

CHANGING GEAR

December 2006 (4)

Christmas Bonus Issue



Fun in the Sun!

NGs with extra Horse Power

the magazine of the NG owners club

THE NG OWNERS CLUB

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<p>Next issue: March 2007 Deadline for submissions: 15th February</p>
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**We wish you a very
Happy Christmas and a
Peaceful New Year**

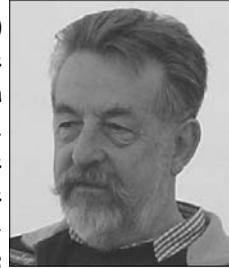
Chairman's Letter

With the year now three quarters spent most motoring activities tend to calm down. However, one can expect a few very fine days in the late autumn and even through the winter months when it can be a joy to get the NG out and just go for a spin. I intend to do just that - good for clearing the head and blowing the cobwebs away.

Reflecting on the past year, I suppose the Club activities can be summed up simply by saying "It has been another good year" for all. Committee Members and Area Organisers have done a good job particularly when one considers that they do not all live in close proximity to each other - telephone wires do tend to get a little hot sometimes.

The Magazine has continued to be published to a very high standard (a point mentioned by other car clubs that have read issues presented at our Club Night meetings

at Brooklands) all thanks to the hard work put in by our Editor. Don't forget he can always use editorial material and pictures relating to your car and associated activities. So please send him what you can.



For those of you who live in and around the Surrey area there is still the Christmas Lunch to look forward to on the 10th of December. If you want to join in please let Bob Preece know as soon as possible. Places are limited.

Talking of Christmas may I, as is usual at this time of the year, wish you and your families a Very Merry Christmas and a Happy and Prosperous New Year.

Good Luck.

Peter Clark

Editorial

Welcome to the Christmas Bumper issue of ChangiNGear! Yes, Christmas has come around again! Have you noticed how, the older one gets, the quicker the year seems to fly past? Still, I am not grumbling - I love Christmas. Not the frantic pre-rush but the

actual time of joy and peace, the carols and remembering what it is all really about. Oh, and of course the food! Don't



forget to give your NG a mince pie on Christmas Day!

Well I have now completed two years of editing the magazine and I hope you have enjoyed reading it. It is definitely easier if I have articles and other material to hand so please keep the contributions coming.

With this issue you will find an Xmas eXtra in the centre. Have a go at the word search and order your new style polo shirts, etc. Mark Staley is a little disappointed with the slow response to his invitation last issue so please drop him a line/email and let him know what products you would like available. He now has a limited supply of polo shirts and caps and you can order these from him now but be aware there may be a small delay as he has not yet build up a quantity of stock.

As hoped last time, I have converted all the ChangiNGear issues from February 2004 onwards into downloadable PDF (Portable Document Format) files. Find these on our website at www.ngownersclub.org.uk. We will continue to add electronic back issues as each new current printed issue is published. If you prefer printed copies of back issues, these are available for 50p per copy to cover postage (see p24).

I have also put our most popular literature into PDF format (see inside back cover) and these articles are also available from our web site or in printed form as before.

All that remains is for me to wish you a very Happy Christmas.

Happy NGiNG!

Chris Humphreys



Would like to meet: Insurance company - without GSOH when it comes to insurance prices; the best deals on the market (did I mention special premiums for NG owners?) and top class service. Call 0845 1303400

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Secretary's Notes

The end of the year already, where does the time go? It is just over 12 months since Manda and I departed Epsom and moved to the south coast and it seems only a couple of months ago.

The main meeting of the year for the club was the National Rally at Stratford upon Avon, which everybody who attended thought was a great location, so with that in mind we have booked the site for next year (29 June-1 July 2007), so mark this date on your new calendars A.S.A.P.

With the Nat. Rally in mind I would like to thank all the members who supported the meeting and for all the help the committee members received in making the weekend go so smoothly. This is just what a good club should be.

Another meeting that Manda and I attended was the Exbury Gardens visit in spring-time, which is local to me as it is near to Beaulieu (car museum fame). This is worth the effort to visit if you live within an hours drive. I would like to thank Som Baker for organising it for the club and the follow up visit in the autumn.

The South East Christmas lunch on the 10 December is fully booked, but should there be a cancellation I

may be able to include you if you call me nearer the date.

I have spoken to Mark Staley, who is now our club product &

regalia member, and he has some products for sale just in time for Christmas, so give him a call on 01332 723927 for full details.

Finally a thank you to Sue Stretch, our treasurer, who keeps the club funds in balance, Bob Morrison, the membership Sec who, despite working abroad quite a bit (a hard

job but someone's got to do it), keeps the membership list up to date, Chris Humphreys the editor who, I think, does the most difficult job of producing the magazine that keeps us all in touch, Peter Clark our chairman who gives me invaluable support throughout the year, especially for the National Rally, and to all the local area contact members who are so important to us.

That's all from me in 2006 and it just remains for Manda and me to wish you all a Very Happy Christmas and look forward to seeing you in 2007 for more social events.

Bob Preece



Happy Christmas

Regular NG Meetings

Sheffield, Leeds, Yorks area: various meets & activities
(Dennis Roberts 01142 878515 - Phone for details)

Oxford - Monthly lunch-time meet: date depends on interest, 12 noon
The Six Bells, Warborough, off A423 Oxford/Wallingford
(Bob Morrison 01793 783105)

East Anglia area: various meets & activities
(David Edwards 01284 788118 - Phone for details)

Surrey - Monthly evening meet: every 2nd Tuesday, 7.30pm
The Club Room, Brooklands Museum, Weybridge, Surrey.
(Peter Clark 01737 832367 - See also "Monthly Natter" panel)

Kent - Monthly lunch-time meet: every 2nd Sunday, 12.30pm
(John Jewsbury 01622 890992 - Phone for current venue)

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

Cardiff (Sth. Wales) meet: by arrangement
(Brian North 02920 341671 - Brian also does engine reconditioning)

The Brooklands Club ~ Monthly Natter Meeting Dates and Events 2006

January 10 th	New Year Natter
February 14 th	(Early) Museum Tour
March 14 th	Inter-Club Quiz
April 11 th	A Spring Natter
May 9 th	Lecture
June 13 th	Pride of Ownership, Steak & Chips Supper
July 11 th	Walking Treasure Hunt
August 8 th	Barbecue & Summer Natter
September 12 th	Quiz
October 10 th	An Autumn Natter, Fish & Chips
November 14 th	(Early) Museum Tour, Lecture
December 12 th	Christmas & Prizegiving

Events Calendar 2006-7

<u>Date</u>	<u>Event</u>	<u>Contact</u>
2006		
10 Dec 2006	SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey	Peter Clark Bob Preece
2007		
13-14 Jan	Racing Car Show (Autosport International) NEC, Birmingham	Info only
7-8 Apr	European Kit Car Show Kent County Showground, Detling, Kent	Bob Preece
6-7 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire	Bob Preece
7 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester	Keith Baker
16-17 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	Dennis Roberts
17 Jun	Isle of Wight Classic Car Show Brading Roman Villa, Brading, Isle of Wight	Keith Baker Chris Humphreys
29 Jun-1 Jul	NGOC NATIONAL RALLY Riverside Caravan Park, Nr. Tiddington, Stratford-upon-Avon, Warwickshire	Bob Preece

<u>Date</u>	<u>Event</u>	<u>Contact</u>
2007		
15-16 Sep	National Kit & Performance Car Show Donington Park, Castle Donington, Derbyshire	Dennis Roberts
6 Oct	Totalkitcar LIVE Brands Hatch	Info only

Please note that I have not yet been able to confirm all of the above dates so reference should be made to relevant web sites on page 8 or other sources.

