

CHANGINGGEAR

SEPTEMBER 2020



National rally 2019

The NG owners club magazine

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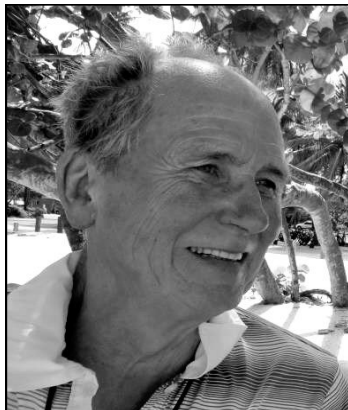
Front cover

A view of the
National rally
held at Riverside caravan park
Stratford-upon-Avon June 26 2019

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CHAIRMAN'S LETTER



Hello Everyone, I hope that you and your families have kept safe throughout this strange and worrying period, and will continue to do so despite the minority that want to spoil it for us by not taking the care that they should. It seems a long time since we published the last magazine, although we did manage an A4 newsletter as lock down happened back in March.

Some of you may wonder why we have not been able to print another mag as so many printing businesses have been able to work right through this period. Our mag is printed by the reprographics department of a local college and costs the club approximately half of what it would if we went elsewhere; unfortunately the college has been closed..!!

Facebook has been doing a great job keeping members in touch. Many cars have changed hands over the last few months so new owners have been able to use Facebook for help in understanding and upgrading their new acquisitions, as well as existing owners who have taken the lock down opportunity to carry out maintenance and upgrades on their own cars. As the lock down measures have been relaxing it is obvious that many of you were desperate to get out in your cars, perhaps more than you would normally. Thank you for your posts and photos which I am sure has encouraged others to spend more time "playing with their NG". Maybe small groups of you will get to meet up and enjoy each other's company over the next couple of months. Check out what John Watson has to say about future events.



Barbara and I have taken the government/experts advice very seriously, we have been meeting up with friends the last few weeks but only in very small groups outside and socially distanced, fortunately the fantastic weather has helped (certainly in the south east). Time seems to have passed very quickly as we have both had our hobbies to catch up on. I have almost finished building a working model of an Edwardian steam boat, 45” long, 1/12th scale, an awful lot of woodwork, each piece having to be individually cut and shaped from plans. It would have taken me much less time to build an NG or two..!!

Many of you must have interesting stories to tell of your own lock down, so don't be shy, write them up and let Jeff, our editor, have them.

Let's hope that the current situation does steadily return to NORMAL, whatever that may be, but don't let it stop you getting out in your cars, still lots of good weather to come.

JRH

“Race cars are neither beautiful nor ugly. They become beautiful when they win.” —**Enzo Ferrari**

“I couldn't find the sports car of my dreams, so I built it myself.” —**Ferdinand Porsche**

“Good cars get you from point A to point B. Great cars... Well they just get you in to trouble.” —**Unknown**



Events Secretary's Notes

Hello fellow NGers. About now I would be reporting on the success of our National Rally, waxing lyrically over my first visit to the Caux Retro in France as well my fourth trip to the Nurburgring Historics Grand Prix. Instead I can only boast of the occasional trip to Waitrose in BOW and more recently further distance trips in one or other of my NG's.



There is very little that I can add to our chairman's notes. Whatever else happens in years to come, we will not forget 2020! And thankful not to be numbered with the 45,000 who have lost their lives in the UK to Covid so far.

Just about all the plans we had for this year, NG wise, have been dashed and so our thoughts are turning to next year, the 40th anniversary of the NG club. Even this planning is tempered by the uncertainty of how the management of Covid restrictions will play out in 2021.

Regarding our events diary with the exception of the 2021 National Rally currently booked at our usual venue Riverside, Stratford-Upon-Avon between 25th and 27th June, the canvas is bear. Sue Bolton has booked the usual Hotel for the South East Christmas lunch on 6th December, subject of course to the Gov. guidelines nearer the time. For those interested, Sue is your contact. However, as restrictions are lifted we hope to see more vehicle exhibitions, shows, village fetes, and local rallies come on



stream. I have to leave it to individual members to identify these and act accordingly. Hopefully we can fulfil our early idea of for the 40th anniversary of the Club by organising specific NG social visits to food and drink places across the UK.

In the meantime slow progress is being made to complete the 40th NG Anniversary edition of Transport Museums visited along with the history of the NG. In reality we visited 30 transport museums last year, the balance of 10 are being described based upon information available in the public domain rather than the expected second quarter visits to complete them this year!

The lockdown has meant long spells with my wife, Jane. I thought I would share my secret for remaining in a harmonious marriage. Two simple words.....'yes Dear'

A DATE HAS BEEN MADE FOR THE
NGOC
Christmas Meal
6th December 2020
REIGATE MANOR HOTEL

HOWEVER, IN VIEW OF THE CURRENT SITUATION A DECISION WILL BE MADE TO PROCEED OR CANCEL DEPENDING ON GOVERNMENT GUIDANCE AND WHAT WE CONSIDER TO BE THE BEST FOR THE PROTECTION OF OUR MEMBERS.

IF YOU FEEL YOU WOULD LIKE TO ATTEND PLEASE REGISTER YOUR INTEREST WITH SUE BOULTON ASAP

rayboulton744@btinternet.com
WE WILL UPDATE YOU ACCORDINGLY.



EDITORIAL

When August was just a week old it was time for my NG to undergo its annual MOT. This gave me the opportunity to check how many miles I had clocked up since the previous one.

A grand total of 361. All of these were done at the back end of last year before I took the car off the road for the winter. Yes, I'm shamed to admit that I am one of those fair weather drivers..

