because it was too short, the TCV8 bonnet being slightly longer to enable the grp nose cowl to be mounted further forward (only  $\frac{1}{2}$ " but every bit helps with the V8 being a very tight fit at the front end - & everywhere else!).

Another mod whilst we were still in the 'let's modify it' frame of mind was to cut out a boot lid. There have been one or two examples of this mod to a TC, the most notable in recent times being achieved by Keith Baker. We had taken note of Keith's very accomplished mod and were particularly keen to emulate Keith's hidden hinges and remotely-operated catch such that only the shut-lines give away the fact that the boot lid exists. The hardest part was deciding where to cut, with all surfaces being curved making it very difficult to draw a cut line on one side and even harder to replicate the same curved line on the other side. In the end, I held a

length of plastic draught excluder into a curve on one side whilst Donna drew the cut line. We then tried several different methods of transferring some measurements to the other side of the lid and then used the flexible plastic item to draw a 'best fit' through those points. It appeared to look reasonably symmetrical by eye and hence the cut line was established. The aim was to leave some of the curved material on the lid to help it to keep to its original shape and at the same time to end up with a near vertical face at the shut line to make it easier to seal against water ingress. The cut line where this wasn't possible was across the width of the body where a piece of aluminum U-section channel was epoxied onto the underside to stiffen the body and act as a rain channel. This sorted the body but left the boot lid slightly out of shape along the cut line. To bring it back into shape, we drilled 2 small holes each side of the boot lid and joined them with a piece of nylon string that was progressively wound tighter (Spanish windlass) until the boot lid fitted the shape of the body opening. A cardboard roll was then cut in half lengthwise and glued into place on the underside of the boot lid as a former and 2 layers of glass-fibre matt and polyester resin

were added. After curing the string was removed and the boot lid was nice and stiff in both planes, and, miraculously, was a reasonable fit to the body!

Next question was how to manufacture hinges such that they would be hidden. I trawled the specialist car mags and websites but couldn't find anything off-the-shelf so had to buckle down and make from scratch. With my old school geometry set I was able to work out a shape and transferred this to cardboard to try it on the car. The hinges were cut from 6mm mild steel using an angle grinder. Much to Donna's amusement, I held the cut for too long at one time with the shower of sparks aimed at mid-thigh.

*Much to Donna's amusement...when I looked down there were flames etc. emanating from my overalls! Obviously not fire-proof.*

Much to my amazement when I looked down there were flames etc. emanating from my overalls! Obviously not fire-proof. Simple angle-iron brackets were made to act as pivots and these were glued to the GRP using a thickened epoxy adhesive. It had been my original intention to use the glue as a primary fixing and then to back it up with a couple of layers of glass-fibre over the top. However, having also glued a control sample using the same mix of glue and a piece of GRP laminate with the latter not well prepared so as to present a worst-case joint, I

was quite amazed at how strong the joint was when trying to break it apart. I therefore abandoned the idea of using a GRP back-up.

### **Fitting the GRP nose cowl and radiator.**

I started by obtaining the V8 version of the radiator support brackets. These brackets are required because the radiator, rather than fitting to the rear of the GRP cowl as per the 1800-engined variant, is positioned as far forwards as possible. In reality this means that the radiator has to be positioned inside the GRP cowl. The V8 brackets are therefore flat in section because the radiator sits between the brackets and then the GRP cowl slides over the outside of the brackets such that brackets and radiator are tightly enclosed within the profile of the cowling. This is one of the areas where building a V8-engined NG gets a little difficult. Firstly, the brackets are bolted to the mounting flanges on the chassis side rails and adjusted for vertical. The V8 radiator is a very tight squeeze between the brackets because it has been made as large as possible for maximum cooling ability. 4 holes are drilled through the brackets to pick up on the 5mm threaded bushes inset in the radiator sides. The holes through the brackets are counter-sunk so that the c/sunk radiator fixing bolts are flush with the surface. The GRP cowling is then slid

