

CHANGING GEAR

September 2009 (3)

30 Years of NG



What a Celebration!
National Rally Report and Prizewinners

the magazine of the NG owners club

THE NG OWNERS CLUB

Please send all contributions to Changi/NGear to the editor (Chris Humphreys)

The NGOC web site: www.ngownersclub.org.uk is maintained by Mike Peel

President: Nick Green

Chairman Peter Clark

Haydn's Wood, 1 Vicarage Close, Kingswood,
Surrey. KT20 6QF (Tel: 01737 832367)

Secretary Bob Preece

12 Oakland Walk, West Parley, Ferndown, Dorset. BH22 8PF
(Tel: 01202 573644, e-mail: bobsec2009@talktalk.net)

Membership Sec..... Bob Morrison

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

Treasurer..... Susan Stretch

6 Wroxham Road, Woodley, Reading, Berks.
RG5 3AT (Tel: 01189 693355)

Magazine Editor Chris Humphreys

65 Woodfield Drive, East Barnet, Herts. EN4 8PD
(Tel: 020 8361 1863, e-mail: ngoceditor@googlemail.com)

Local Area Contact Members

Sheffield, Leeds, Yorkshire.....Dennis Roberts (01142 878515)

MidlandsMark Staley (01332 723927)

Ed Powell (01386 47374)

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

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

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

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

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

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

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

SVA (technical & non-technical)Mark Staley (01332 723927)

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

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BBQ time at the National Rally

Next issue:
December 2009

Deadline for
submissions:
14th November



Chairman's Letter

Well, well! Who would have thought it? Venue, weather and nice people all coming together in one place and at the same time. Our National Rally at Upper Heyford was a great success.

I was surprised and very pleased to see so many members turn up during the Friday afternoon and evening, it really got the weekend off to a good start. The evening meal of a great selection of cheeses and wines with pie and salads, provided by our very supportive lady members, guaranteed that things could only get better.

With good weather in attendance Saturday seemed to flash by. Lots more cars arriving made for another good day. Other attractions for Saturday were a motoring treasure hunt organised by Bob and Angela Morrison through the lovely local area and a presentation of 'Car Finishing' products by a representative from Auto-Glym. All this was topped off with a lovely sociable evening meal, again conjured

up by the girls. Well done and many thanks. The highlight of the evening was a light-hearted Quiz organised by Mike and Hils Bond.



On Sunday we were treated to a wonderful display of Raptors and Falconry flying. Sunday was a special day as we were honoured to have the company of our President, Nick Green. I understand that Nick and Helen thoroughly enjoyed meeting everyone and viewing all the cars. It must have been very gratifying for Nick to see so many cars in one place all built to such a high standard; a quality standard that he set 30 years ago. Thank you, Nick, for giving us all so much enjoyment over the years and particularly on the Sunday by agreeing to present our Annual Awards.

Finally my thanks to all the club members that attended the weekend completing the success, not forgetting of course the organisers and helpers.

In two years time it will be the 30th anniversary of the formation of the OWNERS CLUB. I hope that together we can make the event even better.

Peter Clark



Editorial

It seems a long time now since our fantastic NGOC National Rally celebrating 30 years of NG. I make no apology for the large portion of the magazine devoted to the rally as it was truly remarkable. There is nothing for me to add here except to say a very big public 'thank you' to Paul Gray who really was the driving force behind all the efforts which were made on behalf of members. His organisation and enthusiasm benefitted everyone who attended this memorable event. Of course, many others contributed invaluable too and our thanks also go to them.

There have been a number of other events since the rally and I hope to receive some reports of these for future magazines – don't forget, it is your magazine – I can only put in those articles I receive, so keep them coming.

Another enjoyable event particularly worthy of mention is the Shrivenham Village Fete which is held every year at, well, Shrivenham. Although this is a fairly small community, the fete is extensive with something for all age groups. Classic cars are invited to attend and our membership secretary Bob Morrison is involved with the organisation of the fete so there is increasing support from NG members – at least a dozen NGs were present this year.

While on the subject of events, have you noticed the new calendar format of events on the NGOC website (and my own website)?

As I find out dates of events, I can add them to this Google calendar and both the websites www.ngownersclub.org.uk and www.ngkitcar.co.uk update automatically as they are linked to it. If you have a Google calendar, you can also copy our NG events onto that.

In the last magazine I announced my change of e-mail address to ngoceditor@googlemail.com (and I hope you made a note of it!). Part of the reason is that my family and I are about to move home and I want to change my old ISP (Internet Service Provider) so my old e-mail address will expire. We have now sold our house but have not yet been able to secure a purchase so we are faced with renting something temporarily. We are likely to move around the end of October so the best way to contact me will be by email but I will arrange for my new (temporary) address and phone number to be available on the website in due course.

Happy NGiNG!

Chris Humphreys



Secretary's Notes

At the time I am writing these notes it is late summer and autumn is on the way. I shall soon be up to my ankles in oak leaves and acorns in my garden and clearing them is an annual job which seems to get harder as the years pass.

Did anyone see the web site of hallmark cars recently, they sell top of the range used cars, including an occasional component car. If you did then you would have seen a maroon NG TA for sale at £5 under £5000, which I believe is sold now. This car was built by myself, with assistance from Eric Cheetham (he of the Cheetham cup fame which is awarded for the best modification at the National Rally) in 1982/3. Not bad for a car that's been on the road for over 26 years.

This is the first magazine since the National Rally in July. I think everybody who attended had an enjoyable weekend; I know Amanda and I did. Our son and daughter joined us and have not been to an NGOC meeting for about 25 years when they were very young and had no choice whether they came or not.

I am sure others will write about the rally in this issue, so I will just say you missed a great weekend if you were unable to make it. Plans are already being made for next year so look out for National Rally details in future editions of ChangiNGear.

Future Events:

Not much going on from the end of September just the following.



