

CHANGING GEAR

August 2004 (3)

**Just some of the cars attending the
25-years celebration 2-4 July 2004**



National Rally Report

the magazine of the NG owners club

THE NG OWNERS CLUB

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25 years celebration

**Next issue
to the printer
22nd November**



WANTED
*Editor urgently
required
This is the
penultimate issue*

*After December
there will be no
magazine unless
someone comes
forward!*

Chairman's Letter

Done and Dusted. What a good show for our 25th Anniversary and National Rally Celebration. Thank-you to all those who braved local outbreaks of quite nasty weather to make the journey to Broadway, some from as far away as Lands End and Newcastle.

It was very heartening to see so many cars turn up on the Friday and even more so when more and more cars turned upon the Saturday and Sunday. Assuming that everyone who came booked in with Bob Morrison, the final count from his listing showed that 103 cars participated in the event. Well done everyone.

I was particularly pleased that Findhorn Cars were able to be on site with their demonstrator cars and information-centre, giving the whole event a sense of family and co-operation.

Months of planning and negotiation take place to ensure that we all enjoy our National Rallies. The committee, and their wives and hus-

bands, deserve special thanks for their time and effort that goes into making such a success.

The weather, as we all know, cannot be planned but as it happened for once it was on our side, fine nearly all the time; however, when the heavens did decide to open it was a timely help. Everyone rushed to the big marquee just in time for the presentation of the awards, saving me the task of rounding everybody up (more about the awards later in this issue).

I know that Nick Green, who sent his apologies for not being able to be with us, shares my feelings in extending personal thanks for the tremendous support shown. 25 years is a long time, many other clubs have come and gone in that time-scale but we have not only survived but have managed to go from strength to strength. We should all be proud of the NG Owners Club. Long may it continue.

Peter Clark

Editorial

What a fantastic event! I'm referring of course to the 25-year celebration and National Rally held over the 3 days 2nd to 4th July at Leedons Park, Broadway. Those of you who man-

aged to attend all or part of the weekend will know how well the event was attended and what a great bunch of people our members are. For those who were not able to attend, I have written a short report

on the event in the members' letters section.

Now that we have celebrated 25 years of NG production, it would be interesting to hear from anyone who built their NG in the early years & who might have been driving it for nearly a quarter of a century. If you have any stories from those early years or would like to tell us about long-term ownership of your NG, I would very much like to hear from you.

Thanks again to David Edwards for his excellent drawing of a TCV8 on the rear cover of this month's magazine. As I mentioned in an earlier issue, David would be prepared to produce a unique portrait of your own NG if you wish to discuss a commission with him.

For followers of the London-to-Brighton Veteran Car Run in November there is news that auctioneer Bonhams is to sponsor the event for the next 3 years, starting this autumn. The run, as always, takes place on the first Sunday in November but will now take place over 3 days, starting on Friday 5th November with an auction of automobilia and a reception for the entrants in London & a concours d'elegance in Pall Mall on Saturday. We will be arranging the usual NGOC presence at a pub on the route for the Sunday - see you there.

I must recommend Speedy Cables for their excellent service in repairing/re-calibrating our speed-

ometer. The TF odometer had started to stick intermittently and in trying to repair it I made it worse to the extent that not only was the odometer unreliable but the speedo ended with a permanent offset. After several attempts to get it to work correctly I sent it to the experts. Having recently changed tyre profiles, I also thought it a good idea to re-calibrate using the procedure given in the NG build manual. Bearing in mind that this happened 3 weeks before our French holiday, I was anxious about the likely turnaround time and an e-mail to Speedy Cables promised 15 days or less. The unit was duly posted & was returned within 11 days. Not only does it now work perfectly but a replacement trip-reset cable has been supplied and fitted which will provide a facility that we haven't previously enjoyed. Speedy Cables can be contacted by telephone on 01639-732213 or on www.speedycables.com.

For one who has always treated such warnings with a certain amount of scepticism in the past, I sat up and took notice when reading a report from the Shell Oil Company. Shell have recently issued a warning after 3 incidents in which mobile phones ignited fumes during fuelling operations on garage forecourts. In the first case, the phone was placed on the car's boot lid during fuelling; it rang and the ensuing fire destroyed the car and the petrol pump. In the 2nd incident, an individual suf-

ferred severe facial burns when fumes ignited as the phone was answered. In the 3rd incident, an individual suffered burns to the thigh and groin as fumes ignited when the phone, which was in a pocket, rang while fuelling. I assume the risk is much less with diesel fuel but it certainly seems a wise precaution to switch your phone off before approaching the fuel pumps.

Reading an article recently on motoring in China, I was amused by the briefing given to a certain well-known English journalist by the People's Traffic Commissioner before issuing him with a driving license....."*be careful of trucks, be careful of bicycles, be careful of animals, be careful of anything that can move! If you hit a person and they are alive, discuss accident with them! If dead, discuss with other person! Stop when light red, go when light green.*" The journalist in question apparently thought of asking whether, as a communist country, shouldn't red be for go but thought better of it when he remembered advice from his guide book to the effect that '*the Chinese have a sense of humour but it is certainly not the same as ours.*'

Talking of the Top Gear programme, I have just finished reading an autobiography by Perry McCarthy, famous on Top Gear as 'The Stig'. This book makes an excellent read and is entitled 'Flat Out, Flat Broke - Formula 1 the hard way'.

I can't improve on David Tremayne's (Independent on Sunday) comment that "*Perry McCarthy does for Formula 1 what Bill Bryson did for travel writing*". It is certainly an inspiring story and I recommend it wholeheartedly.

Many thanks to Ian Hyne of Kit Car Magazine for allowing me to re-print his article on NGOC owner Peter Sergeant's trip, with NGTF, to the USA last year (Peter's exploits were described in the June 2004 issue of Kit Car magazine). I look forward to hearing of Peter's further adventures when he takes his NG overseas again.

On a final note, I must reiterate that this is my penultimate issue as editor after 5 years 'in harness'. Please consider carefully whether you might be able to find the time to take over this very rewarding task and by doing so help to keep the club in good shape. This plea is not only directed at male members of the club. There are at least two other kit car clubs with a female editor (Sue Roedel of the Marlin OC and Susan Crookes of the Spartan OC). You need an enthusiasm for the marque and club activities, i.e. the job is about editing the contributions of other members, not writing your own articles. If any lady member would like advice on how to go about the task of editing a KC mag, from a woman's perspective, I'm sure that either Sue or Susan would be only too happy to help.

During the next three months before my final issue, we need to sort out a hand-over so that the new editor can get to work on the first issue of 2005 so please think carefully and let me know if you would like to learn more of what

is required.