over the brackets and positioned as far forward and as low as possible. To position the cowl as low down as possible it is even necessary to grind away some of the GRP from the upper corners of the nose cowl. Reason for fitting the cowl as low as possible is that it is better aesthetically if the bonnet slopes downwards from the scuttle to the nose. The V8 bonnets are actually a little longer to enable the cowl to be fitted further forwards. In our case, we had a further task and that was to modify the GRP cowling where it fits over the steering rack gaiters. This was required due to the cowl being set lower down. Quite a fiddly exercise! We started by positioning the cowl in the required fore/aft position and projected lines vertically up from the steering-rack gaiters. The diameter of the gaiters was then measured and a suitable radius of curvature selected for an extra piece of GRP to cover each gaiter. To make these extra pieces it was necessary to find something of the required diameter. A suitable paint tin did the job and a curved piece of GRP laminate was moulded around the tin from 2 layers of glass mat and an outer layer of non-stick polythene. When dried, the new laminates were glued into the cut-outs in the nose cowl using epoxy resin and the excess cut away. After a trial fit on the car, the extra inserts were reinforced by adding a further layer of glass mat glued on

with epoxy (a better adhesive than polyester resin).

Final job at the front-end was to mount the headlamp support tubes. Historically, the TC models had their headlamps fitted using a flat steel bar section bent to the required shape. The standard GRP h/lamp shells were then bolted to the ends of the brackets. The current NG IFS-modified chassis is supplied with tubular h/lamp supports with flanges that bolt to the chassis cross-member and threaded holes in the outer ends to take the h/lamps. However, I believe that these brackets are designed to fit the chrome h/lamps. If you want to fit the GRP lamp shells it will be necessary to modify the shells such that they are effectively mounted a little further forward on the brackets. If this is not done, the V8 bonnets will need to be opened extremely carefully by bending the corners slightly away from the headlamps to avoid a clash and damaged paint. We had purchased the special brackets from Findhorn Cars and drilled and tapped mounting holes for the upper fixing bolts. We originally wanted to use the GRP h/lamp shells and were quite happy to carry out the required mods but couldn't source the extra-large chrome h/lamp rims that are needed to match the diameter of the GRP shells. I remember such items being in short supply 10 years ago when we built our TF but the supply now seems to have

completely dried up. I did the usual searching and then phoned Steve at Stafford Vehicle Comps and he said that he had tried all his sources and had given up. We therefore decided that, rather than fit the available smaller-diameter chrome rings we would buy the 7-inch chrome h/lamps. These lamps fit directly to the support brackets without mods. At the time of fitting we were not able to obtain the special bolts that are normally used for mounting these h/lamps and decided to make our own. A couple of 5/8 UNF bolts were purchased to fit the threads in the ends of the mounting brackets and an 8mm hole drilled through the middle to take the supply cables. A 15mm long aluminium spacer was then manufactured to be fitted under the bolt head. This raises the height of the bolt head within the h/lamp shell making it much easier to use a spanner when tightening the bolt. Without needing to further modify the bolts there appears to be plenty of adjustment available for aligning the h/lamps when used with the chromed spherical fitting that comes with the lamps.

### **Cockpit edge finishers.**

No problem with the dashboard surround because we hadn't changed this area of the car. However, when we came to the steel formers for the side frames, the 'laser-cut' items were not now a suitable shape for the widened rear end of the

body. The formers were therefore partially cut through in 4 places, re-bent slightly at each cut, and re-welded to match the new shape of the body sides. Alan Goodbun then very kindly offered to make me a couple of steel embellishers to use as finishing caps to fit the rear end of the D-shaped trim sections - many thanks Alan.