November 1st

London to Brighton Veteran Car Run
This used to be quite a popular Sunday outing for NG owners but over the last few years fewer cars have turned up at the Epsom Downs meeting place. Its been abandoned as a club meeting, but if anybody is interested to form a small group to follow the veterans then telephone me and I will put you touch with other like minded members.

November 21st/22nd

Great Western Kit Car Show
Westpoint Exhibition Centre
Exeter, Devon, EX5 1DJ

This is the last show of the year and it is very chilly to drive an open top car, but a few brave souls do. Manda and I will be there on Sunday 22nd so hope to see you there.

December ???

S.E. Christmas Lunch

No date has been set for this yet but it is usually on the 1st Sunday of the month.

Bob Preece

Events Calendar 2009/2010

| <u>Date</u> | <u>Event</u> | <u>Contact</u> |
|-------------|-----------------------------------------------------------------------------------------------------------|----------------|
| 12-13 Sep | Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN | Info only |
| 18-20 Sep | Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX | Info only |
| 1 Nov | London ~ Brighton Veteran Car Run Start: Hyde Park | Info only |
| 21-22 Nov | Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ | Bob Preece |
| ?? Dec | SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey KT20 6EB | Bob Preece |

2010

| | | |
|-----------|------------------------------------------------------------------------------------------------|------------|
| 14-17 Jan | Racing Car Show (Autosport International) NEC, Birmingham B40 1NT | Info only |
| 2-3 May | National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ | Bob Preece |
| 2-4 Jul | NGOC NATIONAL RALLY Riverside Caravan Park, Tiddington Road, Stratford-upon-Avon CV37 7AB | Bob Preece |

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

Next issue: Dec 2009

Deadline for submission of articles: 14th Nov

Regular NG Meetings

Sheffield, Leeds, Yorks area: various meets & activities

(Dennis Roberts 01142 878515 - Phone for details)

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

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

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

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

The Six Bells, Warborough, off A423 Oxford/Wallingford

(Bob Morrison 01793 783105)

East Anglia area: various meets & activities

(David Edwards 01284 788118 - Phone for details)

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

The Club Room, Brooklands Museum, Weybridge, Surrey

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

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

(John Jewsbury 01622 890992 - Phone for current venue)

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

(Keith Baker 02380 864310 - Phone for current venue)

Cardiff (Sth. Wales) meet: by arrangement

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

The Brooklands Club ~ Monthly Natter Meeting Dates 2009

Sep 8: Oddments Identification Challenge, with Jazz

Oct 13: Motoring Quiz

Nov 10: Early Museum Tour & Remembrance Natter

Dec 8: Enthusiast of the Year Awards



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.heyfordleypark.co.uk |
| Kent County Showground | www.kentshowground.co.uk |
| Knebworth House | www.knebworthhouse.com |
| Lavenham | www.lavenham.co.uk |
| Mercedes-Benz World | www.mercedes-benzworld.co.uk |
| Newark & Notts Showground | www.newarkshowground.com |
| Popham Airfield | www.popham-airfield.co.uk |
| Riverside Caravan Park | www.stratfordcaravans.co.uk |
| Rougham Airfield | www.roughamairfield.org |
| Shrivenham | www.shrivenham.org |
| Stoneleigh Park | www.nac-stoneleigh-park.co.uk |
| Westpoint Arena, Exeter | www.westpoint-devonshow.co.uk |

Other Web Sites

| | |
|------------------------------------|--------------------------------------------------------------------------------------|
| Autosport Int. (Racing Car Show) | www.autosport-international.com |
| Greenwoods Exhibitions (L2B etc.) | www.greenwoodsexhibitions.com |
| Grosvenor Exhibitions (Stoneleigh) | www.grosvenorexhibitions.co.uk |
| Hampshire Pageant of Motoring | www.hpom.co.uk |
| 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 |
| West Midlands MG Owners Club | www.mgocwestmids.co.uk |

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

NGOC National Rally Report

30-Years Celebration Rally

Well – what a super weekend! Great site – fantastic weather – brilliant crowd of NG enthusiasts and their families and, to cap it all, Nick Green himself to present the awards on Sunday afternoon.

Before describing my thoughts on the week-end, I would like to say a big thank-you, on behalf of all who attended, to the members of the committee and others who were co-opted to help, for all their work in making the event such a success.

Our chairman, Peter Clark, kept us nicely focussed during the week-end and did his usual excellent job as MC during the final ceremony. Peter thanked everyone for their efforts, but it's easy to forget that Peter himself deserves a big vote of thanks for his contribution to the event and to the success of the club as a whole.

Planning for the rally started back in August last year starting

with negotiations with the site owner for exclusive use of the 2 camping fields for our event. The club made a commitment to pay for all pitches for the Friday & Saturday nights which meant that, had no members been prepared to camp, we would have had to pay the site fees from club funds. Thankfully, the usual number of keen campers turned up and it was great to see so many families camping with young children. In fact, we filled the site nicely without over-crowding and collected sufficient fees to more than cover our commitment. The discounted camping rate of £10.50 from £15 per night was also welcome & many thanks to our hard-working treasurer Sue Stretch for collecting the money & making the sums add up!

Donna & I travelled to the site on the Thursday afternoon to make sure that everything was ready for us and were pleasantly surprised to find that the grass on both fields had been recently cut and all the other campers had left except for one tent that was taken away soon after we arrived – must have been something we said!

Trust us to travel on the hottest day of the year so far. We left home at lunchtime (mad dogs & Englishmen) with the afternoon temperature predicted to reach 32°C.



The poor old NG struggled to keep cool and was just holding it's own until traffic on the A34 ground to a halt and we sat and baked in the sun. A hood would definitely have been an advantage - as a sunshade! Thankfully, there was a turn-off that we could take & we stopped under a tree to let the engine (& us) cool down.

On arrival at the site our hosts, Kevin & Serai, were very welcoming & we pitched our trailer-tent in the corner of the field nearest the farmhouse. Kevin had dictated this so that he could get at us easily in the event that our members might get too unruly during the weekend - must have had some bad experiences with large groups in the past!

