

CHANGING GEAR

December 2005 (4)

Season's Greetings



Santa's Summer Secret!

the magazine of the NG owners club

THE NG OWNERS CLUB

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

Next issue: March 2006
Deadline for submission of articles: 15 February 2006



Chairman's Letter

As we get into the final quarter of 2005 it is interesting to note that the Club has enjoyed yet another successful and enjoyable programme of events most of which have had the benefit of very good weather.

With autumn upon us it would not be unreasonable to think that now is the time to start laying up our cars for the winter. Just a minute, I was forgetting, the bodies are fibreglass and the chassis are sturdy and well coated, so maybe we can keep them on the road a bit longer and enjoy those crisp, clear, sunny winter days - for one or two more runs.

It has been a good year for new members, always an encouraging sign. I hope that you are all enjoying the benefits of the Club and our ChangiNGear magazine and that you feel able to make contact with the listed Contact Members and members of the Committee should you

need help or to resolve queries.

As you will have read in the last issue of ChangiNGear, members living in and around the Surrey area now meet regularly at Brooklands Museum on the 2nd Tuesday of each month. If you live within striking distance or are visiting the area why not come along. I would be pleased to see you and introduce you to one of motoring's most historic venues.

Finally, once again as 2005 arrives at the festive season, I would like to take this opportunity to wish all our Members and their families a Very Merry Christmas, a Happy and Prosperous New Year with yet another year of enjoyable 'motoring as it should be' to look forward to.

Peter Clark



Editorial

Where has the year gone? It does not seem very long ago that I (perhaps somewhat foolishly?) agreed to take on the editorship of ChangiNGear. Now here is my fourth issue and I sincerely hope you have continued to enjoy receiving your NG club magazine. I would

like to thank all of you who have contributed to the magazine over the years and especially this last one. Without your



contributions, it would be impossible to produce.

My own TF has now been "completed" for more than a year and covered just over 3000 miles but I have still not found the time to finish a number of jobs. Why is it that I find it so difficult to spend time on the NG now whereas I used to spend an average of 6 or 7 hours per week when building it? My resolution has got to be to spend some more tinkering time!

I am writing this after we have had a number of very cold clear days. I like to use the NG for my commute to St Albans if it is not going to rain but these days have been very damp with lots of filth being thrown at the cars. I tell myself that is why I haven't used it over the last couple of weeks (nothing to do with me getting somewhat chilled)!

I wonder how many of you use your car on an everyday basis - I know some do. Please write and tell us what it is like to live with. Are there any little quirks which drive you up the wall (surely not) or do you always look forward to your daily travels? Have you done anything unusual to increase the enjoyment of your NG? Or maybe you are one who treasures your NG's looks and treats it to a drive only on warm, sunny days with a wash down on its return. Tell us about your most delightful (or most disastrous) trip out. If, like me, you are somewhere in between,

you will surely still have plenty of tales to tell. Come on members, make it your resolution to write something for the magazine in the coming year. New material is always welcome!

I must apologise if you were confused in the last issue by the inside front and back covers being reversed. This was an unintended mistake by our printers. However, perhaps this will have made you notice our Club Products & Regalia. Have you purchased one of our fine polo shirts or sweatshirts yet? What better way to proudly display your love of NGs? You could always drop a hint for Father Christmas (although he prefers a sleigh to an NG as he says he can get more in the back but I believe he uses a TC V8 in the summer). Then there are the Mugs (not for drinking while you drive) and the essential key fobs. Please don't forget we are still looking for someone to take on the responsibility for the club products and maybe you have an idea for something to extend/improve our range. It really would help the club and enable you to get to know more members too. Please let Bob Preece, Peter Clark or me know if you would be willing to volunteer.

This issue, by way of a Christmas treat we have a rather tricky cross-word courtesy of John Butler (see centre pages). Now don't go thinking you can do this in 5 minutes, leave yourself plenty of time and get your

brain really stirring for this one! Better still, get the whole family to help you. There will be a prize for the first correct one opened after the closing date so send your completed crosswords to John. If you would rather not damage your lovely magazine, you can send in a photocopy instead.

Many members will have used MGB Hive for MG parts at some time or other and those that have will know how busy they are. They once intended building an NG TF but time has not allowed so they have a chassis kit and a body kit (both NG), which they have advertised in our Sales & Wants section. That should

be a good buy for someone thinking of starting an NG TF project!

Well, Christmas has come round again and I still think it is a lovely time (not just because I get a couple of weeks off) with a chance to catch up with friends and family. It is a time to relax too and sleep through the Wizard of Oz again! Don't forget your NG though, out in the cold garage - go and give it a hug for Christmas.

I wish you all the best of the season, a very Happy Christmas and a Peaceful New Year.

Happy NGiNG in 2006!

Chris Humphreys

Secretary's Notes

This is the last magazine for 2005 and I'm already thinking about the venue for the National Rally in 2006. Does anyone know the whereabouts of a place called Lilford Park or Lilford Country Park? I'm trying to vary our site for a weekend in the summer, but it is difficult to find a place that has a rally field and good camping facilities. If you know of one please let me know ASAP. It must be somewhere in the middle of the Country. If we fail to find a suitable place then a return to Leedons, where the 25th birthday bash took place, seems to be the only alternative.

In the last magazine I mentioned that a house move was imminent. Well it has taken place, so if you want to write to me our new address is:



**12 Oakland Walk, West Parley,
Ferndown, Dorset, BH22 8PF
Telephone: 01202 573644**

Amanda and I would like to thank all committee members for all their effort and support, including Dennis

Roberts in Yorkshire and Ann and Mark Homfray-Stephens in the Midlands, Chris Wilson in East Anglia and Keith Baker in the New Forest area.

December 18th SE Christmas Lunch

We have booked a Sunday lunch at the Kingswood Arms in Surrey on this date and I may have a couple or more seats left when you see this note, so if you fancy attending give me a call.

The lunch starts at 1pm so meet in the bar from 12.30. The cost will be £20 per person for a three-course meal with some wine. I will send a map if one is required.

Meetings in 2006

I have taken the information from the Total Kit-Car web site to let you know the dates of meetings next year. See the events calendar.

There is no more info on the shows at the moment but it does give you an idea of the dates. You can look up the web site on www.totalkitcar.com.

Club Products & Regalia

In the last magazine I put in an appeal on page 32 for somebody to take over the club ordering and sales of sweatshirts, key rings etc. and to date there has not been one inquiry about the job. I hope there is a club member who is willing to take it on. I am happy to give help and advice in setting up a new system for ordering with the knowledge I have. The whole thing needs a new view point to revitalise it as I have been doing it for too long! (since 1991).

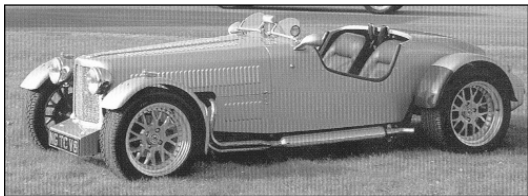
Amanda and I would like to send our good wishes for the Christmas season and many happy N.G. motor-ing hours in 2006.