We enjoyed a great 25th anniversary event but there are lots more events to enjoy before the summer is finished. Hope to see you at some of them. Happy NGING.
Ed

Secretary's Notes

Northern Area Rep

Jen Aitken, our local contact member for Yorkshire, has had to give up the position due to other commitments. Jen has been of great help to the club, particularly in the north, with organising meetings at KC shows and other local venues.

On behalf of the committee and all the members she has assisted in the past we give a hearty thank-you and wish you and Bob all the best in the future. I am sure we shall see you both with your car at different meetings around the country.

With Jen giving up the local contact position I have spoken to Dennis Roberts and he has volunteered to take over as contact member, so if you need any help give him a call, his number is in the front cover of the magazine.

Items found at the end of the National Rally

One pair of dark green mugs with a gold ring around the lip, two pairs of knives & forks with flat handles

which have a pattern on them similar to flowers and leaves, one large navy-blue NGOC sweatshirt, one left-hand red glove (the glove has black reinforcing material on the palm & thumb, also on the back of the first finger & between the third & fourth fingers).

If you recognise any one of the above and want them returned please give me a ring on 020 8393 4661 and I will send them onto you.

New Club Magazine Editor Required

You may have seen in the last magazine, and in this one, that Paul Gray is giving up the job of editing and producing changiNGear after the Christmas edition. Paul would like to hand over to a willing volunteer, man or woman, who would like to get involved with the most important job in the club, i.e. keeping everybody in touch with information and news items. If you think this might be for you, telephone Paul and he will explain how he goes about producing the mag.

August 14/15

**The Great Northern Kit Car Show,
Harrogate, Yorkshire**

Dennis Roberts will take charge of our club presence at this venue so give him a call if you have any questions about it, or telephone the organisers, European Show Promotions on 01233 713878. You can call Dennis on 01142 878515.

August 28

Shrivenham Village Fete

This is the home village of our membership secretary and you are invited to attend with your NG to be part of the show. Bring along your picnic and have an entertaining day out in the sun watching the demonstrations and displays. Shrivenham is just North East of Swindon and off the A420 road. If you require more information then call Bob Morrison on 01793 783105.

August 29

Popham Aero/Autojumble Classic Vehicle Rally and Fly-in

This is another great day out in the sunshine to watch vintage aircraft landing and taking off. When the aircraft have finally parked you can make some very close inspections of the flying machines. Alongside the aircraft, but at a safe distance, is the classic vehicles side of the show, which we shall be part of.

In past years entry has been free to exhibitors, but because of the ever-increasing cost of insurance for such a mix - transportation, aircraft and road vehicles don't

really belong together - there will be a charge of £5 this year payable in advance. I shall have the entry forms so give me a call on 020 8393 4661 and I will send you one. You can attend Saturday 28th but we have decided on Sunday for the club visit because of the Shrivenham event. Popham Airfield is off the A303 road just before it meets the M3 motorway towards London.

September 3-4

Goodwood Revival

This is to inform you that this event takes place over this weekend.

September 4/5

National Kit & Performance Car Show, Donington Park, Castle Donington, Derbyshire

There is an entry fee for every passenger in the car (incl driver!). £2 for kit-car drivers and £8 for passengers. There will be sessions of 20 minutes on the race track of 2.7 miles if you book with Limelight Exhibitions on 01737 225857. The cost will be £35 & £5 per passenger per session. The car must be road-legal & crash helmets are compulsory. For running out of fuel on the track there will be a £50 fine. If you are interested in attending this meeting then give our new local area contact member Dennis Roberts a call on 01142 878515.

Sept 10/11/12

Welsh Weekend

For details, see Ann & Mark's article on pages 25-27.

November 7

London to Brighton Veteran Run

Although our cars are a little too young for us to enter this event we can follow the route that the old veterans take along the A23 to Brighton. We meet up at the car park on Epsom Downs by the Tattenham Corner pub before 8am - don't be late because we leave dead on time, and proceed via Redhill, and Crawley. After the M23 becomes the A23, turn off the A23 towards Handcross. This used to be part of the old A23 before the dual-carriageway was built, so the veterans still use it. Along this stretch of road is a pub that opens up long before we arrive where you can park

the NG quite safely and purchase tea, coffee, and a cooked breakfast. You can of course continue onto Brighton to see the veterans arriving. Call me or Roy De Bois on 020 8773 1948 if you require more info.

November 20/21

The Great Western Kit & Sports-car Show

I have no information on this show at the moment - their web-site hadn't been updated when I looked.

December 12

South East Christmas Lunch

Just make a note in your calendars of the date if you are thinking of attending. Nothing has been booked yet (far too early!).

Bob Preece

Monthly evening pub meet: every 3rd Wednesday, 7.30pm
The Talbot Hotel, Ripley, Surrey (Bob Preece 020 8393 4661).

Monthly lunch-time pub meet: every 2nd Sunday, 12.30pm
Smarden Belle, Smarden, Kent (John Jewsbury 01622 890992).

Essex area: phone Peter St. John-Howe 01787 224576.

New Forest & District monthly lunch-time pub meet: every 1st Sunday, 12 noon (phone Keith Baker 02380 864310 for current venue).

Monthly lunch-time pub meet: date depends upon interest shown, 12 noon at The Six Bells, Warborough, off A423 Oxford/Wallingford (Bob Morrison)

East Anglia area: evening runs in the Bury St Edmunds area - 1st Tuesday monthly from April-Sept (Chris Wilson 01449 672527).

South Wales (Cardiff) pub meet: first Monday monthly starting 1st April (Brian North 02920 341671)

Events Calendar 2004

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
Aug 14,15	Great Northern Kit Car Show, Harrogate	Dennis Roberts
Aug 28,29	Popham Aero/Autojumble classic vehicle rally & fly-in (<u>club day 29th</u>)	John Coker (<u>essential - phone Bob Preece for entry form</u>)
Aug 28	Shrivenham Village Fete, Wilts	Bob Morrison
Sept 3,4,5	Goodwood Revival, Sussex	For info
Sept 4,5	National Kit & Performance Car Show,Donnington, Derbys	Dennis Roberts
Sept 10,11,12	Welsh Weekend	Ann & Mark 01902-306237
Sept 11	Beaulieu International Autojumble, Hants	For info
Oct 5-12	Atlas-Sahara Rally 2004 (look out for a report in the next issue)	Guild of Motor Endurance
Nov 7	London-to-Brighton Veteran Cars Run	Roy de Boise
Nov 20,21	Great Western Kit Car Show, Exeter, Devon	European Promotions 01233 713878
Dec 12	SE Christmas Lunch, Surrey (venue TBA)	Bob Preece

News from Findhorn Cars

Life at Findhorn Cars has been busy and interesting. I am not going to pretend that we have sold as many cars - kits or complete cars - as I would like. However they still generate a lot of interest.

