

CHANGING GEAR

December 2010 (4)

NGs in the Garden



A new tradition perhaps?

the magazine of the NG owners club

THE NG OWNERS CLUB

Please send all contributions to *ChangiNGear* to the editor (Chris Humphreys)

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Merry Christmas
and a
Happy New Year



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

Next issue: Mar 2011

Deadline for submission of articles: 15th Feb

Chairman's Letter

My own answer to the editor's note attached to the picture of 'OJ' in the September issue of our magazine would be to add the following caption. "OJ is suffering from a severe case of overheating" which cannot be said of the weather that we are experiencing as I write. I can vouch for the fact that NGs can successfully be driven in snowy conditions; however the biggest drawback is the perishing cold. It looks like some research into a more efficient heating system would not go amiss.

Unfortunately the S.E. Area's Christmas Lunch at the Kingswood Arms had to be cancelled at the last minute due to the atrocious weather and driving conditions. However the lunch will be rearranged to a date in the New Year that will be suitable for all those members who had

previously booked and hopefully with one or two more who would like to come.

The demands for printing and the pressure on the Postal Service as we approach Christmas mean that you may not receive your copy of ChangiNGear until after Christmas. I would therefore like to wish you all a Prosperous and Happy 30th Owners Club Anniversary New Year and hope that everyone enjoyed their Christmas celebrations.

Please look out for the fixture list of events being arranged for 2011 and get those important dates logged into your new diaries.

Peter Clark.



Editorial

Sorry - late again! It is just about possible that you will receive this copy of ChangiNGear in time to read it after your Christmas Dinner. If that is the case may I wish you a delightful and peaceful Christmas and hope you attribute your afternoon sleep to the copious food rather than the content of this issue. If you do not receive your

copy in time for Christmas however, may I wish you greetings of the season and a very Happy New Year. In this case, if you fall asleep while reading the magazine, you really do need a new editor!



This brings me nicely on to my next point. I know it has been mentioned several times but the club really needs a new editor of ChangiNGear. I am finding it increasingly difficult to juggle the editing with my work and other activities and I feel a fresh approach would benefit the club. This is why the magazine is late again and why there may have to be missing issues in the future. So come on all you members! There must be someone out there who could combine together the articles sent in, arrange some pictures and email the documents to the printers.

I would like to thank sincerely the contributors to this issue, without whom there would certainly be no magazine. I have again managed to fill out 32 pages (just) but have used all the fodder to date - so PLEASE keep it coming. Dobby has fulfilled his promise too by writing a bit more about his adventures.

Last time I mentioned that I had just received planning permission for a garage to be built, extending my existing narrow one into a wider one in the back garden. Just last week, the builders begun and already the walls are taking shape. Dobby is getting quite exited and is hoping to be indoors for Christmas but the freezing weather may return to delay progress so we'll see.

Last week while setting out from school in Dobby (yes, I do use him when I can), I found the wipers did one wipe and then packed up. "Aha",

I thought. "That'll be the fuse then." As I drove home my thoughts were confirmed as I found, bit by bit, no heater fan, no rev counter, no fuel gauge, overdrive was ok but were my brake lights working? My suspicions got stronger as I could see no reflection in the car behind. Once I worked out that the wipers and overdrive were actually connected to different fuses to those specified, a new fuse did bring everything back to life.

We seem to have mixed emotions over the now prevalent snow. It seems for many years we had hardly any and then over the last few years we are getting an increasingly regular bout. While much of the country has been heavily affected this time, here in Hertfordshire there has been insufficient to close our School (oh well, better luck next time). Despite much talk of climate change, a gentleman at church recalled the winter of 1947 when, he said, they had 6 feet of snow (that's 1.8 metres to our younger readers). I am too young to remember that one (yes, really) but it just shows that snow is nothing new! So what are your experiences of it and has anyone ventured out in the snow in their NG? Now that would be a real adventure and we'd love to hear about it.

Finally, whatever you do, don't forget to mark in your diary the dates for the NGOC 30th Anniversary National Rally (24-26 June

2011) and if you can sing or play an instrument let Paul Gray know (see his advert on page 26). We are returning to the lovely site at Heyford Leys Camping Park where we celebrated 30 years of NG. See you there (if not before)!

Happy NGiNG

Chris Humphreys



Greetings of the season!



Secretary's Notes

I don't know if you will be reading this latest magazine before or after Christmas, so Amanda and I send Seasons Greetings to you all for Christmas and the New Year.

In the South and South East our year ended with the disappointment of having to cancel our Christmas lunch due to the dreadful weather conditions.