I'm in awe of all you TC owners. At least when the weather changes for the worst I can get covered up and keep going. It also gives me the opportunity to fix any problems that have arisen during the summer.

I got to thinking that apart from the good old BBC news I really have no idea what its been like during the current crises for all you fellow NGers living outside the UK.

Perhaps you'd care to send me a note as to how you have spent the time and I will publish them in a future edition.

Thanks



MEMBERSHIP

Please note that membership renewals were due on Jan 1st. If you have not already renewed then please either send your subs to Bob Morrison or pay by bank transfer. Details are on the club web pages. Thanks.



New Members - Welcome

We are always pleased to welcome new members.
Membership Fee : £15 per year (reduced if you join mid-year).

Membership includes quarterly issues of ChangiNGear and some Insurance Companies offer reduced rates for NGs. Most of all you will be joining one of the most friendly car clubs around !

Contact Bob Morrison, Membership Secretary — details inside front cover

The following have recently joined the ranks of NGOC :

Chris Hollier, 1663, Norfolk

Dean Reardon, 1664, Cornwall

Mark Reay, 1665, Somerset

Richard John Pettitt, 1666, Hants

Carolyn Keeling , 1667, Derbs

Mark Sadler 1668, N. Yorks

Robert Edwards , 1669, Wales

Marc Van De Jagt, 1670, The Netherlands

Contacting Bob Morrison ?? at rmorri1847@aol.com

Bob is often out of the country on business for periods of time and may not be able to access his emails. It may thus be helpful to copy emails to Angela at angela@bobmorri16.plus.com

ChangiNGear welcomes these new Members and hopes that they will get out and about in their NGs and meet many others NGers.

We look forward to hearing from you in due course with 'your news' to publish in ChangiNGear

- Thank you and Welcome :Jeff



Treasurer's Report

NG OWNERS CLUB ACCOUNTS to 31st December 2019

Teresa Goodbun

I am pleased to present the Statement of Club Accounts as shown below

Bank Balance

as at 1st January 2019 **7887.76**

INCOME

Subscriptions	3568.32
Club Product Sales	534.90
Advertising	290.00
National Rally Fees	1574.00
Donation	30.00

EXPENDITURE

Stationary	129.37
Printing	851.20
Postage	779.47
Trophies - Prizes	372.99
Club Equipment	213.24
Club products— Regalia	296.64
National rally	3178.38
Public liability	274.00
Misc. expenses	121.00

TOTALS **6097.03**

6216.29

Bank balance 7768.50
31st December
2019

13984.79

13984.79



The Best NG 'Story'

Who will be the 2020 Winner ?

There's Nothing like a Good Story !!
So where are they All ??

Your 'story' should be between 500 and 2000 words, to include pictures/photos to suit, and should have it's focus upon NGs, NGers, or NGING.
The 'story' may be historic or current, factual or fictitious and will be judged solely upon it's entertainment value.

Ian Clark will judge the entries prior to the next Annual Rally
Entries by email please to [ChangiNGear at ngoceditor@gmail.com](mailto:ChangiNGear@ngoceditor@gmail.com)

Insurance tailored around you and your NG

At Adrian Flux we have over 40 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 916 1288** compared to online.



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*Been anywhere or done anything ‘ ‘ newsy’ ‘ in
your NG ??*

*Or have an entertaining Story to Tell ??
Please send a few words and pictures for
ChangiNGear*

***Contributions for the next issue by end
of November Please
to ngoceditor@gmail.com***

Thank You

Findhorn Cars Limited

Hill Hampton
East Meon
Petersfield
Hampshire
GU32 1QN

Contact:
Nigel Brooks

01730 823 647
office@nbpat.co.uk



Findhorn Cars holds an extensive stock of parts for NG TC, NG TD & NG TF, including SVA & pre-SVA hoods, carpets, dashboards & windscreens (to order), chassis, & 101 miscellaneous parts. Widened TF bodies with doors also available.



Who owns the oldest NG ?

Could it be you ?

Please let me know with a photo if poss.

Preferable it should be out and about but if its just languishing in a garage somewhere then lets have a picture just the same. Thanks Jeff



You can find us at

<https://www.facebook.com/groups/NG.Owners/>

*This is a 'closed' Group, but it is easy to join
Jeremy Evans, the Group Mediator , will be happy
to sign you up*



My car is just about too good to eat!

I recently had my 70th Birthday and as my daughter knows one of my main passions is my old car.

I had a great birthday with the whole family at my birthday bash.



The 'piece de resistance' was a fantastic birthday cake that was a great copy of my 48year old NG TF, Rebel.



Being diabetic I had to be really strong not to eat a large slice of the cake,. Fortunately everyone took a good size slice of the cake and so it did not

leave a large amount for me to eat!

As you can see the cake was a really great copy of Rebel my car. It was a real shame to eat it and it tasted as good as looked.

Regards,

Bill Hornby
Member 1642



The Cover up!

The NG is one of those wonderful marques that benefits from continual improvement. Since acquiring Bob and Manda's TF V8 I've wanted to find a classy solution to protecting the spare wheel from UV light and the adverse weather generally. It was at the NG Dorset Get together last year that I spotted the perfect solution, Mike Robinson's spare wheel cover. It looked brilliant on his Pastiche TF. Sadly it wouldn't fit my wheel, so an overnight commando raid would have been pointless.

A more simple answer, and thanks to the generosity of Mike, he volunteered to make me one. So one half sunny day in February, I drove to Portland Bill to collect it. Why does everyone have more garage space than me!! Anyway that aside I collected the cover having experienced the most fantastic views of Portland from Mike and Marilyn's front room, and got to touch a wonderfully machined out Marina block before setting off back to Egham. It looks great on the TF, the spare wheel cover that is. The Marina block may be another story. There is no mistaking it's an NG. Thanks a million Mike.