Today three couples came to see our cars. Our green TF is

instantly admired by the wives, whilst the husbands absolutely want to have a TC with a V8. What fun it is when the cars sell themselves. Nicky from Worthing shot off down the drive and away round the lanes before you could say knife. I suspect that her partner is

looking at an expensive birthday present for her.

The white TC which we had at the 25th anniversary meeting has gone to a new home in south west Wales. She was enormous fun to drive and I was sorry to see her go, but the bank balance was relieved. Driving her to and from the Open Day was a real experience, yes, including finding out that the petrol gauge was telling fibs. Before she went off, I looked up her credentials and found that 15 years ago her engine had put out 220bhp. I can believe it. So can George as he had trouble keeping up in the 'B'GT.

We have been having SVA fun and games. Despite the nice letter in Kit Car about the Southampton test centre, I will be reluctant to go back there, because their unthinking application of the rules cost us a lot of money that we found by going elsewhere we need not have spent. On the other hand, things needing attention of a more important nature were pointed out. It has all been a big learning curve, including getting a historic registration when I understood that kit cars are no longer entitled to these!

In the workshop, we have been repairing and building for customers. Joe Coleman has left, having become a daddy and wanting to find a more spacious house and workshop than he could find for his money in Hampshire. I have lived all my life in Hampshire and love it

dearly, but it is so expensive. Good luck Joe with your new life.

We have welcomed Arthur Rudd to come and build cars. He has found the workshop very full of the team of young lads helping us to build the TCIIIs that we are taking on the Atlas-Sahara Rally. Building them has been another learning curve. They are wider and have a lowered floor. Also they have a fully-located rear axle thanks to lower trailing-arms and an upper A-frame, inspired by Spen King's rear suspension in the Range Rover, although I don't mind admitting that we have not yet got the geometry up to R/R standard yet, but are working on it. The objective is to be able to offer a retro-fit to leaf-sprung cars. The IRS will remain the ultimate, but I will let you know the total of unsprung mass we have been able to throw away when we have finished - including those massive brake drums.

So we are having fun at Findhorn Cars, which is what it is all about, as well as this summer giving five lads a taste of real engineering.

Please come and see us at the Exeter show where we will have a TCII back from African adventures. Oh and by the way their engines are 3.9 V8s straight out of Range Rovers with no hysterics about fitting under the bonnet - or at least that is the design intention!!
Best Wishes
Nigel

Members' Letters & Articles

From: Peter Clark

NG Devon Weekend 14th-16th June

Twenty-two members rendezvoused at the Furzeleigh Mill Hotel at Buckfast, Devon, on Friday 14th June in what turned out to be probably the best weather of the year so far. Transport comprised 8 NGs and 3 tinnies.

The plan was to spend two nights at the hotel with full-board accommodation and for members to enjoy the superb surroundings of beautiful Devon. Cost for the weekend was £169 per couple for 2 nights B&B including evening meal (+bar bills) - very reasonable.

The hotel was extremely com-

fortable, the rooms being small but all with en-suite facilities. As for food - magnificent! The portions were enormous - to the extent that we were embarrassed at how much was left over! Main courses were garnished with exquisite sauces and the whole 'eating experience' was first rate. On the Saturday, after a leisurely breakfast, most people set off to explore the local countryside. In our case, we headed north through Dartmoor to Castledrogo - home of the Drew family - the last castle built in England. The castle was built between 1911 and 1931 by Lutyens and is set in 700 acres of parkland and gardens. Apparently,



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one family member still resides in the castle. After a visit to the house and gardens we enjoyed the woodland walk, the Azaleas and Rhododendrons being at their peak at this time of the year.

During Saturday afternoon most people headed for Dartmeet for a stupendous Devon cream tea followed by a leisurely return to the hotel via country lanes.

Saturday evening meal was preceded by an aperitif in the hotel bar, followed by a convivial meal in the hotel dining-room where the staff had thoughtfully re-arranged the tables in a configuration that made everyone feel they were sitting at the same table. Some of us chose Venison - superb!

During the evening meal there

were tales of other outings during the day. One of the most successful was to buy a combined ticket (£12.50 per person) that covered entrance to the Butterfly farm, Otter sanctuary, and a ride on the South Devon Steam Railway from Buckfastleigh to Totness. Although not tried this time, we were tempted to try a further extension to this outing by taking a ferry from the terminal at Totness to Dartmouth - perhaps next year!

After a leisurely breakfast on Sunday morning, most people departed around mid-morning.

Peter

From: Alan Layland

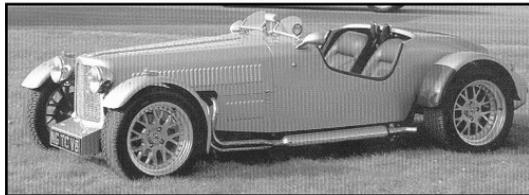
25-year Event

The success of the 2004 National Rally and 25th Anniversary of our chosen marque could not be dampened by the weather, nor Wimbledon and football finals. Indeed weather-wise, I think we got off lightly considering the forecast. It certainly demonstrates the synergy, loyalty and commitment

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within the club.

As a long-time member of the club, it is interesting to reflect back and see how much the club has grown and not just in numbers. Referring to early newsletters, it is obvious the club has come a long way, the members, and especially the committee, achieving higher standards in all areas and evolving into a well respected club that must now rate as probably the biggest in 'kitcar' circles and certainly bigger than most vintage and classic car marques.

I just wonder how many members appreciate how well run our club is. Just one look at the events calendar is indicative of the work that goes on behind the scenes. All this is achieved by unpaid, volunteer, enthusiasts who attain a level that is the best of both professional and amateur approaches. As a member of a variety of clubs in both the car and lorry classic and heritage movements (and at one time motorcycles), I would say the NG Owners Club is a lovely and unrivalled club to be in. Excellent value for money for what is a comparatively cheap membership rate. No apologies for repetition, but the late Brian O'Grady never joined a car club in his eventful life, until he experienced our club and promptly joined much to the amazement of family and friends. He said "it was run by proper enthusiasts and not pompous jobsworths". The reality is that he

enjoyed the friendly atmosphere of the club, the members and how it was run.

To ensure this high standard and sustainable rate of continuous improvement, it is down to all club members to offer whatever services they can. Imagine how demoralising it can be for committee members if there is no fresh blood and expertise to share the burden. Within a club of our size, widened by family involvement, we are bound to have a vast net of expertise and competency. Proof of original and adaptive engineering is evident in the flesh of the cars themselves. How common that strangers attracted to the sight of our cars cannot believe two or more seemingly different cars stood together are in fact built from the same kit (TA, or TC, or TD etc). This same approach needs to be applied in order to help and continue the existing successful running of the club. It is noticeable that committee members also find time to work on their vehicles as well as run the club. Phrases such as 'many hands make light work' and 'always ask a busy person if you want something done' come to mind.