Next year will be the 30th Anniversary of the forming of our club and I would like to put together a little record of how it has expanded over the years, from around twelve original members to over 1460 members who have joined since, not that we have had that number of members en masse, I

think the largest number was during the best years of the 1990's when we had over 550 at one time.

I would like to hear from any members who can remember the years from 1981 to 1989 when the club was run by just the secretary who did all the work of editor, treasurer, and membership.

Finally, mark your diaries and calendars for our National Rally weekend on 24/25/26 June 2011 to celebrate our 30th birthday.

Bob Preece





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Events Calendar 2011

<u>Date</u>	<u>Event</u>	<u>Contact</u>
15-16 Jan	Racing Car Show (Autosport International) NEC, Birmingham B40 1NT	Info only
1-2 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
2 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester SO21 3BD	Keith Baker
21-22 May	European Kit & Car Builder Show Kent County Showground, Detling, Kent ME14 3JF	Chris Humphreys
4 Jun	NGs in the Garden 47 Kings Road, Alton, Hants GU34 1PX	Dave Holland
5 Jun	London ~ Brighton Kit & Sports Car Run Start (tbc): Mercedes-Benz Museum, Brooklands KT13 0SL	Dave Holland
18-19 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts
24-26 Jun	NGOC NATIONAL RALLY (30 Years of NGOC) Heyford Leys Camping Park, Camp Road, Upper Heyford, Bicester, Oxfordshire OX25 5LU	Bob Preece or Committee
25-26 Jun	West Suffolk Country Fayre (inc World of Wings & Wheels) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk IP30 9ND	Info only

<u>Date</u>	<u>Event</u>	<u>Contact</u>
1-3 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info Only
13-14 Aug	Summer Air Display & Classic Car Meet Rougham Airfield, Nr. Bury St. Edmunds, Suffolk IP30 9ND	Info only
28-29 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG1 2AX	Chris Humphreys
10-11 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
16-18 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only

New Members - Welcome

We are always glad to receive new members. Please contact Bob Morrison, our membership secretary—details inside front cover.

Membership is £12 per year or £10 if you set up a standing order (with reduced rates if you join later in the year). Membership includes quarterly issues of ChangiNGear and some companies offer reduced kit car insurance rates. Most of all you will be joining one of the most friendly car clubs around!

Ed

The list of our new members will hopefully be included next issue.

**In 2011 we celebrate
30 years of the NG Owners Club with our
National Rally at Heyford Leys Camping Park
on 24th to 26th June
Please make a note in your diary now!**

Regular NG Meetings

Sheffield, Leeds, Yorks area: various meets & activities

(Dennis Roberts 01142 878515 - Phone for details)

Midlands - Monthly evening meet: every 1st Tuesday, 7.00pm

*The Red Lion, Repton, nr Burton on Trent, Staffs

(Mark Staley 01332 723927 - Venue adjustable, 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 - Monthly lunch-time meet: every 1st Sunday, 12 noon

(Keith Baker 01794 340490 - 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 2011

We await confirmation of the dates for the Monthly Natter program but they are normally the second Tuesday of the month at 7:30pm.



Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
Brooklands Museum	www.brooklandsmuseum.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Goodwood	www.goodwood.co.uk
Harpenden Common	www.classicsonthecommon.com
Heyford Leys Camping Park	www.heyfordleyspark.co.uk
Kent County Showground	www.kentshowground.co.uk
Knebworth House	www.knebworthhouse.com
Mercedes-Benz World	www.mercedes-benzworld.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Riverside Caravan Park	www.stratfordcaravans.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

Autosport Int. (Racing Car Show)	www.autosport-international.com
Greenwoods Exhibitions (L2B etc.)	www.greenwoodsexhibitions.com
Grosvenor Exhibitions (Stoneleigh)	www.grosvenorexhibitions.co.uk
Hampshire Pageant of Motoring	www.hpom.co.uk
Jaguar Enthusiasts Club	www.jag.org.uk
Kit Car Shows (Detling & Exeter)	www.kitcar-shows.co.uk
London~Brighton Veteran Car Run	www.lbvcr.com
Newark Promotions	www.kitcarshow.co.uk
West Midlands MG Owners Club	www.mgocwestmids.co.uk

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

Members' Letters & Articles

Prescott Hill Climb 7th August

What a great day out! Mindful of the long queues we usually face when attending events such as the popular Goodwood Revival, we were determined to arrive at Prescott early, entering 'The Orchard' car park just after 08:00. Our early arrival certainly worked well, not only avoiding queuing outside but also to enable us to park as close to the action as possible. And what action it was! The atmosphere was fantastic and we were amazed at how friendly all the competitors were, not only the camaraderie amongst themselves but also in fielding questions from interested observers.