Johns new boss !



Ticking off the ‘to do’ list

Like many of us, this time of little motoring activity has given the facility to tackle those jobs on the car(s) that previously just weren't practical. There were a couple of cosmetic things I needed to do to both cars. Since I acquired BOW I have been a little embarrassed to carry the MG logo on the front grill. Whilst I'm happy to explain it is a kit car and uses an MG drive train and engine I don't want it badged as one. And so it proudly has a very prominent NG logo on its grill and the surround mesh is now the same blue as its bodywork. I also took the opportunity to paint its front suspension.

Then we come to the cream V8 TF, which by the way I call Clipper after the reg CLP, the garage receptionist books it in as the Creme Brullee. The garage owner refers to it as Nug 2, and BOW as Nug 1. It's no wonder whole Nations fail to agree with each other. Anyway I digress.

Two years ago I acquired from our chairman a rather pleasant wooden steering wheel (which I still have to pay for) that I intended to attach to the V8, the problem was finding a boss that fitted the MG steering column and the wheel. Luckily a young engineer close to the garage I use had acquired a small lathe. From a solid block of aluminium, he turned a boss, and using an ingenious Heath Robinson process also cut the 48 splines required. The new boss and wheel are now wedded to the car.

See opposite page

More to do of course, but isn't there always, it's why we love NG's.





Front cover

Sent out as a one page flyer earlier
in the year

A view from the cockpit of
Malcolm Snells TCR. One of only 10 cars produced
by Nick Green as a limited edition.

Where are the other nine? I will be pleased to hear
from you if you know the whereabouts of any of
these cars





Mountain climbing by Dave Woolgar

Recently I have been delighted to see a revival of interest in Nick Greens original TA design, with members taking on and renovating some of the older cars that may have otherwise been lost. Being an original builder myself, I would love to see many more of these old cars brought back to life and updated to higher standards of finish and innovation. With this in mind I thought readers may like a bit of inspiration, so went back and re-visited the article that I wrote about my TA rebuild for the late Peter Coxhead the Editor of Kit Car Magazine which provided a basis for a colour spread feature in the February 1997 issue. I have also tried to provide a bit of history and context to this great passion that we share.

When I was a lad in the early 60's, a flustered young man came to the door of our farmhouse to ask if he could leave his car at the end of our drive as it had broken down. He was told it was not a problem and a bit later I wandered down the road to have a look to see what it was. I was captivated, it was an Austin 7 special, I had never seen anything like it before, aluminium body, no roof, motor cycle mud guards covering skinny tyres and wheels with spokes that; if there had been a competition for the number of spokes, my racing bike would have won. My love of home-built cars was born.

Here in Great Britain, we have a long history of modifying automobiles. Apart from the United States of America no other country seems to have had such a broad love affair with this past-time. I believe the roots of this preoccupation can be traced back to the introduction of coach- built



cars when a quality manufacturer such as Roll Royce would supply a rolling chassis to a coach builder.



The body specialist would then finish the car to his customers' requirements, desires and depth of pocket. The style would often be a luxury saloon or sometimes a sportscar as regularly seen on the Bentley chassis. A number of these fabulous old sports cars were then driven by the great names from motor racing history on circuits such as Brooklands. The likes of Malcolm Campbell, Count Louis Zborowski raced some truly monstrous cars on the Circuit, and Henry Segrave who I believe won the first-ever British Grand Prix organised by the RAC at Brooklands in August 1926.

. Individuals admired what was being done by the rich and famous and wanted to emulate it in some way. This really began to take off during the late 1940's and early fifties when men returning from military service and the horrors of war could not find stimulation in civilian life and searched around for a source of excitement, some looked at cars and felt the need for speed. In this country they came



in the form of 'Specials', in the states they were called 'Hot Rods'. The great marques of sports car design were around, but even a MG would have been beyond the financial dreams of most people in these austere

times. Therefore, alternatives were sought in the quest for individuality and speed. Old production saloon cars, such as the Austin 7 and the £100 Ford were stripped down to a rolling chassis and then this creation was fitted with a lightweight sportscar body, often in aluminium, by these early pioneers. Thankfully some of these lovely examples are still with us today.

Glass Reinforced Plastic revolutionised specials in the late fifties and constructors quickly recognised that the versatility of this medium allowed a pattern to be taken of their design



Once the pattern had been made, further examples could re-produced and sold. Kit cars as we know them had been born. The birth was often traumatic and some left a lot to be desired, but famous names such as Chapman and Costin came to be recognised as key figures in this small but growing industry. Of course, one of Colin Chapmans designs lives on and has been continuously developed in the form of the evergreen Lotus (Caterham) 7



I loved the whole ethos of creating something from next to nothing and can tell you exactly where I was when I read the very first copy of Custom Car Magazine back in the summer of 1970, enthralled by some of these weird and wonderful creations. My own Ford 107E Prefect was modified to

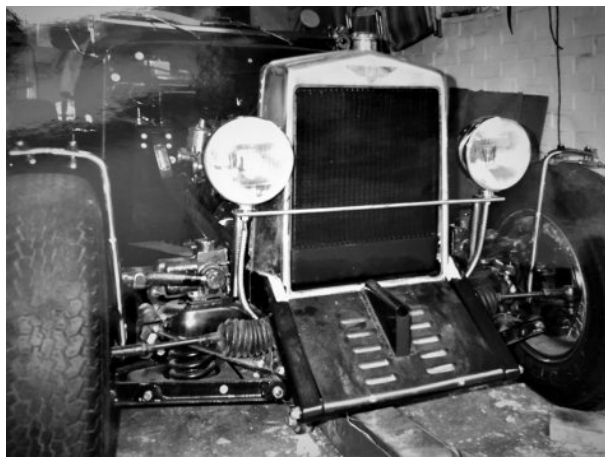
that period, lowered with five and a half inch wheels, classic 375 discs and struts and a 1200 pre-crossflow engine. This was followed (and overlapped) by my Ford Monaco red Mk1 Cortina which I owned for nearly twenty years and was a mixture of 1600GT Mk II crossflow and 2000E Corsair. (Such was Ford at this time, even door cards were interchangeable from Corsair to Mk I Cortina. It all went downhill from the MkIII onwards!) It was also the first in the area with hand formed aluminium spoilers and black tinted windows. I also started to Hot Rod a Ford Prefect, but my skills and pocket at that time let me down.