Incidentally, how inappropriate is the term 'kitcar' ? Of course they all start off as a kit in varying degrees of readiness, but the end result now days merits more respect especially after legal and safety conformance. Some of the early 'Bandwagon' kits introduced after

leaders such as Lotus 7/Caterham were truly horrific, no wonder they are rarely seen, let alone have an owners club. To see John and Barbara Hoyle in full attendance at the National Rally and to receive personal apologies from Nick Green for not coming over from Australia for the weekend because of his Mother's health, underlines why the car and its club are in the position they are today. We have had some near misses with some of the owners of NG Cars, however I am sure that Nigel and Findhorn Cars are aware of the important baton passed to them by John and Barbara, and equally of the value of the owners club and its many members to his company. I couldn't hear the exact number of new members signed up over the weekend, but it was impressive. We are an essential foundation for the success of Nigel's company and this needs mutual respect and support This started out as a thank you for those responsible for an excellent weekend, but evolved into a soapbox session (apologies, but I feel better now and will go and lie down for 1/2 an hour). Well done, it is certainly appreciated.

A warm welcome awaits any club members who find themselves on the Isle of Anglesey (we are only 20 minutes from Holyhead).

Alan

*Many thanks for your kind words,
.Alan. The committee were heart-*

*ened by the tremendous turn-out over the weekend, roll on next time!
Ed.*

From: Monica (Findhorn Cars)

Open Day Thanks

I should like to say a huge thank-you to everyone for the Open Day, for making us feel very welcome and, as usual, for all the support.

A big thank-you to Amanda for teas and coffees throughout the day, big thanks to Paul and Donna as always and for your efforts helping us to erect the marquee in the wind and big thanks to Bob and Peter. There are probably too many people to thank but I will get round to thanking people individually.

Regards, Monica

From: Ann & Mark H-Stephens

BMC/BL Annual Rally & Spares Day (1/8/04)

This year Mushy Pea has been a little un-cooperative in the running department and parts for Marina MK 1's have become a little thin on the ground at our local parts suppliers so we decided to have a day trip to Peterborough. Unfortunately Mushy Pea was not in good health again so we made the journey in our tin top but at least that is a BL product so we kept with the spirit of the event.

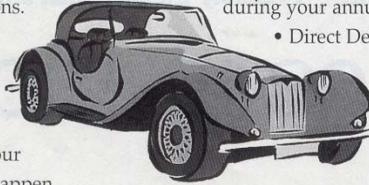
The venue was Ferry Mead-

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ows, Nene Park, Peterborough, a large country park on the outskirts of the town. The park covers an area of 500 acres and includes lakes, woods and open parkland. Boat trips are available on the River Nene and a steam railway runs through the park with a station at Ferry Meadows. This could be a possible location for a future annual rally as it is easily accessible off the A1 and A14. Also the coast is only an hour's drive away.

The event itself was very interesting and we spent a lot longer wondering around than we expected. There were numerous auto-jumble stalls with good bargains to be had and not all were car-related as Ann proved with her patio heater. Here is a hint: if you go to these events,

always haggle; Ann got her heaters down from £5.00 each to £7.50 for three. I was surprised how many different versions of Marina there are! Apparently there were at least five variations of the front suspension alone.

The Battle of Britain Memorial flight completed a fly-past during the afternoon and there were numerous events going on during the afternoon. The main show area was filled with the many owners clubs. We have owned many products produced by the BMC/BL group and could only wonder how the owners had managed to beat the dreaded rust. Even Maestros & Montegos from the late 80's were immaculate.

If any of you require parts for your Marina-based NGs we would

recommend that next year you attend this event. We will publish the date in next year's events calendar and include it as a Midland event if sufficient interest is shown.

Ann & Mark

Peter Sergeant's gas-powered TF

This article is a shortened version re-printed from the June 2004 edition of Kit Car magazine by kind permission of the editor, Ian Hyne

Michelin's annual Challenge Bibendum event is designed to showcase alternative fuel vehicles from around the world. It goes around the world too; San Francisco in 2003 and Shanghai in 2004. Among the assembled ranks of leading alternative technology vehicles last year was Peter Sergeant's NGTF and he's booked his ticket to China. So what's so special about his car?

We all love cars but what's more important is that we want to go on enjoying them and driving them. That being so, though the collective impact on global pollution from kit cars has to be negligible, it nevertheless remains part of a global problem which, at some stage, has to be solved to save future generations from pollution's devastating effects.

That's what Michelin's annual Challenge Bibendum event is all about. It's the annual focus on advancing vehicle technologies, attracting alternative technology vehicles to participate in a range of dy-

namic tests designed to analyse performance in specific areas including fuel efficiency, road performance, noise and emissions.

Peter Sergeant runs a company called North Devon Autogas, which not unnaturally, specialises in LPG conversions thus it's equally no surprise to find his TF is a dual-fuel vehicle running on petrol and LPG. Sadly, as far as San Francisco was concerned, he didn't get to see how the TF stacked up against the other cars as a mess-up in customs clearance delayed the car and caused it to miss most of the event, which was a blow as the car had been specially built for the event. Even so, he enjoyed driving it about California just as much as I enjoyed driving it around Hampshire despite less than Californian weather.

Peter's car uses an 1800 K-series-engine which started life as a Lotus Elise test engine and has a different inlet manifold to the standard units. It's mated to a Ford Type 9, 5-speed box with a conversion to hydraulic clutch operation. The battery, normally mounted in the back of the NG, is moved to the engine bay to make room for the combined fuel tank holding 13 litres of petrol and 40 Litres of LPG.

The gas conversion is a Dutch system made by a company called Prins Autogas. The cost of the system and fitting is around £1,500. It's more expensive than some systems but Peter says you pay

for quality, longevity and the enhanced efficiency of the system.

So how does it all work? For a start, the Prins system has the convenience of working through the K-series ECU. The LPG in the tank is pressurised to 9 bar. From the tank, LPG goes to the Reducer. This converts liquid LPG to a vapour, heats it and adjusts to the correct flow rate before passing it through the filter unit and on to the injectors. The filter unit has a built-in pressure sensor which, when the LPG tank gets low and the delivery pressure drops, automatically switches back to running on petrol.

When the car starts, it runs on petrol until the Reducer is capable of heating the gas. The system provides a dash-mounted switch for going from petrol to gas and vice-versa. It's a totally seamless switch which, when activated, instantly adjusts the timing to run on the chosen fuel. Gas burns more slowly than petrol and requires the ignition timing advanced by 6 degrees. The switch also incorporates the fuel gauge for the gas tank while the standard fuel gauge monitors the petrol tank. The 1,800 K-series continues to deliver its full complement of 146 bhp. It uses a bit more fuel, 34 mpg on gas as opposed to 36 on petrol but, with LPG currently at around 38-40p a litre, the economics are well worth the effort in addition to the reduced emissions which are typically x4 cleaner than petrol and

x20 cleaner than diesel.

