

CHANGI *NG* EAR



July 2021
40th anniversary edition

The NG owners club magazine



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FRONT COVER

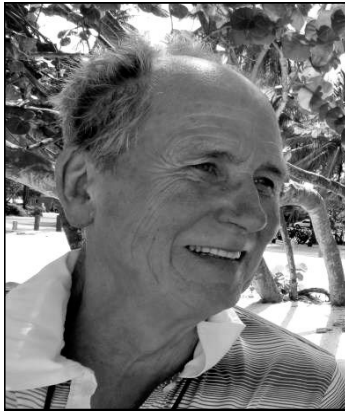
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Well done Charlie.

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CHAIRMAN'S LETTER



As I write this we have not completely come out of “lockdown”, but as restrictions have eased, we have been able to make the most of our NG’s. I have managed to attend 3 events, and am looking forward to more that are planned (see JW’s notes). My TF also came in useful towing the trailer to the local tip, it created plenty of interest and amusement, the trailer load of tree

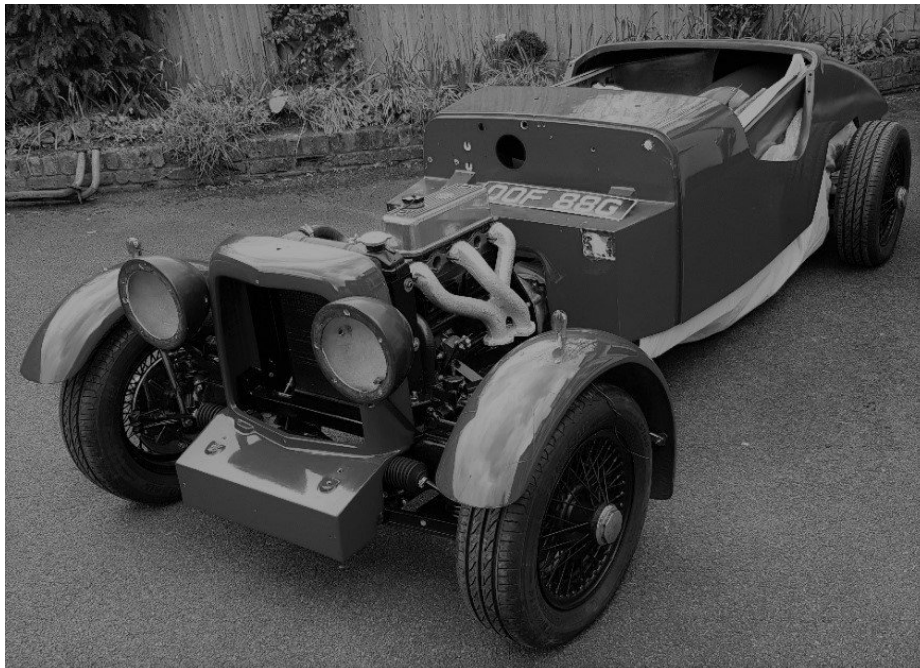
branches and foliage was larger than the car. The operatives wanted to detach the trailer to make life easier for me, but I insisted it wasn’t coming off and proceeded to demonstrate my reversing skills; doesn’t always work well with a short wheelbase trailer but fortunately this time it did to great applause.

Many of you will have learnt that Findhorn Cars have ceased trading. However, Mark Sadler has bought the current stock and has been able to help new and existing builders with many parts they required. Currently he is not intending to operate a full-scale manufacturing and marketing business, but still has a “shed load” of parts available. So, if you are in need try contacting Mark, either through the NG Facebook group, or email - marks6900@btinternet.com.

I have a new project, another NG, I think this is the 8th or 9th one, many would say - “what at your age”...!! Yes, it’s a very old, partly restored TC which I will be completely rebuilding, the finished spec is buzzing around in my head, and slowly the vision is developing. My first NG was a TF with an MGB engine, like most I would really have preferred a TC with a thumping V8, since then there have been TF’s



with MGB, K Series, and V8 engines, and TC's with only V8 engines; so this new car has to be a TC with an MGB engine. will be a winter project and be finished on a Friday sometime in the future.



Hope to meet up with some of you at the remaining events this year.

John Hoyle



Events Secretary's Notes

Hello fellow NGers. At last the blinds are being lifted yielding a vision of NG's on the road! For many of us, there has been that occasional trip out, and the Drive-it Day was the perfect excuse to link up with some likeminded friend. With that excuse a few of us enjoyed a trip to Fairoaks airfield in north Surrey. A very full breakfast for £8...yummy!

And then there was the London to Brighton Sports and Kit Car run. Our chairman acting as navigator in BOW proved to be a great map man, including an off grid and rather unusual trip through the back roads of Brighton. And you know we arrived safely at Madeira Drive without any thought of divorce! Three other NGer's also achieved the possible and arrived safely. The crowning glory (so far) has to be the 'non-rally' at the Riverside venue in Tiddington. Over the two days we received 28 NG's, 13 tin tops, and more than 70 NGer's, young and old (ish). Fantastic! The site did us proud by offering bespoke VIP tickets allowing us free teas and coffees, and the restaurant was reserved for our club during the Friday and Saturday night. But the real heroes were the committee members. John Hoyle God bless him, making all those calls, sending text messages and arranging the detail with the camp site. Barbara and Mary organising the food for our Sunday get together. Mike Peel and Jeremy Evens keeping us all up to date on the website and Facebook with the 'non rally' news.

Then there is our beloved 'T'. Teresa isn't just the treasurer, she also books things for the National Rally like the marquee, BBQ equipment etc. and of course chases the money. BUT this year 'T' had another job, cancelling the Marquee and stuff, and the real heart wrenching thing was watching 'T' in tears as she ripped up cheques and gave cash back. It's not in Teresa's make-up to give anything back.... ESPECIALLY money!





But all in all the non rally was a raving success, almost cosy, with plenty of time to chill and chat with friends, and we met new members which was great.

The future is bright as they say, we have booked our pitch at the Stoneleigh Park Kit Car Show, and local Sunday meets will, I'm sure, begin again soon. For our part, having enjoyed our visit to Fairoaks airfield for the Drive-it-day, we thought it a good idea to consider other airfields for further Sunday outings. Our resident pilot, John Coker, has put forward several options, including Headcorn airfield near Maidstone. Angela and Bob Morrison have organised an afternoon of cream teas for 15th August, and fellow member Keith Baker has organised a picnic and local route drive in the New Forest on 22nd August arriving 11am in Burley (overflow car park) post-code BH24 4AA. Sue Bolton has booked the Christmas lunch for 5th December, and the National Rally 2022, again at Riverside Tiddington, has been booked for the weekend of 24/25 June. I'm sure more get togethers will be announced, so keep an eye on our website and Facebook page. For now see our diary on page 8 AND please do let me know if you're planning any trips or are aware of classic car meets you feel we should know about.

Continue to stay safe and Happy NGing

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.



EDITORIAL

What a disappointment. I was so looking forward to being able to get out and about once again especially as the weather was looking very favourable for a bit of top down motoring. Then I thought oh, well there's always the national rally as a chance to catch up with old friends and have a good natter and put the world to rights.