I had a few difficulties fitting the engine and gearbox. We found that the R380 g/box rear mounting is positioned approx 50 mm further rearwards when compared with the standard cross-member requiring a modified support. The more difficult problem was that the centre of the g/lever aligned with the rear end of the grp g/box tunnel. Apparently, the later TC body tubs have a lengthened transmission tunnel to enable the Rover 5-speed g/box to fit without mods to the body. One advantage of the longer g/box is that at least the g/lever will be further back from the lower edge of the dashboard than with the MGB g/box. We therefore cut away the rear of the transmission tunnel and fabricated a new rear end such that it dropped away to meet the forward end of the propshaft tunnel just to the rear of the g/lever trim ring.

Next job is to try to find an alternative method of mounting the hand-brake lever such that it will be easier to access for cable adjustment, particularly since we have fit-

ted a slightly larger diameter propshaft for the extra torque (2.5" rather than the MGB 2" dia). We have looked at mounting the lever vertically close to the g/lever but will have to wait until the body is returned from the paint-shop to check for clearances. Yes, we had now come to the date for which the paint-shop had been booked (31<sup>st</sup> March) and had a last-minute rush to remove the body tub from the chassis and finish off various GRP re-inforcements etc. before loading the tub precariously onto our little box trailer. Whilst the body is away we will be looking at fitting brake pipes to the chassis and seeing if we can get the old engine to run without having to re-build it...

Paul Gray

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## AchtuNG! AchtNG! Ealing and Uxbridge

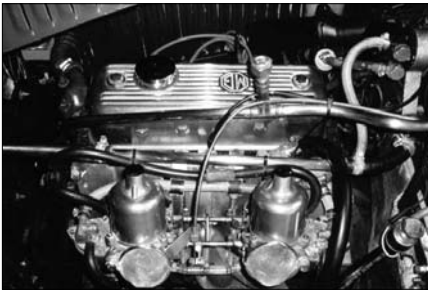
So there I was, gazing across Nelly's beautiful walnut dashboard (Nelly is an NG TA Brooklands), wondering what other gauges, switches or gadgets I could squeeze on to its



immaculate surface. I don't like gaps! Nigel, my co-pilot teddy bear, could possibly be moved along a bit - maybe?

"Hi Baz!", said my chum George in his aviator overalls. "Would you like a 2<sup>nd</sup> World War Mk IV Spitfire start button?"

"Well, I'll have to think about that - YES", I spurted out rather too quickly.



Now where was I going to put it? Ah yes, move Nigel the teddy along a bit, have a brass plate made, a bit of spag bol wiring and some fancy engraving, (oh, and a drop of blood or two) a huge hole in Nelly's woodwork and nine coats of varnish! Anyway, job done - it went like a dream (in your dreams sunshine, let's not talk about it!). The end result is, if I say so, worthy of its previous mount (Mk IV Spitfire). The engraving was copied from the actual wiring diagram font of the Spitfire manual. This was supplied by George who rebuilds the things for a living (and I'm not talking Airfix here - he works at Duxford)!

With due pomp and ceremony I



got my German girlfriend to press the fire up button - she smiled the smile of a girl that thinks I'm short of a head gasket! Now there can't be many Germans who ever started a 'Spitfire' in such a fashion (maybe a lot that wanted to?).

Having moved Nigel along a bit it opens up all sorts of possibilities. Gun sights perhaps? Watch this space... and mind the gap!

Baz Robinson

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## Wiper blades

I have been trying to find some 8" wiper blades to replace the worn out ones on my TF. I have the later SVA windscreen and they are what's called a spoon fitting.

I eventually found a company called TEX Automotive Ltd. They also turned out to be the cheapest I could find at £5.99 + vat. Postage and packing was another £4.99.

The service was truly excellent. Order one day and on the doormat the next!

The address is:

TEX Automotive Ltd.,  
Windrush Industrial Park, Witney,  
Oxon OX29 7HA  
Tel: 01993 893500 or  
[www.texautomotive.com](http://www.texautomotive.com)

Jeff Yardley

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## K-Club Invitation

I am writing to ask if you would be interested in informing your members of some motoring events organised by K-Club UK Limited ([www.k-club.org.uk](http://www.k-club.org.uk)).