In terms of the NG it's a delightful car to drive and completely different to driving the MGB 1,800. The engine revs cleanly and willingly and pulls strongly from its boot-straps right up to the red line. The Type 9 box is a delight to use.

But above all, where alternative fuel is concerned, LPG doesn't detract from the sheer enjoyment of driving a capable sports car.

Looking forward to hearing more of Peter's exploits. If anyone wants info on gas conversions, Peter can be contacted by telephone on 01805 804461 or via his website www.prins-lpg.com, Ed

From: Jeremy Bennett
(son of Paul Bennett No 627)

Sponsorship wanted

Following the prize-giving at the 25-year celebrations, Jeremy gave a short talk on his plans & announced the winner of the raffle for his very tasty 'NG cake'. It would be great if members could find ways of helping Jeremy to achieve his ambition in 2005, Ed

I'm trying to raise £3,155 for an educational trip to Bolivia, South America. I will embark on a 4-week expedition in the summer of 2005. On the trip I hope to learn valuable life-skills such as leadership, teamwork, money management, navigation etc. The expedi-



Dave Woolgar receiving his prize from Jeremy

tion will involve a community project in the local village and schools. Part of the challenge is to raise enough money to go. If you live in the Oxford area, I am willing to wash cars, baby-sit, and help with gardening or shopping and any other jobs which need an extra pair of hands! Alternatively, you may like to sponsor me to promote your company in any expedition publicity both local and national.

Please contact me on Oxford 735711 if you have a job to be done which will help me earn money and reach my goal! For more details contact me on above number or visit the World Challenge Expeditions website at www.world-challenge.co.uk.

Jeremy

From: Ann & Mark H-Stephens

Over-Heating Mushy Pea

As anyone I have spoken to over the past two years will be aware, Mushy Pea has been running warm and over-heating at the merest whiff of a traffic jam

or even a set of traffic lights on red. What had me baffled was that the car is regularly serviced with the cooling system drained and flushed. This had no effect on the problem, which was slowly deteriorating, and I was planning more elaborate solutions; new radiator with a thicker core or fancy electric fan with a shroud. But as with most things these had only reached the planning stage and the MOT expiry date was fast approaching so I decided to service the car and prepare it for the MOT and put my elaborate plans on hold as over-heating is not a reason for a MOT failure as long as the car runs sufficiently to pass the emissions test.

So one Saturday morning I commenced the service and all was going well until I came to remove the rotor arm to oil the little pad underneath. This was when I felt some lateral movement in the distributor shaft. Closer inspection revealed nearly 3mm play in the shaft so I had no option but to remove the distributor and replace the top bearing in the distributor. For some time I had been considering replacing the contact-breaker points with an electronic system but had been reluctant to rip out a system that had been working. I had enough jobs to complete without creating more. But now, as the distributor was out of the car, this was the perfect opportunity to update the ignition system so I contacted Aldon Automomo-

tive. They confirmed that the distributor could be rebuilt and an ignitor system fitted at a reasonable cost so a couple of Saturdays later we made the journey to Brierely Hill to drop the distributor off.

Now things never flow smoothly with the mechanical melodramas of Mushy Pea and up to this moment things had progressed smoothly, no seized bolts, hidden fasteners or the like. But now this changed, the engineer at Aldon was on his way to Le Mans on that Saturday to marshal at the 24-hour race and would not return for two weeks! But they assured me that upon his return he would inspect the distributor and contact me with an accurate quote. Well, three weeks later I had a phone call and the initial news was good; the distributor could be rebuilt and an ignitor fitted for less than £150.00 but (there is always a but) due to the fact that Lucas no longer supply the parts required it would take some time. Aldon have sources for original parts and the ones that cannot be sourced they have made but it is not a next-day service. So four weeks later we were contacted and arrangements made to collect the distributor.

Now with holidays, decorating, and the like, it was not until the August Bank Holiday that I got round to fitting the distributor, completing the service and doing the pre-MOT inspection. Now this was cutting it fine because we were

booked into the Hafod Arms Hotel for the Welsh Weekend on the 28th August and this was the 26th but everything went well and the car was presented at the MOT station on the 27th and passed with ease, the only blot on the landscape was a small amount of play in the top mount of the rear dampers. Just to be safe I went and ordered a new pair on the way home from the MOT station. I spent the rest of the afternoon driving round, on a prolonged test drive, to ensure the timing and tune were correct of course, well that is what I told Ann later.

Does anyone know the correct dynamic timing for a Marina 1800 TC engine, which has been converted for unleaded? The Haynes manual states zero degrees advance at 800 rpm (tick over) but this is for leaded petrol so I set it to this using a timing light then retarded it two degrees to allow for the unleaded petrol but this gave me a spark two degrees after TDC. The engine seemed to run fine and I tuned the carburettors to suit.

On the way down to Devils Bridge on the Thursday evening I sensed the car was not running quite right, it was hesitating very slightly and during a drive down to Aberystwith the following day with the roof off in traffic you could smell that the engine was running rich so I weakened the mixture slightly, the tick-over improved and the car drove better. During the Saturday

run on the high-speed sections I noticed that the car wasn't pulling cleanly at higher revs. So I advanced the timing slightly, on Mushy Pea's distributor you can advance or retard the ignition timing by turning a little knob on the base of the distributor. This improved the high speed running and later this week I will put the timing light on the car and establish what the current dynamic timing is but if anyone has a figure for the correct timing I would be grateful.

Anyway Mushy Pea is now running well, the temperature still warms very quickly, by the time we have reached the end of the road the gauge is reading normal, this is less than a mile. However once normal operating temperature is achieved it stays there, it increases slightly in traffic but the electric fan cuts in and the temperature returns to normal and stays there. Today we have just driven through very heavy traffic in Birmingham and encountered no problems. This is all for now as I have to go and prepare Mushy Pea for her winter rest.
Ann & Mark

From: Paul Gray

25-year Celebration & National Rally

Photos: Peter Clark

What a great event! Donna & I arrived at midday on the Friday to a huge

empty field and that superb marquee, pitched at a welcoming angle, glistening in the sunshine - a great portent for the coming weekend. We had enjoyed a dry run to the site but were anxious to erect our tent before the threatening clouds arrived. After a torrential shower early afternoon, the weather was pretty good for the rest of the weekend. There were several heavy showers during the early afternoon on Sunday but, with a marquee large enough to house everybody, there was little adverse impact on the event.