Bob Preece

Findhorn Cars Limited

Hill Hampton, East Meon,
Petersfield, Hampshire
GU32 1QN

tel : 01730 823647
fax: 01730 823580
web: www.ngcars.co.uk
e-mail: info@ngcars.co.uk



All NG parts supplied
from chassis to brake pads

Events Calendar 2006

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
Dec 18 (2005)	SE Christmas Lunch	Bob Preece
Jan 12–15	Racing Car Show (Autosport International) NEC, Birmingham	Info only
Mar 11/12	Car Craft Show Bingley Hall, Stafford County Showground, Stafford	TBD
Apr 8/9	European Kit Car Show Kent County Showground, Detling, Kent	TBD
Apr 30/May 1	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire	TBD
Jun 11	London ~ Brighton Kit & Sports Car Run Start: Hampton Court Palace	TBD
Jun 17/18	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	TBD
Jul 7–9	Festival of Speed Goodwood, Chichester, West Sussex	Info only
Aug 19/20	Continental Kit Car Show	Info only
Sep 1–3	Revival Meeting Goodwood, Chichester, West Sussex	Info only

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
Sep 9/10	Beaulieu International Autojumble Beaulieu, Hampshire	TBD
Sep 16/17	National Kit & Performance Car Show Donington Park, Derbyshire	TBD

**Plus, of course, our own
NGOC National Rally
—not to be missed!
Date and Venue
to be decided.**



Regular NG Meetings:

Monthly evening pub meet: every 2nd Tuesday, 7.30pm
The Club Room, Brooklands Museum, Weybridge, Surrey
(Bob Preece 01202 573644).

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)

Members' Letters & Articles

Donington Tales

Before the Donington kit car show, one of the jobs on the TF was to replace a suspect Facet fuel pump. I had received all the mountings and fittings from MGB Hive but unfortunately the new SU electronic replacement pump won on eBay hadn't arrived and it was looking grim for Saturday's trip to Donington.

On returning home from work on Friday 14th October, I found a special delivery notice in the letter box suggesting I could collect an undelivered parcel the next morning from the main sorting office.

Bingo!! Off I go early Saturday morning to collect it, thinking I could get this fitted before I go to the show.

Hmm, what's the weather going to be like though? I'll check on teletext. "Sunny periods later", that's it then, I'll fit it.

Into the garage we go, up goes the TF onto stands and under we get. After some huffing and puffing and not having the correct fittings, it's back together and return to plan A. Fill the tank to the top (the head of fuel helps the pump). So.....

Roof off, tonneau on (just in case), don the shades, fill up at Asda, and off to the show. Cruising

down the ring road towards the A50, wind disturbing my hair (not enough to blow about, hair that is), a quick nod in acknowledgment to the appreciative looks and gestures from other motorists, and into the fast lane. I see the clouds start to break, TF's purring, 60...70...75 and the Castle Donington signpost getting ever nearer. Indicate left off the A50, round the islands and through the village towards Donington Park.

Was that a little misfire then, no can't have been. Stop at the lights blip the throttle, everything seems ok, lights change and off we

go. Up the hill, round the island by the runway fencing, almost touch the underside of the descending Airbus 320, and into Donington Park, follow the kitcar signs towards the entrance to the infield, pull up at the gate to collect my entrance pass and then she cuts out, andwill not restart.

"Everything ok?", asks the gate-man.

"Not really", I reply, through grinding teeth. "Can we push it through the gate?"

After a few checks, yes it's that "Facet" fuel pump. As per last time it happened, a few minutes wait and we restart.

Then it's onto the infield to seek

*I see the
clouds start
to break,
TF's purring,
60...70...75*

out other club members. To start with I couldn't see any NGs, then I recognised a solitary TA parked next to a trailer tent by the Marlin owners stand. Sure enough it was Ed, he was there with his father. How was I he asks? I begin to relate my tale, when he interrupts "It's not a Facet pump is it, mine's just packed in, and I've had to replace it".

"Oh yes it is a "Facet" pump", I reply!!

After a natter I venture into the show to have a look around plus purchase the required fitting to complete the installation of my new pump. On this matter I had no success at all.

Next dilemma, do I risk it home, well I've got to get there somehow. I ring the wife and suggest she meets me to assist if necessary, but she is not too keen on towing or being towed. As I only live about 14 miles away Ed very kindly volunteers to follow me in his TA and tow me should it become necessary. After much deliberation with my wife at home, Ed and Ed's father a decision is made. Ed and will I travel in my TF and his father follows in his Marlin to tow should it be necessary, "I needed to fill up anyway", he says.

So off we go, leaving Donington Park, still a lovely afternoon, Ed's first time in a TF. We pass the runway fencing, down through the lights, on through the village to the A50 slip road, along the A50 all the

way to ring road, wind still disturbing my hair (Ed had his cap on), and you've probably guessed by now..... HOME.

It didn't falter at all - that "Facet" pump. Any suggestions for a moral to the story?

Many, many thanks to Ed and his father for their support.

The required fittings have now been located and fitted, and a road test carried out. All O.K and yes, I now have breakdown cover.

If you see an ad for a "Facet" fuel pump anywhere, buy one at your peril!!

Mark Staley

Early Foundations

As a follow up to Bob Preece's letter (March 2005), on the proposed Squire-inspired TF, the promotional paragraph refers to a chrome radiator shell. I initially built my NG before I started work on kit car magazines in 1983 and my early years in journalism were taken up with spotting excellent ideas to make my TC far better than it was in the first place. Rebuild one was planned.

One idea I saw on a Burlington was a cut down chrome radiator shell from a Bentley of all things, but it looked superb. I planned to go the same way and one day was passing an excellent scrap-yard on the A23 at Pease Pottage, Sus-

sex where I had previously seen plenty of chrome radiator shells from a variety of old cars from a Jaguar XJ6 to a Riley 1.5. They put glass fronts in them and used them as model display cabinets.

I rang Nick to ask him for the radiator shell dimensions to assist me in my search and when he said he had a metal shell sitting in the corner of his office, I immediately bought it for the bargain price of £135 which, notwithstanding it was a long time ago and it was in bare brass having not been chromed, was still a bargain. I had it chromed by Bob Lewis who used to make all the beautiful finishing parts for the Teal Bugatti replicas and the result looked brilliant. I can't recall what Nick said about it or what it was intended for but it could well have been the prototype for the forthcoming TD/TF which was under design at the time.

I didn't fit it to the car until its second rebuild as the section covering the inboard ends of the lower MGB wishbones and which also carries the number plate was not duplicated so I needed an aluminium apron - or someone to make one for me.

Come the car's second rebuild in 1996 or 97, I fitted it. I also got a new nearside bonnet panel from John Hoyle with no louvres in it as I also wanted a chromed or stainless exhaust coming through the side panel and running down the sill hav-

ing seen just such a set-up on the black BRA demonstrator which was closely modelled on the NG even though this one had a Ford Pinto engine.

With the exhaust done, I looked to the engine and had it fully overhauled and enlarged to a 2-litre with a single Weber 45 DCOE carburettor which gives it more revs through the gears. I had driven the same MGB engine recipe in a BRA 289 and was hugely impressed with its power (about 110 at the back wheels), punch, willingness to rev and its smoothness.