But NO it seems that covid and the government have other ideas so I've had to console myself with fitting a new stainless exhaust. The whole system from one end to the other.. It took for ever but eventually it was done.. I backed the car out of the garage and onto the road only to find that it grounded on the apex of the slope .

Back to the drawing board . I was trying to fit a system designed for an mgb that I now realise does not suit an ng. A local company who specialises in stainless exhausts redesigned and fitted a new system for me in less time than it took me to drink the coffee I was offered . So, if ever you are in the Nottingham area and in need of an exhaust let me know and I'll tell you where they are.

The exhaust now rides a good two inches higher than it was and so far I've not grounded it on anything.

Stay safe and I look forward to seeing as many of you as I can before too long. Christmas lunch maybe if not sooner

Jeff





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 :

John Hare, 1684, Cambs

Paul Seeley, 1685, Dorset

Alan Myland, 1686, Cambs

Jon Lancashire, 1687, Staffs

Phillip Whitfield, 1688, Oxon

Nick Hill, 1689, Derbs

John Bruce, 1690, Cumbernauld

Bill Mcnaught, 1691, Brighton

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

Contributions for the next issue by the end of October please.

Thank you



2021 NG Events Calendar

2021 Calender

BEFORE COMMITTING Check with Organisers!

2021

Jly 17th	Dogmersfield Fete (RG27 8ST)	Paul Gray
Jly 18th	MGOC SuRREY Car Run**	
Aug 15th	South East Cream Teas (the Morrisons)	Angela & Bob
Aug 22nd	Burley - New Forest (BH24 4AA)	Keith Baker
Aug 28 & 29	Stoneleigh Kit Car Show	John Watson
Sept 4th	Shere Hill Climb (GU4 7RL)	
Sept 12th	Headcorn Airfield	John Hoyle
Sept 17 - 19	Goodwood Revival	
Dec 5th	NG South East Christmas Lunch	Sue Bolton

2022

Jun 24 & 25	2022 National Rally Riverside Venue	John Watson
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Covid-19 may still change the scheduled events!

Heavy type identifies NG specific events

** Google Epsom MGOC Surrey Car Run



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

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Its got to have an IVA by David Baguley

I'm sad to say that it was probably sometime around 2015 that I first became aware of the NG range of cars after seeing an advert for a TC kit which included a photograph of a finished car.

Following the advert, I investigated the NG range a little further and considered the NG range of cars to have immense character and superior looks that no other kit car comes close to achieving. In addition I considered that being based on MGB mechanical parts which are robust and readily available it would be an ideal kit car to have.

From then on I decided I would like either a TF or TC model, but maybe it would become a question of what would become available at an affordable price that would dictate what I would end up with.

In the summer of 2017 I saw an advert for a NG TF which was located in Hull. I contacted the seller with a view to going to see the car one evening but that wasn't possible.

The advert disappeared quite quickly but I had retained the contact details and eventually went to view the car at a weekend.

It transpired the advert was removed because the owner had passed away and it was his wife and son who were dealing with the sale.

Obviously I purchased the car but rather strangely, I didn't join the NG club until a number of months later.

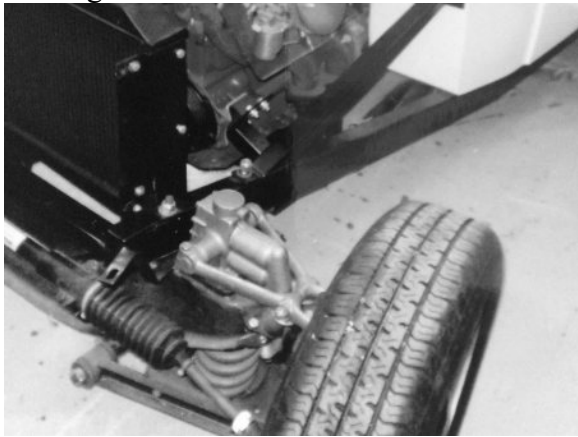
After I collected the car I initially kept it in a shipping container at a secure storage facility.....bad news on 2 counts. firstly because this was more than 10 miles from my home so I couldn't get the car insured and secondly, its a real pain having to travel when I wanted to do any work on the car.

Having lived in the same house for the last 30 plus years with an internal garage but without having internal access from the house into the garage was also a pain so I decided to reduce the size of the kitchen slightly and provide a utility room with a personal access door into the garage. This proved invaluable for doing any work on the car and with the added benefit of being able to get the car insured; I just keep wondering why I hadn't done it sooner!



Having purchased a partially completed car that actually looked well advanced I began looking thro the files of paperwork in more detail; the original receipts for the chassis, donor car, body pack and electrical pack etc are all dated late 2001 or early 2002. I believe the first owner/builder was a Mr Swash from East Yorks and then the second owner/builder was the late Mr John Emms from Hull making me the third owner/builder although I use the term "builder" very loosely since most of the "build" was done.

I thought the best course of action would be to have a good look over the car and produce a list of points that needed to be done/checked/changed/modified in order to get the car completed and into a road going condition and ready for submission for the IVA test. I didn't realise at the time of buying the car that the chassis was fitted with the



brackets for seat fixing bolts plus threaded inserts for seat belt anchor points. The chassis condition looked like it was brand new and I guess that wasn't surprising since the car was kept in a fully carpeted and heated garage.

I had been advised that the engine had been reconditioned, but despite the several files of paperwork I received when I purchased the car, I couldn't find any documentation to support this so I decided that I would do a little investigative work . Firstly I removed the cylinder head which had obviously been worked on; it was very clean and the valve seats had obviously been "ground/lapped in". I then removed the sump and checked the crankshaft shell end bearings which appeared to be like new and showing no signs of wear as also did the conrods and pistons. The cylinder bore condition was excellent and after re-fitting everything I did a compression test and all 4 cylinders were excellent and within a few psi of each other. The only area of concern was the oil pump so I decided to change this and fitted a new one.



I came to the conclusion that the engine had obviously had work carried out on it and appeared to be in a reasonably good condition; this was confirmed with excellent oil pressure when I started the engine so decided that I would run the car and see how it performed and took the view that if it didn't perform very well I would probably go the route of either re-conditioning the engine myself or obtain and fit a re-conditioned engine which are readily available; similarly with the gearbox and back axle.

If any subsequent work was required this would be done over the "first" winter maintenance period or sooner if any faults /problems dictated otherwise.

After becoming an NG club member I became aware of Chris Humphreys website detailing the build of his TF; I thought this was excellent and invaluable for me to just quickly visit on numerous occasions and a solution to a problem or how to do something was explained in a clear and concise manner..... for me it was invaluable.

Visiting the NG National Rally for the first time in 2018 was very rewarding even though myself and Sue the wife were only at the Rally for one day, Friday and obviously not all cars attend on the Friday but it was great to see the TFs that were present with slight differences between them and discussing points with the owners was of immense value.

At the evening meal I met Mark Staley and during conversation he soon found out that I would be having to get the car through the IVA test at some point; Mark very kindly offered to give the car in his words "a quick look over" when it was ready for the IVA test; obviously I couldn't refuse such an offer when the time was right!

In discussion with Mark he advised me not to fit anything to the car that wasn't required/necessary for the IVA; so items like spare wheel, tonneau, hood, badges etc would be fitted after the IVA test.