It was so hot when we pitched the tent on Thursday afternoon that we couldn't find the energy to hammer in any pegs until later in the evening. As we hadn't had any spare space at all in the TC for food, we took directions from Dave-the-groundsman and headed for the retail park at Bicester and the nearest Tesco to stock up for the weekend.

After a humid night, Friday morning dawned cloudy and we had about an hour of moderate rain. After the rain cleared mid-morning we heard the unmistakeable sound of an NG exhaust approaching & were delighted to welcome Pierre & Mireille Sabatier. Pierre had taken the ferry to Portsmouth on Thursday and driven the rest of the way to Upper

Heyford on Friday morning.

From about midday on Friday there was a steady stream of arrivals preceded by our stalwart committee members and their spouses who all arrived early to help prepare the site. Jeff Stretch had made some warning signs for the rather large speed-bumps on the site and also some signs to make the entrance easier to find and Jeff roared off in his lovely TCV8 to position the signs.



One of our worries had been whether the site might be too small if we were to get a rush of last-minute entries, particularly on the Sunday. After some thought, and pacing the fields, we decided to err on the side of caution and site the 12m x 9m marquee in the main camping field thus keeping the overspill field purely for NGs. The downside of this was that the room for campers was reduced but in the end the compactness of the camping field seemed to enhance the friendliness of the event.

One of the key features of these



rallies is to set up a welcome-tent at the entrance to hand attendees a pack with all the info for the weekend. Bob & Manda Preece towed a large trailer behind their TFW8 with all sorts of items for the weekend including the club tent that was to be used for the welcome-tent. As always, a few willing volunteers soon had the tent looking ship-shape but hammering the pegs into the hard-standing was another matter entirely. Poor Bob Morrison had been having fuel-pump trouble on the way to the event so eventually Angela came on ahead with their estate-car to deliver the welcome packs. Bob later arrived with a fuel-pump that sounded louder than his V8 exhaust – definitely not a happy pump! It's worth saying a big thank-you to the people who gave up some of their weekend to man the welcome-tent – we'll try to get more volunteers next year to spread the load a bit.

I think we ended up with circa 35 NGs by Friday evening and more than 80 people enjoyed the excellent cheese & wine event - catered for by Mary Clark & Barbara Hoyle –



many thanks to them both for their kindness.

Saturday morning dawned dry and the hired BBQs were soon sizzling with bacon and eggs – nothing better on a sunny morning in the fresh air! During the day we had a steady stream of day-visitors and a few more campers arrived.

During Saturday, a number of people took advantage of the excellent treasure-hunt compiled and road-tested (several times!) by Bob



& Angela Morrison. People seemed to take anything between 1 and 4 hours to complete the run, depending on their degree of competitiveness or perhaps they were enjoying the wonderful scenery through the delightful villages, not to mention the scenic Oxford canal. Many thanks to Bob & Angela for their efforts in compiling the treasure-hunt & congratulations to George & Imogen Gate who were awarded the prize for the most accurate answers.



Early Saturday afternoon, Rick from Autoglym arrived with his large van full of goodies. Once the gazebo was set up, Rick asked for a car to use for his demos and somehow my son-in-law John's Renault Scenic arrived before the rest of us had even registered the question. The plan was to hold a number of interactive demo sessions and those of us who attended learned some useful tips on caring for our cars' bodywork. There were some good discounts on offer and Rick announced that he was pleased with the level of sales at the end of the afternoon.

On Saturday morning, Donna & Angela went to a large supermarket to shop for salad items and 'French' bread for the evening BBQ. A group of members then rallied round and spent a busy hour washing and preparing the food. Around 6pm the three large BBQs were lit and were soon surrounded by a keen bunch of DIY cooks. Everyone had been asked to bring their own food to cook on the BBQs, the club providing the salads etc.

With the meal finished, everyone sat around in groups in readiness for the quiz. Mike Bond had come up with a light-hearted quiz with (appropriately) 30 questions. Light-hearted it was, but easy it was not. However, the quiz was enjoyed by all and was completed, with much laughter, in a tie-break. The winning table won a prize that was so remarkable that I've forgotten what it was!

Other than the arrival of more NGs to view, the main feature of Sunday morning was the appearance of Tony Bryant of Raptorcare. Tony had been booked by the club to give a demonstration of his Wild Birds at midday and had turned up early to give people plenty of opportunity to view the birds and ask questions etc. The subsequent flying display was absolutely stunning, particularly the Peregrine Falcon. Because of the tree-lined site, the Falcon had to carry out some very spectacular tight climbing turns before diving flat-out for the lure that Tony was



swinging – truly heart-in-mouth stuff. Apparently, Falcons can reach a terminal velocity of 135mph when diving from altitude – amazing!

During Sunday morning we had a stream of day-visitors and all the campers and others who had stayed locally in B&Bs etc parked their NGs in the overspill field to create a stunning display. Peter Clark had worked hard to mark out four rows of cars and was on hand to make sure people parked carefully. In the



end, we had something over 60 cars on Sunday and a few more that had been present on Saturday but couldn't make the Sunday. During the morning a lot of members chatted around the cars and I'm sure many hints on modifications etc were passed from member to member.

Mark Staley was doing a roaring trade selling clothing with club logos – Donna bought a Beanie and was very pleased to have it during the torrential rain on the way home on Monday – thanks Mark!

By early afternoon the committee decided that it was time to hold the final ceremony and it was a very pleasant surprise to many members to find that Nick Green had arrived



to present the awards and chat to members afterwards. A list of the award winners has been given elsewhere in this issue – many congratulations to the winners.