News from Findhorn Cars

We are criticised from time to time for the prices of our parts. I understand. I am flabbergasted by some of the prices that we are asked to pay by our suppliers. One in particular threatens to kill the goose that laid the golden egg.

However, Findhorn Cars is a commercial business. It must attempt to trade profitably. We have tens of thousands of pounds of stock. It has to be financed. All the overheads have to be paid for.

Our suppliers of bespoke items are craftsmen, making parts by hand. Inevitably this is expensive.

So I would ask your members to consider whether they would prefer to be able to keep their beautiful, thoroughbred cars on the road and

improve them, in which case we can help by supplying the necessary parts; or whether they want to drive around in a mass produced, foam padded, characterless tin can. The latter is a lot cheaper; but I think we are all agreed that the NG experience is an acquired pleasure worth the shortcomings.

One glance at the Prize Winners National Rally 2006 says it all.

Please note that the new website is now live - albeit not as extensive as I would wish - please visit it at www.ngcars.co.uk.

Hopefully, by the time you read this, we will have shown the widened TF with doors at Exeter.

Best wishes

Nigel Brooks

Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
Capesthorne Hall	www.capesthorne.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Donnington Park	www.donington-park.co.uk
Exbury Gardens	www.exbury.co.uk
Goodwood	www.goodwood.co.uk
Harpenden Common	www.classicsonthecommon.com
Kent County Showground	www.kentshowground.co.uk
Knebworth House	www.knebworthhouse.com
Lavenham	www.lavenham.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Rougham Airfield	www.roughamairfield.org
Shrivenham	www.shrivenham.org
Staffordshire County Showground	www.staffscountyshowground.co.uk
Stoneleigh Park	www.nac-stoneleigh-park.co.uk
Westpoint Arena, Exeter	www.westpoint-devonshow.co.uk

Other Web Sites

Racing car show, NEC	www.autosport-international.com
Kit & Car Builder Show, Harrogate	www.car-shows.co.uk
London~Brighton runs & Knebworth	www.greenwoodsexhibitions.com
London~Brighton Veteran Car Run	www.lbvcr.com
Kit & Perf. Car Show, Donnington	www.limelight-exhibitions.co.uk
General Info	www.totalkitcar.com

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

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 2007

Deadline for submission of articles: 15th February

Findhorn Cars and the Italia Sardinia Sports Car Challenge 2006

The Italia Sardinia Sports Car Challenge was a week of truly hard driving. 300 miles a day does not sound much in enclosed saloon car comfort on the motorway, but is something different altogether in an open sports car on mountain roads, needing a moment to spare at the end of each section to be on time at the time control around the corner and is truly challenging for both driver and navigator.

I am delighted to say that no vital organ fell off the Findhorn NG TC V8 car and we finished the event in a respectable position. In fact, the five days of the challenge resulted in me having much more confidence in the car.

The road book for the rally gave excellent directions for the navigator to relay to the driver, allowing

the latter to concentrate fully on the driving. At least that was the theory, in reality it was "Speak up Dad, and do you really mean right because you are pointing left?" Well he needs only to be telepathic to sort that out!!

We needed care through the villages and the care was rewarded by enthusiastic waves and shouts of "Ciao". Then the road book indicated "end of village in 150 yards and straight on for 5.6 km." So it was foot down and GO.

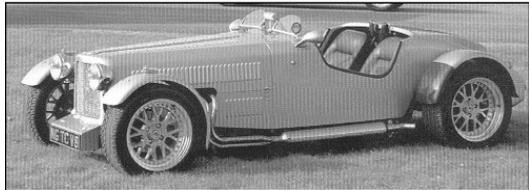
For the Findhorn team it was an exhilarating week with a steep learning curve and then increasing confidence in driver and the TC. The car stuck to the road through the bends and flew along when asked to. The 3.9 behaved impeccably and never missed a beat despite a plastic union's ef-

...the care was rewarded by enthusiastic waves and shouts of "Ciao"

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GU32 1QN

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e-mail: info@ngcars.co.uk



All NG parts supplied
from chassis to brake pads

forts at leaking all week and failing altogether on the last morning. The lesson is, of course, that small plastic components and serious automotive engineering do not mix except in the finance director's eyes.

The only major potential show stopper was a kerb on the steepest and slowest hair pin descent imaginable. It nipped out and bit the side wall of the 235/40 R 17. Down at the bottom we missed the time check, but a kind Sardinian pointed us back up the mountain to the next town and a tyre shop with a pair of exactly the right tyres. Quite staggering!! That was also on the last morning and completely put in context one of the challenge's joining instructions that a certain perseverance would be needed to complete the challenge.

During the week, we stormed up mountain sides - where hung-over navigators are a less than perfect asset - negotiated flocks of goats (described in a rare road-book aberration as "coats"), bounced along tracks which would have teased even the original Range Rover owner of the 3.9 engine, squeezed along cobble streets through mediaeval villages clinging to mountainsides, then slammed the helmets shut as we speed across mountain top plains with groves of cork bark trees. At the end of the section, a lay-by had to be found round the corner from

the beady eye of the marshal threatening to give penalty points to any car appearing to be early.

Despite coming half way in the field, the Findhorn NG team had its moment of glory on the second afternoon on meeting an orange Caterham lent by the makers, to a certain ladies team, who had best be nameless. We think that the reason they were facing the wrong direction had more to do with failed electrics and bump starts than operator error!! Anyway, out with the tow ropes and the NG tug and orange Caterham barge advanced to the next time control in easy style (provided the tow drop was nicely taut on the down hill slopes and not threatening to break free and arrive in an untidy muddle around the navigator's neck as an unexpected scarf!).

*...running out
150 yards
from the last
time control...*

Petrol was a problem throughout as the 3.9 is not exactly abstemious in the fuel stakes. However, we managed it to perfection, running out 150 yards from the last time control with 45 seconds to spare and a nice down hill slope. We now know that the tank holds exactly 43 litres!

I think you will gather that Italia Sardinia Sports Car Challenge was truly challenging but enormous fun and a great proving ground for the Findhorn NG which passed with flying colours.

Nigel Brooks

Members' Letters & Articles

Life and Times of Ruby (Chapter 2)

My first summer on the road was very enjoyable and Mr P took me out whenever the weather was dry, still no hood but he has promised me that when he wins the lottery!!!!

We visited many parts of the New Forest and the Isle of Purbeck and all of the admiring glances and nice comments made by passers-by were very good for my ego. We even went on holiday down to Salcombe in Devon. Mr P drove me on his own and Mrs P followed on behind with Mr P's other toy, a sailing dinghy, hooked on behind her Scooby. The drive was very energetic and when we did stop for some petrol (I do get a bit thirsty) Mrs P said some strong words, like, what happened to the gentle and steady pace that we had planned to travel at? Mr P just muttered something about not looking at my speedo and keeping up with the traffic, he does tell fibs.

I do not know why he took Fly, short for Firefly, because after one disastrous day when the rudder broke and Mr P was blown onto a mud bank she was left on the trailer, "What a shame," and I was used almost every day. In fact we visited a lot of very interesting places includ-

ing Buckfast Abbey and here we got involved with a veteran motor club who had stopped for a visit and a picnic lunch, a lot more admiring glances and nice words, plus Mr and Mrs where invited to join the picnic, all down to me. Don't know how I got out of the gate with my swollen head.

I am not saying that I am perfect as I did have one or two problems during the summer, my engine started to run a bit rough when I got a bit warm and one day. I came to a stop and could not start again. Mr P fixed me however by adjusting my points and the very next week-end he treated me to a set of electronic ignition and a trip to Longmans Engineering where he had my timing and carbs set up on a thing called a rolling road. That made all the difference and my appetite for petrol was diminished.