We hadn't expected to be joined by more than a handful of campers for Friday night and were amazed as more and more people arrived and starting pitching their tents. It was good to welcome Monica, ably assisted by Peter Sergeant, who also arrived on the Friday and set-to to pitch the large Findhorn Cars marquee. With a few willing helpers to hold down the large expanse of 'canvas' in the very strong winds, the marquee was soon erected and Peter was able to drive the new TCV8 demo car off the trailer and into the marquee ready for the Findhorn Cars' Open Day on the Saturday (apologies for those who hadn't realised that the Open Day didn't extend into Sunday). Later in the evening Nigel Brooks arrived in another TCV8 demonstrator that would be used for demo rides during Saturday.



The club had hired 5 gas bar-b-q's for use by members throughout the weekend and we put them to good use on the Friday evening with many people cooking their evening meals in fine style. Both Saturday and Sunday mornings we awoke to glorious sunshine and most campers enjoyed cooking their fried breakfasts and eating outside - a real treat. Whilst on the subject of eating, we owe Bob & Manda Preece an enormous thank-you for their efforts in providing a continuous supply of free tea and coffee (& some cakes/biscuits) to members throughout the whole weekend. Bob & Manda had put in an enormous amount of effort in making the weekend a success & their considerable efforts were most welcome. In fact, the amount of clobber that they had to bring meant that Bob had to tow a heavy trailer all the way to the event - just as well that his TF is V8-powered!

We also owe a big thank-you to Peter & Mary Clark who not only visited the site with Bob & Manda to check it out and make sure the arrangements were in place but also drove up in their estate-car loaded

to the gunwhales with all the driving challenge equipment and other club paraphernalia.

Bob Morrison had produced a welcome pack for everyone who had registered their intention to attend and I would like to commend Bob on the amount of effort that he expended, ably assisted by Angela, in putting together a very comprehensive pack. With an introductory letter from Peter Clark, the club also provided a special-edition pen within each pack inscribed with a suitable 25-year celebratory caption. Most people had sent in their payment cheques for the camping in advance and Sue Stretch beavered away in the background collecting fees from those who had decided to pay on arrival. It is easy to overlook the excellent job that Sue does on our behalf and it is in no small way due to Sue's handling of our club accounts that enables the club to provide such benefits as we enjoyed this weekend for the miserly sum of £10 per annum each.

Further thanks should also be extended to Bob and Angela for their efforts in compiling the treasure hunt and then visiting the area on several occasions in recent weeks,



initially to recce the run and then to dry-run it to check for mistakes. The run covered about 50 miles of very pretty villages and country roads and was very popular with those members who took part.

On Saturday afternoon a contingent of ladies accompanied Mary Clark to the local supermarket to buy a huge supply of salad ingredients, French bread and fruit for the evening meal. Members were asked to supply & cook their own meat on the bar-b-q's with the club supplying the remainder. Many thanks to all the ladies who helped prepare the sumptuous meal.

In the meantime, Beryl and Ian were setting-up and testing their music-system in readiness for the evening barn-dance. Beryl and Ian are old friends of Tony and Sheila Pearce and had kindly agreed to come along and provide the barn-dance for us. Beryl is a dance-teacher and even provided a few tips on line-dancing for those who were interested - mostly women it would seem judging by the alacrity by which most of the men sat down and that moment!

Beryl had suggested that the barn-dance start at 7pm with a cut-off at 10pm due to camp-site noise restrictions. In the event, the start was a little delayed because most of us had underestimated how long it would take to prepare our meals on the bar-b-q's and there was inevitably a bit of a queue at times even



with 5 large bar-b-q's going flat-out. The barn-dance was very popular and made for a great atmosphere on the Saturday evening.

After another glorious start on Sunday morning, the day-visitors started arriving in large numbers and Peter Clark and Bob Preece were kept busy arranging parking in lines - quite an impressive sight.

The turn-out of members' cars during the weekend was excellent, particularly in view of the very changeable weather - certainly not the most encouraging outlook for those with aero-screens and no hoods! The total was 103 NGs - possibly a record attendance. In addition to those arriving in their NGs, it was very nice to see so many other people, both past and present members, who were keen to join in the





celebrations. It really was a treat to see such a friendly group of like-minded people enjoying themselves.

Early on Sunday afternoon, Tony Bryant (01454-294258) gave a most impressive display with his birds of prey. Tony had been 'talent-spotted' by Bob Morrison at the Shrivenham village fete last summer and had agreed to put on a similar show for the N.G.O.C.

During Sunday, members were given the opportunity for their cars to be judged by other members for the various awards & everyone gathered together in the marquee by mid-afternoon on Sunday for the prize-giving. The awards were made as follows:

Treasure Hunt Winners - Anne & John Williams with 31/33 points
Treasure Hunt 2nd prize - Eric & Janice Cheetham
Best TA - Dave Woolgar
Best TC - Tony Goodyear (V8)
Best TD - Peter Elliott
Best TF - Paul Lovatt
Best Henley - John Williams
Ladies Cup - Hils Bond
Editor's Cup - Chris Humphreys

Cheetham Cup (best mod/innovation) - George Gate for his running-board capping mods and modified doors

Concours - John Steen

Clubman of the Year - Mike Bond

Greatest Distance travelled to attend the National Rally - Les Davison (258 miles each way)

Janice Cheetham's Quiz - Alan Layland & Gina Allsobrook

After the awards ceremony, club-member Paul Bennett's son Jeremy gave a short talk on his plans to visit Bolivia in South America during the summer of 2005. Part of the challenge is to raise enough money to go & Jeremy had brought along a cake on Sunday that was raffled during the afternoon. The cake raffle raised £96 that will at least go part-way towards raising the £3155 that Jeremy needs to sponsor the trip (see Jeremy's letter earlier in this issue). The raffle winner was Dave Woolgar (many thanks, Dave, for sharing the cake with everyone



on site & thanks to Jeremy for providing such a tasty prize!).

The prize-giving ceremony was conducted in fine style by our chairman, Peter Clark. On completion of the awards ceremony, Peter read out a letter from Nick Green, who is currently residing in Australia. I have reproduced the letter for those who were unable to be with us:

"Dear Pete, I do hope that you are well and that preparation for the 25th rally is going to plan. I am writing because, despite every effort, I have not been able to get an appropriate flight in time to be with you. I will be thinking of you all, crossing fingers for good weather and hoping that it is the usual success and more. As you know, my mother is very elderly now but was still hoping to come on this very special day. That could still be possible if she feels OK at the time; I certainly know that she would love to if she can. With very best wishes, Nick"

In conclusion, a superb event - lets find an excuse to do it again without having to wait another 5 years!

Paul

From: John Butler

Finger & Thumb Tips

About 4 years ago, when building a garage, my finger & thumb tips suffered from cement, getting cracked and sore.

Unfortunately this condition persisted but trying latex gloves, ointments etc., was of no help. Undoing a nut was quite painful.