During the weekend you may have noticed Roy De Boise taking video footage of all the activities and you may also have been approached by Kate to apply for a copy of the over-

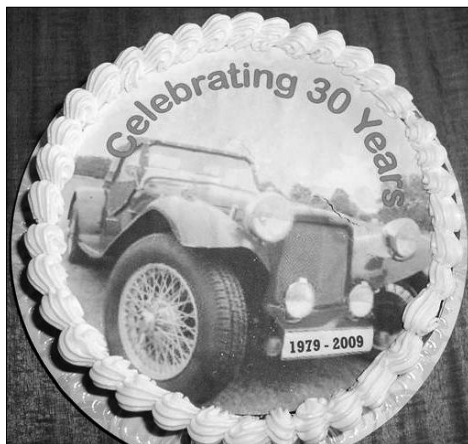
all DVD. As Roy explained on Saturday evening, all monies received for the DVDs will go straight to charity. We are certainly looking forward to receiving our copy.

On the subject of photography, Mike Peel was also taking lots of photographs but this time they were destined for the club's website. Mike, as the club's webmaster, has been very efficient and the photos were uploaded to the site within 24 hours of the rally – well worth a look at www.ngownersclub.org.uk.

A further topic under photography is the superb decorated mugs that Chris Humphreys produced. I am sitting at my PC enjoying a cuppa from one of the standard '30 years celebration' versions that Chris brought along to the rally & I know that some members have ordered a special version with a picture of their own NG on the side. If anyone else would like either version, give Chris a call or send him an e-mail – you won't be disappointed.

By Sunday evening most people were heading for home but a few of us stayed for Sunday night to make sure that there were no security problems with the BBQs, gas bot-

tles, tables and chairs – we didn't want a repeat of the problems after Billing last year.



Monday morning we packed our tents in the dry and waited until the marquee supplier arrived at 11:00. Unfortunately, we then had a very wet run home in heavy rain – maybe we should consider making a hood

for the TC sometime!

Finally, thanks to everyone who came along and helped to make the week-end the pleasant event that we have come to expect of our NG get-togethers. Please reserve the week-end of Fri 2nd to Sun 4th July 2010 as a provisional date for next year and we'll give you more details of the event in the next newsletter.

Happy NGing,

Paul Gray





Best TA
Robin Johnson



Best TC
Paul Gray



Best TD
Peter Elliot



Best TF
Jeff Yardley

Prizewinners 2009

Prizewinners 2009



**Best Henley
Peter Towner**

**Concours Cup
Don Steen**



**Cheetham Cup
Paul Deedman**

1

2

**Peacock Trophy
Paul Gray
Editor's Cup
Greeba Padbury
Furthest Distance (1)
Pierre & Mireille Sabatier
Treasure Hunt Winners (2)
George & Imogen Gate**



Members' Letters & Articles

Letter of thanks 1 What a weekend!

We had been away all week down in Somerset in our NG enjoying the chance to have some open top motoring for a change. We had somehow managed to avoid the rain and the sun continued to shine as we headed north towards Oxfordshire on the Friday morning. If only it could last for the entire weekend we thought. Well I don't need to tell you all how the weather went. It was glorious. We even travelled all the way home on the Sunday minus the hood. That for us is a rare occurrence.

The main reason for this note is to record our vote of thanks to the organisers of the weekend. The location and the amenities were superb (apart from those b****y speed humps). To have the entire site to ourselves was just amazing and to be able to keep everything together; i.e. the campers and the cars and still have space to erect a marquee and three BBQ's made in our opinion the best site we have attended. I must also record a vote of thanks to all those who voted for our TF. To be judged by fellow NG owners, from whom there can be no more critical acclaim, I feel truly honoured. Then to be presented the trophy by no less a person than Nick

Green has to be an added bonus.

We have for the past ten years enjoyed the friendship and camaraderie of the NG Owners Club. All we can say is thanks again for a great weekend and long may it continue.

Susan and Jeffrey Yardley

Letter of Thanks 2 Great weekend!

It was hard to get round and thank all those of you who must have worked so hard to give us such a great weekend at Upper Heyford before I left. It really was an exceptionally well organised and enjoyable weekend, so I'd like to thank all the committee and others who made it so via the magazine. 52 cars was a very good turn out and the good weather added the finishing touches. I don't get to as many meetings as I'd like, but always feel very warmly welcomed by the good friends I've made in the club over the years. Let's hope the reports encourage more to make the pilgrimage another time.

Best regards and thanks again to you and all our hard working organisers.

John Coker

Letter of Thanks 3 NGOC National Rally

A big thank you for making Jackie and me so welcome on our visit to the site on Saturday.

Although I have been a member for many years, up to now I have not attended any meetings because my NG TA (1989/90 kit purchased by me in 2000 still in kit form) is yet to make it to the road, and I felt that I could not really participate without the car.

However, on Saturday we had a clear day unexpectedly and decided to visit the NGs and we are really glad we made the effort. Everyone was so friendly (I was even persuaded to buy a polo shirt!) and it has renewed my determination to finish the build even though I now have IVA to add to SVA.

Happy NGing.

Andrew & Jackie Clements

Letter of Thanks 4 National Rally July 2009

For the first time since Colin joined the NG Owners Club in 1992, I was unable to attend the Sunday of this year's national rally. What a lovely surprise I had when Colin returned home on the Sunday afternoon with a huge cup, for ME!!! for the very tongue in cheek Editorial I wrote on our return from Le Mans last year.

I was overcome with emotion as Colin presented the cup to me with great aplomb, speech and everything (I jest), he actually said "this is for you!!" Anyway I deviate. I would like to thank my public for voting for me (oops sorry thought I was writing my speech for the Oscars!!!) but I really would like to say thanks very much to all for the cup and to say to all the girls in the club that we don't have to be mechanically or technically minded to put pen to paper to make it readable.

What I would really like to do though is to thank everyone in and out of the NG Owners Club committee who work so very, very hard to put together such super events and that all you do is really appreciated. I had such a lovely day on Saturday, the weather was surpassingly good, the company as always was excellent and it was so nice to catch up with people who we don't see very often, all the children (including mine) were so very well behaved and such good fun, it was a thoroughly enjoyable day. So once again thank you all (you know who you are) very much.