I may not have told you but Mr P is a bit of a competitive animal and on one occasion we got up very early and travelled down to a place called Wiscombe Hill to marshal at a hill climb. I got a bit bored just sitting there watching a lot of very noisy but rather quick cars leave the paddock and try a rush up a hill as quick as possible. That night we stayed out under canvas. I felt a bit

*I felt a bit
scruffy with
just a blue
tarp to keep
me dry*

scruffy with just a blue tarp to keep me dry. When would I get my hood? Early the next morning Mr P jumped into the seat and told me that he had special permission to check the track for rubbish before the noisy cars tried again.

Well we were supposed to drive up the hill at a steady pace to check the course but Mr P thought his initials were MS. and we wizzed up the hill a lot faster than I had been driven before. I have to say I was a bit scared going round the corners. Good job I have my nice wide wheels and tyres, Mr P told another fib and said that the throttle cable had jammed and ...*my accelerator pressed firmly to my floor...* could not slow down, well I know it is a bit stiff at times but really!

As the summer came to an end, the rain fell on a lot more weekends so we did not seem to go out together so much and finally Mr P covered me up and told me that I was to rest and keep warm until the sun came out again.

I was not forgotten all together however as Mr P still came down the garden to my home at weekends and took my cover off and cleaned off the dust, sometimes he brought a visitor and told them the same old stories about how he had found and built me.

There was also the day that Mr P came down and changed by beautiful wheels and tyres for the old narrow set and off we set to a new place

where we meet up with a number of other cars of different types, some had come on trailers and some looked a bit like me but not so smart. They had names like Westfield, Caterham and there was also a distant cousin called Midget. I watched Mr P and all the other owners walk around a large area of tarmac that had a number of traffic cones laid out in different patterns.

We had come to an Auto Test.

I think Mr P had been to one of these before and did I get a shock. We started each test with a lot of wheel spin and my accelerator pressed firmly to my floor and then proceeded to rush around each pattern of cones in different directions stopping and starting as quickly as we could. I ended up very puffed and dizzy but Mr P was a happy bunny. I am glad he put on my old wheels as we did a lot of skidding about.

Oh by the way we got two prizes, one for coming second in the novice class and one for taking the longest time in one of the tests. Mr P got lost!!

A much gentler drive home in the dark, still without a hood, and I was put away in my nice warm home. I heard the rain start in the night and I knew that the year was over.

Roll on the sun or perhaps Mr P will win the Lottery.

See you in the spring.

Ruby (provided by Paul Davis)

Competition Results

The number of entries for the 'A Day in the Life of an NG' competition was a little disappointing but the quality of entries was high. Here are the results:

Winner Paul Davis

Runner-up Jeff Stone

Here is the runner-up's entry. See next issue for the winning entry.



A day in the life of Esmerelda or...How to Cause a 10 Mile Traffic Jam Without Really Trying

1. Firstly, arrange to have an electrical fault whilst driving west on the M4, say somewhere between Newbury and Swindon.
2. Pull over onto the hard shoulder, keeping as far to the left as possible.
3. Carefully arrange yourself sideways in the cockpit with your head under the dashboard, feet hanging out over the passenger side. It is important at this stage to remain as still as possible.
4. After about 5 minutes you'll hear a voice saying "Hello, Sir - everything alright?"
5. Extract yourself from under the dashboard, and say hello to the nice lady wearing the bright yellow high-visibility jacket with "Paramedic" written across the back.
6. Glance over and admire the Rapid

Reponse estate car with the very smart green and yellow checkered livery.

7. The nice young lady will explain that someone called in on their mobile and reported a man slumped over in their vintage car.

8. It's best to explain at this time that you are quite well but the car has a bit of a problem, although you're sure it'll be fixed in a jiffy.

9. She'll reply saying that some colleagues are on their way - the **proper** ambulance and police.

10. Ah.

11. A few minutes later you'll be joined by a nice large ambulance with the flashing blue accessories (nice), the multi-tone sound system clearly in full working order (oh dear) and the green and yellow checkered livery (pretty).

12. Followed pretty closely by the high performance BMW also with the flashing blue accessories (nice), the loud (when it's right beside you) multi-tone sound system but this

time notice that the checkered livery is a blue and yellow.

13. Think about commenting on how beautifully colour-co-ordinated the emergency services are these days.

14. Think better of it.

15. There will now be four vehicles and several people on the hard shoulder.

16. Our medical emergency services of course are busy people so say goodbye as they go to their next call. Remember to thank them profusely.

17. Now this bit's quite important. Position yourself with your back to the carriageway with the nice policeman facing you. Explain how normally the NG is very reliable but today, alas, not so.

18. Now, watch the policeman's face as he looks past you to cars travelling east on the opposite carriageway.

19. Listen as he goes "whoah! Here we go"

20. Turn round and watch some idiot rubber-necker lose control and smash into the central reservation.

21. Say goodbye to the back of the nice policeman as he rushes off to the RTA.

22. Mend your electrical fault. This will turn out to have been caused by the locking ring on the starter switch you put into the dashboard. This ring has been loosened by vibration and has been shorting across the terminals, thus making the starter motor switch on/off inter-

mittently.

23. Occasionally you might like to glance over to see the chaos you've caused on the other side of the road.

24. Resume your journey west, perhaps looking from time to time at the length of the queue that has built up going the other way.

Jeff Stone

Members' L & A cont.

TCV8 Progress Report

Having promised your very patient editor a few articles describing my TCV8 build, I realise that, to date, there have been none forthcoming. This is largely due to the fact that the project was started in earnest about 3 years ago and has remained largely dormant since then due to pressure of work, family ties etc. However, that situation is about to change & the re-build started in earnest around mid-July. I have been fairly specific about the date because it coincides with our return from a visit to the Le Mans Classic 24 hrs race. We had a wonderful time in company with 3 NGs but felt somewhat left out having to 'make do' with a euro-box. Nevertheless, we returned from the trip full of enthusiasm to re-start the TC project with an on-road deadline of next June in readiness for the next trip to France.

For those who have not already

been bored by the story thus far, we bought an old TC1800 a few years ago with a view to converting it to V8 power, together with all-round independent suspension courtesy of John Hoyle, and a few minor body mods along the way.

To date, we completely stripped the original car and managed to sell most of the parts that were no longer needed. My original plan was to utilise all the existing body-tub holes during the re-build & this is where the first hiccup occurred. During the strip-down it soon became apparent

that the previous builder was - I'm being polite now - a bit of a 'bodger'. Every hole through the grp body was either oval because it

had been incorrectly positioned & subsequently filed to fit or so badly positioned that the original hole had been filled with filler & a new hole re-drilled nearby. An early decision was therefore made to re-instate every hole in the body so that the new build could start again afresh. To this end, we have dug out all the old body-filler back to sound grp and then heavily chamfered the edges of each hole before re-building the strength back in by adding several layers of glass csm & polyester resin, finally finishing with a skim of body-filler. Most holes, apart from



those of very small diameter, were glassed from both sides for extra strength. As you can imagine this was not a quick job nor a pleasant one! In fact, Donna suggested at one time that I phone Nigel at Findhorn Cars & order a new body-tub. Tempting but not in the spirit of things & I hoped to derive more satisfaction from the re-build. Another factor was that I would like to make some adjustments to the body and am more likely to take the saw to an old body than to a new one. Because this aspect of the build creates a

huge amount of dust, not to mention the resin fumes, we are doing the work outside and therefore need dry days with adequate tempera-

tures, hence my excuse for not continuing with this task during the winter.