I suppose at the time of purchasing the car I would be classed as an IVA novice and hadn't seen a copy, let alone read, the IVA manual. There are a great number of NG TFs that have passed the SVA test which I believe ceased on 28th April, 2009 and was superseded by the IVA the following day on 29th April, 2009. Consequently there are probably not as many NG TFs that have passed the IVA test so it was very interesting to read the write up by Ian Clark in the Late Spring 2019 edition of ChangiNGear. Obviously it was very interesting to



speak to Ian at the 2019 Annual Rally together with Mike Lock who had also got his TF thro' the IVA test not long before the Rally and incidentally won the best presented TF at the Rally. It was obviously invaluable talking to these 2 owners and hearing their stories of the IVA trials and tribulations in order to get their cars through the test.

For the TF model there are some sections of the IVA manual that are not applicable; but obviously the vast majority are. I think, for me, the most important points were the ones relating to seat belts and seats which nowadays have to have head rests to meet the requirements of the IVA and there are a number of critical dimensions that have to be met.

Many of the "older" TF models that have passed the SVA or IVA have an integral seat belt guide at the top of the seats; obviously the seats are specially made and strengthened to accept the guide. Unfortunately I was advised these types of seats are no longer available, so this left me with a bit of a dilemma.

One was which type of seats to fit and the other was how to fit seat belts suitable for passing the IVA.

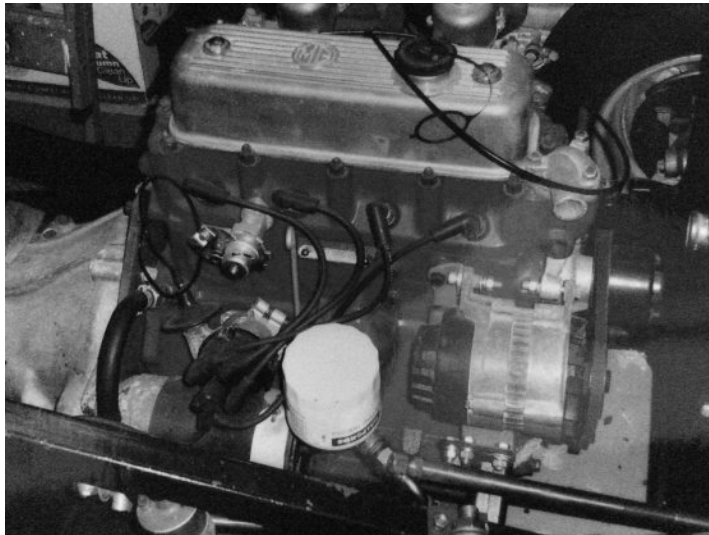
In discussion with John Hoyle there appeared to be a couple of solutions for the seat belt restraint system. One would be to fit some form of Roll Bar behind the seats to enable the seat belt reels to be anchored to. The other option which I chose, would be to install the seat belt anchorage system as per the TC model whereby the 2 seat belt reels would be located in the centre of the car immediately behind the driver/passenger. This would mean the minimum dimension for the "Effective Upper Anchorage" Location/Point would be achieved quite easily.

The next problem to solve was purchasing seats for the car; as all NG model owners are all too aware, the car "cockpit" is very narrow. I visited several seat suppliers who really didn't give me a lot of confidence and didn't appear to offer seats small enough to fit in the TF, but there was one company who manufactured seats by the name of In-tatrim Automotive Seating, Worcester. After visiting them I left with 4 different seats to "trial" fit into the car to see which would fit the best. Out of the four seats I took home two types fitted ok and one of them was quite tall, having an integral headrest. I opted for the Saturn type seat which has separate headrests and they seem to fit the interior of



the TF quite well although they are a tight fit when carpet has been fitted. I returned the four seat samples to Intatrim the following day and they mentioned they could offer me the loan of 2 seats for the purposes of getting the car IVA tested whilst my seats were being made. The only problem was that the style of the seats being offered were Rally type seats with integral headrests and so were very tall and were also a bit too wide for the TF. I think they might of just have been ok if I had opted for a Roll Bar to be fitted rather than the seat belt anchorage system as per the TC model that I had opted for and I think they would have to have been fitted without any adjustment, so not really ideal although it was a nice gesture from Intatrim. A luxury I thought I would go for was heated seats which I considered would increase the chances of using the car on nice sunny cold winters days

Another dilemma to overcome was protrusion of the wire wheel locking nut on the rear wheels of the car; the protrusion was approximately 40mm in excess of the bodywork without any nut covers which if fitted, would obviously increase this dimension; the front wheels were ok at around 25mm protrusion. For the IVA the maximum protrusion allowed from the body work is 30mm so obviously something had got



to be changed. Jeff Yardley had mentioned to me that the dimension from one rear brake backplate to the other backplate for a steel wheel axle was 48 inches but he didn't know what the same dimension was for a wire wheel axle.

In discussion with MGB Hive it transpires that a factory produced car with a wire wheel axle has a dimension of 46.5 inches from one rear brake back-



plate to the other and confirmed the dimension of 48 inches for a steel wheel axle as Jeff had previously advised.

The dimension for my car was 48 inches which means it was originally a factory built steel wheel axle car and at some point had been changed to wire wheels.....so the obvious solution was to revert back to steel wheel axle hubs which would obviously reduce the width of the rear wheels with hopefully wheel protrusion beyond the bodywork less than the permitted 30mm. Second hand steel wheel hubs were purchased from MGB Hive plus Rostyle wheels with tyres were soon purchased and fitted; obviously they don't look anywhere near as good as the wire wheels but the protrusion is within the 30mm allowed for the IVA test.

At a point when I considered the car was more or less complete and obviously prior to the IVA I decided to take the car for an MOT at the local garage in the village; this I considered would be worthwhile because it would confirm items like lights, suspension and brakes etc were ok. In actual fact it failed the MOT on 1 point and this was because I had fitted the (temporary) drivers seat with incorrect spec bolts.

The car was initially ready for the IVA in late March 2019, just at the time of the Government announced the first lockdown, so for a number of months nothing happened.

Eventually things began to return to a little bit like normality so I contacted Mark Staley to see if he would come over for a look at the car prior to me submitting the IVA application form.

Well that "quick look over" lasted around four and half hours with a list of 20 points that needed to be looked at; I was both staggered and embarrassed at this.

Obviously 20 points is far more than what I had hoped would be needed to be addressed prior to the IVA, but having said that, most of the points were minor; for example one was to remove the battery cover so the examiner would be able to see that the battery is clamped in position and terminals rubber booting; another was to remove the cover over the clutch and brake master cylinder rods and take photographs showing the clevis pin arrangements rather than having to remove the cover at the time of the test.

The worst point was that I had overlooked to fit an electronic Immobiliser; how could I have omitted

TO BE CONTINUED



FBHVC exceeds Drive it Day targets to fund a day of NSPCC Childline® operations for One Unforgettable Day

The FBHVC National Drive-It Day in support of Childline® was a huge success for the historic vehicle community across the UK, both in terms of getting historic vehicles seen on the nation's roads to raise awareness of our movement but also in raising money to support the vital NSPCC Childline® service.

Whether it was small, socially distanced groups or individual journeys, the UK was graced by thousands of enthusiasts collectively hitting the roads to show off our nation's transport heritage and support a cause that supports many young lives across the UK every day.