With love

Greeba Padbury xx

Driving the Nordschleife

The SG7 Kitcar Club are a friendly bunch who take a pleasure in driving their cars all year round, and when

they suggested a visit to Nurburgring for a trip around The Ring I was up for it. Over Christmas I casually mentioned my plans to our eldest son, Andrew, and suddenly I had the pleasure of a passenger. There was never any doubt about reliability as the TF is based on a well proven design.

July 2009 arrived, and the sun blazed down when our little group, consisting of Stephen Altwasser, Steve Adams, and Ian & Carol Johnson (in Robin Hoods), John & Andrew Hamilton-Smith (in an NG TF), and Hugh Bailly (in a Range Rover) met up at Dover. The Norfolk Line ferry crossing was calm, and shortly after docking we drove out into the French countryside, stopping briefly near Vimy Ridge at the huge portal to the Cabaret Rouge cemetery where over 7600 British soldiers lie buried from the Great War.

Following a pleasant night's winning and dining at our first hotel at Charleville-Mezieres we drove off into the dark thick forests of the Ardenne. The Europeans simply loved our cars, and by Bastogne we became accustomed to people smiling and waving as our convoy passed by. On the far side of town we visited the massive US Mardasson Hill memorial to the Battle of the Bulge, climbing to the top for views of the surrounding countryside. The weather started to change, and we continued forward in a brief shower of light rain, entering Germany at



Dasbourg Bridge. That afternoon we arrived at Hotel Wilhelmshone in the Eifel Mountains where we were warmly greeted by Jacqueline Miller, the owner, and lined up for a group photo.

Though tired from the journey, we couldn't wait to motor the fourteen short miles to the Nordschleife to check the place out and possibly slip in a quick circuit in the warm evening sunshine. As we pulled into the trackside marshalling area we heard an ambulance rush out, to find a Porsche had just sideswiped a BMW M3, writing both cars off. The wreckage covered a large area and the marshals were forced to close the track for the rest of the day to clear things up. Whilst the ambulance took the drivers to hospital, a friend of one driver entered the control office to hand over documentation for copying, and it is safe to assume a hefty bill from the circuit authorities would be handed out to the culprit.

The following day was spent motoring through picturesque villages along the Vulcano Route in the Eiffel



mountains, taking in the two beautiful medieval castles of Mandersheider along the way. That evening we returned to The Ring in perfect weather, where Stephen Altwasser, Steve Adams, and John & Andrew Hamilton-Smith decided to go for it. We bought our tickets, passed under the control barrier, and were off. The Ring is a beautiful, thickly



wooded circuit, with a gradient range of 1000ft, and the 20km dash through the steep hills and blind summits, tyres shrieking at every twist and turn was a memory for life. For a few hundred metres we initially picked our way through coned chicanes and a short section of the Grand Prix circuit, before

turning onto the track proper where we soon settled down to the exhilaration of it all. At the 9km mark we had a brief glance of spectators from the Cafe Bistro waving at us as our cars sped by, the sound of our exhausts reverberating from the adjacent forests. Around the 13km mark we entered the Carousel, our offside suspension compressing alarmingly as we turned the tight left hander. At the 16km mark we rushed downhill to the two hard right handers, vaguely aware of spectators waving at us from the overlooking grass banking before blasting uphill again. By now we were hooked, and understood why drivers love the circuit. Just after the 18km there is another tricky section of curves before entering the home straight, where each of us let rip as we raced for the finish. All too soon we were parked back in the reception area adjacent the Grune Holle restaurant, all 174 corners behind us, with the biggest smiles possible.

The next day was wet, and whilst Andrew and I drove to Eltz Castle hidden deep in the Mosel Valley, the



others decided to visit the pretty town of Cochem. That evening, Ian & Carol Johnson and Hugh Bailly returned to The Ring and ran the Nordschleife in their cars. That night we enjoyed a great meal in a pretty restaurant at Schonbach, and opened a bottle of bubbly to celebrate, followed by the usual bottles of red to wash it all down. Photography or video is now forbidden from cars on the track, disobedience leading to an instant ban from the circuit. Back home, I later found the track webcam had captured our TF lining up for the start, which was a consolation.

The following day we headed back through the beautiful Eifel, having bought our Nordschleife bumper stickers to advertise our efforts. The journey home was superb, our cars variously taking turns to lead the route forward, confident in the knowledge that Hugh's Range Rover was defending our rear from excited locals trying to get too close. We arrived in Louvroil far too early for supper, and so we strolled into a little bar where we started talking to Patrick Collignon, to find he was the local reporter for the Marie's Office. Patrick's interest in our cars led to a photoshoot with the Lady Mayor in the town square the following morning. A large percentage of the town had heard of us and turned out to wish us well, which was really kind. Later, Patrick was to electronically

forward the write up in the Louvroil's weekly paper. He told us that we may well get a mention in Louvroil's website later in the year.

At Eperlecques we visited the Blockhouse in the forest where V1 & V2 rockets were to be built and launched against London, and listened to commentaries of the construction and eventual destruction by Barnes Wallis's "Tallboy" bombs. The final day we drove east from our Hotel and visited the Dunquerque beaches. It was low tide and we stood beside what little remains of the paddle steamer 'Devonia' deliberately beached during Operation Dynamo. A little to the west we could see the remains of "Crested Eagle" where in May 1940 more than 200 troops perished on board.

Our last meal together in France was spent eating fresh shellfish in a little café nearby, before returning to the port for embarkation home. We said our goodbyes as the ferry berthed at Dover, all agreeing that it had been a great journey in super company. But then it's not so surprising that we all got on so well together as the SG7 Kitcar Club, like the NG Owners Club, consists of a really friendly bunch. Let's hope it's not too long before we are off together again.

John Hamilton-Smith



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A First Trip to Le Mans (Part 2)

Day 3 The Loire Valley

"You will be fed up of cars" my friends warned well naturedly... and I thought that this might be the case, but fortunately there are other things to do within a short drive of Le Mans. Of course, other NG owners might have thought us rather strange when we said at breakfast that we were not going to the race course that day but we had a quest... we were off to find the vineyard that our waiter had recommended. What did we have to go on... just the name of the vineyard from the bottle - it was like a treasure hunt!