“If you run into a brick wall, don’t turn around and give up. Figure out how to climb over it.” Michael Jordan



By the late 70's and early 80's kit cars and things like beach buggies had reached the public consciousness and by the late 80's we had bought our second house and I found myself looking seriously at the NG TA. Aesthetically, I was drawn back to that first glimpse of that Austin 7 special from my childhood and the idea of starting with a single donor sportscar that gave you a good chance of finishing with a sportscar was sensible in my mind. In 1980 I was doing a driving job which took me all over the South East of England and finding myself in the New Forest one day, I drove down to New Milton to have a look in the NG showroom. It was closed! Thankfully, Nick Greens Mum ran the local store across the road and let me in to have a look at the cars. I had no money and was driving an ancient Morris 1300 at that time, but the seed was sown.

Eight or so years later I had saved enough money to purchase a kit.



By now the company had changed hands to the former owner's club stalwart, Peter Fellows who produced the TA design as the TA Motor Company, hence the radiator badge on my car. Once ordered the kit arrived in two stages with the metalwork in May and body in July. While the chassis was excellent

the body, which was the very first to be produced with doors, left a lot to be desired and I later found that GRP production had been changed from the original and very experienced GRP laminators to an unknown other. The door design and shape however were exactly as I had imagined with Peter when he delivered the chassis. (So, you can blame me fellow TA owners)

To be continued



Me ,,,And you know what,,,

In years it seems a lot
But now he seems to have lost interested
Lost interest in ,,,well,,, you know what
He spends hours in his shed
While me ,I sit alone in bed
He's' joined the blasted N G owners club
The car, the bit's, he's bought the lot
I think he'd rather mend his car
Than with me and ,,,,well ,,,you know what
When I look into the mirror,
as life turns another page
I must admit I don't look bad
Not bad now for my age
Perhaps I ought to look around
round to see just what's what
And maybe find that something else
Maybe I might ,,,well you know what
I remember when at first we met
to the bedroom we would trot
To do the things you do in bed
You know in bed ,,,well,,, you know what
Now all the time he's with that car
In that blasted shed
instead of well ,you know what
With me and us in bed
But last night he burst into the room
in that manly excited way
and took me into his arms
he had something to say
He held me tight and close
in that good old fashioned manner
And said ,,,,luv I need you now
Can you come and hold me spanner

G Valler



Cover story from Carolyn Keeling

You may remember my husband owned a 1970 MGB-GT and built his NGTA in 1984-85. He drove it until 1992 then he took it off the road to put doors in. The fibreglass doors were put in but he never resprayed the car as our 1st child Daniel then arrived in the world closely followed by Rachel so the car then sat in the garage from 1992 to 2019.

We had it resprayed and checked over ready for Dans wedding on Nov 30th 2019.

It was an incredible success taking Dan to the church then Dan and his new wife Beth back from the church to the reception.

They were married at Ilam Hall church a National Trust Property in Dovedale Derbyshire. After days of heavy rain and flooding the day dawned crisp and frosty with blue skies- We were so lucky!

They left the church, driving through a shower of rose petals thrown over them and the car and up through Ilam hall grounds to the main Hall for the reception.

The following day as they drove the car back to Brailsford, our house, it actually broke down on the A52 just 200 yards from home as its Core Plug had blown !!!!! But it didn't matter- it had done the job and the whole wedding was stunning !!





Getting a grip

I have the honour of owning an NG TF which I bought in 2000 from John Hoyle. I regret that most of you will probably achieve more miles in a month than I drive in a year and as a result I have probably managed to acquire the oldest set of tyres in the NF fleet - with the best remaining tread depth. (The spare wheel still has the coloured stripes of a brand new tyre). I have known for a while that old tyres are not a good thing but always been put off by the other known fact that most tyre fitting centres cannot balance wire wheels without the necessary "cones".

Other members who are in the NG Kit Car group on Facebook will certainly recall the set of photos that Peter Gilbert posted in June of his NG after it had lost traction at a set of traffic lights and been T-boned by an on-coming car. (Everyone was very relieved to hear that the accident was in 2017, no one was injured, and the car was fully restored to be an immaculate beauty.) Peter reported that the cause of accident, he believed, was 15 year old tyres loosing grip on the damp road. Well, suffice to say I was shocked into action. Investigations on the interwebs revealed my tyres were new in 1999 - 21 years old! (I must add at this point I did feel rather ashamed.) The next step was to find a means of balancing the wheels. (All praise the mighty Google). I discovered that there were two practical options, namely (a) buy my own set of balancing cones and sweet talk a friendly local tyre fitting operation into using them or (b) go to MWS in Langley. Motor Wheel Service claim to be the world leaders in the manufacture and restoration of wire wheels (since 1927). I thought they would know what they were doing! I checked with John Hoyle (who I think is keeping a watching brief that I am looking after his NG properly) and he confirmed that MWS is where he also goes to balance his wheels. No further encouragement was needed, I contacted them and confirmed that they would certainly be able to balance the wheels even during lock-down. Although they do supply tyres for non-veteran cars, it would probably be simplest for me to bring the car and a new set of tyres to their workshops. They had just moved from only working on one car per day, to two per day. To give an idea of how helpful and understanding they were, the gentleman on the phone completely understood when I needed to check the weather forecast before booking my slot! "It happens a lot" he said, wire wheels & vintage cars, their specialities, do not like driving in the rain!!