The FBHVC can announce that the funds raised so far now exceeds £30,000, with Childline® plate sales continuing for postponed or delayed events later in the year. The money was raised mainly through the sale of the official FBHVC Childline® Plates and donations. For more information view www.driveitday.co.uk where a gallery of images from 25th April 2021 can be seen.

David Whale, FBHVC Chairman explains, *"The amount raised means that the historic vehicle community will join together to fund 'One Unforgettable Day' meaning that the NSPCC's Childline activities will be completely funded by our community for a whole 24 - hour period, which was our ambitious aim when we started this journey a year ago."*

Sir Peter Wanless, NSPCC CEO said, *"Sponsoring Childline® for one day leaves a lasting impact on the hundreds of children who will have a counselling session that day – for some children, this might be the first*



The One Unforgettable Day has been earmarked for 12th November 2021, the opening day of the Classic Motor Show at the NEC in Birmingham, where both FBHVC and NSPCC representatives will be on hand to explain more about what the NSPCC's Childline® does and offer help and advice for clubs wanting to run events in 2022.

If you missed out on a Childline® plate, or you have delayed your Drive - it - Day activities, the FBHVC still have a small number available and, of course, you can still donate via www.driveitday.co.uk. Sales and donations pages will remain open into the summer.

For media enquiries, please contact:

- Wayne Scott at Classic Heritage PR, 07759 260899.

wayne@classicheritagepr.co.uk

About the FBHVC:

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through the Federation Internationale des Vehicules Anciens) in Europe.

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. All our directors operate in a voluntary capacity supported by our secretary.

Website: www.fbhvc.co.uk .



Me and my NG

Dear Friends,

being member of the NG Owners Club for already quite some years I would like to take the opportunity to introduce myself and my TC V8. My name is Ralph Lohmeyer, almost 58 years old (but still able to get in and out of the car under three minutes (by 6'4'' resp. 1,93m)). I live in Aachen (Aix-la-Chapelle) which is in the very western part of Germany, close to The Netherlands and Belgium (which makes it quite easy to go to the UK for holidays), to the Ardennes, Spa and the Nürburgring.

I am very impressed by the enthusiasm of the club members and



how they express their passion and love in the „ChangiNGear“. I love it to read the articles from all of you – hence, I would like to share with you how I came to my NG.

The first NG „in reality“ I saw during a TVR Car Club Germany regulars' table. One of the club

members arrived with a TC V8 RHD and for me it was love at first sight. Often kit-cars are somewhat „special“ in terms of design, power and sound but the TC was different. So I started searching... In Germany NG TC V8 are for sale from time to time and at the end I found one not far away from home. It was a rare LHD (I did not see any other LHD, even not on photos) although LHD for me is not important (I even prefer having the steering wheel on the „right“ side when driving British cars). Whether the car has been built as LHD or rebuilt later I do not know.

The car is fitted with Brooklands but the original windscreen went with the car. The stainless steel roll bar can be replaced by another one painted in red like the car and with two integrated head rests. The wooden dashboard and the wooden steering wheel are still in a



good condition.

But most important: The car is fitted with the 4,0 ltr. Rover having 240 HP (as mentioned in the car papers, I didn't really try it), in combination with a five gear box and fired by a Holley carb and an Offenhauser manifold. The car was running well but, as usual, some improvements needed to be done: I spent some money in order to update mainly the brakes, the electrical „spaghetti“ and the cooling. And I lowered the car at the back by 2 cm. Especially the cooling made me nervous. Although both radiators (the front one and another one underneath the car representing the heating circle) have been replaced and supported by electrical fans and by an additional electrical water-pump, the temperature remains quite high... around 100 degree (the instrument and the sensor are new, too). The engine water pipes are clean... So finally I replaced the head gasket which really improved the situation. I normally keep the electric fans running and try to avoid traffic jams which now allows to keep engine temperature at 90 degrees max., even in summer and driving a bit more „dynamic“.



Nevertheless, driving the car – whom I tell this – is great and the sound makes people turning their heads hundreds of meters before the car becomes visible... People love the car combining classic car design and the boattail with great sound. Also chassis and suspension are more than sufficient for not being a road blocker when driving through the hilly landscape of the Eifel or the Ardennes. So if somebody is nearby (e.g. when going to Spa or the Nürburgring), drop in for a cup of coffee. Lift and tools are available for repair if necessary. By the way: There is a small but enthusiastic community of German NG owners being in contact regularly, at least by email.

See you and take care
Ralph Lohmeyer



My old car

Have you noticed old car owners
are of a certain age
In The book of life they have
Turned over many a page
They have all been down memory lane
In fact many are coming back
They can even remember "woodbines"
"Five" wrapped in a paper pack
Now the old car is king of the garage
Where most of the time it stayed
And if you went out in it
You took spanners and just prayed
You double de clutch the gear box
Push levers in and out
And people getting in the way
The old Claxton gave them a shout
You would polish till your hands fell off
You could disappear beneath the bonnet
Then in years to come
Someone would go and write a sonnet
But the car remains a pride and joy
To many a grand old gent
Who's time has long been given
To preserve a history well spent

George Valler



The oldest NG ?

In the March 2021 'ChangiNGear, you ask 'Who owns the oldest NG?'. I feel that GEY 303F, our car owned since October 1985, may be a contender.

The donor car was registered as a Tartan Red MGB GT on the 31st August 1968. The original owner was a Paul Overall of Birmingham. No changes occur in the log book, apart from a change of address until 28th September 1981, when the vehicle registration document states 'assembled from parts, some of which were not new'. The colour changes to the current green, but the vehicle is still listed as an MGB GT. I bought the car from Paul on the 15th October 1985. So have owned it for almost 36 years, seemingly only the second owner.

Soon after we bought the car Paul Overall featured on BBC TV's 'Mastermind', getting through to the quarter finals, his subjects as I recall, were the Sonnets of William Shakespeare and the lyrics of Lennon and McCartney.

I did have the registration documents updated soon after purchase to 'NG TA Tourer'.

I am not sure when Nick Green sold his first TA kit, bearing in mind that it must take

some months to having the car 'on the road', so a first registered date of 280991 as a kit car must make it a very early one.

We joined the N.G.O.C. in January 1994. In the current magazine, we and the TA can be seen, second car in on the reproduction 'Birthday Party' issue cover of July 1999.

Best Regards,

Stay safe.

Mike and Meryl Hill.





Stoneleigh kit car show

Hello everyone,

We now have our official slot at the Stoneleigh Kit Car Show on the weekend of 28th and 29th August. We're located on a corner of the 'Bandstand' in position F. There clearly has been and is a great deal going on in the grounds, so I can't tell you how to get to area F. But the club flags will be flying and the club bivouac will be there serving all manor of things like teas, coffees, bread, and water. The last two items may well be familiar to some of us ☐













We are all living through a very difficult period with the current restrictions and lock down. Even with our beloved 'individually hand crafted' cars, the options are limited because precious few places are open to drive to. Therefore I was extremely disappointed, but not in the least surprised that the national rally was postponed. However, we decided to make the journey up to Stratford as I had arranged to buy a new hood and a few bits and bobs from Mark Sadler. This is bitter sweet as there appears to be a ready market for the NG parts he is selling but there will be no more. I wish him all the best in his endeavours to shift the stock he has acquired. The plan was to travel in convoy with another NG but my car is not running very well and we only got as far as Woodstock where we abandoned hope and returned home and went in our Seat Leon tin top instead. We checked in at reception and made our way to the field (not the site we've used in recent years, but the site we first used when we started using Riverside Park). I was quite surprised to see so many NG's lined up and friends to meet up with. So I can only say this was a brilliant non event as most people had sorted out their own accommodation. The site seemed to be most helpful to the club and provided a socially distanced area to have a meal (max 6 to a table). We left about 8:30 and got home just before ten o'clock when it was getting dark. For a cancelled event it was brilliant, even the sunshine made an appearance where several people could have used some cream.