The event is unique in the Prescott calendar because it is organised entirely by the Vintage Sports Car Club (VSCC) and the Prescott management take a back seat during the weekend. Having said that, the Bugatti Museum was open to visitors all weekend & well worth a visit to

see the items on display including drawings, a great collection of photos, and 3 interesting cars: a Type 23 Brescia, 1929 Type 35B & an early unsupercharged Type 35. I mention the museum because the



Prescott site is owned by the Bugatti Owners Club - most of whose members don't actually own a Bugatti but support the marque. Although the Bugatti Owners Club owns the site, they apparently invite the VSCC to run their Vintage Event as a long-fulfilled recognition of the fact that it was the VSCC who identified the site's potential in 1937. I understand that the VSCC was formed in 1934 and that they have been running their Vintage Event since 1938!

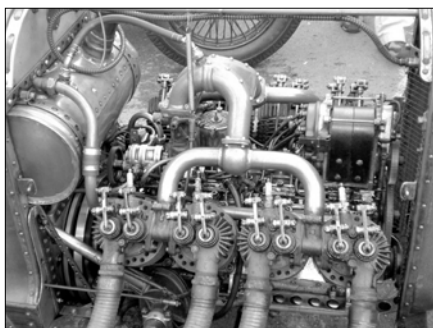
The display of cars in the paddock was astonishing, covering a wide range of racing and sports cars competing in 16 classes. This event used the traditional short course first used in 1938 even though the



course was extended back in 1960. Apparently, the timed-run records, when compared with the early years, show an improvement of approx 1 second per decade - perhaps a sign of how seriously the drivers take the competition aspect.

There were approx 260 cars entered for the weekend with some potential entrants being turned away - a measure of how popular the event has become. Saturday was practise day where all 260 cars set timed runs that count towards the results on Sunday.

There were many great vantage points for spectators; we spent an enjoyable couple of hours in the morning sitting on the raised seats alongside the start-line. Being a tra-



ditional event, the course closed for an hour at lunchtime - very civilised!

During the afternoon, there were a few heavy showers but this didn't stop the racing. There are many benches scattered all the way up the trackside path where one can view some of the more interesting bends, in particular the hairpin bend

'Pardon' which is a 180-degree with lots of camber - great fun to watch in the wet! Thankfully, between showers, the weather was dry and pleasant.

Some of the cars that particularly caught our attention were the Morgan Super Aero of 1928 vintage plus the many Austin 7 Specials. Early MGs included the 'M' Type circa 1930/31 and some very rare Wolseley Hornet Specials circa 1932. Class 12 was headed "Non Automobile-Engined Edwardian Cars" and included some veritable monsters, the largest-engined being a Vauxhall Viper Special of 1913 with a 12-litre engine, and a Theophile Schneider Aero Special, also 1913, with a 9.9 litre engine.

We spotted a few well-known faces including Joy Rainer, who successfully competed in an Alfa Romeo some years ago and latterly in some long-distance rallies. NGOC members who have attended the excellent monthly meetings at Brooklands Museum may have recognised the Museum's Director, Allan Winn, who has taken us on a few evening tours





of the museum. Allan was competing in a Bentley 3-litre Tourer of 1929 vintage.

The event was run such that all cars had at least 2 runs on Saturday called "1st & 2nd Practise" followed by 2 further timed runs on the Sunday. As far as spectacle was concerned it was therefore just as interesting on Saturday, with the drivers giving it their all, as it would have been on Sunday - hence we were glad to have opted for the least expensive day. In fact, the excellent discount buying in advance meant that we only paid £8 each for entry - an absolute bargain!

The site is so big (60 acres) and the competing cars spread out over a large paddock area so that there is plenty of room for both cars and spectators to mingle, giving the latter a really close look at all the cars and opportunities to chat to their owners. For example, we had an interesting chat with the lady driver of a Morgan 3-Wheeler; we were intrigued by the two drive-chains, one to a sprocket each side of the single rear wheel. Apparently, the

car has just 2 gears (no reverse) and each chain transfers the drive from one of the 2 gears, engaged via dog-clutches on a sliding bar selector. According to the owner, Prescott Hill is such that they couldn't use 2nd gear and so they had to do the run in 1st which was not quite the right ratio - hence they were in the process of changing one of the rear sprockets during Saturday evening. We were also interested in the value of such a car and were told that the 2-gear racing versions, with J.A.P. engine, are extremely rare and hence difficult to value. However, a more common 3-gear version, not acceptable to the VSCC for racing, sold recently for £52k - not a cheap hobby!