We did have an event on July 1st, coinciding with your cancelled AGM, and unfortunately by the time I spoke to your club chairman it was too late to arrange the switch to our location in time. However, we do have some events that may be of interest for this year. At a date close to 1st July next year we will be holding our first car show The Welsh Festival of Motoring, so hopefully I will be able to discuss the possibility of your AGM coming to that event. We have loads of space and I guarantee no floods.

(Other events were mentioned here but have already taken place. Ed)

We also return to the Rally Stage on September 22nd, and we have another touring event in Wales on the Weekend of 28th-30th September. This time we'll have some off-roading with an off-road club on

day 2 to give everyone a different motoring experience.

I hope this will be of interest. We'd love to see a few NGs at our events.

If you or any members have any further queries please call me on 07787 744038

Neil Winnington

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## Another TA to be Born?

I have managed to get my hands on another TA.

Talk about being a sucker for punishment. This was advertised on E-Bay a couple of months ago with a starting price of £1500. No bidders but I asked the seller if it was registered correctly and he confirmed that it was registered as an NG Tourer on the log book. Anyway to cut a long story short I didn't bid.

But two weeks later I got a call from the seller asking if I would be interested? Being the cagey Yorkshireman that I am I said maybe but would have to look first. I heard nothing else from him for another couple of weeks then another call. Hmm, getting desperate I thought, so I agreed to call and inspect car next time I was passing the area.

A week or so later I called him and arranged to visit that afternoon. What a surprise! In his garage was a complete chassis and body kit, totally unbuilt. He apparently pur-

chased it in 1988 with the intention of building a replica of a Bentley blower. There was a complete set of 15" chrome wire wheels, front and rear seats, aeroscreens and main screen, engine, gearbox and prop-shaft, in fact everything except the dashboard and rear shock absorbers. He had moved house three times got divorced and still kept the car.

Needless to say I purchased it on the spot and now have what I think is the LAST EVER unbuilt NG TA complete with logbook. Hopefully soon I will be back on talking terms with my wife and she will understand that there is nothing wrong with owning three NGs. After all we have three grown up kids so there wont be any hassle when it comes to who gets what in the will! Pity I only have

a double garage.

HAS any one else got one of these tucked away or is it really the last one? Cheers.

Nick Earnshaw

## NGs in Brittany (June '07)

After a break for a couple of years it was decided that a further trip to Brittany would be planned for this year. Mike & Hils Bond kindly offered to book the same Gite that had been used previously. With the accommodation duly booked, everyone was left to arrange their own cross-channel ferry crossings. The most popular crossing was Poole/St Malo (5 cars), with others taking Dover/Calais (3 cars), Portsmouth/



Would like to meet: Insurance company - without GSOH when it comes to insurance prices; the best deals on the market (did I mention special premiums for NG owners?) and top class service. Call 0845 1303400

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**ADRIAN FLUX**  
modern approach, traditional values



St Malo (1 car) and Plymouth/Roscoff (1 car).

Those travelling Dover/Calais decided to have 2 overnight stops en route and the St Malo contingent made 1 overnight stop. With St Malo only 100 miles from the Gite there was no real need to break the journey but it made a pleasant stop-over. We all departed the UK on the Friday or Saturday & met up at the Gite on Sunday afternoon for a week's stay.

Most of the NG party had stayed at the same Gite on previous holidays and very quickly felt 'at home' again. This was helped enormously when Barbara Hoyle passed round cups of tea and home-made cakes shortly after we all arrived.

The Gite is located close to the small village of St Barthelemy near Baud in Southern Brittany amongst rural farmland. Each bedroom has en-suite facilities and there is a covered, heated swimming pool for the more energetic.

Although the basic accommodation included breakfast, our hosts, Joyce & Cedric, were prepared to serve evening meals when required. Following the tradition established during previous holidays we decided to opt for a change on alternate evenings. The first 'DIY evening' was arranged by Mike Greenland, our curry specialist. Mike had even brought some of the ingredients with him from the UK and set to work with a band of merry (after

the wine) helpers to produce a superb evening meal for 20 people. One evening was 'quiz night' with a general knowledge quiz set by Mike & Hils and enjoyed by all. Winners, after a tie-break question, were Colin & Greba Padbury. Greba was clearly overwhelmed when accepting the magnificent trophy and thanked her children, parents, friends and support team, without which, so she assured us, she would not have been able to compete with such success.