In parallel with the body-tub work, we decided to get the chassis modified professionally for the new suspension and V8 engine mountings etc. We therefore compiled a list of mods, and with Nigel Brooks' permission, took the chassis back to the manufacturer to have the mods jig-welded to the chassis. In the end there was quite a long list, covering mods to the rear part of the chassis to enable the IRS frame to be attached via welded-in threaded



bushes, the chassis also being thinned out, and then reinforced, in the area of mounting such that the IRS frame would sit approx 25mm higher in the chassis. This was mirrored by mods to the front end that meant we discarded the MGB x-member in favour of a welded-in-place special unit (courtesy John H again) for mounting the new front wishbones and spring/damper units. This unit also reduces the ride height by approx 25mm. With both ends of the car effectively riding 25mm lower, the addition of larger diameter wheels (as per most TCV8's) should bring the ride height back to a reasonable level with the wishbones riding parallel to the ground. That's the theory anyway!

For the engine mountings, the original 1800 items were cut off and



replaced with the V8 versions and the gearbox mounting x-member was also replaced with the correct item. Last, but not least, we added a tow-bar mounting bracket for towing our camping trailer. The chassis was then grit-blasted clean & sprayed with an etch primer before we collected it with our trailer. Several coats of Tetraseal satin black paint later and the chassis looked as good as new!

In parallel with these activities we went shopping at Findhorn Cars for all the other bits of metalwork needed for the conversion. This is by no means an exhaustive list but included curved replacement chassis torque braces (to fit around V8 exhaust manifolds, lowered steering column etc.), engine fore/aft restraint bar kit, & a beautifully-finished stainless steel exhaust system.

When we got the chassis home we tried to re-fit the body and found a few areas of interference around the modified back end of the chassis. This resulted in four 'flaps' being cut in the area of the rear footwells whereby we cut along three sides, bent the grp panel around the fourth side acting as a hinge, and re-glassed the flap in the new position. We believe that this problem was due to our chassis being of an early vintage; apparently there have been several minor 're-spins' of the chassis over the years.

With the body offered up again

CHANGING GEAR



2006 XMAS eXTRA

Christmas Quiz (answers on back of Xmas eXtra)

- 1) In the song 12 days of Christmas, how many ladies are dancing?
 - a. 8
 - b. 9
 - c. 10
 - d. 11
- 2) In which year was Mr Blobby the UK Christmas number one song?
 - a. 1992
 - b. 1993
 - c. 1994
 - d. 1995
- 3) Which female solo artist was born on Christmas day in 1971?
 - a. Victoria Beckham
 - b. Annie Lennox
 - c. Kylie Minogue
 - d. Dido
- 4) From the rhyme "Twas the night before Christmas" which reindeer was not pulling Santa's sleigh?
 - a. Dasher
 - b. Comet
 - c. Rudolf
 - d. Cupid
- 5) The Christmas tree on display in Trafalgar square in London is an annual gift to the UK from which country?
 - a. Norway
 - b. Holland
 - c. Sweden
 - d. Poland
- 6) By what name is Boxing Day (the 26th of December) also known?
 - a. Cold Turkey Day
 - b. St. Nicholas Day
 - c. Wrestling Day Day
 - d. St. Stephens Day
- 7) In which year was "Feed the World" released for the second time in time for Christmas and sung by Band Aid II?
 - a. 1989
 - b. 1990
 - c. 1991
 - d. 1992
- 8) When singing the "12 days of Christmas" in it's entirety how many gifts are given in total?
 - a. 78
 - b. 364
 - c. 12
 - d. 256
- 9) Which well known actor died on Christmas Day in 1977?
 - a. Michael Bates
 - b. Elvis Presley
 - c. James Stewart
 - d. Charlie Chaplin
- 10) Which Michael Jackson song was a Christmas number one in 1995?
 - a. Thriller
 - b. Black & White
 - c. Earth Song
 - d. Billy Jean

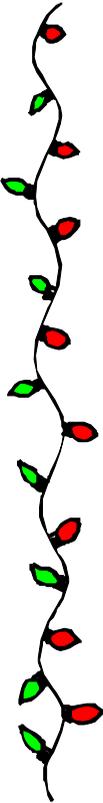


Christmas Wordsearch

See if you can find these festive words in the grid below. When you've found them all, the remaining letters will spell out a seasonal greeting.



- | | | |
|-------------|-----------|------------------|
| Angels | Happy | Parties |
| Bells | Hogmanay | Processions |
| Berries | Holly | Red |
| Calendar | Ice | Rudolf |
| Candle | Inn | Santa Claus |
| Celebrate | Ivy | Sledge |
| Circus | Jesus | Snow |
| Crackers | Joy | Star |
| Decorations | Love | Stocking |
| Drink | Manger | Street carolling |
| Eat | Mary | Tradition |
| Fir-tree | Mistletoe | Turkey |
| Games | Nativity | Wise men |
| Gift | Noel | |
| Green | Pantomime | |



G	N	I	L	L	O	R	A	C	T	E	E	R	T	S
A	I	O	D	E	C	O	R	A	T	I	O	N	S	M
M	V	F	I	E	E	A	H	L	R	J	T	R	C	S
E	Y	Y	T	T	C	C	O	E	G	R	E	E	N	N
S	T	O	C	K	I	N	G	N	O	E	L	S	H	O
R	W	R	E	D	I	D	M	D	S	E	T	U	U	I
F	I	R	T	R	E	E	A	A	B	T	S	C	M	S
B	S	Y	L	L	O	H	N	R	A	S	I	R	A	S
N	E	T	S	D	T	P	A	N	T	O	M	I	M	E
A	M	R	A	D	A	T	Y	P	P	A	H	C	A	C
N	E	A	R	R	E	Y	E	K	R	U	T	A	N	O
G	N	A	T	I	V	I	T	Y	W	H	A	N	G	R
E	P	I	P	N	E	R	U	D	O	L	F	D	E	P
L	E	Y	N	K	E	S	W	Y	N	J	E	L	R	A
S	A	N	T	A	C	L	A	U	S	L	L	E	B	R



Club Regalia

Many thanks to those members who have taken the time to reply to my request in the last edition of *Changing Gear*, and to those of you who haven't yet replied, your input is certainly not too late and would be greatly valued, so please keep responses coming.

I now have in stock embroidered polo shirts sporting the (toned down) gear logo (see photo), as this has received the most votes so far. I also have caps (navy with silver logo, not the logo shown in the photo) and hope to have other items soon too. See the club website for pictures and get buying (before Ed Powell has them all!).

Keyrings, mugs etc to follow soon in the new year, again keep an eye on the club website as this is where you will see them first, and then in the spring edition of *Changing Gear*.



*See over for
how to order*

Mark Staley



How to order your new NGOC regalia

Polo shirts are available in red, navy, white and black (sizes M, L, XL).
(Red & white have black logos, navy & black have silver logos).

Price: £10 plus £3 p&p each.

Caps are navy with silver logo.

Price: £8 plus £2 p&p each.

Other colour/size combinations may be available in due course (please let Mark know what regalia you would like available!)

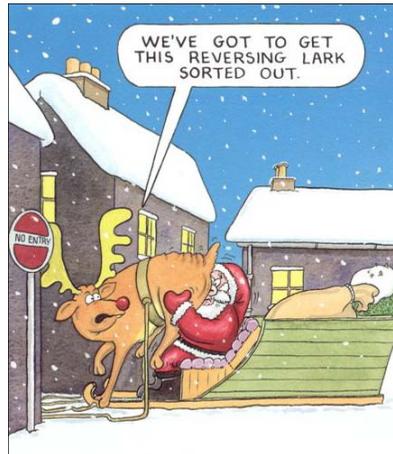
Send your request and cheque (payable to 'NG Owners Club') to
Mark Staley, 7 Loxley Close, Oakwood, Derby, Derbyshire DE21 2PU

For polo shirts, please state the colour and size required.