I tend to buy tyres for my tin-top on-line from Black Circles and they do a "mail order" service as well as a fully fitted option. More work on the internet revealed that some Dunlop rubber had very high ratings, both officially and from users, for summer usage and I ordered 5, at a price that was almost half that offered from other suppliers (I'm a sucker for a deal). Extremely promptly, 5 tyres were left on my doorstep in typical covid-delivery-man style, half a



week earlier than expected. Now MWS had said that I could take the 5 wheels off the NG, and take them in the boot of my estate car for them to work on - but you can imagine that I was not keen on the fun and games that would be required to take all the wheels of the NG, leaving it on bricks no doubt! However, if you have never tried to get 5 tyres into your NG, let me tell you that it is not nearly as easy as you'd expect. Yes, the passenger footwell is long but it's very narrow. The passenger seat is none too wide either. Walnut dashboards, leather seats and trims do not mix with dirty black rubber tyres being rubbed and the car bounces along. However, a bit of trial and error, the removal of the rear seat and the use of an old sheep-skin rug or two, secured the tyres inboard and off the NG's trim, I managed the 15 miles to Langley (SL3 6EP) without incident on the strangely quiet roads around Heathrow.

The fitter who dealt with me was very knowledgeable and I must say I cannot imagine how anyone could fit a tyre with any more care and attention to detail than he did. Treating my wire rims almost as works of art. Interestingly, he confirmed that the rims were made by them (at their factory in India) and he thought my 2-eared spinners were also theirs. He claimed that there was only one other factory in the world that still made wire wheels (in America) so the wheels probably were theirs! If you buy one now, the design has been improved but the design from 20 years ago still required inner tubes and rubber rim bands.

It took about 30 mins per wheel, and the final cost was around £50 for each, including new inner tubes and old tyre disposal, almost the same as the cost of the tyre itself.

So, if any other member is wondering where to go for a first class service for all matters wire wheel related, I can recommend MWS (mwsint.com) call 01753 549 360 .

Jonathan

Member 1146

Jonathan Arnold

0208 979 6123

07899 063 768

jonathan-arnold@sky.com





TOOLS EXPLAINED

DRILL PRESS : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL : Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'

ANGLE GRINDER : A portable cutting tool used to make studs too short.

PLIERS : Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER : An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW : One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

MOLE-GRIPS : Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXY-ACETYLENE TORCH : Used almost entirely for setting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

TABLE SAW : A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK : Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW : A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.



TWO-TON ENGINE HOIST : A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER : Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER : A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR : A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50p part.

HOSE CUTTER : A tool used to make hoses too short.

HAMMER : Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

STANLEY KNIFE : Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

ADJUSTABLE SPANNER: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted knuckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

BASTARD TOOL : Any handy tool that you grab and throw across the garage while yelling 'Bastard' at the top of your lungs. It is also, most often, the next tool that you will need.

ATTENTION LADIES AND GENTLEMEN

I would like to run a series of articles in the magazine;
One to be exclusive for the ladies of the club to share their experiences of NGing either as a passenger or as a driver or even as a mechanic.

The other to be open to all for sharing your tales of NGing long long ago. Must be at back at least 20years plus.

Of course it goes without saying that I will need your assistance with this, so please get your thinking caps on and send me your articles and photos just as soon as you like.

To give you some ideas on the following pages you will find an article by Angela Morrison recalling her first encounter with an NG and my own recollection of the day my wife Susan and I journeyed down to Epsom to collect a chassis and body kit to start building a TF

Please submit any articles and photos to me via email. The address for which can be found inside the front cover.

Thanks Jeff.

The 40th birthday present OR All I want for Christmas is a red NG, a red NG, a red NG.

I have been persuaded to resubmit the following article originally featured in the magazine 22 years ago (my how the time has flown) and which I wrote after realising that there was a distinct lack of articles in the quarterly newsletter written by women. Moreover, I felt that many ladies would echo my sentiments as indicated in the following, which I hope you will find an amusing read.

“I’ve got better things to do than lie here with my head under the dashboard waiting for you to say “OK it’s lined up. You can push it in now.” (in case you’re wondering what’s meant by that; it was uttered during heater installation)

“Robert, it’s half past three in the morning!”

“Mummy, isn’t Daddy going to eat with us anymore?”

“Oh look, it’s the jolly blue giant” (on leaving the paint cabin)

I’m sure there must be other ladies who have passed similar comments during the build of their partners’ NG’s but can now look back and laugh. No doubt many will agree that building a kit car does rather change life and at times the end seems nowhere in sight.

I can’t believe it’s over two years since I sat idly looking through the pages of “Kit Car” magazine and on admiring the photograph of an NG TF said “that’s a nice looking car”. Little did I know that that was the green light my husband had secretly been waiting for to fulfil his lifetime ambition of building a kit car. At the time he didn’t say a great deal but on our subsequent journey back from England to France I was told that we were going to stop off in Epsom. Fine, I thought, always keen to go somewhere new. Our stop turned out to be NG Cars Ltd where we were greeted by John Hoyle, the most laidback car salesman I’ve ever met (may I refer to you as that for the purposes of this article John?)