Wednesday evening was 'fancy dress' and the theme this year was the initials N & G. It's amazing how many variations on the theme people came up with. There were Nurses, Gnome, Noddy, Nigella, Gordon Ramsay, Gandhi, Nell Gwyn, Granny, Natural Gas, Ghoul, Geronimo, Ali G, Naughty Girl, Nun, Green Nymph, Gypsies, Napoleon, etc., and the costumes provided plenty of laughter all evening.

During the day people tended to go off in different directions to visit sites of interest, museums, or very attractive seaside resorts such as Vannes. The rural landscape makes a great back-drop for hiking and there were bicycles available for use if anyone could be bothered to pump up the tyres. On one occasion, Peter Clark amused himself by driving Cedric's ride-on lawnmower for hours on end making a superb job of the extensive lawns surrounding the Gite.

At the beginning of our stay,

most people were happy to lounge around the pool whilst they recovered from the stress of everyday life. One of the major advantages of this sort of holiday is the complete freedom to please oneself with the additional bonus for most of the group of being able to cruise around the deserted French roads in their superb NG roadsters. No, we didn't manage to finish our TC in time for the holiday although that had originally been our target on our return from the Le Mans Classic last summer.

On one afternoon 12 of the group spent a few hours on the River Blavet in hired Canadian canoes. I don't think that any of us had previously tried a Canadian canoe and we found them to be extremely stable and easy to paddle, particularly since they had been fitted with seats so that we didn't have to kneel in traditional style. As usual in this part of France, we didn't see another boat all afternoon - even the lock-keeper was absent such that we had to lift our canoes from the water, carry them past the lock, and re-launch on the other side.

Bob Morrison's recently completed V8-converted TF put in its first public appearance when Bob & Angela arrived at the Gite. The engine sounded glorious through Bob's innovative underslung exhaust system. Bob had only driven the car a few hundred miles since completing the conversion and this was the

longest trip yet with no teething troubles thus far. All the NGs performed faultlessly except for a minor problem with an electronic ignition module that was removed and replaced by a set of conventional points and condenser.

There were plenty of other interesting places to visit in this part of France, one of them being the WW2 U-boat pens at St. Nazaire - quite an impressive structure that is as intact today as it was during the war, despite many attempts to destroy it by allied bombers. There is also a submarine in the museum and we spent an interesting half-hour on a 'guided tour' complete with audio commentary, in English, courtesy of a digital recorder and headphones.

**...to be continued next issue.**

Paul Gray

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## Is your Soft Top Covered?

Those of you who read *Enjoying MG*, (the MGOC monthly magazine) may have noticed a section in "Letter from the Secretary" about an MG member who discovered their car was not insured against theft if the roof was open. This had been confirmed by the member with their broker, Footman James. However, it was pointed out that those insured through the MGOC/Lancaster scheme were covered.

Now I quite see that one could

not expect to have one's contents insured when not locked away - even if the hood is up. However, the possibility of the car itself not being insured against theft is worrying. So on behalf of our members, I decided to contact the two brokers who advertise regularly in ChangiNGear to see what their responses were. Although the Club doesn't actually make recommendations, I suspect a fair number of members use one of them.

My call to Adrian Flux met with the response that it depends which insurance company the member is underwritten by and that the insured should check their policy before the cooling off period. I pointed out that one would not necessarily notice the small print but would expect their NG (with its open nature) to be fully covered against

theft. This is evidently not the case.

Backford Bloor were surprised there had been a problem and undertook to double check with both their insurers (KGM and Marker-study). They got back to me quickly confirming that both companies did indeed cover the theft of the vehicle whether the hood was on or not.