Don't forget to include your name & address.

Merry Christmas

and a Happy & Peaceful 2007



Christmas Quiz answers: 1b 2b 3d 4c 5a 6d 7a 8b 9d 10c



we had solved one problem but found that the tub was not sitting down very flat on the centre part of the chassis. From

memory, neither did our TF but I can't remember how we adjusted it. In this case, the primary problem was that the front end of the body tub, where it kicks up to align with the kick-up of the chassis, was not at the same angle. The tub was therefore contacting at the very front on the chassis & it was decided to grind away the bottom of the tub at the front end until the angles matched the chassis. The tub will then be reinforced again on the inside to compensate.

Had a stroke of luck recently. Having obtained an old 5-speed Rover SD1 LT77 g/box some years ago, we had always intended to have it reconditioned nearer to the time of completion (to avoid running out of warranty before the car was even road-worthy). Having now decided to push on with the build, we made a few enquiries and were generally persuaded that the later version of this g/box, denoted the R380 (for max 380Nm input torque capability) would be a much better bet if we could find one. These boxes were

fitted to the MGRV8, Morgan+8 & TVR (when they were still using the Rover V8 engine) in the mid-nineties & there were a few available when we last looked 3 years ago. How things change! I called all the usual suspects and they mostly laughed when I asked whether they could supply me an R380 box. In the end I decided that it would be preferable to get a local g/box specialist to overhaul the old LT77 box and they also agreed to my suggestion that the warranty period would commence when the car was first MOT'd. When we subsequently delivered the g/box to them the boss asked me if I would prefer to have an R380 which he said would be a 'better bet'. Apparently they had reconditioned an R380 for a customer who then was not able to pay the bill and had had to leave the g/box with them. I had a struggle not to appear too enthusiastic, particularly when they let me have the box as an outright buy for little more than the quote to re-con the old box! Now back to the garage...

Paul Gray



Confused about your Replica Kit Car Insurance?

Let me try to briefly explain, after some years in the industry.

A comprehensive insurance policy would normally grant cover as follows:

1. Loss of/or damage to the vehicle including malicious damage up to £30,000 sum insured.
2. Third Party cover as required by law.
3. Passenger Liability.
4. Fire and Theft Cover.
5. Personal Accident benefits to the Insured, Spouse and/or driver. (£20,000)
6. Medical expenses (indemnity £200 per person).
7. Replacement Locks (indemnity £100)
8. Road Rage Extension
9. Spare parts and accessories
10. Personal effects
11. Agreed value
12. Foreign travel
13. Legal defence and legal expenses for the recovery of motor uninsured losses.
14. Premiums are calculated on value (sum insured) and estimated annual mileage.
15. Driving is for drivers over the age of 25 years.
16. Compulsory damage, fire and theft excesses apply according to the value of the insured vehicle.
17. Windscreen damage
18. Driving of other vehicle extension

is not permitted.

The sports/soft-top vehicle would not be covered for theft or malicious damage whilst left out in the open, unless in the course of a journey. (These exclusions may be included, subject to Insurers/Underwriters agreement).

What is defined as Passenger Liability?

The insured's Legal Liability for negligence to passengers resulting in death or bodily injury or damage to their property whilst stepping into, travelling in, alighting from a vehicle or when wearing a seatbelt.

What happens following an accident?

If the fault were that of the driver, your claims would be directed to your Underwriters, for damage to your vehicle, any third party or passenger liability claims or claims for personal accident to your driver.

Should the accident be of the fault of another person, (third party) if known by name and address and/or their insurers by name, address and policy number, your claim is firstly directed to your vehicle insurers for your vehicle repairs, thence to the third party insurers for compensation for injuries.

If the driver is not the insured or the spouse, he/she might well be an employee.

Under the Employers Liability Act, 1969, it will be necessary to insure your legal liability for your acts of negligence, which may cause

death or bodily injury to the employee.

As a result of the accident the driver would then have a right of claim against the employer, or if the accident was the fault of a known third party, against that persons insurers for a claim for compensation.

Insurers/Underwriters cover will have terms, conditions and excesses applying which may vary.

Third party fire and theft cover would exclude certain sections of the comprehensive benefits listed above but could apply to age from twenty-one years with a vehicle value maximum £5,000.

If in doubt about your policy cover
- ask your Insurance Brokers, and have their answer put in writing.

Disclosure of all claims, convictions and facts, which a prudent Underwriter considers material to a risk, are essential, as without them a claim could be repudiated.

So protect yourself, whatever it is, even a speeding conviction, disclose all convictions to your Broker/Agent.

Full detailed cover will be listed in your policy.

For those vehicle owners that use their vehicles for wedding hire, ensure that you have insurance in place to cover, for example, a bride or grooms clothing, should it be damaged prior to, or after leaving your vehicle, whilst in the vicinity of the vehicle. (i.e. oil slicks, or a tear

by an obtrusive piece of metal)

This third party cover costs only £47.00 annually and is an extension for consideration.

Check your certificate of insurance for the scope of your drivers and the use to which your vehicle may be used.

These statements are, and will not be perfect to all Underwriters but are meant to give only a brief resume.

Roy Bloor (Backford Bloor & Co.)

London ~ Brighton Kit and Sports Car Run 2006.

Sunday June 11th was finally upon us and at 06:00 the household rose - well those of us who had managed some sleep were supposed to rise. Maya had been up most of the night preparing the picnic lunch and some of us had had a very late night as Michael and Jill, two of our navigators had arrived at 01:15 after a very busy Saturday running the P.A. for an open air evangelistic mission in London. Now we had a 07:00 rendezvous on the A3 to meet with our TD and we were going to be late. Early starts after late nights - not the best start. It was a cool yet already clear, bright and fresh morning and getting hotter by the minute sort of early morning - a foretaste for the rest of the day and what was to be a continuation of the glorious weather many of you experienced at the NGOC rally the



weekend before. Dad arrived in the TF - we were late to meet him - oops and just as we fired up the TA, the TD team telephoned in to say they were running late too! It was great to have the TA and TF out together and even better after the TD joined with us. Quite a site those mad Englishmen and three NGs in convoy! Michael and I took the lead with the TA being the slowest and managed a good 70 but I was pushing a very tired old car harder than I wanted to so early in the day - but we had to be at Hampton court for our 08:12 check in and we had a good sixty miles to go with about an hour to do it. We made the Flowerpot Gate just in time; this was the special entrance to Hampton Court for the event.

As we entered and scrunched "every so gently please" on the gravel the WOW factor took full effect and forgetting why we were there, just to drive through the grounds on the gravel and park next to the main palace was worth the event fee alone. It was one of those magic moments. The beautiful pal-

ace, delightful gardens, clear blue sky, freshness of the early day, lots of other interesting exotic sports cars and... it gets better... two more NGs next to us, Paul Lattimore and Vic Weatherly with their partners and two immaculate and interestingly almost identical TFs and further along parked ready to go near the start line were Graeme Lacey with his TCV8 and D Shearer with his TFV8. Steve Hill with TF arrived soon after us. Yes 8 NG's! With a start before 09:00 there was so little time to get checked in, buy a bacon roll and a drink that we had little time to meet and chat with the other NG owners. Officially waved off by a gorgeous young lady in an equally beautiful Elizabethan cos-



ture we were soon on way. (I didn't envy her as she looked extremely hot and then it dawned on me that I was just as daft by planning on sitting in an NG exposed to the blazing sun all day and for fun!)