Finally, the body was looking a bit tatty and I had it covered in vinyl like a couple of club cars I have seen - a black TA and a green TC. The job was done by Bill Hynes (no relation) who built the Dunsmores and while the black TA was slab sided and easy to cover, the green TC shows the problem area for such treatment in getting the vinyl to adhere to the inner contours of the boat-tail. Bill has managed to do mine with no seams other than a central one running across the scuttle and down the centre of the tail.

I was getting really into the rebuild when my wife sadly became ill and consequently took all my time and, following her passing, every time I've got time, there are magazine project builds not to mention running round the house with a feather duster and doing the washing.

However, I met John Hoyle at Stoneleigh this year as I was admiring a green TC and he fired his usual barbed question which, I have to admit, hit home. There is currently a Caterham in the garage which will shortly be gone, a Quantum X-Treme to finish and some assistance to lend to the construction of a Stuart Taylor Locoblade that I have entered in September's 2000 km event from Reims to Monte Carlo and back. Thereafter, I'm all fired up to get back at the NG. I'll keep you posted.

By the way, Nick also had plans for an Aston Martin DBR-inspired car to move the NG marque forward.

Ian Hyne
(Editor of KitCar magazine)

New Forest and District NG Owners at Breamore Classic Car Show 13th & 14th August 2005.

This article is written from a ladies perspective so if you are after tech-



nical stuff about the cars sorry!

We decided that we would go to the Breamore Classic Car Show, an annual event held at Breamore House near Fordingbridge. Chris and Wendy decided that they would camp overnight, but as Tony and I only live a short distance away, we decided we would go home and return again on the Sunday morning. This was the first outing for our NG following it breaking down on a trip to Lyndhurst. Tony had worked on the car to fix the carburettors and replaced the NG heat shields with the standard MGB heat shield thus hopefully sorting out the problem of fuel evaporation causing the car to break down when stuck in traffic jams.

We arrived at the site early to find Chris and Wendy had already arrived with their Motor Home. They had towed their NG TF behind. 'Hippie' Dave who owns a TA was also there and shortly after us Keith and Som arrived in their TC V8. The show opened to the public at 10am and we kept hoping that more cars would arrive. Apart from us there

was a small selection of vintage cars, a group of Fords, a few Jags and only a few other classic cars. We hoped that as the day went on more would arrive but this was not to happen. There was also a small selection of trade stands and also a mini quad bike area. I wanted to have a go on a quad bike but the notice said that it was for kids only!

The PA announcer was doing a grand job getting cars into the arena and chatting to the owners. He came over to our group and feeling sorry for the guy for not having



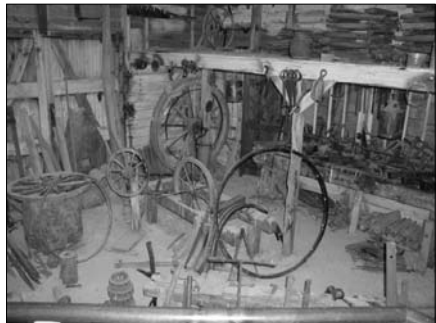
many cars at the show that day I managed to persuade, Keith, Chris, Dave and Tony to take their cars into the arena. We picked our moment going in after the Ford Owners Club with their Mark 1 and 2 Escorts and a Capri. The PA announcer had done his homework and knew about NG cars and the engines and had a chat with each of us. He considered that we had the widest grins of all the drivers and loved Dave's car, something to do with the suspension looking like the old fashioned sus-



pension rather than the springs on the other cars. (I told you this wasn't going to be technical).

By this time it was approaching lunchtime and the weather had turned cool so we decided to have a toasted sandwich to warm up and Wendy provided more cups of tea and coffee. Thanks Wendy for all the refreshments. The sky began to darken so the hoods/tonneau went up on the cars just in time as it started to rain.

Tony and I decided we would visit Breamore House and the attached agricultural museum. The agricultural museum was fascinating with a wide collection of steam powered machinery, old tractors and farm implements and not forgetting



a very beautiful 1926 agricultural traction engine called The Dreadnought. The museum also houses a re-creation of life in a typical village like Breamore. You can see full size replicas of a farm worker's living room before the advent of electricity, blacksmith's and wheelwright's shops, a dairy, brewery, saddlers shops along with a school room, bakers, laundry and not forgetting the village garage complete with vintage Austin.

Tours around the house are by guide so having looked around the



cian in Ordinary to the Court of Queen Anne, George I and George II. The house has been lived in for the past 250 years by Sir Edward's descendants and still remains the family home of the Hulses.

It is full of fine collections of works of art, family portraits, beautiful furniture, needlework, and many other interesting items. Being guided around the house brought things to life with our guide telling us many interesting stories. Such as the portrait of Mrs William Dodington hanging in The Great Hall which is never moved because it is said that whoever moves it, something dreadful will happen to them. Consequently during the Second World War when American Soldiers were billeted to Breamore with some living in the house this painting was not moved even though other treasured possessions were. The Dodingtons were an ill-fated family. William Dodington and his wife Christian (The lady in the picture in the Great Hall) had a son called William who's wife was murdered by their son Henry in Breamore House. Her ghost



museum we set off up the long drive to the house. By this time it was pouring with rain and quite windy. Arriving at the house thoroughly drenched we were met by our tour guide and joined several other equally soaked individuals for the tour of the Elizabethan manor house.

Breamore house was completed in 1583 by the Dodington family. It was purchased in the early 18th Century by Sir Edward Hulse, who according to the guidebook was Physi-

has been seen in one of the bedrooms. The tour ended in the old Kitchen where a large collection of copper pots and pans is displayed containing the initials of their owners. An 18th century beer wagon which would have been used to run



up and down the table in the Staff Hall so that all could help themselves and contains the mottoes 'Be Charitable to one another' and 'Waste not, want not'. The room also contains one of the oldest objects in the house, a dole spoon. This is a large wooden ladle used to dole out some weak stew or broth to the very poor and needy who would wait at the door of the kitchen to receive some food from the cook depending on what was available. This is where we get the saying 'on the dole'.

Having completed the tour it was time to return to the classic car show. It was still raining and as we neared the field it was clear that the organisers had given up hoping that more cars and visitors would arrive and gone home. The only cars remaining in the field were those of

people who had decided to camp overnight. We trudged through the field to Chris and Wendy's motor home to say 'goodbye and see you tomorrow' before driving home.

Sunday dawned and the weather looked much better. The rain had stopped and the sun was shining. After such a wash out the day before, we set off wondering if more cars would turn up. The organisers had said that they were expecting around 200. As we drove through Ringwood we passed a Morgan parked in a lay-by and rather unusually the driver waved at us. Our experience of Morgan owners up to then had been one of indifference towards our car, but perhaps as we drove past he did not realise it was a



kit car (He was later to arrive at the show and park not far away but did not come over!). We arrived on site shortly after 9am and already there were more cars. By 10am when the show opened to the public there was a large variety of lovingly restored vintage cars and many modern day classics, including a vivid green Aus-

tin Allegro Estate, various Triumphs, MG's, Jags and a small selection of American cars. In the kit car area along with the rather fine display of NG cars there was also a spotless Sebring, an Austin Healey replica.

The trade stands were doing a steady trade and although not great in number Dave managed to purchase a fuel pump, Chris bought a clock and Tony bought a voltmeter. I noticed on one of the stands a beautiful old Harrods wicker picnic hamper together with blue plates, cups and saucers and salt and pepper pots, but resisted temptation. There were stands selling books, fixings, miscellaneous parts, and even a jewellery stall for the ladies.