So it appears that those who are insured through Backford Bloor or MGOC/Lancaster are OK. If not, I recommend that you check your insurance policy carefully and look in the "what is not insured" or "exemptions" section to see if there is any wording which could be interpreted to mean when the hood is down. If in any doubt whatsoever check with your insurance company or broker.

Chris Humphreys

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## London to Brighton Kit & Sports Car Run

Sunday 10th June dawned bright and sunny and my eldest son, Matt, joined me to journey to Hampton Court Palace for the start of the London to Brighton run. Here we met up with "team NG" organised by Dave Holland (thanks Dave!). The "team" consisted of 9 cars - 2 TAs, 1 TD, 4 TFs, a Caterham 7 and a DaxTojero. There were also another 3 NGs - 2 TFs and a TC in the entry list. Altogether 9 NGs in an entry of 73 kit cars (that's over 12%) were making our presence felt.

Greetings, registration and bacon butties attended to, we were waved off at 2 minutes intervals to follow our tulip route. However, one red NG decided that her dynamo bearing was poorly and her hapless owner was spotted pushing her to the start line to save the battery charge and coolant temperature (I can't publish the photo as I might lose a major contributor!).

A delightful run was followed, although slow at times because of



the masses of cyclists apparently all going the same way. We stopped off for "coffee" at Abinger Hatch Pub meeting up again with many of our "team" and made sure the ailing NG was push started for its next leg of the journey.

The main lunch stop was Standen House, where a pleasant field provided the setting for our picnic. Unbeknown to us, a helpful RAC chap found the suffering TA and put her battery on boost charge so that she would be able to finish the rest of the run. What a nice man!

The last leg took us to the well known Madeira Drive, Brighton where we were parked up with the classics who had done a similar but slightly different run. As far as I know, all the NGs made it, even the one with the dodgy dynamo. The very nice man provided another boost to the red TA and I understand it made it back home. What a very, very nice man!

As for me, I was chauffeured back home by Matt - probably the only reason he came - to drive the NG!

Chris Humphreys



## New Members - Welcome

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MR DAVID TOMLINSON (1380) ()  
HARPENDEN, HERTS

MR ROBERT TODD (1381) (TC)  
BORNEMOUTH, DORSET

MR CHARLES OSMOND-JONES (1382) (TF)  
CHICHESTER, W. SUSSEX

MR GARY SHORES (1383) (TF)  
BEVERLEY, E. YORKS

MR CAVELL PORTMAN (1384) (TF)  
UTTOXETER, STAFFS

MR MARTIN HOSEY (1385) (TF)  
CHIPPENHAM, WILTS

MR MICHAEL FAULKNER (1386) (TD)  
CROSS KEYS, KINGS LYNN

MR GEOFFREY BAXTER (1387) (TF)  
LANGTOFT, PETERBOROUGH

MR JAMES MAUNDER (1388) ()  
WINDLESHAM, SURREY

MR DAVID MASON (1389) (TD)  
LOVEDEAN, HANTS

MR ALAN GOODWIN (1390) (TF)  
BRENTFORD, ESSEX

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## Book Review

### **Aston Martin Gold Portfolio 1921-1947**

Author: Compiled by R M Clarke

ISBN-10: 1-855-20721-4

Publisher: Brooklands Books

[www.brooklands-books.com](http://www.brooklands-books.com)

Price on Book: Not Printed

(I paid: £13.97 inc delivery from

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

Physical size: 271x200x10mm

For this review I have moved away from the technical type of book to one with almost a romantic dreamy and reminiscent nature. Don't panic I'm not heading for the Mills and Boon shelf!