Just recently, I've found an ointment called CETRABEN, which I've found to be magic. Just a small dab on the finger/thumb tips before work. All the cracks and bleeding has gone and I've even fitted three new tyres on cycle and old car, something I don't think I could have done last year.

John

From: Ann & Mark H-Stephens

NGOC Midland Group Christmas Meal (Dec 2003)

Last year's Christmas Meal was not as well organised as previous years as the landlord did not supply a menu until two weeks prior to the event. In the end we had to go to the pub and pick up the menus and this was for a meal that had been booked in May 2003! But it was a good excuse for meal out and to sample the guest ales. The food is always good at The Swan and it is a real ale pub that always has a good selection of ales on tap. So the week before the event Ann and I were desperately trying to contact people so that they could make their menu selections. But it all went well and on the day everyone enjoyed a festive Christmas meal in good company.

This brought our NG year to an enjoyable end and encouraged

our commitment to get Mushy Pea repaired and mobile again. One year we will actually attend the Christmas meal in Mushy Pea - well we can dream!

Ann & Mark

From: David & Francine Quastel

Breakdown in Brittany.....

I was idly browsing the Internet at our home in Singapore and trying to decide where to take Dad's NG for our summer holidays, when I spotted Mike and Hils' Brittany trip on the NG Owners Club site.

Enquires were made, work trips scheduled in Europe (conveniently!) and deposit sent. June came around and the departure was a very rushed affair. We arrived at my parents in Exeter only three hours prior to our planned departure for Portsmouth. Preparation was minimal!

The journey to Portsmouth went well, although we were probably already leaving a trail of oil in our wake (see later!) and we made the rendezvous a l'heure with our fellow travellers. Introductions to companions and vehicles were made while we waited to board the 'Pride of Cherbourg'. The queue of NGs caused quite a stir with Alan's gold V8 TC stealing the limelight.

The crossing was smooth and we woke up to a misty morning at Cherbourg. While waiting to pass

through customs, a passing motorist told me that something was dripping from the car. I thought nothing of it (all was OK on the previous evening's run down - or so I thought) and we continued with our journey.

Our first stop was at Gavray for breakfast and then Dol de Bretagne for some sightseeing and then Combourg for lunch. As we left Combourg we met up with some of our companions, one of whom noticed a drip (and had also noticed a puddle earlier) and the bonnet was lifted for a quick inspection. Lo and behold the flexible armoured rubber pipe connecting the block to the copper oil pressure feed pipe had a steady leak and the sump was just about empty! I still shudder at what might have happened if we had continued with our journey unabated!

Anyway, once it was evident that a repair was necessary, tools, spares and oil cans magically appeared and I had to fight my way to see what was being done under the bonnet, let alone get a piece of the action! Thanks go to Bob, Kelvin and Mike for the use and fitting of one Phillips screwdriver that served as a means of sealing the end of the pipe (once we had cut it in two below the leak). On inspection (having stripped away the braiding) it was apparent that the inner rubber tube had perished (fitted only three years ago, but of unknown origin) - so check yours today!!

Having isolated the oil feed,

we continued on our way to our Gîte, La Chênaie, where Cédric and Joyce made us very welcome. Highlights of the following week included watching (and listing to) Alan's TC V8 being exercised around the local lanes, a fancy dress evening and a visit from some local enthusiasts: Pierre, David, Jacques and Pierrot.

Thanks to Mike and Hils for organising a great holiday!

David & Francine

From: Ann & Mark H-Stephens

Welsh Weekend 2003

This year we decided to start our Welsh weekend a day early and had booked our room at the Hafod Arms Hotel from the Thursday. This gave us a day less to prepare Mushy Pea for her outing. Therefore we spent most of the August Bank Holiday working hard, the new distributor was fitted and timed then a new alternator and finally she was checked over for the MOT. On Wednesday the MOT was passed without problem. Well the car was cooperating but the weather wasn't and the Thursday was the first wet day for ages so we decided to play safe and erect the hood but as we left home the rain ceased so we stowed the side-screens. This proved to be only a temporary cessation and by the time we reached Shrewsbury the rain was persisting and driving along the A5 dual carriageway we were getting a good

soaking every time we passed a lorry and Mushy Pea relishes every opportunity to blast past. As we were already soaked we decided to proceed without a stop so as to reach the hotel as soon as possible and as we crossed the mountains we required wipers on the inside of the wind-screen!

Upon arrival at the hotel we were so bedraggled that Janet (the proprietor) immediately offered to tumble-dry our clothes. Even with our late arrival, well after the restaurant closing time, the staff kindly prepared us a warming meal. This was thoroughly appreciated and is a reflection upon the excellent service we always receive when staying at the Hafod Arms.

After breakfast on the Friday we drove down the valley to Aberystwyth and spent a few hours wondering around the shops; Ann found this to be excellent therapy. We returned to the hotel in the early afternoon and spent time relaxing in the wonderful reading room. This is an exquisite haven of peace with the thick carpet and comfortable sofas where you can relax and unwind. By mid afternoon our stomachs began to grumble so we retired to the coffee shop for cream teas. While enjoying our homemade scones with clotted cream, Sue and Jeff joined us and the remainder of the afternoon was spent supping tea in good company.

Bob and Amanda arrived early

evening and by 8 o'clock we were sat down for evening meal. While enjoying our meals we heard the unmistakable sound of a Rover V8 trundle past the window and soon after Keith and Som joined us at the NGOC table. Following our meal we retired to the bar and had a most entertaining time playing Jericho (Gengo). It is amazing how such a simple game can keep eight adults fully engrossed.

This year the Saturday drive was not route-planned in advance, I looked at the map after breakfast and compiled a route that joined together interesting features and roads. The set of hairpin bends at Cwmerfryn really tested cars and drivers plus the passengers' nerves. At the top we were advised by some marshals that a classic rally would soon be descending the section we had just ascended. Luckily we managed to clear the section before the first rally participants arrived! We then wandered around the Welsh countryside for a few hours taking in the wonderful scenery, numerous Red Kites and other large birds of prey were spotted. A short relief stop was taken at Llanddewi-Brei and whilst parked up a couple of locals came out and took photos of the cars parked outside a Public Convenience! From here we proceeded via the mountain road to Ffarmer and onto the tearoom at Felin Newydd. This is a most excellent establishment that previously we have been

unable to use as they do not accept large groups, but with the smaller number this year we were able to do so. The selection of home-made cakes was too tempting to be resisted and we all partook. Our return trip took us out to the coast and along the coast road to Aberystwyth via Aberaeron. It was along this road that we encountered the only significant traffic during the 130 or so miles of the run.