During the afternoon we noticed



Tony Mason of rallying and Top Gear fame with a film crew in tow. He was interviewing the classic car owners for a programme to be broadcast on The Discovery Channel in November about British motoring. Tony asked him if he would like to come over and see the NG cars but as soon as he realised that they were kit cars he

was not interested. His loss I think don't you, as between us we had a selection of NG cars demonstrating how the cars had changed over the years since Nick Green made the first one.

The Sunday also saw the judging



and when it came to the kit cars it was a close run thing between Dave's TA and the Sebring. The Sebring was the winner. The Austin Allegro Estate also won its category and a rather cute Morris Eight came runner up in its category. There were many other categories and the ring was only just big enough for them all to park, the owners being presented with their trophy by Tony Mason. The overall best in show however was a beautiful Audi DKW, absolutely spotless and something I had not seen before.

Overall despite the Saturday being a washout the event was interesting with something for everyone. And finally once again thank you Wendy for all the cups of tea.

Elaine Smith

Xmas 2005 Prize Crossword

Courtesy of John Butler.

Not for the faint-hearted!

(Cheers:-1a-19d-14a 7d)

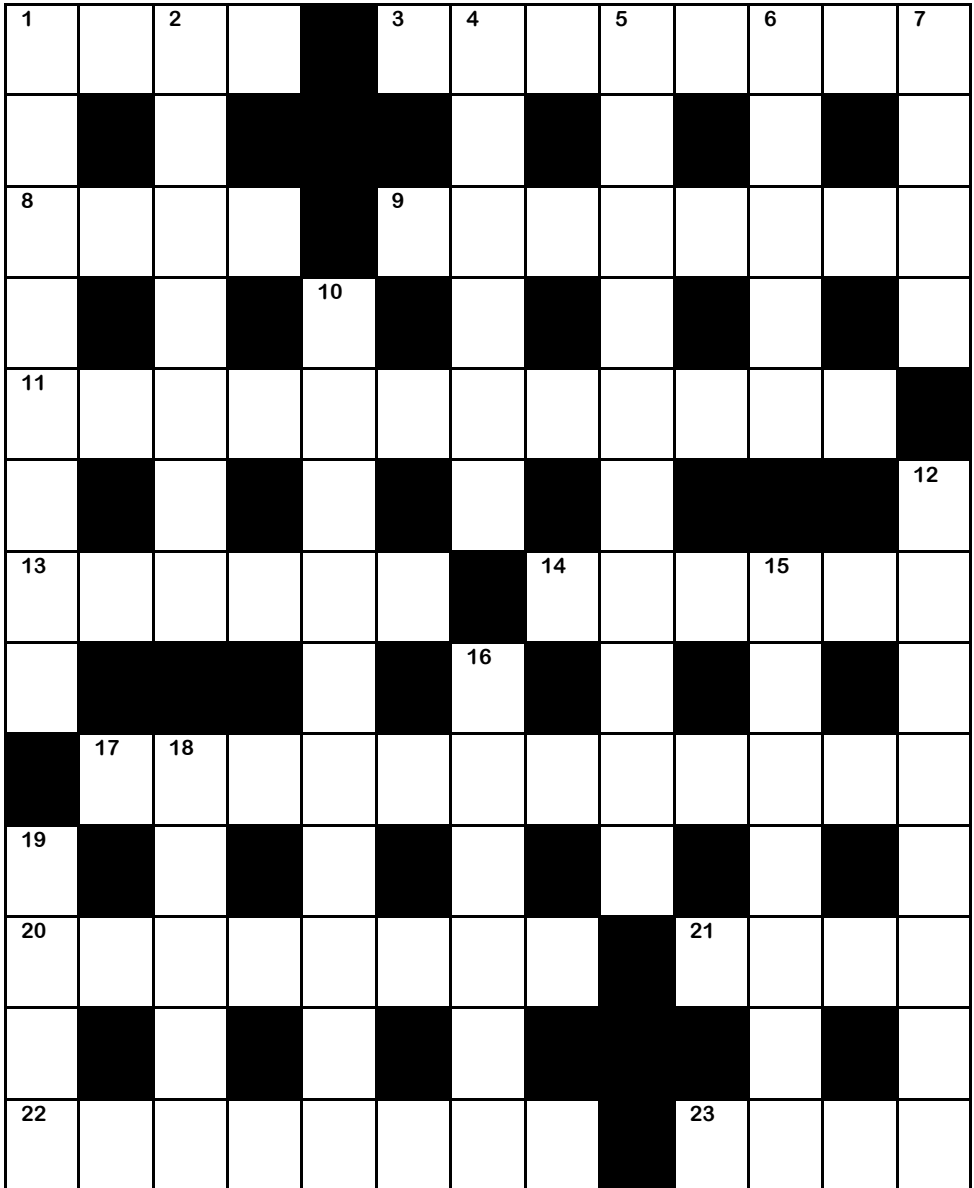
Across

1. Forte but not Charles (4)
3. Where 9 across is held (8)
8. Ride, good for the ego (4)
9. Sounds a greedy lot (just before 7 down) (8)
11. O.K. for T.T. dry (12)
13. Sounds sleepyland Christmas is swelling (6)
14. Little tennis girl to employ round the bend, sweet (6)
17. Gear laced, lie ideal after hot effort (5, 4, 3)
20. Teasigns, parts of map references (8)
21. N.G.'s hit? (4)
22. Sounds as if revolutionary Eastern Chief gets us off the hook (8)
23. Past engineers' cowshed (4)

Down

1. Early horseless carriage by ski-jump fellow? No (8)
2. One thread pattern? (7)
4. A lot of paper heard from these singers (6)
5. Beaker containing old Victory upset (6, 4)
6. ? horribilis, E.R. once had (5)
7. First of the New Year (3, 1)
10. Tiny prison camp reversed forms cone (10)
12. Put together again as set out to look alike (8)
15. Steam car, I presume (7)
16. Noise on endless vale, vale (6)
18. A Middle-Eastern head of state (5)
19. Listen after bomb type seed (4)

The prize goes to the first correct entry opened on the closing date (Jan 6th 2006).



Please send completed crosswords (or photocopies) to:
John Butler

Brooklands Museum

Thought I'd give members an update to my recent article on the Brooklands monthly club meeting. For the November meeting (Tues 8th) the Brooklands Management very kindly opened the museum & provided a guided tour. We assembled at the club-house bar in the normal way - early arrivals even managed to find time to have a beer 'from the wood'.

At 19:30 those of us who were interested in the tour (about 20) were taken outside by one of the museum's experts and given a very interesting talk about the history of Brooklands. This was followed by a guided tour around the inside of the museum, made even more interesting by our knowledgeable guide.

After the tour it was back into the Brooklands Clubhouse for a beer and, for those with the stamina, a motoring quiz. All-in-all, a very pleasant evening. No NGs present this month but there were still a few old cars in attendance. For any members who live within reasonable travelling distance of Brooklands, I

highly recommend you consider giving it a try - 2nd Tuesday every month. For more details of the programme of events give Peter Clark a call.