Paul Bennett

0932 -
Weybridge 55188

Ian Peacock
The Boat House
Jessamy Road
Weybridge
Surrey

1st September 1981

Dear Tom

First of all I would like to thank those who were able to attend the visit to Syon Park and the barbeque for making it such an enjoyable occasion.

As you will know, the next meeting is the Southern Kit Car Rally at Hindhead Playing Field, Hindhead, Surrey. The main events are on Sunday, 6th September but there is a barbeque on the Saturday evening, with camping sites available.

Another meeting coming up shortly is the South Western Kit Car Rally at Wincanton Racecourse, Wincanton, Somerset, on Sunday, 20th September, with camping available on the Saturday night. For you lucky NG owners in the north there is the Northern Kit Car Rally at New York Raceway, Melbourne, Nr York, on the same date, 20th.

I'm open to suggestions (polite) regarding future club meetings and activities. Drop me a line, or ring me with your ideas.

Subscriptions We worked out that £5 would cover the cost of producing newsletter postage, telephone calls, etc. for 12 months, this year's subscription being from 1st September 1981, to 31st August 1982. Any monies left at the end of the year could be used for a club trophy, or something similar. If you have not already paid your subscription, please send this on to me.

Modifications

No. 1 Padded Dash (top edge) courtesy of Peter Nicholson.
A neat mod. this as it uses the padded front from the MGB dash (free, if you're building from a complete donor car). If you carefully remove the padding from the B dash and remove the backing pad, a new backing pad can be made to the shape of the TA dash in plywood or hardboard, the padding re-fitted and your new padded front fitted to your TA.

No. 2 Outside Handbrake.
Another easy mod. Use the existing B handbrake spaced off the body so that the release linkage clears (I used the B seat runner spacers). The B cable stop can be used. Remove from existing cable by sawing a slot in the side. Next, buy an A60 handbrake cable, remove the offside rear brake cable and substitute the original B cable. The cable runs neatly through the bottom inner corner

continued -



1st September 1981

of the body where it kicks up for the chassis dog leg. Make sure you have sufficient clearance for the seat when it's fully forward.

Club rumours I've heard that Graham (Green Goddess) is building the Mark 2 version of the de-mountable camper/bar unit, this one being hydraulically operated, and, at the touch of a button, transforms itself into a mobile boozer complete with glass rack, 6 spirit optic dispensers and 4 beers from the wood drawn by hand pump! Nice!

Congratulations are in order for the forthcoming wedding of Andy and Celia on 12th September.

The previous two pages are a copy of a club newssheet from 1981.

Apologies for the poor print quality but I could not enhance a 40 year old faded document any further to make it any readable.

Interesting to read that they thought £5 would be a reasonable sum to pay when here we are 40 years on and only asking £15 for a years membership which includes several magazines, an annual rally and all that that includes .



New Forest NG event

The New Forest event will be at Burley on 22nd August 2021 for lunchtime picnic (bring your own picnic) and incorporating a 30-40 minute drive around the Forest and arriving back at Burley to finish at New Forest Cider, which as well as the supply of local cider has a tea room.

Burley is a busy village with quaint shops and places to eat. I have arranged a picnic area for the cars to gather in a reserved area of the field that is part of the overflow car-park (closest post code is BH24 4AA, at Burley follow the parking signs). Normal car park fees apply but we can park together and picnic.

Arrive at Burley 11am. Parking is arranged in the overflow parking which is accessed via the coach parking area, next turning after the car park entrance.

Enjoy your picnic and explore the village. we'd recommend sampling the excellent ice cream in The Burley Stores.

When you're ready, take the driving route round the Forest. This goes via the Rhinefield Ornamental Drive which may be slightly past its flowering time but is still a beautiful part of the Forest. In the afternoon (3pm ish) we will make our way to the New Forest Cider for a well-earned cider sample and tea in the tea room. Please let me know if you can join us and I will book some tables in the Cider tea room. email keith@1000fluffyclouds.co.uk contact details also in the mag.

Cheers

Keith Baker

Did ya know

Inspired by that other great rag, Classic Car Weekly, I was most impressed with a couple of its articles. It gave me the idea for this column. Many of you, I'm sure, WILL know, so this column is for the minority who are often ignored. You know, those that drink black tea, put jam on the scone and then the cream, and especially those that wear face masks in the car when they're alone!

So here is the first, each will have a connection to the NG, albeit an incredibly vague connection.

The V8 engine is often thought to have been invented in the USA, but it didn't arrive there until 1923. In fact we can thank the French for this particular configuration of pots and pistons. It first appeared in 1904 and was taken up by Renault and Buchet in their racing cars. And across the water in good old Blighty, Rolls Royce built in 1905 three cars with the V8 engine. However the first time this loud mouth growler was used in a full production run was in 1910 when a 6.1 litre V8 was installed in the De Dion Bouton CJ.

The mystical Researcher

William Morris, the car maker , not the famous wallpaper manufacturer

Went to dinner one evening and left his hat with the cloakroom attendant

When it was time to leave he was surprised by the speed at which his hat was returned to him. How do you know that's mine he asked? I don't came the reply. But it's the one you came in with.



My Journey to NG Ownership:

I started my vehicle mechanic apprenticeship in September 1960 and since then my hobbies have always included tinkering with cars and motorbikes. In 1971 I was promoted to a management position and missed working on the tools; to avoid the withdrawal symptoms I restored a 1947 Rover 16 Sports saloon between 1973 and 1975. My second restoration a few years later was a monocoque Volvo Amazon which was very low mileage and in pretty much perfect condition apart from some extensive rust damage in lower areas of the body. By the time I had finished it I was thoroughly fed up with replacing rust damaged panels, and repairing the bits they were fastened to, so I turned my attention to motorbikes

Since the late seventies I had been reading Kit Car Magazines; the appeal was a lack of rust and the lack of need to comply with concours standards, I'm not talking about a lowering of build standards! Rather that I didn't have to search high and low for genuine parts in order to restore a car to 'original' condition.

I bought my first kit car in 1981 it was a RMB Gentry. At the time I was serving with the British Army in Germany and travelled back to the UK to collect the kit from the factory.

How it all started.

It's 1981 and 'Gulliver 2' my second home built campervan is all ready to drive back to Germany towing 'Ruby' on the trailer.

The Gentry was followed by a Marcos 3 Litre GT, in my opinion a terrible car. The body was very distorted; it probably came out of the mould before it had finished curing. On completion of the build I disliked it that much I only kept it for some 3-months before selling it to a new owner, who thought it was the 'Dogs Gonads'.