As for the 'domestics', the site had decent (not portable) loos, a ready supply of refreshments, and superb views of the surrounding Cotswolds from the hill. There were plenty of wooden benches and large grassy areas for those who had brought picnic rugs. As with most similar events, it was also very rewarding walking around the public



car park admiring some of the other visiting cars. Staying until quite late in the afternoon, we also managed to exit without getting stuck in any jams - a far cry from the long-haul home we often suffer after Goodwood.

In closing, this event has certainly proved to be an eye-opener and we would thoroughly recommend it to others; even our young grandson was mesmerised by the cars - his Mum reckons that he's a 'petrol-head' already!

Paul Gray

Hiccups....!!!

While NG ownership and the pleasure of driving a car you built is very satisfying, as per life in general, there are always frustrating times leads to the gnashing of teeth and the addition of another grey hair or two. One of these moments crept up on me recently.

The weather was good, the kids were out and a trip out seemed a good idea. After a pleasant cruise around for about an hour a traditional looking pub beckoned. We sat in the pub garden in sight of the car having a coffee watching the world go by. As per normal there were a few comments made about the NG. Then it was time to go.

We got in the car and settled ourselves down. I turned the key to be met with the normal clonk of the

solenoid working but nothing else. I tried the key again but again nothing except the clonk of the solenoid. Of course this started to cause some interest and a small audience gathered. A quick check around didn't show up anything amiss. The offer of a push start was gratefully received to leave the scene of the embarrassment as quickly as possible.

On returning home I tried to start the car again but no joy, just the solenoid clonk. Ummm....!!! It must be the starter motor. Off with the starter motor on the bench and it spins up no problem. OK....!!! It must be a bad connection then. Back on with the starter motor and try to isolate the problem with jump leads to find the bad connection. Still no luck....!!! After a thorough clean of all the connections, no change. The solenoid was working so nothing wrong with that side of the circuit, frustration building....!!! Everything checked except the solenoid so in for a penny... replaced the solenoid with a new one but still no joy....!!! Off with the starter motor again and jury rig it off the vehicle. Everything works fine!!! Connect the positive side up using the original wiring and jump lead for earth, the starter motor spins up fine!!! Install the starter back in the car using all the original wiring nothing, double arrrrgh and more grey hairs!!! So having checked everything and getting nowhere, push it back in the garage

and time for a beer.

A couple of days later and much pondering I came to the conclusion that it could only be the starter motor. An expensive mistake if it was OK. However, being a notorious hoarder, I was able to dig around in the back of the garage and cobble a starter motor together from three others from different cars. I fitted the hybrid starter motor and turned the key. It groaned and wheezed but just about turned the engine over. A few more goes and it was getting better as the brushes cleaned themselves up. Eventually it span the engine up quick enough to get it started. I checked it a few more times and it now starts fine every time.

So in conclusion it was the starter motor all the time causing the problem. It would happily spin up on the bench but would not work under load. Hindsight is a wonderful tool and looking back at the problem now it was easy and obvious to resolve. Finally, despite the occasional hiccup, NG ownership and the pleasure of driving a car you built is very satisfying.

Paul Bennett

Goodwood Revival 2010

Another amazing event with fabulous weather. You leave this event truly revived.



Ray and I decided to dress for the occasion and it made us feel one of the in crowd. I did feel a little like Cinderella - as the costume hire shop was at the event I returned my outfit before we left. Although I still had my lovely carriage to travel home in, and the handsome prince of course.

Memories flooded back, there was a Tesco's with all the old brands, even Green Shield stamps!! Outside the string vested workmen were





pretending to dig up the road, leaning against their brooms with the tea pot on the go, and the lollipop lady bending their ear for taking too long.

We sat and watched the swing dancers whilst spitfires flew overhead. Ray was in heaven.

Next year is a definite and we are thinking about our costumes already, if you have not been then put it in your diary now 16-18th Sept.

Sue Boulton

Cars in the garden

A sunny Saturday in September, lots of friends and a garden full of NGs -



what could be nicer! Thank you to everyone who came to our "NGs in the Garden" - it was lovely to see the cars lined up!

My brother had a shock; arriving in his MGB GT to cries of "Great - here is a donor car!" (Incidentally he sold the car shortly after attending the party!)



My nephew of 9 months was captivated by the cars and it is easy to see that Dave would be able to apprentice him as a mechanic shortly! He was keen to start dismantling the MGB and turn it into a shiny NG!

Liz Cooper

Next issue: March 2011

Deadline for
submissions: 15th February

Dave & Liz's Garden Party (4th September)

What a lovely new event in the NG calendar for the southern-based members this year. Actually, that's not a true statement because all members were invited and Sue & Jeff Yardley managed to attend having travelled all the way from Bingham, Nottingham.