Paul Gray

Shrivenham Village Fete 2005

Once again the weather favoured us and we had a great day. The stalls and displays were more numerous than ever and the evening event packed out. The live band was excellent with a great repertoire of music from the 60s to 80s. The falconer who entertained us at the 25th birthday celebrations gave an amazing display with several new stunts.

It looks like the fete is turning into an NG event as we had 10 NGs attend from all over the country. Probably the second largest gathering this year! Also to be seen were the Morris Minor club, Midget club, a Hispano-Suiza and several vintage motorbikes. One Spitfire owner even drove his car down, got a lift home with his wife and came back on his ancient BSA.

Many thanks to all those who attended. I think everyone had a good time. Let's hope we can see more of you next year. It really is worth a trip. The Cotswolds are just up the road and Avebury and Stonehenge only a little to the south.

Bob Morrison



The attractiveness of the NG marque

(Taken from a competition entry written by Jeff 4 years ago, Ed)

I collected my TF kit from Milford-on-Sea in September '88 and in the intervening 13 years (*now 17, Ed!*) have spent many thoroughly enjoyable hours building, maintaining, modifying and driving the NG.

As an entry for the competition I thought I'd attempt to put down just some of my thoughts on the attractiveness of the NG marque.

In my view the appeal of any NG is that you can mould it to your own personal taste, unlike a classic or vintage car which has to be correct to the original production model in every detail to avoid the criticism of the 'expert purists'.

Every NG has the appeal of the

traditional open sports car and can be built or modified to reflect the styles of cars from the thirties right through to the present day.

Take for example the TC when finished in BRG with perhaps a fabric covered body, BRG wire wheels and the side-mounted spare, folding-screen and aero-screens, leather bonnet-straps and an outside hand-brake it would be visually completely compatible with Astons, MGs, Rileys, Lagondas, etc. as seen charging around the banking at Brooklands in the thirties.

A TD finished in similar guise with a picnic hamper strapped to the back would be just as convincing but would be a little later and more of a tourer rather than a racer.

The TF on the other hand with its flowing wings is more reminiscent of a pre-war Alvis Speed Twenty or

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post-war MGTD/TF or HRG.

The V8 TF's and TD's with chromed exhausts issuing from either side, low profile tyres on wire or alloy wheels, have a unique appeal and would be unlikely to be mistaken for a pre-war car.

We then come back to the most extrovert of them all, a TC fitted with say a 4.5 litre Rover V8, fully chromed exhaust headers and side-pipes, entirely new fully-independent suspension and 8 or 9ins x 18ins alloys with ultra-low-profile tyres. If the paintwork is finished in a startling colour a model like this almost creates the vibes of a custom car or hot-rod in the same vein as the current Chrysler Prowler.

Although the permutations and combinations are limitless there is always the one common denominator, the NG radiator shell which is common to every model, making the car immediately recognisable as an NG whatever it's style or character.

If anybody is in the market for a sports car and wants traditional open-air motoring they really should consider either building or buying a ready built NG.

Jeff Stretch

My NG's First Year

An NG's first year is as varied as the builders who make them. Well, here is a summary of the developments and "niggles" of mine.

Following the SVA and registration in October 2004, I spent a couple of months fitting the hood, side screens and tonneau cover. This made the car useable in all weathers. January saw my first attempt at tuning twin carbs. The result was certainly an improvement, especially noticeable when idling in traffic.

The first little niggle was that the surface of the headlamp spacers (aluminium which I'd had chromed) started flaking. I obtained replacements, polished up the aluminium and fitted them so I could return the chromed ones. They have now been re-plated but have not been used as the aluminium ones are still bright.

During my Easter holiday I fitted the rear carpet - a minor but satisfying cosmetic development which made the car feel more finished, then Stoneleigh for the first long journey (nearly 200 miles round trip) and a fantastic sense of achievement. Following this I modified the heater return pipe route abandoning the pipe across the rocker cover for a piece of chromed copper neatly beside an aluminium cover. Another long weekend trip to Letton Hall in Norfolk produced some admiring looks from some old friends.

The warmer weather was now showing up another couple of niggles. The seat squab was edging forward leaving an unsightly, gooey gap at the back. This was soon fixed with some spray adhesive. The other problem was the wooden screw-on

gear knob, whose nylon insert gradually lost its thread with repeated tightening - until it came off in my hand! This was quite a problem by the National Rally (another longish trip) but looking at other knobs I saw an aluminium one fixed by a grub screw. That was for me! I did need to replace the gear lever too as the new knob sat lower on the stick but now it is really solid.

The next little problem grew out of all proportion! The steering column was not perfectly centred in the dash hole (my shoddy workmanship or had it moved? - I don't know). Also the indicators did not usually cancel on a left turn. Just a little adjustment I thought but I should take off the wheel to see the cancelling mechanism. Oh dear! In removing the wheel a gentle tap (I

thought) on the column and the collapsible part collapsed - whoops! So the steering column had to come out! Oh well, at least I fixed the indicators AND located the column back centrally.

At the end of the summer holidays, a most heart-breaking incident was the combined result of filling up, parking on a slope and hot weather. I found petrol had seeped out of the filler cap breather and blistered the paintwork around the rear valance. So that came off for refinishing.

Around came the year and MOT with just one point - the front upper suspension bushes were failing, even though they were polyurethane and had done just 3000 miles. All replaced and ready for another year!

Chris Humphreys



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Tech Tips

After Hydraulics

It all began a couple of years ago when I was completely stumped trying to get air out of the brake system after some refurbishment. So the servo was by-passed and bingo, all was well and I found little, if any, difference in deceleration efficiency.

About 6 months ago some paint on the pit boards showed signs of distress. (I should have known then with snatchy gear changes as well that clutch trouble was ahead). Backing out one day, no gears at all could be selected.

The slave cylinder seemed suspect so, against my better instincts, a new one was purchased and fitted. Once again air; partly as the cylinder reservoir almost empties with 2 pumps of the pedal it seems. This caused me to overfill and make a real mess.

I had toyed with cable operation but now it had to be. After weighing up, etc. The solution shown on the

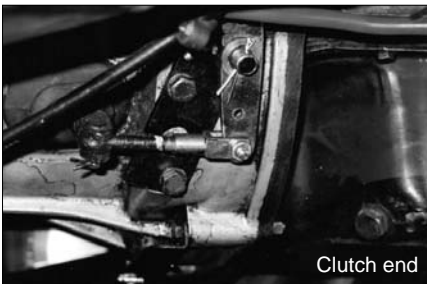
enclosed sketches was arrived at.

Critical points are as follows starting with the clutch end:

1. The floppy pin operating the clutch lever needs to be captured, but not tightly, in position and direction.
2. Pins, nipples and metal should be compatible in size with existing and new.
3. I judged the throw of the rocking lever required to convert pull to push, should be about equal to the oversail on the foot pedal, about $2\frac{1}{2}$ ". This seems to be OK (I lengthened the pull side slightly).
4. Push from the rocking lever should be in alignment with the clutch pin (as the old hydraulic arrangement).
5. Rocking lever should swing unimpeded.
6. Allowance for fixing bolts, etc. made for above (e).
7. Route of cable to be easy and uninterfering with other gear.
8. Adjustment should be easily accessible (i.e. at the top).