A cup of tea was offered as well as a ride in John's beautiful grey NG TF and lengthy discussions soon followed. After a couple of hours I reminded my dear husband that he'd said he wanted to get a reasonable distance behind us on our journey down to Grenoble. Nothing had been said about visiting NG Cars Ltd and moreover an NG TF had not featured amongst Marmite, custard powder, jelly and Clarks shoes for the children on this trip's shopping list.

How silly of me not to have realised that Robert had put a TF on the shopping list for our next trip to England. Back chez-nous it was pointed out to me that our barn/garage (later to become a paint cabin) was the ideal place to build the car; our son would learn so much during the construction and wouldn't it be nice to whizz around the Alps in an open-topped car. I only half-listened not taking him seriously and didn't show a lot of enthusiasm I have to admit. When he began jotting down the cost of the various bits and pieces needed for his new project, memories of his first computer purchase came to mind and I realised that he was completely smitten with his new mistress. I even stupidly joked that the car could be his 40th birthday present. Happy Birthday! The rest is history (see his articles on the build in "ChangiNG ear").

Having been out in our TF many times since we returned to England and participated in club events and met some super people; I can honestly say it was worth the many aggravations and, wait for this, I want one too. It just so happens that I shall be 40 this coming Christmas Eve! We all know the problems of present buying either for birthdays or Christmas. As our children will definitely have outgrown the rear seat by the end of this year and I do not wish to tag along behind the TF in one of our other vehicles Another TF would be an ideal present... My battle now is to convince Robert that I'm serious and swop his Land Rover (well we really don't need it in mountainous Oxfordshire) for a TF. Now that poses a real dilemma for him as his love affair with the Land Rover isn't really over...

To bring readers up to date, many of you will know that, sadly, Robert's mistress has spent more time off the road than on it in recent years BUT a new battery and replacing a few hoses is all that is required to get her ready for her MOT. The last time we took her out for a run was May 2019 when, sadly, we broke down due to the bolts coming loose on the rear CV joint but Robert was able to fix that after going home to get some tools. Fingers crossed we can enjoy some outings this year.

Angela Morrison



My day trip to Epsom

Back in December 1997 I hired a van from a local company with a view to traveling down to NG Cars Ltd in Epsom to collect a chassis and body kit which were there awaiting collection. My wife Susan and I set off nice and early as we knew it would take longer than usual in a hired van. (although people tell me a hired van is amongst the quickest on the road) I had arranged to call in and see my brother on route as he lived in Richmond Surrey and it would not be out of the way.

Now anybody who knows this area would know that the quickest way to get from Richmond to Epsom would be to go via Bushey Park (one of the Royal parks dotted around London) . As I approached the main gate to the park I spotted a sign that listed prohibited vehicles and at that precise moment a bus came out of the park obscuring the sign. Anyway I thought that if a bus could go through then so could I. So in we went.

I doubt that we made a hundred yards into the park when this park ranger suddenly appeared on the road in front of us and flagged us down. Where she came from remains a mystery to this day. There were no trees or bushes within a good few yards of the road and yet there she was. It was as though we had triggered some kind of sensor which made her pop up out of the ground.

“Do you know that you are not allowed in the park in this kind of vehicle “she said.

“I’ve driven through here many times” I replied.

“Not in one of these” she said. So that was that.

Some twenty five minutes later after examining all the paper work for the van and my driving licence she said,

“OK then, that all appears to be in order and if anybody has been watching it would appear that you have been just been booked. Now forget all about this paperwork , have a great Christmas and be off with you. And what ever you do don’t come back this way.” Phew. On to Epsom we went. This tale provided much amusement for John ,Barbara, and Janice at NG Cars as we recalled the journey.

Finally once we had all stopped laughing the kit was loaded up and after a farewell cup of tea we set off for home with the makings of an NG TF safely stowed in the back of the van.

It was an uneventful trip back until that is we got about 10 miles from home. This van was hired on the principle that the fuel tank was full when you started but you took it back empty. So yes you've guessed it. We ran out of fuel despite the gauge showing there was still some in the tank. (bit like the gauge on my NG but that's another story) By now it was dark and there was no way to pull off the road out of the way. I would not recommend this experience to anybody 'cos all these big lorries whistling past just inches away don't half make your van sway from side to side.

Fortunately our brother in law lived very close by and had a supply of diesel on the farm (not the red stuff) and he was able to bring us a gallon straight away.

The van was duly topped up along with a further gallon just to be sure of retuning it in the morning. We eventually returned home feeling somewhat jaded and in need of a good stiff drink.

Jeff Yardley



Well, you have to start somewhere !!

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Back axle— The quest for silence

The First Attempt

There had been a clonk from the back axle for many years but a conversation with Steve Tyler on the Scottish tour provided the spur for me to try to cure it before my next planned long trip.

Steve had successfully fitted an anti-clonk kit with the axle in situ so after some internet research I purchased the kit from MGBHive, jacked up the rear end, supported it on axle stands and set to.

I am fortunate to have a pit in my garage so I could have the axle at a comfortable working height.

The first operation was to drain the oil prior to removing the hand brake linkage then unbolting the cover plate to expose the diff.

Removal of the left-hand wheel and drum in preparation for withdrawing the half-shaft revealed why the MOT tester, although giving a pass, had commented on a difference between brake efficiency at the back; a weeping oil seal had contaminated drum and shoes. One more job for the list.

The right-hand side was checked but no evidence of a leak so it was left alone.

Once the half shaft had been withdrawn, I followed the procedures described in Stuart Clarke's excellent article "De-clunking your MGB rear axle" which I found online. Removal of the planetary gears, cup washers and thrust washers was quite straightforward. I inspected the old washers and couldn't see much evidence of wear so measured thicknesses with a micrometre for comparison with the new ones. My heart sank as there seemed to be only a few thou difference and I couldn't believe that the banging and crashing that had been so evident on decelerating and accelerating could result from so little. Having come to this point there was no option but to press on.