Upon the group's return to the hotel, Keith and Som walked down to view the waterfalls while the rest of us relaxed and chilled. The evening meal was excellent, we all thoroughly enjoyed our meals and Janet excelled herself with the Welsh Lamb. This dish has become part of the ritual of the Welsh Weekend. As usual Janet excelled herself and we would recommend you all must experience one NGOC Welsh Weekend if only for the Welsh Lamb prepared & cooked by Janet. I am sure we all put on a few stone over the weekend. We retired to the tearoom, which is adjacent to the bar, very convenient, and had numerous games of skittles. I recollect though my memories seem to be muddled, can't understand - this must be old age, that Jeff Stretch and Som Baker were awarded the medals.

The Sunday was a more relaxed affair starting with a leisurely breakfast; some of us were feeling a bit under the weather. This was fol-

lowed by the group photograph in front of the AA box. Then we said our goodbyes to Janet & her staff and took a leisurely drive down the Elan Valley to our Sunday lunch at a local pub. Can you see a theme developing here, drive some, eat some, drive some and so on. This drive is very leisurely to allow people to appreciate the views and take any photos they wish. This proved to be farcical as upon taking our seats the waitress informed us we could order anything on the menu as long as it was roast beef & Yorkshire pud. After much discussion she conceded and allowed some other options and then we all ordered roast beef. The meal was very good and the portions most generous, none of us cleared our plates. It was a shame that Jake was not with us he would have dined well on the leftovers. After the meal we said our goodbyes and all set out on our journeys home.

Though this year's event was smaller than previous ones the atmosphere was terrific and the fewer cars enabled us to visit places that are not suitable for larger groups and allowed a less formal itinerary. I would like to thank all the attendees for their enthusiasm and participation as this event can only be as good as those taking part are willing to make it and Janet plus her staff at the hotel as yet again they made us part of their family and spoil us rotten for the weekend.

Now for this year's event; we

have chosen 10/11/12 Sept 2004 as the August Bank Holiday clashes with our normal weekend; hopefully this will guarantee warmer weather. So if any of you wish to participate please contact us on 01902 306237 to reserve your place on this enjoyable event.

Ann & mark

From: Chris Humphreys

TF Build Update

I have updated the web site again with a few more details. Progress is coming on at last this summer holiday although I have had to be in school some of the time as we are having a new network. I have now had my body-shell and parts back from the painter and am starting to rebuild.

The body is back on the chassis, some wiring done, handbrake, steering column, heater refitted, etc. Some parts have been taken for chroming and I await some parts from NG. I now have to think about arranging the SVA test!

The heater vents were fitted later (about the same time as the dashboard) so that I could experiment where to position them. I also modified the heater outlet to enable the vent hoses to fit on properly.....
*Apologies to Chris but I have run out of space for this issue - very unusual - so will have to leave the rest of Chris' update 'till next time,
Ed*

New Members - Welcome

MR ANDREW HOLMES (1288) (TC)
PORCHESTER, HANTS

MR MARTIN STIRLING (1289) (TF)
CREWE, HESHIRE

MR CHARLES LUDLAM (1290) (TC)
LEABROOKS, DERBS

HERR NORBERT BROKMEIER (1291) (TC)
BLOMBERG/GROSSENMARPE, GERMANY

MR DEREK BEECH (1292) (TA)
CHURCH HILL NORTH, REDDITCH

MR KELVIN WARDILL (1293) (TC)
HAWTHORN, PONYPRIDD

M CHRIS CLAYTON (1294) (TF)
HAYWARDS HEATH, SUSSEX

MR PAUL RUTHERFORD (1295) (TC)
FAREHAM, HANTS

MR NEAL ALDERSON (1296) (TF)
TELFORD SHROPSHIRE

MR JIM RATTRAY (1297) (TF)
FAREHAM, HANTS

MR DAVID MORRIS (1298) (TF)
HOOK, HANTS

MR RUSSELL LAY (1299) (TF)

MR GRAHAM MARSDEN (1300) (TF)
DONCASTER, S. YORKS

MR DAVID RAWLINGS (1301) (TC)
FRIMLEY GREEN, HANTS

MR COLIN DANCER (1302) (TF)
LUTON, BEDS

MR GORDON MOULD (1303) (ASCOT)
LINCOLN, LINCS

MR DAVID LARKINS (1304) (TA)
MARK, SOMERSET

MR RON DUTNALL (1305) (TD)
TODDINGTON, BEDS

MR EDWARD SZOR (1306) (TA)
NEWCASTLE UNDER LYNE, STAFFS

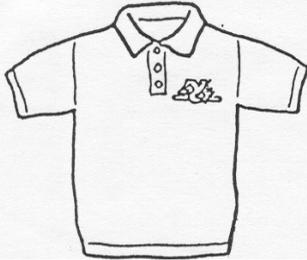
MR NEVILLE HAYDEN (1307) (TF)
BRAINTREE, ESSEX

Sales & Wants

Reminder: unlimited advertising is free to members but ads may be automatically removed after 2 issues unless I am notified that you wish to re-advertise, Ed.

Club Products & Regalia - available from Bob Preece

41 Gayfere Rd., Stoneleigh, Epsom, Surrey. KT17 2JY



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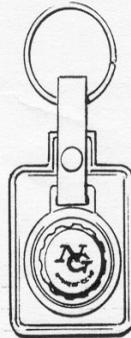


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Prices include P&P unless otherwise stated (cheques payable to NG Owners Club)

MGB/NG Electrics - £1.50 (B.C. Baggerly)

Spraying your own car - £1.50 (P. Fellows)

Compilation of Hints & Tips for Marina-based NGs (63 pages) - £5.00

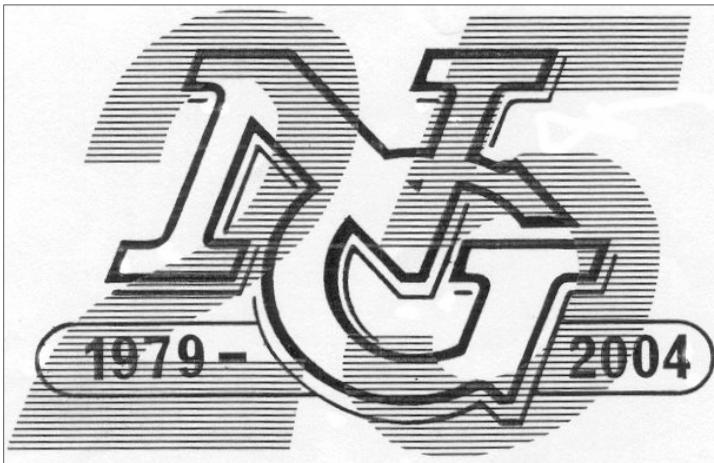
Fitting Doors to TD/TF models - £1.50 (Mel Clark)

Lockable Boot for TD/TF models - £1.50 (Brian McCarthy & Chris Wilson)

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CHANGING GEAR



the magazine of the NG owners club