A number of useful bits were found in my collection; e.g. rocking lever to clutch pin fitting and fitting on top of clutch pedal, which I suppose influenced the final thing. The ideal length adjustable cable is new for a Suzuki.

It seems to work OK on trial



Clutch end

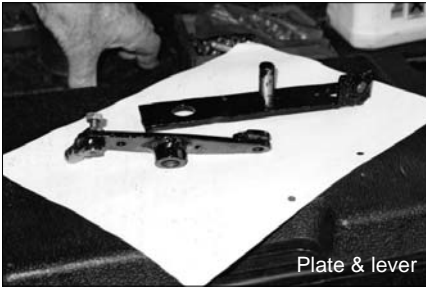
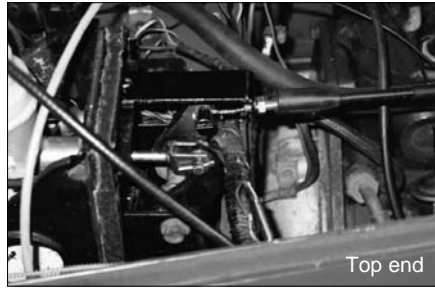


Plate & lever



Top end

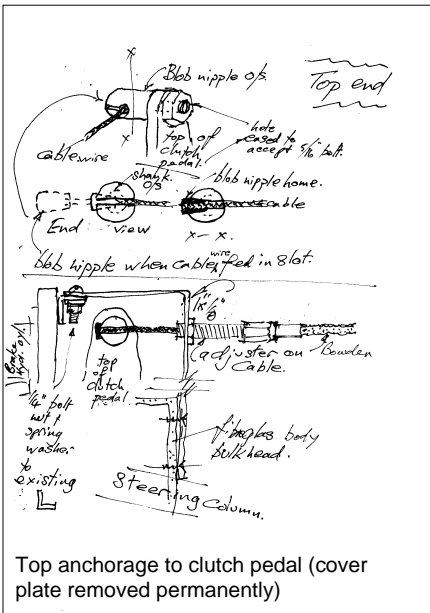
(after applying graphited oil as recommended by the Hon. Jeff Stretch) and you can feel the clutch taking up now through the cable, vintage, but not necessarily to everybody's taste.

I hope to release it from SORN now if a test can be achieved without a £5000 fine and imprisonment (latest note from Swansea if SORN car is taken on the road)!

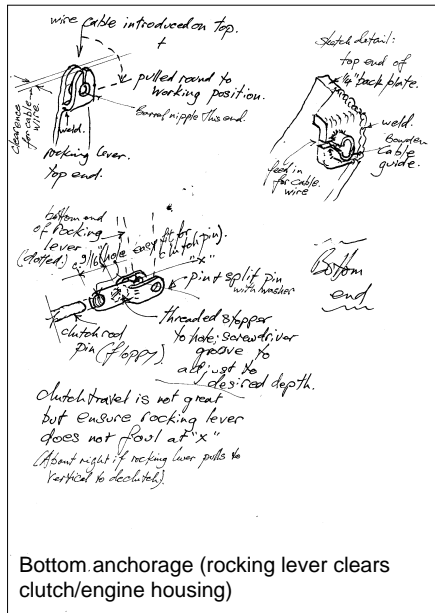
John Butler

Note:

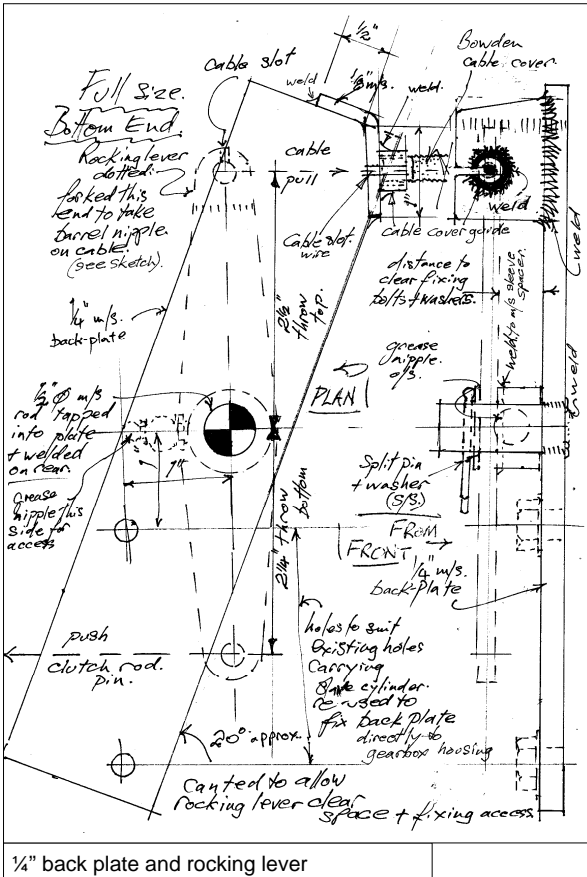
If you require larger versions of the diagrams below or over the page, please send an e-mail or s.a.e. to the editor.



Top anchorage to clutch pedal (cover plate removed permanently)



Bottom anchorage (rocking lever clears clutch/engine housing)



1/4" back plate and rocking lever

Budget Luggage Carrier

Should anyone wish to augment the luggage carrying capability just on a temporary basis, rather than pay out for an official stainless luggage rack, which I am told will cost something approaching £500, the following might be of interest.

When we normally go away in the NG we do B&B but this September we had booked a cottage in Wales close to the lake at Bala. Not know-

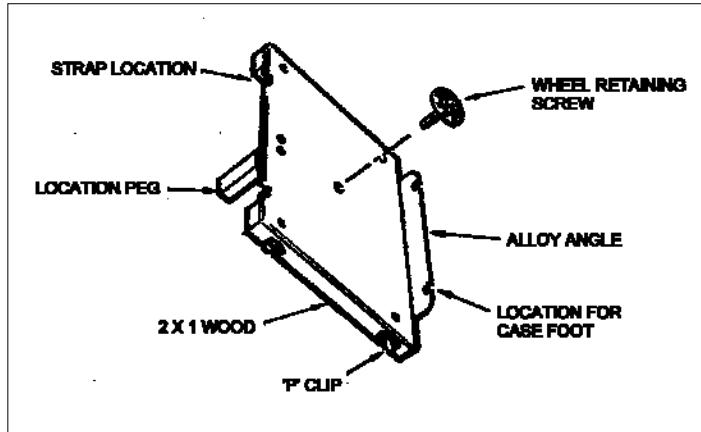
ing the area we decided to take some provisions in case we were some distance from any shops. Well, come the afternoon before we were due to leave, I decided that I would have to try to free up some space inside the car for all the extra provisions. It seemed that the best way of doing this was to try to mount the case containing most of our clothes on the back of the car.