First roundabout and fully round it we went missing our exit allowing Dad and Jill to take the lead in the

TF followed by Dave and Andy in the TD - not such a great start, but then we were not in a hurry as the event was not timed - it was not a race, it was about taking part, enjoying yourself, enjoying the countryside, using your car and sharing with like minded individuals. We had all day to get to Brighton - why rush? Very soon outer London was



lost and the suburbs replaced by the glorious Sussex countryside. Our speed was somewhere around a gentle 40, plenty we guessed to get us to the lunch stop on time and ample to still let us natter and enjoy the scenery safely. A little past 10 miles we realised the odometer was extremely accurate and that made the rest of the navigating so much easier. We soon lost our TF and TD and were on our own. At several points the classic car route crossed the kit car route or ran in the same or opposite direction (Unless we or they were lost!) and it gave us opportunity to exchange waves and see some of the classic cars on their run. The camaraderie was very enjoyable and

at one point other cars stopped to check if we had broken down and if we needed help. We were having a quick pit stop - giving drought relief to several large roadside trees.

Dave and Andy in the TD called us to see if we were near "the pub" - apparently it's become a bit of a tradition for participants to stop at this particular pub for some well deserved liquid refreshment. We were already past the pub and decided to continue on towards lunch.

The Lunch stop for our run was at Bentley Wildfowl & Motor Museum. Lunch soon arrived - kindly driven across from home by Granny Jane, Maya and my children. We sought refuge from the blazing sun in the shade of a tree to enjoy our picnic. We shared our shade with an enormous Cobra - the 427 type - and when the owners returned we all help push her out of the way to save the exhaust blast wiping out our picnic.

Not everyone used the lunch stop and we missed the opportunity to meet some of the other NG owners. A familiar green TA arrived - Dave Woolgar made an appearance. Living nearby he drove across to say hello to everyone. Conversation soon turned to NG car talk and we had a very pleasant natter. It was good to see you Dave, thanks for joining us.

We left the family behind to enjoy their afternoon exploring the wildfowl reserve and motor museum and put re-fuelling at the top of the

list as we continued the run. The TA has an Austin A35 tank and it does not hold much. Having just used the reserve can fuel was needed and going cross country there were very few fuel stations. The one just before the lunch stop was not much use - they had run out! Several of us had tried there and the Mirage Lamborghini crunched the front spoiler all for no fuel.

Our next and unofficial stop was at Ditchling Beacon to enjoy the 360 deg. view and relish a cool ice crème. Ditchling Beacon is the 3rd highest point on the downs at 248m above sea level. The TA gave a slight protest at the stop and threw a pint or so of boiling water out of the expansion chamber onto the road. We were not unduly concerned having just climbed up over 200m to near the summit. Stopping immediately was not the cleverest thing to do after a climb like that as the engine heat generated during the climb had no where to go having just stopped. Cooler and refreshed we were soon on our way again descending through the beautiful downs into Brighton from the eastern approach and on to

the shared finish line on Madeira Drive. During the late afternoon drive we were meeting more of the other kit and classic participants. We were greeted by Jon Pressnell our commentator for the afternoon and given a short interview. After parking we had a most enjoyable hour chatting with the other participants and looking at some of the other cars. The auto jumble was not very inspiring but that was soon made up for by being handed a promotional card from a passerby. The card was describing "A Celebration of British Manhole Covers". Ha - I had to laugh. What ever next but it brought a smile. Well if you must ask... www.manholes.org. Having finished the run quite late at around 16:00 we found that some people had already left - including some of the NGs. Sorry we missed you - will you be there next year?

After a thoroughly enjoyable day we headed for home and making the mistake of heading into Brighton we were soon in a horrid traffic jam, when we should have headed eastwards back along Madeira drive onto clear roads. A lesson learned for next year. Tired and hot we soon had to do battle with the tin box brigade. At one point another vehicle was determined to cut into our lane between the TF and the TA coming from our off side and when denied the opportunity and given a hefty application of our horn the vehicles driver lent across, duly





wound down the window and released a torrent of unprintable abuse. After commenting politely on her wonderful command of the Queens English, she promptly drove ahead to push in elsewhere. Rather an unpleasant welcome back to the real world and the lowest point of day (and at sea level too!) To be honest with you the 2 hour drive home was extremely tiring and quite an effort after a very long hot day in the TA and we were glad to be welcomed home with a refreshing cup of tea

and a light dinner with time to reflect on a superb day.

The organization was excellent and we hope to have all of our three NG's participating again next year. We hope more of you will join us next year too. When you include the extras for the souvenir brass plaque, cute teddy bear and official start photographs, the event cost on average just over £100 per car and around £1 per mile - excellent value for money. (not including petrol). The RAC were also in attendance free of charge for the event.

There were 55 kit and post '81 sports cars. 47 of them were kits and 8 of them NGs. Yes 17% of the Kit Cars were NGs - that was an excellent attendance.

See you there next year?

Dave Holland and family

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Lavenham Carnival Mon. 28th August 2006

Part of the Lavenham Carnival (now 10 years old) is the Rare Breeds Show.

This is not an agricultural show, in spite of the misleading title, and indeed some of the more than 500 entries are hardly what could be described as 'rare'. There were many interesting and notable cars, motorcycles and military vehicles however. Of special interest this year was a brand new, (300 miles on the clock) Ford GT40; one of a limited edition of around 3000 built by the Ford Motor Company and ordered by it's East Anglian owner at a cost of some £300,000 plus.

The variety of vehicles on display makes this show well worth your attention for next year, and it would be great if we could improve on the three NG cars that were there this year. Richard Burke and David Edwards arrived with their TF 1800s, as did Richard Wold with his splendid and much admired TC V8.

The weather was interesting, to say the least, and there was much spirited 'leg-work' throughout the day as those with open cars rushed to fit full tonneaus or hoods. All in all though the whole thing could be judged a success and was well organised; sadly though, the hoped for NG area wasn't forthcoming and we had to park in the general display area.

Lavenham is a medieval market town, many of it's buildings dating from the 14th to the 16th centuries and was a major English trade centre for the sheep and cloth industry. It is well worth a visit in it's own right but if you add to it's attractions a carnival procession, a parade ring with a variety of demonstrations, and also one of the largest collections of classic cars in the east of England, it is one for your diaries for next year. This year the Naylor Club were there with six vehicles. Surely we can do better than that in 2007!! The Rare Breeds Show has been over subscribed for the past few years so your entry form needs to be in early. Please watch out in ChangiNGear and on the Club website forum.

David Edwards

Back Issues of ChangiNGear

I have some spare back copies of ChangiNGear for 50p each. If you would like any of the following, please indicate which and send me a cheque payable to 'NG Owners Club'.

2001: Sep, Dec

2002: Feb, Apr, Jul, Oct, Dec

2003: Feb, May, Aug, Dec

2004: Feb, May, Aug, Dec

2005: Mar, Jun, Sep, Dec

2006: Mar, Aug, Sep

Alternatively, you can now download a PDF version of any back issue of ChangiNGear since Feb 2004 from the NGOC website. Ed

Tech Tips

The subject of having doors on an NG generates a fair amount of discussion among members. The following article by Mel Clarke was originally published in ChangiNGear in December 2001 but after 5 years it certainly warrants another read (sorry, some pictures have been omitted due to lack of space). It has been available as an item of club literature and is now also available in PDF form to download from the NGOC web site at www.ngownersclub.org.uk.