So with the roof down and the

sun shining we set off. Our biggest challenge seemed to be getting out of the city but we were soon on our way without too many disagreements between driver and navigator! We drove to Saumur - a lovely town on the Loire and parked up to enjoy a delightful lunch outside.

A quick visit to the Tourist Office and we had directions to the



vineyard.

"How are we off for fuel? ", I asked mindful that we had not refuelled since leaving home. "Fine" was the response "and there are always the two spare cans". I looked at the fuel gauge sceptically but as the navigator what more could I say? And we set off through the leafy lanes past vines to try to find our goal.

8 kilometres out of Saumur we found it – a vineyard that had been donated to the local hospital which was still the recipient of any profits made from the vineyard. A walk around the vines and tasting in the cellar and suddenly the TD was filled with cases of wine. Again I was surprised at how much can be fitted into a TD, as was the manager of the vineyard!

So with a fully laden car and a cheery wave we set off... and came to a sudden halt at the gates of the vineyard. The manager came towards

the car as Dave cheerily got out saying, "it's fine – I have spare fuel just in here" and started unloading the 6 cases of wine he had carefully packed... and EVERYTHING else from the car... but the cans were not there... they were still on the garage floor at home! I walked off to control the hysteria that was threatening... they say pride comes before a fall but only Dave could talk about his spare fuel and then run out at the gates of a vineyard where he had just spent a small fortune! The manager came to our rescue, finding some fuel otherwise destined for her son's quad bike! A little less than 2 litres but it got us to the petrol station in Saumur!

Back to the hotel, a nice meal with a cheese board to die for and to bed setting the alarm for 3am to go out to see the sun rise over the racecourse!

Day 4 Racing at Le Mans

...to be continued

Liz Cooper



Dave's comment:

What Liz didn't say was that after we ran out of fuel at the vineyard we only just made it back to Saumur for fuel. I knew from calibrations that the original NG tank holds 43 litres with 40 Litres useable. The pump read 39.999 litres after filling up. We were that close to running out a second time in the next few hundred metres.

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Findhorn NGs for sale

We understand Findhorn Cars currently have 4 cars for sale. If you are interested please contact Findhorn direct on:

01730 823647 or e-mail office@ngcars.co.uk

**Metallic British Racing Green NG TF £9000
(KCR314L - ex demonstrator)**

Claret NG TF with doors £8000 (TGC72L)

Claret NG TF without doors £7500 (TBK225J)

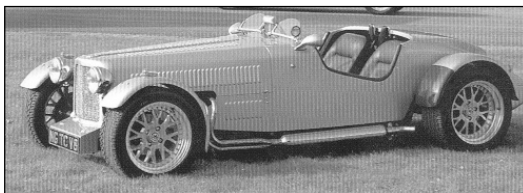
Red NG TD (3.5L V8) £10,000 (AOW203A)



Findhorn Cars Limited

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Petersfield, Hampshire
GU32 1QN

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All NG parts supplied
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The Damn Blisters March

I have received an email from Mr Phil Pelling informing me about the Damn Blisters March.

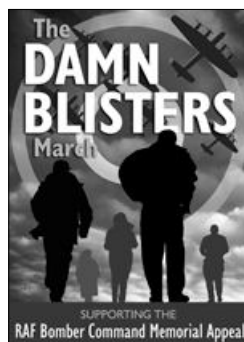
"You will see from the little logo below that I am setting up an event next year to gain support and awareness for the memorial appeal for RAF Bomber Command. The intention is to walk approx 750 miles around some of the airbases used in WW2. The event is hoped to start from Scampton Airfield on 16th May 2010 - That is the date and the place from which the Dam Busters flew. We are hoping to get some publicity through the Daily Telegraph, amongst others, who are supporting the appeal."

He continues by commenting about the attraction of unusual vehicles (30s/40s sports cars) to such events and wonders whether any member would be interested in swapping their NG for his 1972 Triumph Spitfire (as he says "great name but wrong period"). I thought it more likely that a few NG owners would be willing to attend some of the airbases on the Damn Blisters route to help support this cause.

The march is likely to take place between mid May and mid June and there are likely to be 'Saturday' events at airfields along the way. Phil will pass on further details in due course as they become available but have a think whether you may be interested in attending an event (if there's one near you).

Oh, and if you do want to swap your NG for a 1972 Spitfire, let me know and I'll put you in touch!

Chris Humphreys



Book Review

Under My Bonnet

Author: G R N Minchin

ISBN:

Publisher: Motor Races Book Club

G T Foulis & Co Ltd

Supplier: A present from Liz

Price: Check e-bay, Amazon or ask Liz

Physical size: 214x 132x 18mm

A change from technical books I thought must be due so for this review I have chosen a collection of 25 motoring stories compiled with the title "Under My Bonnet". The book was completed in 1950 at Cannes and originally available only to Motor Races Book Club members.

The collection is a series of anecdotes from the Authors and his associates motoring experiences from the first five decades of motoring and motorcycling. Twenty thousand miles were covered during writing, starting at Mont Dore in France, continuing in Cannes, sailing from Naples to Egypt, continuing via the Red Sea, then to Zanzibar, and to the great Veld of South Africa.

30 period illustrations and photos

accompany the tales, some showing the most horrific motoring accidents after excessive speed in open pre 1930 cars. All, as one would expect, are black and white.

The front cover reproduces a letter from a frustrated customer of the LALLY Company, Dealers in Plumbing supplies, Ironmongery, Automobiles and Undertakers!

To Mister Lali House

San Leandre, Cal. Aug 2, 1911

Dear Fren;

I get tha valva witch I by frum you alrite but why far gods sake you doan send me no handel. wats tha use tha valva when tha ortomobile she doan have no handel to start her. i loose to me my customer sure ting you doan treat me rite, is my money not so good to you as that otha folks. i waste ten days and my customer he holler for his ortomobile like hell but cant do noting witout handel. you send me tha handel pretty queek or I send her back and I goan order some handel from kraine companee.

goodby

your fren

Antonio Scalaminia Dutra

since i rite these I find that god-dam handel in tha box excuse to me.