I started off by rescuing an odd piece of 10mm MDF from the shed and cutting it down to 16" x 21" then drilling a hole in the centre to enable it to be clamped on top of the spare wheel with

the wheel retaining screw (badge). Either side on the underside, I then added a piece of 2" x 1" wood to contact the tyre thus supporting the



outer sides and making the board really rigid when clamped down. Next step was to screw a piece of light-weight 2" x 2" angle aluminium to the bottom to form a ledge



for the case to sit on. Having done this I found that the case feet fouled on the lip but this was not a bad thing because, with the lip filed away locally to accommodate them, it created a good lateral location for the case. On the top edge of the board 3" from either side I cut it away approx. 1" wide by $\frac{1}{2}$ " deep to give locations for the straps. With the straps passed beneath the spokes of the spare wheel the case was firmly clamped. However, I felt it would be better if there was a positive location to stop the "carrier" possibly rotating about the centre of the wheel. This was easily accomplished by making a peg about 4 in. long which fitted between the spokes and then screwing it to the underside with a couple of screws. I then gave the complete thing a quick spray with a matt black aerosol just to weatherproof it and make it less noticeable. Finally I screwed two P-clips either side to take two "bungees" so that the waterproof

covering for the case wouldn't flap around in the slipstream.

I am pleased to report that the carrier was entirely successful over the 400 miles to and from Bala. The good thing is that you only need to have it on the car when necessary as it is so easy to attach/detach.

Given more time I might make a Mk2 version using aluminium and having four legs which go down through the spokes and locating on the body to spread the load, rather than put all the load through the spare wheel mounting.

Anyway, should anyone occasionally need more luggage capacity, this is a way of doing it for next to nothing!

Jeff Stretch

[Thanks for the innovation Jeff - a great idea. I recently paid around £365 for the "official" stainless rack. Another option is to use a "universal" type one with extension legs (around £90). Ed.]

Needle Roller King Pins

I recall some time ago correspondence about needle rollers in king pins. I was struck this weekend by two things - my very slight sister getting blown away by our TC - "As wonderful as my motorbike". She asked whether the TC had power steering. Then moving someone else's TC, I noticed how heavy its steering felt.

The needles in the king pin really do work and it stands to reason. The whole weight of the front of the car is carried on the thrust bearings in the king pins. Rolling element bearings are bound to exert less steering resistance than plain bearings.

Nigel Brooks

Poet Tree With Mistakes

I have a spelling chequer
It came with my pea sea
It plainly marques four my revue
Miss steaks eye cannot sea

Eye strike a quay and right a word
And weight four it two say
Weather eye am wrong or write
It shows me strait away

As soon as a mist ache is maid
It nose be fore two late
And I can putt the error rite
It's rarely verey grate

I've run this poem threw it
I'm shore you're pleased too no
It's letter perfect in it's weigh
My chequer tolled me sew

Sauce Unknown

New Members - Welcome

MR ASHLEY REYNOLDS (1340) (TF)
HAVANT, HANTS

MR KEITH BURDIS (1341) (HENLEY)
HALTWHISTLE

MR NEIL BLAGDEN (1342) (TF)
READING, BERKS

MR ANDREW BROOK-HOLMES (1343) (TC)
FAREHAM, HANTS

A very warm welcome to our new members!

Sales & Wants

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

For Sale

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

Tel: 01945 700500 (MGB Hive)

New MGB alternator £15. I will be completing my V8 conversion very soon (I hope - nothing like optimism) so will have the following for sale: MGOC Club 1950 engine (approx 20,000 miles), 4 synchro overdrive gearbox with suitably modified gearlever, overdrive switch, all engine ancillaries inc alternator, carbs, manifolds, 1800 radiator & hoses,

Lumenition ignition pack, nearly new exhaust, propshaft - just about all you need to drop into a new NG. Best offer over £500 by New Year secures. If you call soon enough you may be able to have a ride to see how it all runs.

Tel: 01793-783105 (Bob Morrison)

E-mail: rmorri1847@aol.com



NG TF V8 2+2. Rich metallic blue, beige interior, walnut burr dashboard and centre console. Built 1986, 30,000 miles, MGB based, fully refurbished up rated SD1 engine and 5 speed gearbox when built, dual port Hoffenhauser inlet manifold and 390 Holley carburettor. MGC back axle, modified springs and dampers, 72 spoke 15" wheels, full and half tonneau, stainless steel fuel

tank and alarm system. Correct registration documentation, current MOT, tax exempt. All build documentation available. Very little use past 5 years. Excellent drive, in need of a little tender loving care to give hours of enjoyment next summer. Reluctant sale, space needed, sensible offers only please.

Tel: 01633 680932 (Mark Ebbutt, Cardiff)

E-mail:

m_ebbo@stomp.freemove.co.uk



NG TC V8 complete, not registered, not run for some years. Contains genuine MGBV8 (rebuilt), B V8 gearbox with overdrive, 3.91 LSD, 15" compomotive alloys, stainless steel fuel tank, full set of BV8 instruments, and much more. Garage space needed, make me an offer.
Tel: (Martin Parsons) 01733 570289 evenings.

NG TF 2 plus 2 in green, based on 1800cc MGB, correctly registered 1969 donor vehicle making it Tax exempt. 12 months MOT. Serviced and maintained by specialist garage. Full build records. Tonneau cover

plus wet weather hood and side windows. Wire wheels, etc. excellent condition, always garaged. Genuine reason for reluctant sale. South Midlands. **£5950**

Tel: Dr Cowley 01327 361776 or 01327 860060

Ladies flying jacket, brown, size 14. Absolutely immaculate condition; worn less than a dozen times. Can be seen on the Holden website as the Bygone Era jacket retailing at £360. A bargain at just **£200**. **Men's flying jacket**, brown, size 40. Absolutely immaculate condition; worn less than a dozen times. Can be seen on the Holden website as the Bygone Era jacket retailing at £360. A bargain at just **£200**.

Tel: Clive 01732 365879

Mobile: 07773 151796

E-mail: tigerdog@tiscali.co.uk

NG TC. Built in 1987 on 1966 MGB running gear. Tax exempt, MOT until mid March, Moss Green. **£3000 ono**.
Tel: Steve 01903 775483 (East Preston, West Sussex)

NG TF correctly registered, built in '90s from 1978 Marina 1800 TC donor. Very smart, metallic grey paint with light grey leather seats and trim. Chrome wires (5), chrome K&N filters, Kenlowe electric fan with adjustable thermostatic control. Weather equipment - hood and side screens never been used - always garaged. Build manual, all bills and a

few spares go with it. Age and infirmity forces sale, less than 1000 miles on clock. **£4250 ono.**

Tel: Ken Dove 01527 525927 (Worcs)

NG TF (MGB 1973 based) V8, 5-speed, red with cream interior, new chrome wires, new prop shaft, tonneau cover, wood dash, tax & MOT to December 2005. **£6750 ono**

Tel: Paul Clarke 02392 649127

NG TF 1800CC MGB based vehicle. 5000 dry miles on reconditioned engine, 5 speed plus overdrive box. SVGA tested and current MOT until June 2006. Walnut dash with MGB dials. Professionally built by Wentworth Cars. First registered Jan 2000. Runs perfectly and is a joy to drive. Spots and radio fitted. **£5000.00.** Please no offers as this car is well worth the asking price.

Tel: Paul Wilkinson 07702 373468



NG TF. (New build in 1998) Stunning example with full all weather gear finished in metallic blue. 1800cc MGB based with O/D, built to SVA standard and correctly registered

as NG TF on V5. Vehicle tax exempt. MOT till 26/01/06. This is a truly stunning example with unmarked chrome wheels and beautifully finished interior (with CD/radio) to a very high standard. Always stored in a dry & warm garage, new mohair hood, side screens, tonneau cover and hood cover, wire wheels, good tyres, new interior, etc. **£4995 or sensible offer.** Please contact me for more details or more pictures.