Fitting Doors

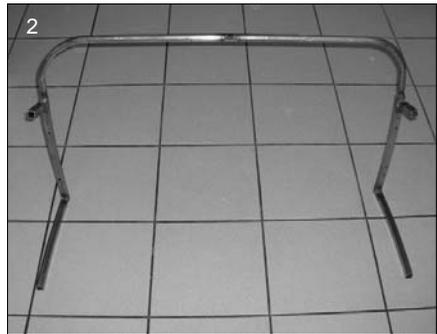
Before starting this project I spoke to John Hoyle who was very helpful and after explaining what I intended to do he pointed me in the right direction, many thanks to John.

I intended to make a 3/4in 18-gauge frame to go around the door opening and the door. The thinking behind this was to return the strength to the body that will be lost by the door cut outs (hopefully),



allow the doors to close under their own weight when "slammed" and be able to use the frames to true up the doors to the cut outs.

I started by making a hardboard template of the door. This allowed me to make sure my jigsaw could manage the radius that I needed. I then clamped the template to the body and carefully cut out the door, making no attempt to true up the



door skin or opening at this stage (pic 1).

To say I was surprised at the amount of rigidity lost would be an understatement (John did warn me).

I then made the frames for each opening one front and one for the back of each side, these need to be shaped to the contour of the body. Note the small return at the back of the rear post this really stiffens up the assembly (pic 2, 2a, 3).

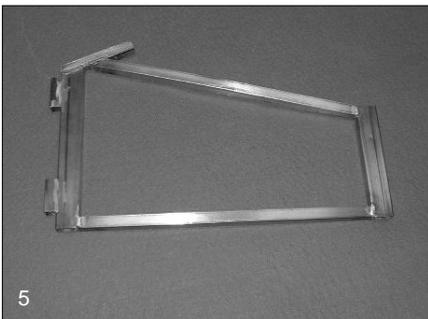
Now for bending square tube, you need a vice and a lump hammer (don't laugh it works as can be seen). I cut



the tube and bent it to the required contour, making sure it followed the panels as close as possible (this is important because when it is fibreglassed in, curing could cause distortion). I then made a hoop to join both front frames which went around the scuttle, this was made from 3/4in 18-gauge round tube bent to shape with a plumbers tube bender, made in two halves, aligned in car and welded up.

I drilled the holes for the door hinges oversize and a hole in the back of the frame to take a retaining bolt for the hinge plate, this would allow for alignment. The hinge plate was cut from 6mm plate drilled and tapped for 5mm bolts, two for the hinge and a centre hole for the retaining bolt (to stop the plate from disappearing if the hinge is removed pic 4).

I then glassed in the front

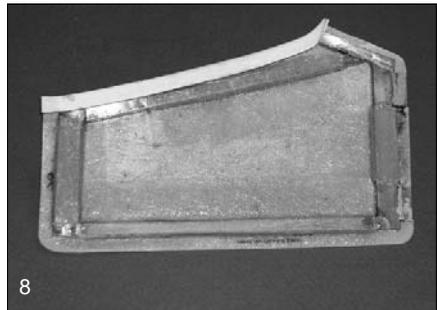


frames only, and then made the frames for the doors (pic 5).

These were then fitted to the front frames, the door skins filed to fit (only the minimum was removed to allow the door to fit and the top return edges to line up). The door skins were clamped to the frames and aligned, small packing being used for final truing (pic 6).

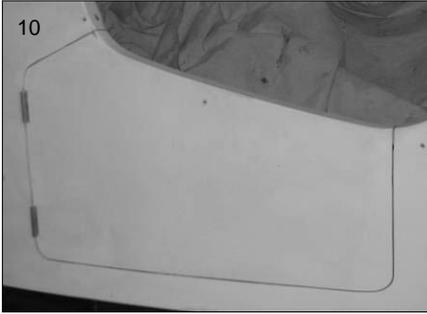
Now I could see the back of the body opening had sprung out (pic7).

I started the job on axle stands for a better working height but put



the car down on its wheels as I thought there might be some distortion by being on the stands. The doors were then glassed to the frames (pic 8) and the doors were then refitted.

The rear frames had striker plate retainers fitted the same way as the hinge plates were and then glassed in along the base only. When they had cured I adjusted the body to the door (clamped) and glassed them in. Then the door locks were fitted. I then made 18gauge right angle strip to take the draught excluders and pop riveted them to the



frame.

The opening between the doors and body was now evened out to a uniform gap.

The body strength has been returned, the doors close with a reassuring clunk as they weigh 8lbs each and all that is left to do is fit external handles and trim the doors.

Mel Clarke

New Members - Welcome

MR NICHOLAS QUISPE (1365) (TF)
EPSOM DOWNS, SURREY

MR DAVID SHAW (1366) (TA)
CONGLETON, CHESHIRE

MR DERRICK HART (1367) (TF)
ABINGDON, OXON

MR PETER BAMBROOK (1368) (TF)
SWADLINCOTE, DERBS

Late Advert

For Sale

I am no longer a member of the Club but I still have my NG TC which unfortunately I need to dispose of. The car has been off the road for some years now, stored under a tarpaulin but I have come to accept that I shall never again be fit enough to restore it. If anyone out there is interested in a project and wants to make an offer and come and collect it I shall be pleased to



hear from you. Peter Faulks.

Tel: 01787 460727

E-mail: peter@devcot.plus.com

Sales & Wants

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

For Sale



NG TC. MGB 1800 based. Known as 'Elyjay' she has aero screens, a hood, side screens, fixed wind-screen, tonneau cover, electronic ignition, painted wires, nearly new tyres, built in 1989, owned by me for 7 years and regularly maintained but I have only covered 1500 brilliant miles in her during this time. MOT, correct registration docs. and tax exempt. Reluctant sale, prospective new owner will be vetted to ensure this car will be looked after! **£5000.** We need the space!
Tel: 01277 362723 (Essex)
E-mail: susan.roger.king@ntlworld.com

NG TC V8 Metallic BRG. Full leather, Wilton, walnut dash. Powder coated, chromed, stainless steel tanks, pipes, fittings etc., Spax shocks. New SD1 V8. 5 speed box,



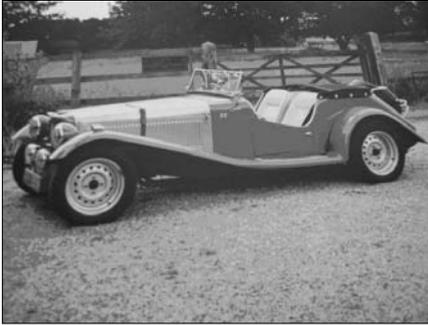
Holly carb. 3,000 dry miles, professionally built & maintained. Never raced. Mint condition. Best around £14,500. Feel free to e-mail for detailed history, further pics etc. Mike Thomas @ Bishop's Stortford, Herts.

Tel: 01279 653515

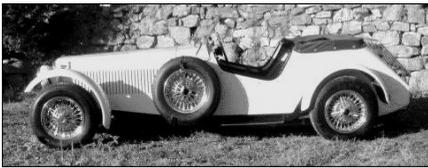
Mobile: 07770 380970

E-mail: michael.thomas820@ntlworld.com

NG TF 2+2. Built in 1998 SVA tested, single donor vehicle, non 'Q' plate. Lipara Blue and magnolia/dark blue trim. Folding screen, aero screens. Unleaded 1800 with overdrive. All weather gear, boot rack. New MOT, sold with 6 months tax. Reluctant sale of ultra-reliable fun transport. Recently serviced and



tidied. **£5995 ovno.**
Tel: 07951 777674 (Surrey)



NG TD 1800 based on standard MGB running gear. Fully rebuilt 1800 engine, 4 speed gearbox with over-drive, alloy rocker cover, chrome wire wheels (including 2 spares) with Goodyear Grand Prix tyres, stainless steel exhaust, stainless steel 10 gallon fuel tank, burr walnut veneer dash, hood, full tonneau cover, $\frac{1}{2}$ tonneau cover, Mota Lita steering wheel, chrome luggage rack. All receipts for parts are available, many new parts were used in building this car. 12 Months MOT, tax exempt. **£4995.**

Tel: Pete 01736 797463
Mobile: 07866 164719

Information from a member (J E Broad) is that various **Marina parts** are available from John's Car Spares

(English and Foreign from 1950s to 1980s).