Replacement of the gears and washers is, in theory, the reverse of their removal.

While it is, in reality it is much, much more fiddly to get everything into alignment to allow the taper pin to be refitted. After numerous failed attempts, and ever worsening temper, the pin slid into place at last and the roll pin could be tapped in to secure it.

The half-shaft was re-fitted, with the new oil seal, the brake back plate and drum cleaned up, new shoes fitted, the hub re-fitted and drum reattached.

The cover plate, with a new gasket, was refitted and the diff filled with oil. The hand brake linkage re-connected, brakes bled and wheels back on. Time for a test run.

A huge disappointment, after all my efforts, there was no improvement in the clunking. The root of the problem must be wear, and consequently play, in the crown wheel and pinion, a much bigger job to rectify and no time to do it before the next planned trips, firstly to East Anglia swiftly followed by another visit to Scotland then the Dorset and West Country trip.





The Second Attempt

When I returned from the West Country my thoughts turned to the axle troubles once more. I looked into having my axle rebuilt but, struggling to find anyone who could do it, rapidly came to the conclusion that I would be better off to change it completely. I had a spare axle but was concerned that there still seemed to be a bit of play so had a quick look on e-bay to see what was about. A stroke of luck, there was a steel wheel axle, just what I needed, with a “Buy it Now” price of £45. The deal was done and I headed off to Dorset to collect it, only a few miles from where we had stayed on the club trip.

Since the axle was coming out, I thought that I would take the opportunity to replace the rear springs as the ones that I had were the original GT ones from when I first built the car some 35 years ago and were showing signs of their age.

The car was jacked up once more, axle stands under the chassis so that the axle could be unbolted and lifted clear of the springs.

Now to remove the springs, easier said than done so it proved. The bolt through the front bush on the right hand spring was seized in the steel sleeve in the bush and the sleeve was turning within the rubber. The proximity of chassis members allows no access to the inner end of the bolt to drive it out. Much head scratching followed. I had two options; either to try to pull out the bolt or cut off the head, drive it through a little, cut off the projecting end, drive it a little more and so on.

I thought that I'd try pulling it out first, so how to do it? I turned up a drilling guide so that I could drill and tap a hole down the centre of the bolt and screwed a short length of studding into it, fixed a piece of 8mm plate drilled and tapped for two 3/8” bolts to act as a puller and attached a slide hammer to the stud for good measure.

Hours of thrashing had barely moved the stuck bolt. I came to conclusion that the sliding weight, at only 1Lb, wasn't heavy enough so off to the local agricultural engineers for a look in their scrap bin, yielding a short length of 50mm round solid bar. A few minutes on the lathe to bore a hole through the centre and I had a 4Lb sliding weight for an outlay of £1. An overnight soaking in Plus-gas, a bit more thrashing and happy days the bolt started moving. A few minutes later it was out at last.



Now for the left-hand side. To my great relief I removed the nut and the bolt came out easily after no more than a little wiggle.

When the springs had been removed it was easy to lower the old axle onto a little trolley and move it out of the way ready to strip down, clean and transfer the brakes and hubs onto the replacement axle.



I had fitted a steel wheel axle with splined hubs to give a wider track a few years after I first built the car, so 30 odd years ago, and the source of the axle has been lost in the mists of time but a comparison with the replacement showed up a few differences most notably in the positioning of the T-piece where the flexible brake pipe connects, on the replacement axle it is about 4" further away from the diff. I had planned to make up new rigid pipes on the axle but had intended to use the original Aeroquip flexible, now not an option, so few more bits to order.

I thought that I would replace all the rubber fuel lines with ethanol proof ones while the axle was out and everything was accessible. Inspection of the old pipe-work showed that it had begun to deteriorate even though it had been brand new when I replumbed it all when I fitted the fuel injection set up for the 16v engine about 10 years ago.

I completed building up the replacement axle, filled it with oil and jacked it up and supported it ready for fitting the new springs.



I offered up the first spring, slid the front into the end of the chassis, supported the rear with the shackle and attempted to insert the front bolt. Try as I might I couldn't get the hole in the chassis to align with the bush to allow the bolt to be fitted. Comparing the new springs with the old showed that the bands clamping the leaves together were thicker on the new springs, were secured by a large rivet, were slightly wider than on the old ones and in consequence were fouling the bottom of the box in the end of the chassis, forcing the end of the spring up, preventing the bush from aligning with the holes. Once that I had discovered this the only thing to do was to trim back the bottom of the box section by about 3/8", problem solved and the bolt slid in easily, with plenty of Copperslip so hopefully it'll come out with less of a struggle in future.

The same treatment for the other spring and it went in with no further problems. It was then just a matter of bolting everything back together, reconnecting the hand brake, fitting the new flexible pipe and bleeding the brakes, re-fixing the rear panel and putting the wheels back on.

Time for a test drive. Joy oh joy! My efforts rewarded, silence, no hint of clonking, the best it has ever been. All ready for, hopefully, many more years of fun.

Charlie Killick



Dobby goes to Scotland (February 2020)

The adventure finally came! It had been planned from the previous autumn but May 2019 was to be my longest road trip so far... a real test of endurance. In the company of 6 other NGs we were to tour the Highlands of Scotland.

Now I had never been to Scotland, neither had the Master (apart from a brief foray into Edinburgh), so we were determined to make the most of it while keeping it manageable. As the other NGs came from as far afield as Northern Island, Wales, Yorkshire, Kent and other home counties, we gradually combined until we became one impressive gaggle of cars.