The first story "The Dawn of an Era" dates back to the authors childhood memories with, I feel, slightly dubious claims as to having been kissed by Queen Victoria as a babe in pram whilst in Windsor Park, faint memories of seeing a motor car in Egham preceded by man with a red flag and sightings of early cars, few and far between in 1897 just after Queen Victoria's Diamond Jubilee.

Chapter 8 "Information has been laid that you did unlawfully..." is my favorite, which tells three prosecution tales following summonses where motorists engage the services of a certain Mr. T.W. Staplee-Firth KC, who besides being a brilliant lawyer is a motoring enthusiast and delights in finding loopholes in the law and setting about making ridicule of police and magistrates alike who are ardently against the motor car and its disturbances. Crossing swords with them and then having made complete fools of all prosecutors within the court the cases were dismissed. Police persecution is described as active and venomous.

Chapter 20 "A town called Le Mans". This tale reminded me of my trip with Liz and other club members to Le Mans last summer, but Disaster strikes at the 1927 event. Evening is emerging from dusk. The author and a friend are walking across fields of crops to get close to the race course near the white house to watch the cars approach

when they hear a crash, seconds later another and then another. They are the first on the scene and frantically flag down fast approaching cars. The story of the famous white house crash unfolds, the author one of the only two witnesses.

I'll save the rest of the drama for you.

Once I became accustomed to the frequent name dropping of the rich and famous of the era and the slightly pompous narration I found the book a thoroughly enjoyable read, giving lots of insight to long past motoring exploits threaded with mischief, adventure, tragedy and madness.

Dave Holland

LATE ADVERT - For Sale:



NG TF 1800. 2 Seater with lockable boot. Build history available at <http://www.ngbuild.co.uk>. Beautifully finished in Renault Xerus grey Metallic paint, with port interior with walnut dashboard and steering wheel. Hood included. Taxed as historic vehicle so no annual road tax.

SVA'd in April March this year, first time pass. Build diary included along with all documentation, wiring diagrams etc. etc. Price due to moving jobs and re-location. £6995. All receipts available to show significantly more than that spent on get-

ting the car to the final condition. Just needs a spare wheel to finish her off nicely.

Tel: Peter 01530 274575

Mob: 07970 449528

E-mail:

peter@pbambrook.fsnet.co.uk

New Members - Welcome

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

You will be joining one of the most friendly car clubs around!

Ed

MR MARTIN TYLER-BENNETT (1435) (TF)
CALVERT GREEN BUCKS

CAPTAIN DAVID KAIN (1436) (TA)
ST KEVERNE CORNWALL

MR JEFF ROGERS (1437) (TD)
GUILDFORD SURREY

MR DAVE HOLLAND (1438) (TA)
ALTON HANTS

MS ELIZABETH COOPER (1439) (TA)
ALTON HANTS

MR ALAN JOSEPH (1440) (TF)
ILFORD ESSEX

MR NIGEL CHRISTIE (1441) (TF)
LEIGH WORCS

MR DAVID BROWN (1442) (TA)
WALKER BARN MACCLESFIELD

MR DAVID WILLIS (1443) (TF)
SOUTHAMPTON HANTS

MR CHRISTOPHER HAZELL (1444) (TF)
COLCHESTER ESSEX

DR CHRIS HULBERT (1445) ()
MALPAS CHESHIRE

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

I have had a bit of a clear-out and have the following items for sale:

- 1 x Butler 'flexible' **map-light**. The iconic 60's/70's dash mounted map light. 20" flexible, chrome stem.
- 1 x dash-top, **rear-view mirror**. It was in my TF, but I have fitted a taller one, to give me a clearer view over the spare wheel. Good glass and chrome and would polish-up pretty much as new. Mirror area 5"wide x 2" high. Overall height 4.25" £12.00 (New price for similar £23.45)
- 1 x Thor **wheel hammer**, copper and hide. The hide end is a bit knocked about, but perfectly usable and bags of life left in it yet £10.00 (New price on Amazon £17.62)
- 1 x Hella **reversing light**. Perfect working order. Black ABS body. Universal mounting bracket. £5.00
- 1 x **Battery isolator switch** with key. £2.50
- 1 x Original push-button **Radio-mobile radio**, £5.00

P&P on any item, at cost, by prior

agreement.

Tel: Geoff Fry 01225 811099 (H) or 01225 811055 (W) Bath area



NG TF. 1986 built, colour Guards Red. Hardly used for the past 7 years but kept in dry garage and maintained during storage. Cabin refurbished some 5 years ago with new upholstery, carpets and boot space enlarged from normal. Standard MGB engine refurbished with new piston rings, shell bearings, cylinder head fitted with hard seats for unleaded, complete new clutch and thrust bearing. Also has full tonneau, half tonneau and original tan hood, new battery, and will be MOT'd before release to a buyer. Car in full working order. **£6000**.

Tel: 01252 652878 (R Clark, Original builder and one owner). Fleet, Hampshire.



NG TA 1800. 1966, MOT 'till July 2010, taxed 'till June 2010, tax free. Overdrive gearbox, translucent paint, new hood, front and rear bumper, tow bar, new rally seats. Also trailer and lots of spares. **Best sensible offer** – must go due to medical problem.

Tel: Sid 07759 691529 (East Sussex)



Perfect **starter kit** for you to build a fantastic **NG TC V8**. New powder coated TC V8 Chassis with John Hoyle IFS & IRS system, Wilwood brakes, diff and steering rack. Sale also includes a brand new powder coated Rover LT77 gearbox (inc remote & gear lever) with bell hous-

ing, new Holley 4 barrel 4150 carb & fuel rail. Other parts included are the propshaft, brake hose kit & chrome plated wire mesh grill. **£3400.** Please contact Andrew for more details.