Unfortunately, Dave & Liz were unable to advertise their event in the June newsletter but it was mentioned at the National Rally and on the club's website. In fact, the website entry was superb with photos showing how to find the rear garden entrance together with maps and full details - very useful.

Donna & I arrived in Alton early afternoon, accompanied by one of Donna's delicious chocolate cakes,



and were made very welcome by Dave, Liz & Dave's delightful children: Jessica, Andrew & Jonathon. The weather was perfect for a garden party and Dave & Liz's house, with a back entrance to the garden, was ideally suited for such an event. We just parked up, literally, on their back lawn!

I'm not sure of the total number of cars attending because some had already left before we arrived but the relaxed friendly atmosphere was spot-on. When it came to the food, our hosts had put on a splendid spread, supplemented by some superb additions from visitors, resulting in a mountain of food and some sweets that were extremely 'moorish'.



As always, it's great to spend time chatting with fellow NG enthusiasts and we were also able to meet some NG-owners from the Alton area that we hadn't met before. Prize for the shortest distance travelled (if there was one!) would have been awarded to George & Imogen Gate who live in the same town; they had to go for a ride



around the local countryside just to warm up the engine before arriving!

It was also good to meet the owners of some other classic cars, notably a Series One Land-Rover and a 'running restoration' MGBGT.

A massive vote of thanks to Dave & Liz and their family for making us all so welcome in their home and maybe they can be persuaded to run a similar event again next year!

Paul Gray

It seems your persuasion has worked, Paul. Dave has announced the date as 4th June next year—see calendar.

Ed

NG's in Brittany – Sept 2010

A new venue for a well-tried formula; we were again visiting southern Brittany for a week's holiday with B&B accommodation in a Gite. Since the Gite had seven double bedrooms, it didn't take long for us to find enough club-members to commit with their deposits.

The Gite owners are well known to some of us, having previously provided a good standard of accommodation in another part of Brittany; the owners also specialise in catering for group holidays with a lot of regular custom from car, motorcycle & golf clubs. Two years ago, the owners decided to downsize from eleven rooms to seven rooms



and to move nearer to the coast to a small hamlet near Le Pouldo and Lorient. This was therefore to be our first visit to their newly-refurbished house 'Gwennroz'.

Access to Brittany is well-served with cross-channel ferry options, depending on starting point in the UK and desired length of drive on

either side of the channel. In this case, the party was fairly evenly split between Poole/St Malo, Portsmouth/St Malo & Dover/Calais. In our case, Donna & I opted for the Portsmouth/St Malo crossing giving a total one-way drive of about 200 miles door-to-door. This ferry crossing is not cheap but 'ticks a lot of boxes' for us. Departing Portsmouth at 2030 hrs, the ferry takes a leisurely crossing to St Malo arriving at about 0800 hrs the following morning. The cosy 2-berth cabins are all en-suite and perfectly adequate. Donna & I enjoyed a dry but cold trip to Portsmouth and met up with Colin & Greba at the ferry port. Thankfully, it was also a dry run for Greba - remember Greba's article in September 2008 describing their trip to the Classic Le Mans 24 hrs *"why are you in zis leetle open top car in zis weather?"*

Sunday 12th Sept

Our first stop after disembarking at St Malo was the delightful town of Dinan where we were able to park and enjoy a coffee in the sun whilst

awaiting more cars en route from Calais. After meeting John & Barbara, and Alan & Teresa, we agreed to meet again at Pontivy for lunch. Unfortunately, things didn't go so well because we were 10 minutes too late to order lunch in any of the restaurants. Thankfully, we found a café selling baguettes that was still



open & we sat on benches in the town square, very grateful to have found sustenance.

When we arrived at Gwennroz, our accommodation for the week, some of our group had already settled in and we all got together and enjoyed a pleasant BBQ in the garden provided by our host Cedric.

Mon 13th Sept

As usual with these holidays people mostly went their separate ways for the day, after a late continental breakfast where we all met up to discuss plans for the day etc. Mike Greenland & Teresa had 'volunteered' to cook a curry for the 14 of us and a quick trip to the nearest supermarket was called-for.





During the afternoon, Donna & I walked down to the estuary and along the coast, getting back to Gwennroz by late afternoon to find Mike & Teresa working hard in the kitchen. Mike's curries have become something of a tradition on NG holidays in France and Mike's culinary skills are well-known.

After the splendid curry, Mike Bond kept us all (mostly) guessing with one of his well thought-out quizzes. The winners, by a comfortable margin, were Peter & Mary Clark.