Tel: 01992 522820 (Essex)



Excess to requirements: **NG Ascot rolling chassis** as per photo pre-SVA with Marina 1800 engine etc. It has a new exhaust system and various spares, the chassis is unregistered.

Offers.

Tel: Dave 01159 328889

Mobile: 07973 636996

E-Mail: dave.giffard@ntlworld.com



Useful for those who are building a kit or converting: **Wooden dashboard** with cushion surround, **offers. New radiator** with deep copper core for V8 conversion of a NG TF, **offers.**

Tel: John McMurray 01384 287864
E-mail: j.g.mcm@btinternet.com

NG TF converted to aeroscreen racer so... NG TF pre SVA **aluminium framed windscreen** + brackets, useable condition £50 (good to have a spare). NG TF Hood and rear support hoops, windows slightly yellowed but otherwise VGC £200. NG TF pair side windows + frames (zipped) reasonable condition but windows slightly yellowed £150. NG TF windscreen wiper motor (worked when it came off car but no guarantee) + 2 chrome wipers, good condition £20. NG TF pair perspex side wind deflectors (attach to windscreen) VGC / never used £40.

The hood/windows/deflectors, etc. all attach to the pre SVA windscreen, but I guess can be made to fit the new SVA windscreen easily enough. Buyer to collect, Reading, Berkshire

Tel: Neil Blagden 01189 133718 work
E-mail: neil_blagden@fwuk.fwc.com

NG TF (MGB 1973 based) V8, 5-speed, red with cream interior, new chrome wires, new prop shaft, new battery, tonneau cover, wood dash, Mota-Lita steering wheel, fold-down screen + aeroscreens, tax to February 2007 & MOT to December 2006. **£6000 or sensible offers.**

Tel: Paul Clarke 02392 649127

Very good condition **NGTD** based on 1800 MGB. Finished in British racing



green with brown and beige interior. Registered as NGTD Roadster on V5 13.6.1994. Years MOT, full set of weather gear, including tonneau cover. MGB wire wheels, mileage 3270. Registered on Q plated due to lack of original documentation when registered by original owner, this car is not tax exempt. Quite a rare car. Full online gallery at <http://www.hcfc.co.uk/ng> Some minor paint work and interior repairs needed hence, competitively priced at **£5,500 ono.**

Tel: 07973 878634

E-mail: frank@hcfc.co.uk



NG TF based on 1800cc MGB. Only 1500 miles since build. Cream upholstery, walnut dash, hood & side

screens. Immaculate condition. Cup and shield winner at Gaydon 2001. Cost £13,000 plus to build and it shows. Reluctant sale but other interests take priority. **Sensible offers** only please. Based Cotswolds. Tel: Mike 01451 821455



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

Unique opportunity: **Pastiche Gladiator V8** - Registration no. GLN 397J. Chassis no. V8-01 - Tax exempt (Reg. May 1971). Registered as Historic Vehicle & Pastiche on V5. Built as post production vehicle by Pastiche Cars, Rotherham in 1990. Bentley Red. Newly professionally built balanced 3.9 litre V8 recently



installed (400 miles) with electronic distributor & rev limiter. Offenhauser manifold, Holley 390 & new Holley fuel pump. Thermostatic oil cooler, stainless steel side silencers, adjustable race suspension, C/R Vitesse gearbox, MGB rear axle. Full history of vehicle held and vehicle has only covered circa 11,000 miles since 1990.

£10,000 ovno. For further information please contact J Curtis. Tel: 02476 417107 E-mail: jpcurtis@btconnect.com

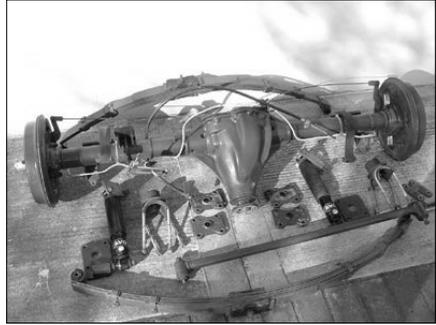
NG TF chassis kit (pre SVA), unused and in mint condition plus stripped down MGB with wire wheels and spare gearbox with overdrive. Enquiries to Ken Fletcher. Tel: 01246 278007 E-mail: SonnyRufus@aol.com

Immaculate **NG TF** based on 1800cc MGB, professionally finished in Primrose with black/champagne interior and black trim. Passed SVA 2000. Registered as NGTF on V5 in 2001. Recent MOT. Full set of weather gear including mohair tonneau cover.



Rebuilt engine, fast road cam, new clutch fitted 2002, stainless steel exhaust, 15" chrome wire wheels. Cibie spots. 11,000 dry miles, only used April through September. Regularly serviced. **£8750 ono.**
Tel: 01206 574360

MGB tube rear axle NOW SOLD, springs and shocks only left. Used for 32k and recently fitted with new springs (from NG Cars) and AVO adjustable tele' shocks (which



I designed and AVO manufactured for me). I'm in the process of fitting a fully independent Hoyle rear end. So, all in excellent working order and ready to fit; the only problem you will have to collect as I don't believe TNT would pick it up! I can't. For your info the shocks were £120 so I'm looking for **£250ono** (note: that included the axle, Ed).
Tel: Mike Greenland 01795 664581
Evenings: 01795 870505
E-mail: mike@mgreenland.wanadoo.co.uk

Wanted

MGB brake servo (remote type).
Tel: Jeff Stretch 0118 969 3355

Written off/wrecked/rough/cheap NG wanted. Preferably TA, must be correctly registered.
Tel: Bob Griffiths 01934 834585
E-mail: rob.lingriffiths@btinternet.com

I'm re-building my neglected NGTF and I need the following bits: Hood

and side screens, Tonneau, Windscreen - the new style rather than the older aluminium one I have at the mo, Engine compartment side panel (left hand). I've looked at new parts from Findhorn Cars but the prices they're charging almost makes it worth buying a used car and stripping it for parts. Does anyone have a dead NG I can butcher?
Tel: Phil 07775 822128

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

Club Products & Regalia - available from Mark Staley

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

Tel: 01332 723927 or 07711 124153

Email: mark.staley2@ntlworld.com

Please see Mark's appeal in the centre pages of last issue - have you replied? He would like to know what sort of products we would like available so that he can stock up for us. Please take a moment to send in or email a response (a photocopy will do if you do not want to spoil your magazine). See also details in the Xmas eXtra centre pages of this issue.



Polo Shirts (red, navy, white, black) M, L, XL £10 + £3 p&p
Baseball Caps (navy with silver logo) £8 + £2 p&p



Club Literature - available from Chris Humphreys

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

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

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

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

CHANGING GEAR

Donington

September
2006



It was great to see a good turn out of NGs and owners at the Donington show. Although most did attend on the Sunday a few also turned out on Saturday. The weather was kind to us as I recall and the racing on the Sunday was an added bonus. There were some quite exciting, entertaining and interesting manoeuvres to be seen. Thanks go to Dave Holland for the photos.

Mark Staley



the magazine of the NG owners club