Mobile: 07801 881181



NG TF V8, Black with Minilite alloys. Correctly registered and tax exempt. 3.5 litre engine with Rover 5 speed box. 4 choke webber, mal-lory distributor, fully adjustable front suspension, hood and side-screens, very low mileage since build. **£8500.**

Tel: 01234 822374

NG TD Roadster. MGB based 1800cc, red with black hood & ½ tonneau. Correctly registered, tax exempt. New radiator, Kenlowe fan, re-built brakes, new tyres, hood & side screens. Re-upholstered front seats, overdrive, new battery, MOT. Agreed valuation £6000. £5500 ono. Tel: 01843 865170 (Broadstairs, Kent)

NG TD Based on 1971 MGB. The car was built in 1991. It comes with



overdrive on third and fourth gears, and has a JVC stereo radio cassette player fitted. Every year I promise myself more use out of the car, sadly this just doesn't seem to happen, hence the mileage of only 5000 since the build. It's MOT'd until September and is tax exempt. The car is in very nice condition. I'm looking for an offer in the region of **£4700**.

Tel: 02392 370080 (Portsmouth)



NG TF luggage/boot rack. New and unused, made of 316L stainless steel, Tig welded, 4 pivot points secured by A4 s/s wing nuts give access to the spare wheel. Rubber anti-vibration, & stainless washers plus nylock nuts all supplied for rack fix-

ing. **£185**

Tel: Eric 01634 861608 (Medway)



NG Pastiche Henley. Body in burgundy with cream wings. Donor car was Cortina Estate, 2 litre engine with Kent cam. Wire wheels, aero screens. Needs tidying, no MOT, on SORN for 2 years, engine good, runs well. Owned for last 5 years. I paid £2500 - hence **£2500** (will haggle).

Tel: Bob Wooding 01234 211782 (Office hours)



NG TF 2.0 Sierra. Excellent car with low mileage but unfortunately kept outside for a long period of time. Stage 1 tuned vehicle, dual Webers, non PQ plate. Present owner ran for 1 season but due to business pressures it has stood idle a long time. When running, it is a

lively and exciting vehicle that is always noticed and admired. **£2000** ono, buyer collects, vehicle in Salisbury, Wiltshire.

Tel: Before 5pm: 01794 885790 (Nyssa)

After 5pm: 01794 884663 (Shaun)



NG TF built '98, correctly registered, tax exempt, MGB-based, excellent metallic burgundy with black interior. Safety features include dual-circuit brakes, roll-over protection & head restraints. High torque 1950cc Oselli engine (Jan '00), unleaded & balanced, with 4-synchro g/box & o/drive. 72-spoke 15-inch w/wheels, tow-bar, hood, full & half-tonneaus, hinged side-screens & lockable boot. Build-record & all receipts available. Cost in excess of **£14,000. OIRO £8500.**

Mobile: Nick Beaton 07903 008024 (West Yorks)

E-mail: nickbeaton966@btinternet.com

Motor Magazines - "Motor Sport" 1979-1995 complete except 6/87 to 12/87. Also 5/78 to 12/78, 1/96 to 3/96, 7/96 to 12/96, 6/97 and 9/97. "Automobile" 6/86, 3/87 to

6/87, 10/87 to 12/87, 2/88, 8/88 and 1990-2008. Price **£6** for complete years (buyer collects) or **£180** for whole lot (buyer collects).

Tel: 01483 225447 (Ripley, Surrey)



Four octagon heavy chromed spinners to fit MG/NG wire wheels plus spanner, **£40.00** the set. They are SVA compliant and can be described as new, having completed only one journey. If any interest shown, I will have to make enquiries regarding the cost of post and package, the items are located at Lichfield and of course anyone would be made welcome should they wish to collect personally. Contact John Williams. Tel: 01543 263204

For sale due to bereavement. **Unfinished NGTF** kit car. All major components required to complete the build are here with the exception of the seats, some soft trim and the original dash. Donor car log book included. Chassis assembled. s/h wire wheels and hubs in good condition. The engine has been re-machined throughout and re-built.



Body complete, as new and unpainted. All invoices available and totalling 5K. Offers invited in the region of **£2500**, buyer collects. Vehicle currently in Yateley, Hants area.

Please contact for further details.

Tel: 01455 212679 evenings

E-mail: ericweight@btinternet.com

Wanted

Speedometer for use in my TDV8; my current one under reads for some reason, 30mph when I am doing 50mph!

Tel: Doug Hand 01883 380803

Work: 020 8315 2842

NG TF sought. I am looking for an MGB based car with 1800 engine and TC. It is important that it is correctly registered with tax exempt status and recent MOT. I would prefer very low mileage, BRG, full weather gear and overdrive. Will wait for the right car and travel to view. Details with pictures please to Chris Hulbert.

E-mail: dymers.farm@btinternet.com

Wanted 1800 Marina donor gearbox

I have had the pleasure of owning an NG (TA) for five years and now I find myself in need of a **donor gearbox**. An 1800 Marina gearbox would be ideal; however, it must be in good order mechanically with REVERSE gear intact, (as this was the failure leading to this request). I understand that these gearboxes were a bit fragile esp. reverse gear but I am hopeful. I am

situated in Cornwall and am happy to travel reasonable distances to view.

Tel: (David) 01326 280309

Fold-down windscreen for TF/TD. I have just purchased an '82 built TF, which has the standard windscreen with the lift-the-dot hood fasteners. I want to convert to fold-down screen and aeros. (As per my previous TF). Does anyone have a fold-down screen they would like to sell? Please contact Geoff Fry.

Tel: 01225 811055 (Office)

01225 811099 (Home)

Mobile: 07802757685

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

(David Glinn Davies)

Tel: 01639 768049

E-mail: davies352@ntlworld.com

Club Products & Regalia - available from Mark Staley

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

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

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Beanie (navy)

£7 + £1.50 p&p*

*p&p charge up to a maximum of £6.00

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

Club Literature - available from Chris Humphreys

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

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

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

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

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or check the website for my new address

Ed

the magazine of the NG owners club