Soon after Dad and I purchased our TA, I started looking for information, pictures and articles on early Astons. Many of the pictures I found available for down loading

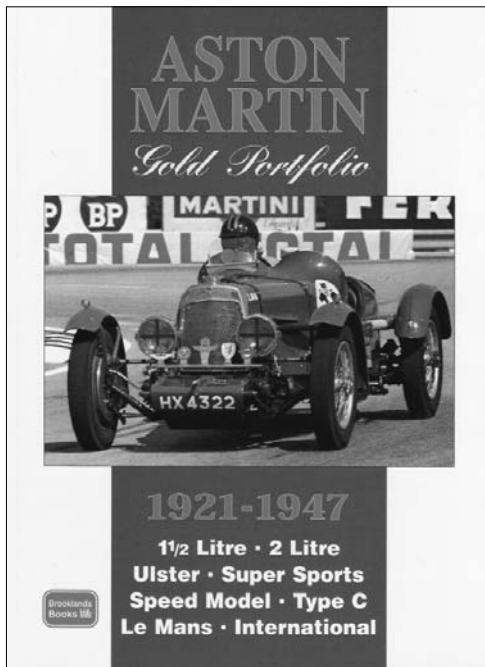
via the internet were very small or of poor quality and the numerous publications listed were out of stock or out of print. One was in stock - great I thought but it was leather bound and came with a monstrous price tag just short of a hundred pounds. I clicked the small red box (with the white cross) in the top right of the screen and left it at that for a few months. My luck was finally in and my favorite on line book store had in stock what turned out to be a superb book - Aston Martin Gold Portfolio 1921-

1947. The same offering from the official Brooklands online store was almost twenty pounds.

I wasn't disappointed with this book and Dad has had a long good read too and kindly inserted numerous bits of paper to mark pages with pictures and data relevant to our TA. The book is a compilation of press articles, advertisements, data sheets and test drives from the very earliest days of 1921 to the post war cars up to 1947. More re-

cent test drives and articles are also included with many quality colour photographs of these beautiful cars. Most of the black and white photographs are period and there are plenty of them. There is a good bal-

ance too from full car portraits to detail areas of the cars from all angles and aspects. This really is an ideal starting place for NG owners considering adding period details and making modifications to their cars and I recognize more and more of the modifications completed by NG owners



every time I get absorbed within this wonderful book.

It doesn't take long to see where Nick Green found inspiration for all his models - Aston Martin unmistakably. I have drawn the following similarities, I wonder if you will agree with me.

**NGTA** - Aston Martin International / Aston Martin Le Mans

**NGTD** - Aston Martin Le Mans Sports Four-Seater Edition

**NGTC** - Aston Martin Ulster

**NGTF** - 2 litre Aston Martin Drop Head Coupe & 2 litre Aston Martin Two-Four Seater

**NG Sedan** - Aston Martin Atom (1939-1944).

Two pages detail the 2 litre engine and remarkable is the angled form of the combustion chambers adopted. Based on research work at the time on detonation, the inlet valve was vertical above the piston with a pocket on the offside of the engine accommodating the main combustion chamber with an inclined exhaust valve and horizontal spark plug. The design was to ensure the flame front spread from the hot area around the sparking plug towards the cooler region between the piston and inlet valve reducing the tendency to detonate.

On reading some of the articles I found myself chuckling at the quaintly traditional 1930's sales patter writing style while at the same time drawing a close parallel to many of the handling traits of cor-

rectly set up NGs. Aston Martin got it right and so did Nick Green and those continuing the NG marque.

An article from October 1935 "Testing a Thoroughbred" describing a test drive of an Ulster model just

after it had won the Rudge Cup, said "The steering is light and perfectly smooth, yet there was no need to grip the wheel, and we actually ran for some distance "hands off" on a smooth road at over 100m.p.h.