My penultimate kit car purchase was on Monday 15th March when I agreed to purchase the essentially unstarted NG TA kit advertised in the Club Magazine. After paying a deposit (I could not collect the kit until after Lockdown finished on 28th March), I started reading some of the p.d.f. 'ChangiNGear' magazines and as the NG TA build was scheduled to take second place to my existing project I made the decision to buy a ready built NG to use while the NG TA build took place.

Eight days later I noticed the advert for a ready built NG TD that Dan Luczywo had advertised on the club website. As it was a 'John Hoyle Engineering' car it didn't take long to decide that I wanted it and after a discussion with Dan later that same day, he agreed to give me first refusal and I arranged to go and see it after Lockdown.

I purchased 'FRB 135L' and christened it 'Emma'. So in the short



On Tuesday 30th March we visited Dan and to cut a long story short I purchased 'FRB 135L' and christened it 'Emma'. So in the short space of fifteen days I went from being interested in NG's to owning what is essentially a brand new NG TA kit** and a nice fully built up NG TD. They will not be lonely and will join a Marlin Berlinetta (bought as a new kit in 1993), an Aero Merlin Cyclecar (bought as a new kit in 2010), and a 2007 Pembleton (bought as an abandoned kit last September), which is my current in-build project.

Postscript:

*** At least that was the plan but in the event when I went to collect the car I discovered that the chassis was rusted and pitted and David re-funded my money, which I had paid in advance. So as a result I am the proud owner of a NG TD only; however I am now looking for a concours early TA, or a less good one to restore.*

Since passing my car test in 1962 I have named all my cars, with some names being used more than once. The first 'Emma' was a dark green MG TD that I bought in August 1968 while serving with the Ghurkha's in Borneo. The name Emma was short for Emerald, an expensive green gem; but at the time it was far from expensive and cost me the princely sum of £37 10/- (£564.38 in today's money).

Now that was cheap! The reason was because you couldn't export cars from Borneo. It had been imported some years earlier by a young officer with more money than sense. Realising he couldn't export it he tried to sell it. That evidently went down like a lead balloon as by giving 24 hours notice to the adjutant you could borrow a Land Rover for 24 hours from the time of pick-up. Who in their right mind would buy a car, plus tax and insure it, when you could borrow a Land Rover, complete with fuel, free gratis?

The answer was a corporal vehicle mechanic in the REME (Royal Electrical Mechanical Engineers), who had maintained the car for the officer; he negotiated the ridiculously low price of thirty seven pounds ten bob. The officer always thought that he would eventually return to Borneo for a second tour and he wrote out a very complicated contract



letter stating that the car could only be sold to a REME corporal (he was obviously thinking of free maintenance during his absence), for the standard price of £37 10/- and if he ever returned he had the right to buy it off the current owner for £37 10/- The adjutant agreed to act as the go between for future transactions.

There were only two REME corporals amongst the twenty three British soldiers in the garrison at any one time, one vehicle mechanic and one aircraft technician. When I arrived the car had been unused for over six months but being a car enthusiast I decided to take it on and wrote out a cheque which the adjutant sent to the previous owner. Despite the low cost it was in reasonable condition and a couple of evenings saw it serviced and back on the road.

My short term ownership was very enjoyable but eventually I got posted and luckily my replacement was also a car enthusiast so I got my £37 10/- back before I left.

Over the intervening fifty plus years I have always wanted another MG of that era but could never justify paying the high prices that they now command. This is really, I suppose, what urged me to finally investigate buying an abandoned/unstarted NG TA kit, and then to later purchase a completed NG TD. Incidentally on my return to the UK in 1971 I investigated buying a similar MG T Series car and the average price for an as new MG TF was in the region of £750 (£9436.95 in today's money). So an MG T Series car in excellent condition has increased around 2 to 2.5 times more than inflation over the last 50 years. As a comparison, also in 1971, I bought my first house, a two bedroom terraced house in Cudworth, near Barnsley, for £800 (£10,066.34 in today's money), and the rates were £13 a year, which for many people was around half a week's wages. Similar houses in that same street now sell for circa £135k so it doesn't take a genius to calculate that houses have held their value better than some collector's cars.



Postscript:

Some ten years or so ago I went to a 'Classic Car Auction' to potentially buy a motorbike. Due to come under the hammer later that day was the best MG TD that I have ever seen, either before or since. I didn't stop for that part of the auction as I fully expected it to fetch well in excess of £20k, it really was that good! You can probably imagine my despair when I discovered later that it topped out at just under £6k. It transpired that it was from the estate of a late engineer who had built it up from bits and pieces, many of which were NOS (New Old Stock); as it had no provenance it was of no interest to the cognoscenti who attended that day. Someone went home with, in my opinion, the bargain of the day, if not the century.

As Emma had no MOT I decided to have her delivered and this was promptly and efficiently carried out by 'AnyVan Transport' for what I thought was the quite reasonable charge of £120 for the 56 mille trip from West Bridgeford to Peterborough; although I did opt for the comprehensive insurance cover which added another £24.19 Apparently cars etc. are only covered for third party fire and theft under the insurance cover provided within the basic transportation cost. In my opinion this is a most unsatisfactory state of affairs as unless you take out the optional insurance you could, under extreme circumstances, lose almost your entire investment.

After giving Emma a good service and fixing a number of faults** she passed her MOT and will now, hopefully, give Margaret and myself a lot of enjoyment while I find 'Muffin', my chosen name for the NG TA that I hope to eventually buy.



Note.

*** The electrics on this car are terrible; I don't think I have ever seen such a crappy wiring system! Dan (the original builder/owner), farmed this part of the build out to what at that time was a kit car company; I'm not surprised they are no longer in business. If I was going to keep this car long term I would definitely rip all the wiring out and do it again.*

Last but not least! a personal thank you to Nick Green for the NG concept and to John Hoyle for re-establishing the original Nick Green standard where others had tried and failed, "thank you both!" Thanks also to the many stalwarts who run the club and to Jeremy Evans for the related 'NG Owners Club Website on Facebook' and its contributors who continue to answer my many questions.

Alan Myland
Member #1686

BACKFORD BLOOR
KIT, CLASSIC AND REPLIC A VEH-
CLE INSURANCE
10% DISCOUNT FOR ALL CLUB MEMBERS
NEW INCREASED DISCOUNTS AVAILABLE FOR:
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(subject to self-completion valuation form)
FREE LEGAL ASSISTANCE
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NO ANSWER PHONES
WITH US YOU ARE A NAME NOT A NUM-



Rustproofing:

When refurbishing cars etc. I like to make things as corrosion resistant as possible and there are various ways you can do this. Two popular methods in the seventies that are still used today were Wax-oil and Dinitrol. I'm not suggesting there is anything wrong with either of these; rather I am suggesting an alternative.

In the early 80's I had a 1974 MGB Roadster, purchased second hand from a works colleague who had bought it new. At that time (1981), my own knowledge of MGB's was rather limited, as far as I was aware they were nice looking rust buckets that drove nicely, and made all the right noises if correctly maintained. On checking the car over I discovered the underside including wheel arches etc. were covered in some yellowy brown coloured greasy stuff.

John, the seller, was a sailing enthusiast and told me that almost immediately after purchase he had smothered the underside and sprayed the internal box sections with Lanolin grease, a product that he was familiar with because of his sailing activities.