The accommodation arrangement at Gwennroz is worth mentioning because it's somewhat unique. The house has 7 double rooms, 3 of which are on the first floor of the house. The other 4 are called 'studio flats' and each one of the studios occupies a corner of the ground floor with it's own front door and patio doors opening onto a terrace surrounding the outside of the house. Breakfast is served for all 14 guests on the first floor. Evening meals are not provided by the hosts but there is a kitchen facility that is

available for use by residents and hence our ability to prepare a meal on a DIY basis.

For variety, we arranged the 6 nights eve meals on a rota: BBQ, DIY, local restaurant & then repeated the sequence.

Tues 14th Sept

After another leisurely start, and with a cloudless blue sky, a short run around the local coastal roads seemed an attractive proposition. We parked in the pretty coastal village of Doelan and spent most of the day walking the delightful cliff-top paths, returning to the port for the obligatory 'café au lait'. This evening was the first of our restau-



rant meals at the adjacent 'Relais des Paintres'. Our hosts at the gite served us a tasty glass of Kir before we walked through the garden and across the road to the restaurant - very convenient. We had agreed an inclusive price in advance for the evening meal - a very reasonable 24 Euros per person for 3 courses including a half-bottle of wine each.

On returning to the communal lounge in the gite, Cedric served us all coffee to finish the evening in a very relaxed mood.

Wed 15th Sept

In the morning, Cedric took Donna & I for a quick trip out to sea in his outboard-driven RIB. The boat is



kept in the garden and part of the fun was towing the boat to the slipway and launching/recovery. The RIB is basically intended for fishing but we didn't see much evidence of success in that department!

In the afternoon, we walked inland along the river-bank to an Abbey - a round-trip of about 3hrs. The intention for the evening had been to BBQ outside but, due to an uncertain forecast & significant drop in temperature, we moved into the house and enjoyed a tasty chicken-based dinner.

Thurs 16th Sept

As this was to be a DIY evening, we spent most of the morning shopping in the local supermarket and prepar-

ing the food. Thankfully, all the studio flats had fridges so we were able to store all the food and wine appropriately. We went for a short drive in the afternoon, exploring the coastline a bit further north. This is certainly a very attractive part of Brittany and is brilliant for NG-style motoring.

In the early evening, all the ladies of the party got stuck-in to preparing vegetables and fruit ready for everyone meeting for aperitifs. Made from a mixture of Sangris and Breton Cider, the resulting concoction was very moorish.

The theme of the evening was a murder-mystery event played out during our evening meal. Donna had arranged the event and packed everyone off to the lounge with their drinks to study their scripts. That was probably 'mistake number one' because there was no way that everyone was going to sit quietly reading rather than engage in lively banter. This did mean that some of the 'players' were a little less than word-perfect! As usual with events of this type, everyone had a lot of fun ham-



acting and an excellent meal was consumed with much laughter.

Fri 17th Sept

Some of the ladies went horse-riding from a local stables whilst those of us left 'home-alone' either tinkered with NGs, went for solo drives, or just relaxed at the Gite.

After another tour in the NG in the afternoon, we welcomed our good friends from Brest, Pierre & Mireille Sabatier who very kindly brought some champagne for the party to share before the evening meal. We all then walked across to the restaurant, accompanied by Pierre & Mireille, and enjoyed another evening meal together. After coffee back at the house, Pierre & Mireille



had to leave for their over-night stay with relatives in the region. Pierre's TF looked as good as ever and it's great to see a French-registered NG 'in-country'.

Sat 18th Sept

Departure day! Just prior to departure, Peter Clark arranged for us to

move our cars onto the front lawn for the group photo, with the house as a back-drop. We then set off, in small groups, in different directions. 3 cars set off for a night-stop at Rouen, Mike & Hils set off towards Brest to extend their holiday, and the remaining 3 cars set off towards St Malo, where 1 car would take the fast-ferry back to Poole that day and the others would stay locally and catch the slow ferry the next day to Portsmouth.

All cars arrived home safely having had a remarkably good spell of weather for mid-September.

In closing, I'm sure that our hosts, Cedric & Joyce, would be more than happy to welcome another group of NG members. If you would like more info to help plan such a holiday please don't hesitate to give me a call.

Paul Gray

KUJ 514F - But where are you now?

Sadly, few pictures but some memories exist of the building of NG TA, KUJ 514F. My brother Keith had seen the NG advertised in kit car magazine and set his mind on building such a vehicle in the early 1980's.