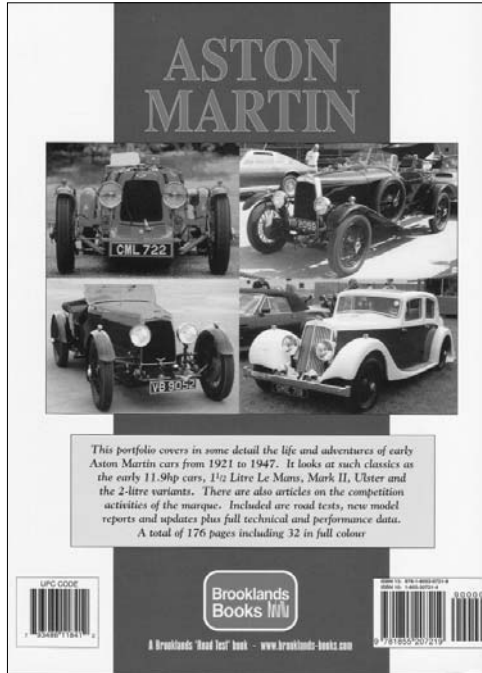
As for comfort the author said "The driver sits well down inside the body but can see both the wings, and

the seat-back is curved and padded so as to afford ample support for the back and to prevent any swaying on the most hectic of corners"

In conclusion: a delight to read while dreaming of racing round England, plenty of useful specifications & technical data and numerous detailed pictures of the origins of our NGs.

I hope you enjoy your reading too.

Dave Holland



## Sales & Wants

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

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### For Sale



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

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

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

Tel: 01548 511594

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



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

Tel: 01422 378838



**Set of 5 Smiths style instruments.**

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



and summer. A little TLC would restore to immaculate condition. Rea



son for sale - new MG TF. **£3995 ono.**

Tel: 01584 819759

Mobile: 07966 696268



#### **Ex NG Cars TF Demonstrator.**

1<sup>st</sup> SVA compliant kit car built in 1997, Jaguar dark blue, cream leather upholstery and s/wheel, dark blue wool carpets, burr walnut dash. Chrome 15" X 5½" wire wheels, chrome on brass windscreen, blue mohair hood, tonneau, & hood bag. Tuned 1950cc engine, twin 1¾" SU carbs, Spax adjustable shocks all round. Excellent condition, only 11000 miles.

This car was bought from NG by

Allen Copping who has sadly died; it was his pride and joy. **£10,000 ono.**

Tel: 01702 231917 (Jo or Gareth Copping)

#### **NG TF Chassis pack and Body pack**

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

Tel: MGB Hive 01945 700500



**NG TF**, built 1996, Marina based 1800cc running gear, full tonneau cover, full hood & side screens, fold flat chrome-on-brass windscreen, heater, walnut dash, fully instrumented, electric cooling fan, knock-

on wire wheels, black paintwork with chrome trimmings. Non Q plate.  
**£5500 ono.**

Tel: 01634 362536

**NG TD.** My name is Alan Morgan and I used to work on Kitcars and Specials magazine during the 1980's. I became friendly with Nick Green and in 1985 Peter Coxhead and I built an NG TD as a project car. The build was fully documented in the magazine (I've got many copies!) and the car was displayed on our stand at Stoneleigh several times. I used to be a club member but my membership lapsed in the 1990s. I have owned the car since new but regretably now has come the time to sell her.

The car has a 5 bearing engine, big valve head, overdrive, rebuilt wire wheels and more recently had the front discs renewed and a new exhaust. It is red with matching wire wheels and tan interior. It also has short and long tonneau covers and hood in tan double-duck fabric.

The car is in excellent condition and although she has not been taxed since 1994 she has been regularly started and run. She has always been garaged and is currently kept in dehumidified storage in Kent. She is correctly registered as an NG TD and has a nice no. plate - NMG 601. She will be sold with a fresh MOT.

I would like this car to go to someone who will look after her and appreciate her special history. I'm open to sensible offers in the region of **£4750.**

Tel: 020 8660 2280

Mobile: 07712 588819

E-mail: [alan@clublotus.co.uk](mailto:alan@clublotus.co.uk)



**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.  
**£5000 or sensible offer.**

Tel: 02392 649127



**Please send your NG adverts to Chris Humphreys (contact details inside front cover).**

## 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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## London to Brighton Run



NGs Ready to Roll



NGs at the Finishing Line

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*the magazine of the NG owners club*