Having had a recent service we were confident everything should be OK but a few additional items crept into my spares (in particular a petrol container) – just in case – as the area we were going to has a dearth of refuelling stations. The Master also decided to travel hood-up because the weather was uncertain and it gave more space to stow the luggage. The Missus also finds it more bearable when doing a long run.

So on Friday 17th May, we left Potters Bar and headed up the A1 to towards Peterborough Services where we made our first merge with Rocket (piloted by Chris & Su) and Road Runner (Chas). We arrived only moments after they did and then continued north to our overnight accommodation at Skeeby Travelodge.

The following day we turned west onto the A66, heading across the Pennines. I was pleased with myself being able to keep up with the two V8s, although I must confess I felt a little breathless when trying to follow Road Runner up some inclines at the national speed limit. Rocket had no such worries, though he did tend to

get a bit hot under the collar (Master's note: I am not sure whether Dobby means under the bonnet, where Rocket was having the odd coolant issue, or whether he means in the cockpit where Su was getting cross with Road Runner's speed). Our next merge point was the Riverside Museum, Glasgow where we had an extended lunch as we waited for 3 more of our contingent: Mr Toad (Jeremy), Bow (John & Jane) and Wham (Matt & Rob). Unfortunately Mr Toad was not ready due to over-run work, so he stayed in Wales and Jeremy came in his Volvo. Bow had been having some electrical gremlins and Wham had been attempting Bond's DB5 trick of spraying oil slicks. We were also joined by Java (Ken), a local NG. After a look round the Museum, Java guided us to the historic



Argyll Motor works at Alexandria (in its time the largest Scottish motor manufacturer). We then made our way to our first Scottish overnight stop at The Anchor Inn, Garelochhead, where we were joined by Dob (Kevin & Norma) from Belfast and so we were almost complete.

On Sunday 19th Java had to return to Glasgow but he had given us a great welcome into Scotland. The rest of us (now 6 NGs plus the Volvo) took one of a number of routes prepared for us by Chas (whose familiarity with Scotland was to prove invaluable throughout the expedition).



Here our 7th and final NG joined us from Yorkshire, Daffy-Bee (Steve & Val) and our adventure was set. The Corran Ferry ran from a few yards away to Ardgour Inn where the humans had their evening meal (foot passengers are free!) while we relaxed and got to know each other a little.

Monday 20th was fine enough to have the top down and meet up with Gagg (Andrew), who lives on the Ardnamurchan Peninsula and would be our host for the day. So 6 of the 7 NGs joined the ferry queue, embarked for the other side and in raucous convoy arrived



to meet Gagg in a suitably long lay-by. The 7-long NG snake wound its serpentine, single-track way first to Andrew's delightful abode (and collection of cars), then to a café for a snack (courtesy of Andrew) and on to the Ardnamurchan Lighthouse which sits on the most Westerly point of mainland Britain. The Master climbed the lighthouse while we posed in the car park. The snake split for the return journey and we reconvened at the Bunkhouse after a visit to the obligatory petrol station.

The Isle of Mull was to be our destination on the Tuesday with a choice of routes. Having crossed with Road Runner and Rocket on the Corran ferry again, we had to make our way across to the considerably larger Mull ferry at Lochaline. Once on Mull, the others went off clockwise and we went anti-clockwise in the direction of Tobermory. This is a most attractive chocolate-box type place with the shop buildings painted colourfully all along the sea front. After a hearty lunch we continued our tour of the island and what a surprise to arrive at the queue for the return



ferry right next in line to Road Runner and Rocket! That evening when we went for petrol I had a soft rear tyre, unsurprising considering the state of the roads. It took the Master only a few minutes to put the spare on.



On Wednesday 22nd it was time to move on to our second 3-night base. Again some took differing routes but we journeyed (hood-up for luggage and weather) via Fort William and Loch Ness. Disappointed at not seeing Nessie we headed east to the Stationmaster's Lodge at Stromeferry. This is a secluded place and we were able to make ourselves really at home as the NG clan took over the Lodge and we NGs took over the grass outside. Fuel was even scarcer in this region so I had to make do with a rather suspect brew at times.

Thursday we decided to visit the Isle of Skye. There is a bridge to Skye at the Kyle



On the other side another 7 miles of single track road before emerging onto a main road an hour or two later than if we'd taken the bridge. Was it worth it? Absolutely! The road itself was incredibly picturesque and challenging, up and down and round all over the place.

Wham and I then watched in amazement as the ferry arrived, its table was turned, ramps lowered and a single motor caravan drove off. We (6 cars) were then loaded, one at a time, keeping the weight as even as possible, ramps up, table straightened and we were off to Skye. I now know why they say the Skye's the limit! We had a lovely day on Skye and bumped into some of our other friends. Our return was via the bridge and, of course, a stop for some more fuel.



We had waited for Friday 24th for the slightly clearer weather and the climax of our Highland adventures. A trip to Applecross and a return via Bealach na Ba (pass of the cattle) with stunning views as we passed back down towards our final night in the company of my 6 friends Wham, Rocket, Bow, Daffy-Bee, Road

Runner and Dob (left to right in photo, me in 6th place).

On Saturday (hood-up) we said our goodbyes and I took a rather damp solitary route west across to the Cairngorms visiting



Newtonmore and then overnighing just north of Perth. Sunday we travelled on south, with an overnight stop at Scotch Corner, before arriving home on Monday 27th

having had the adventure of a life-time. I had covered 1750 miles in just 11 days on just over 230 litres of petrol (34 mpg) and only had one slow puncture to blot my copy-



book. I was pleased and proud of the way I had behaved – and so was the Master.

Dobby Humphreys



SALES AND WANTS

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Full story on page 16



TO THIS