Work began on the donor MGB to make the whole thing more manageable and, in an enterprising spirit, I began to make a lateral cut by weld-

ing rod from rotten sill to rotten sill, through the transmission tunnel. Little did I realise, as I cut through the last bit of the floor pan, that the two halves propped against the garage wall to make the cutting easier, would not lie still but would fall and twist with quite some viciousness. Keith, working simultaneously on another part of the car, was more amused by the sudden unannounced movement. Only the intervention of our mother prevented a charge, completely unjustified in my opinion, of attempted murder being directed towards me.

Another highlight of course was the first ignition of the engine and subsequent test drive around our close. Less welcome was the discovery part way round the course that we had failed to secure the battery adequately. As Keith had started his army career in REME, he was able to gain the services of a recovery mechanic to complete the wiring and, eventually, the car gained its first MOT. We obtained some lovely brown Wilton carpet that we used for the interior. After buying the irons, a double duck hood was manufactured in Leicester and fitted.

Highlights of our time with the car include having to lift the rocker cover regularly to release newly fitted inlet valves. A fire late one night reminded my brother not to put out even small electrical fires with his jacket. Living in Market Harborough but teaching in Leicester, I was able

to use the car whilst Keith was posted abroad. We never got round to painting the car so it remained whiteish with an aluminium bonnet.

Eventually with marriage looming and other interests, the car had to go. A gentleman who was, I believe, a Police Motorcyclist in the south west drove up to Weston by Welland in the late summer of 1986/7/8 and bought the car on the spot having seen the advert in an early edition of ChangiNGear or the MGOC magazine. And that was the last we saw of that.

With our lives moving on again towards retirement, I wondered what became of KUJ 514F. Swansea was entirely unhelpful. DVLA will not even forward a letter by me to the person who they know is the present owner of the car even though they and I know that the car is at present off road and perhaps unloved. The car has been off road for some time. I began to think that it was so that the car could be used for scrappage. So does any one have any information about what might have become of this much loved car from our past? There would be beer or similar for anyone who could provide information leading to the car's recovery.

Philip Hamson



Dobby Moves Again

Some of you (well one or two anyway) were kind enough to say you enjoyed my little story in the June issue of *ChangiNGear* so I think I ought to pursue my career in writing by sharing some more of my 'adventures' with you.

After my spring escape, things became much more normal although I never really got used to my new home with no windows - really creepy!

My master did make good on his promise though and we went to the Wye Valley for a little Easter break where I made friends with an E-Type, an Alpine and a BGT. Haring around the country roads and up into

mistress were nicely wetted. There was one battle scar I picked up, however - a sizeable windscreen chip. My master soon sorted that out on my return; he whisked off the screen and took it to Brasscraft where the nice man replaced the glass.

I didn't get my usual full Easter service this year but my master did a half-hearted effort in June. He said I haven't done so many miles this year so some things can wait. I must admit it wasn't easy for us both to squeeze into the garage and, as the driveway was rather steep, I didn't particularly want to do a skateboard impression on the trolley jack!

As well as becoming a bit of a writer, I'm thinking of going into modelling but my master tells me I'm getting big hooded. We had a call from Complete Kit Car wanting to do an article on building an NG. They were looking for someone with lots of build photos and that was something my master had plenty of. So after a long discussion on the phone and sending in the photos, an article appeared in the July CKC. My master



the Welsh hills was great fun but I did get into a bit of a mess! Some of the roads were slim, pock-marked and carried the drainage from the fields so to say I needed a bath on my return was an understatement. Still, it was worth it - especially when I dived through a deeper than visible puddle and my master and



Courtesy of Complete Kit Car

said it was very good but I can't read very well; I just look at the pictures. Then they said they would like to do a follow up about what I was like to drive and live with and they wanted to take their own photos (I don't blame them, my master is not a good photographer). I was in my element, posing in front of the St Albans Abbey Gateway just by where my master works; it caused quite a stir with several people watching me. Some of the photos appeared in the August CKC.



Courtesy of Complete Kit Car

This year hasn't been bad then overall; I have been to about 10 events of one sort or another, the highlight (of course) being the NGOC rally in early July but I have also missed quite a few events as my family has moved again so there has been lots to do this year.

Talk about the sublime and the ridiculous! My last garage had no windows; now I have no garage at all! We moved just around the corner in July to a lovely (least I haven't seen inside) bungalow. To give my master his due he did arrange for the utility room to be quickly reverted to the

garage but it's far too small to work on me in there. He has all his tools and spares in there for now anyway so I can't even get my nose in (I have blown my exhaust over his new clean garage door though to mark my territory). He has promised for me to have a new garage built behind the existing one and we are hoping the builder will start soon.