The car was as close to rust free as you can get and it was still relatively rust free when I sold it almost 3-years later. That was quite some achievement as, already mentioned, in my opinion (based on both early and more recent experience), MGB's are rust buckets.

The same stuff that John used is available under various names 'Lanoguard' being a typical trade name. It is wool based so you could probably get some protection if you run into a flock of sheep; (sorry)!

To summarise:

I am not saying that Lanoguard is better than Waxoil or Dinitrol, rather that I have experience of its effectiveness. It is used extensively in the harsh environment of the marine industry and as it can keep a MGB relatively rust free for 9 years it's got a lot going for it!

Alan Myland
Member #1686



Modify your hood

May I offer you a possible hood modification on your N G,,,Two of the reasons why N G owners drive without the hood up is the difficulty in putting it up and down and once up the problem of climbing in,,unless you are a 5 ft vertically challenged jockey on a diet,,The lanky or portly gentlemen of age do not possess that attribute ,,so what's next,,,may I put forward a suggestion for a simple ,,untested ,hood modification and it won't involve to much dexterity ,,shall I get on with it then,,before I do may I say I have broached the idea with the N G technical genius John Hoyle who thinks it may have merit...When your hood is fitted ,,look at the opening in which you are expected to climb in,,now where the centre hood frame is situated ,,take a centre line from the start of the hood across the hood to almost the centre,,(leave some. 6 to 9 inches). Now if you were to cut across from the side to the centre. you now have a flap that you could peel forward so creating more space to climb in ,,You just need now to sew a quality zip in to zip open and close,, a simple strip of material sewn one side of zip ,,Velcro to secure the other to help with the rain and you have an opening that you can maybe unzip from the outside and zip up on the inside when you are in,,,, Wether you have any idea of what I am on about I don't know but it could work,, perhaps you would like to try,,,,The other side could also be treated the same ,that is why I have suggested a leaving some material at the centre,,,may I say this is just a suggestive idea and I cannot be held responsible for any outcome,,,

G V



KERMIT THE NG: MY REHOMING ADVENTURE TO THE ISLE OF WIGHT

Hi everyone, Kermit here. As a new member of the NGOC, I thought you might like to hear my rehoming story, a rather frightful affair!

You may be wondering who the “new frog on the block” is. Well, I am a NG-TF 1800 (cubic frogs that is) in light British Racing Green. I was lovingly built in 1995/96 from a 1971 MGB-GT. However, after being born, and an owner or two later, I sadly found myself languishing unused in a drafty old garage in Kent for 3 years. But, unknown to me then, my fate was soon about to change. You see, my then owner fell very ill shortly after acquiring me and had since no longer been able to drive. So one day he decided to pop me on eBay and that was when my adventure began. I was so excited....following a touch and go bidding frenzy I was won by a chap from the Isle of Wight. That's by the sea, isn't it?

It was late June 2019, this chap, Paul, arrived to make my frog-quaintance. Luckily my then-owners had got me a bit of a wash and brush-up and an MOT prior to eBay. I looked quite smart, even if I do say so myself. Paul gave me a good look-over assessing whether to drive me away or trailer me, finally proclaiming he was pleased with what he saw and was going to drive me...yippee!...to the Isle of Wight! I felt rather excited, I hadn't leapt down the open road in quite some while.

Dealing with the formalities Paul became my new owner and said he'd be back in two weeks to collect me. I couldn't wait! Does this mean I'll go on a boat?...I've never been on a boat before!

I counted the days...

Early on that first Sunday morning of July 2019, to my delight, Paul turned up with a leap in his step, with his daughter to ride shotgun and his friend as support vehicle. Paul wasted no time in rolling me out and I decided to start first button for him as I couldn't wait to break free from my current confines. In the infamous words of Freddie Mercury... “I want to break free...feel the wind in my NG...”. After letting my cubic frogs warm up it was time to reverse down the drive and toot goodbye to the old drafty garage. Hop, hop, and awayyyy!



Off we went to find some fuel, 99 octane my old owners said I needed to prevent me “knocking”. They had suggested a garage some way down the road but the support vehicle SatNav couldn’t find it. Instead, we ended up on the A2 and pulled into Cobham services, heading for the M25. But Cobham only had 97 octane - what was a frog to do? - so Paul filled me up with 97. As I sat on the forecourt, he noticed I was dribbling underneath my chin. I was feeling rather flushed but I thought it was just my excitement. Paul had a look and sadly said it was too much pressure in my radiator dripping down my overflow. Anyway, we pulled away down the slip road where I suddenly went to sleep. But phew! Paul had just accidentally knocked my ignition



key to off as it hangs just above the gear knob. Thank frog for that! We rejoined the A2 and headed for the M25.

A few miles down the A2 my cubic frogs were beginning to roast with my needle deep into the “H” zone apparently. Exclaiming “Damn!” (ok, or words with more dramatic effect) Paul slowed me down to a more sedate pace. I cooled down a little so Paul feathered my throttle and chugged me along the motorway at 40mph, where I managed to hold it together for the moment.

A few miles down the A2 my cubic frogs were beginning to roast with my needle deep into the “H” zone apparently. Exclaiming “Damn!” (ok, or words with more dramatic effect) Paul slowed me down to a more sedate pace. I cooled down a little so Paul feathered my throttle and chugged me along the motorway at 40mph, where I managed to hold it together for the moment. The next hurdle was joining the M25 because there was a bit of a queue and I was getting a little hot...again. But traffic thankfully soon cleared and onto the M25 we hopped. The level and downhill bits were fine (just!), however, the uphill bits did get somewhat challenging and required some very careful throttle and speed control from my new owner to try to keep me from becoming too feverish. Could Paul really nurse me back to the Isle of Wight?

As if this wasn’t enough, it started to drizzle heavily, with my hood down - frogging heck! My little overhead wipers were going, operated by shotgun Eleanor who was bundled up in a blanket, her long hair



flailing wildly in the buffeting wind down the drizzly M25. Apparently the damp air might help to keep my singing cubic frogs cool, Paul said.

Anyhow, we made it to the M25 Cobham services, despite it being an “edge of my pond” leg of the journey, where we parked up and took a break. By now I was croakingly feverish. However, the fat frog hadn’t yet sung.

Pulling back onto the M25 we headed for the A3 a few miles ahead. As we approached the A3 junction... Oh my frog! There was a huge queue of traffic not hopping anywhere. I thought, “Kermit lad, you might just be cooking your minnows here”. Oh froglets, my needle was busting the “H”, but at least it had stopped raining. So we joined the back of the queue.

A little creep here, a little crawl there, we gradually moved forwards. But as some of you may know the A3 slip road from M25 westbound is a long uphill. This was not going to be good. We gradually crept uphill but my cubic frogs were really beginning to scorch now and Paul was seriously considering pulling me off the road. But we hung in there and working together finally made it to the traffic lights. Frogit, they turned red, ribbit, with nowhere to go. I sat there puffing and panting

- ribbit croak ribbit croak - they’re green, we’re off, onto the A3! Some air through my rad, 30mph, my needle dropping to just inside the “H” zone, we might just make this! I have a cast iron heart so I can take quite a lot of punishment.