Tel: 07973 368424 (Martin Sherwood)

Email: mksherwood@btinternet.com

NG TF. Based on 1800cc MGB, built to SVA standard and correctly registered as NG TF on V5. 1970 donor making vehicle tax exempt. Recent MOT. This is a very nice example with new chrome on brass screen, dual circuit brakes, rebuilt engine with fast road cam, new clutch, clutch master cylinder, stainless steel exhaust, stainless fuel tank. New mohair hood, sidescreens, tonneau cover and hood cover, wire wheels, good tyres, new interior, etc. Please contact me for more details or more pictures. **£7490**

Tel: 01276 857074

E-mail: pj.waine@virgin.net

One 15" 72-spoke wire wheel with good tyre (MGC) painted, ideal spare. **£20.** Buyer collects, North Leicestershire.

Tel: Peter 01509 881178

Peco performance exhaust system, model C003, comprising 3-branch tubular manifold, bomb centre & standard rear silencer. Cost £170, accept **£50**. MGB c/b front x-member £25. Moto-Lita 13-inch 3-spoked dished black leather st/wheel with polished alloy centre boss £50. ~~2 x NG seats in beige vinyl with runners, minor chafing damage to piping, £50.~~ NG walnut-veneered dashboard, home-made but with potential, £25.

Tel: Paul Gray 01252-617175 (Hants)

E-mail: p_dgray@btinternet.com



NG TF Two plus two open top sports, Marina based. Pre-SVA build. Correctly registered on V5, MOTs etc. Great condition, less than five hundred miles since build. Full build history, pictures, receipts etc. Built by myself with all new / reconditioned parts. 1.8 Litre twin carb engine (professional rebuild), new clutch assembly, brakes, pads, discs, bearings etc. new splined wire wheels, tyres, Cibie headlamps and spots. Always warm, dry garaged and

only used on dry roads. **£5,250**

Tel: 01484 308384

E-mail: stephen.lennie@ntlworld.com

MG BGT TF 1973. Conversion in 1986 by previous owner, 1800cc Twin Carb, Immobiliser, 4800 dry miles since conversion, **£4995 ono**

Tel: Rupert Keys 07976 294393 (Worcestershire)

E-mail: rupert.keys@virgin.net

NG TA - 1967. 2+2 Sports Tourer. MGB based, overdrive, tax exempt, vintage qualities at a fraction of the price and no spares problems. Excellent condition. (Fylde Coast - Lancashire) **£3100 ono**. For further details please call Allan.

Tel: 07866 033459.

E-mail: jillhowarth@fsmail.net



NG TA. New engine, gearbox, clutch, mountings, front & rear springs, hood, paint job, complete back brakes, seats, steering wheel, s/s exhaust.

Also 2 complete MGBs broken up for spares, trailer - not finished, new king pins, shock absorbers, 2 spare

sets of wheels. **£16,000** or best sensible offer.

Tel: Sid 01273 512782

Mobile: 07759 691529

NG TF. Built 2000. Based on MGB roadster. Blue. 2,000 dry miles. Registered as NG "Historic vehicle" so road tax is free. MOT till May 2006. Wire wheels. Mohair hood with clear Perspex windows to sides and rear. **£4,950** available now.

Tel: Peter Voysey 01983 730401

Email: pv1@tinyworld.co.uk.

NG TF. Based on a 1969 MGB 1800 donor. Tax Exempt - Excellent Condition - Always Garaged.

£3500

Tel: Mrs J Stuffins 01932 570868 (Surrey), 01189 699667 (Berkshire)



NG TF (MGB Based). Metallic Grey with spoke wheels. Every component rebuilt and refurbished to better than new. The car has covered 7300 miles and always been kept in a garage. I am the third owner but not had enough time to fully enjoy this beautifully built car although I

count myself lucky to have owned this one. There is also a V8 engine and gearbox plus radiator as a conversion was planned. Must be seen to fully appreciate this wonderful car. **£7950.** Photos can be e-mailed.

Tel: John McMurray 01384 287864

E-mail: j.g.mcm@btinternet.com



NG TA Marina Based 1800, twin carbs, 5 speed box, unleaded head, fabric covered tub, BRG, taxed and tested. **£2500 ono.**

Tel: 01538 383939

Immaculate NG TF, the last company demonstrator built by John Hoyle in 2000/01. All parts new or reconditioned throughout, MGB-based, 1800cc, 4 speed box & o/drive. Literally 'as new'. 2,750 dry miles. Garaged since new. Audi silver grey metallic with burgundy leather seats, matching carpets and trim. Chrome wire wheels complete with knock-on spinners. All finished to the highest standard. Immobiliser fitted. Full wet-weather gear (split toneau, side screens, roof, etc) in



cluded. Change in circumstances force reluctant sale. Cost £16,000. **Sensible offers please.** E-mail for photo(s) &/or more info.

Tel: 020-8979 6123 (evenings)

Mobile: 07899 063768 (W. London)

E-mail: jonathan.arnold@uk.bp.com

Wanted

I am looking for a TF or TC kit that is sitting in your garage taking up space that you know will never be completed. If you have such a project please contact me.

Tel: Dave Giffard 07973 636966

E-mail: dave.giffard @ntlworld.com

NG old, bent, been standing. WHY? for a project. Anything considered, must be cheap, would prefer North-ern England but anywhere consid-ered. Contact Delia or Jason.

Tel: 01484 422967

E-mail: jayz@dees.fsnet.co.uk

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

Can U Help???

Appeal from Bob Preece

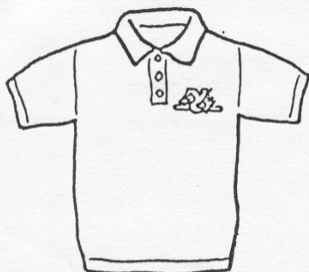
I have been dealing with the club`s products and regalia for a number of years and I think a fresh approach is required by another member to revitalise the sales. All the products are at a low level at the moment and new suppliers need to be found, so this seems to be the right time for a change.

If you think you would like to get involved in the smooth running of the club then give me call on 01202 573644 or the chairman Peter Clark on 01737 832367. We look forward to hearing from you.

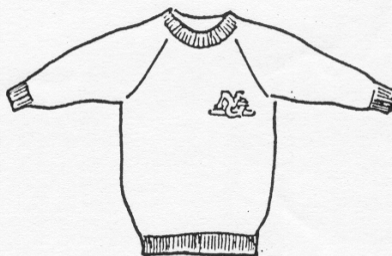
Bob Preece

Club Products & Regalia - available from Bob Preece

12 Oakland Walk, West Parley, Ferndown, Dorset. BH22 8PF



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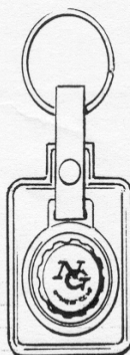


SWEATSHIRTS
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Both styles in many colours. Please check



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Club Literature - available from Chris Humphreys

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

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

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 & John Coker)

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

CHANGING GEAR



Courtesy of Steve Dearing

the magazine of the NG owners club