Although I was still very very roastie we trundled down the A3 at 40mph, at least keeping a stable temperature. We passed through Guilford, just about ok, when I started feeling a little wet behind my wing mirrors, it was drizzling again. It suddenly went dim and dry - what’s this? I’m underground inside a concrete tube - although I must say I did sound rather good in there! Oh, back into the rain... We managed to roll on down the A3 with no further traffic issues, although I remained very feverish.

Sniff sniff, that air smells different, a little cooler, a bit salty. As we began heading downhill, I saw a big town appear on the horizon. Paul told me, “We’re nearly there Kermit, this is Portsmouth”. I could hardly contain my pistons and found an extra little frog in my tank for the last little hop through Portsmouth.



As we pulled into the Isle of Wight terminal with our support vehicle behind us I couldn't believe my headlamps. Is it a plane? Is it a train?

No, I do believe it's a boat! Wow, we made it! Paul chugged me into a boarding lane and turned off my ignition. I was sooo hot, I coughed and spluttered on for a moment until my pistons chuffed to a stop. My radiator hissed a sigh of relief. I could rest my tired froggy wheels for a while now until we're called to board the ferry. Paul opened my bonnets to check me over and cool me down finding my radiator dribbling again and hissing well, saying "We made it Kermit, hard work but we made it". I hope I don't get seasick...? I thought.

All aboard! Paul and shotgun Eleanor leaped back into my seats, woke me up after my froggy-winks and trundled me onto the ferry. The ramps were a little bit scary because they wobbled a little and I



could see the sea below! A nice man on the boat waved us down the ferry and we lined up with some other modern cars. But they were all very nice and

welcomed me aboard, kindly reassuring me everything would be fine. This was my first time on a boat so I was a little crankxious, I'd never been to sea before! I felt a strange rumbling through my tyres - this was it, the ferry (her name was St Clare, she said she'd look after me) engines had started. Gosh much heftier than mine! With an announcement all over the boat and the call of seagulls in the air, the ramp was raised and off we sailed.



30 minutes later, she (St Clare) announced we would be shortly docking on the Isle of Wight. After the sensations of being at sea I must say I was rather looking forward to being back on solid tarmac. Would the Island be different at all? With a pioneering spirit I thanked St Clare for getting us across the sea safely and we disembarked on to the Isle of Wight. Roads ahoy!

Continued on page 45



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*



With a toot toot, we trundled away from the ferry port up to some traffic lights. There was a sign, left to Ryde, right to Wootton, I wondered where my new home would be? Lights turned green and to Wootton it was. Up hill, down hill, down hill... All was going well until up Wootton Hill and a queue of traffic - this could be a problem. I don't like hill leaps! Reaching the brow of Wootton Hill I realised we'd lost our support vehicle! Ribbet! Oh there he is, up ahead of us - must have switched round on the ferry, frog knows! Through the lights and onto Newport with no further ado, although I was getting roastie again. I must say the roads seem rather narrow and twisty here - where are the motorways?

Leaving Wootton behind, we passed a garage, sheds, shops, everything was rather quaint, the air fresh and no big towering office blocks - I could get used to this I thought! Finally we wriggled through some houses and stopped at the end of a no through road overlooking some fields. Then lots of people gathered around me - is this it, have I made it? There were a lot of people looking at me. I felt rather embarrassed as I didn't feel at my best, but I kept hearing the word "wow" and was made to feel very welcome. Out hopped Paul and shotgun Eleanor (should have seen the state of her hair, nice hairdo!).

After being admired for some while, Paul drove me up a wide driveway next to where I was stopped in the road. Before my very headlamps I saw a clean, spacious, rather comfy looking garage - was this to be my new resting quarters? It was like a mansion, I felt like a lord (Lord Kermit, hmmm I like that). Well, blinker my headlamps, I was slowly but surely pushed in - this must surely be my new home, could this really be after all these years? "I don't believe it" as Victor would say. The door was closed behind me. By gosh, not one draft!



I'm going to like it here, I thought happily. And by froggy, you should see my new pyjamas, flamboyant or what! I felt rather dapper. As I put my tyres up for the night and hissed a sigh of contentment, I thought "Kermit lad, you've landed on your four tyres here". Paul and Eleanor patted me goodnight, turned off the light and locked the door. I'd really made it - many fraught miles later and very hot under the hood - but I'd made it. Home Sweet New Home!

By Kermit Foxwell

(With the help and technical savvy of Paul and Eleanor Foxwell).



WANTED

NG-TA Wanted:

Wanted an abandoned Nick Green MGB based NG TA. I have recently bought an abandoned TA with lots of bits missing and it seems logical to find another similar car to help replace the missing parts and provide future spare parts. Anything considered but it must be a Nick Green car and not one of the later re-badged models. Price negotiable according to condition and pedigree.

Alan 01733 576 554 or 07932 655 345
alan.myland@btinternet.com

Wanted an abandoned or no longer loved Marina based Pastiche NG TC. Condition is relatively unimportant as I like restoring things and plan to do a full restoration. Engine and gearbox condition also unimportant as I have a low mileage MGB engine/gearbox assembly waiting in the wings. The only important thing is that it must be correctly registered in the V5C as a NG. Price negotiable depending on condition. Please contact Trevor Browning on 01733 577 921

Wanted any original NG brochures, paperwork, manuals, media or kit car magazines with feature NG articles. Matt Bolt - please e-mail me azure.wow@gmail.com



Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are notified that you wish to re-advertise, (For non-members there is a charge of £10 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 us by post or email.

FOR SALE

Rover 2300/2600 LT77 5 speed gearbox and bell housing.

Would make a good spare for anyone with a Rover straight six NG. (The bell housing is different to the SD1 V8 and won't fit directly).

£150

Contact Dave Holland 077 653 404 82. Collection from Alton Hampshire.

Breaking News

John Hoyle is selling "OJ", his NG TF V8

Anyone interested give him a call

07973 541626 or 020 8393 2555



SALES AND WANTS

We would like to sell an NG TA kit car which was bought in 1989 by my father and was built by him.

It was put through an MOT in 2016 and it passed, however the DVLA have indicated that it needs to pass an IVA test before it can be driven on the open road.

It is in very good condition - it has never been spray painted and has been stored in our garage.

The DVLA have permitted that the donor car registration can be displayed on the kit car so no 'Q' plate is required.

We have all of the original receipts and registration documents pertaining to the kit and donor car.

We also have a spare Morris Marina engine which has been stored inside and which we would also be willing to sell.

The reason for sale is that my father has had to go into a nursing home and he feels that the time has come for someone to take it to the next leg of its journey and enjoy it.

We live near Glamis in Angus, Scotland. Any prospective buyer would need to arrange uplift and transportation of the kit car from here.

We are open to offers by email to: karenlmcgavock@googlemail.com.



Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00
Polo Shirt S, M, L, XL	£12.00
T-Shirts M, L, XL	£9.00
Baseball Cap (Navy, Grey)	£9.00
Beanie (navy)	£8
NG Car Badges (unpainted)	
(temporarily No Stock)	£20.00
Brollies (last few)	£22.00 (only at The Rally)
Fleeces S, M,L, XL	
Logos are in contrasting Silver or Black	

All items are now postage free

all available from Mark Staley

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

Tel: 01332 601654 or 07711 124153 Email: staley.mark@virginmedia.com

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



Stratford June 2021