It was lovely in the summer months sitting outside watching the world go by and the other cars come and go. I feel part of the family again as I am frequently used but I normally keep my hood up now the weather is less reliable. I do hope the garage is started soon though. I'm not afraid of the cold weather but the snow is not something I have experienced firsthand.

Last weekend my master covered up my top half with a car cover - all



the wrong shape for my lovely lines of course but I was really glad of it when the white fluffy stuff settled on top! So I've been sitting here shivering for the last week but peeping out from under the cover watching the passersby slip and slide their way along the pavement. It can't be that difficult can it? I'm itching to go for a spin in the snow but my master says I might spin right round. I don't know what all the fuss is about.

Anyway, he's put up some lights along the gutter of the bungalow to

help me feel Christmassy. I hope next time I will have a new garage I'll be able to tell you about.

Dobby Humphreys

Courtesy of Complete Kit Car



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Musicians Wanted for National Rally 2011

As you already know, the club are planning next year's National Rally as a celebration of 30 years of the NG Owners Club.

It has come to our notice that there are a number of members of the club who are musicians and/or vocalists & we thought that it would be great to be entertained on the Saturday evening by some of our own members rather than hiring outsiders.

We don't currently have any fixed ideas other than if several members were to offer to do a short stint each, it could be great fun and help promote a brilliant atmosphere for the evening.

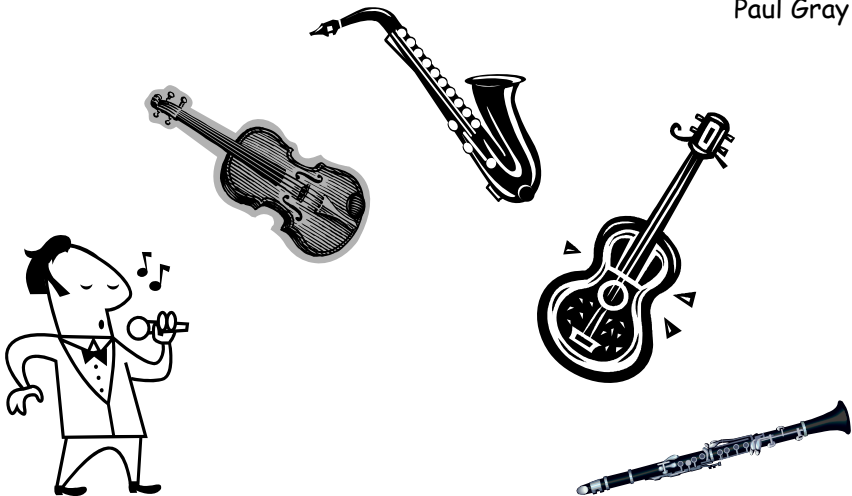
This letter is therefore a request for volunteers to let me know if they would be willing to help out during the event.

As a reminder, the rally is planned over a 4-day period from Friday 24th to Monday 27th June 2011 and we have again booked the whole campsite at Upper Heyford for the duration.

It would be great to hear from you by phone (01252 617175) or e-mail (p_dgray@btinternet.com.) if you can help.

Thanks in anticipation,

Paul Gray



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 TA Aston Martin rep. BRG, 1979 approx 17,000 miles. Very well built car, Marina based, 1800cc. Fitted mild road cam, DC Weber carb, Facet pump, fuel valve, electronic ignition, electric fan, Motalita steering wheel, full weather equipment inc. sidescreens. Almost new Michelin 180/15x45 oversize tyres. Includes original SU carb, original front exhaust pipe. Offers in the region of **£3500**.

Tel: 01545 570387 (W. Wales)

Spares for Sale

1. V8 inlet manifold & plenum for twin SU carbs - replicates factory MGBV8 (as per my TC). Current price £350, accept £200. Can supply 2 HIF carbs less linkages.
2. Single-circuit remote brake servo kit - unused & purchased from Stafford Vehicle Comps - comprises new servo, mtg bracket, vacuum & brake pipes & instructions. Cost £178, accept £100.
3. Front brakes upgrade kit - purchased from Hawk Cars but not fitted to TC. Comprises MGBV8 discs (12mm thick rather than std MGB 9mm) & Triumph 2500 reconditioned callipers. Cost >£300, accept £150.
4. V8 alternator mtg bkt in cast ally, £5.
5. MGB C/B front cross-member in good condition, £20.
6. 3-piece shaped steel formers for dash & cockpit side capping trims. Dash former has bolts already welded to former, £20.
7. Set MGB chrome-bumper instruments - speedo, tacho, ammeter, fuel, combined water temp/oil pr, clock, £25.
8. MGB propshaft in good condition, £20.
9. 2 x Securon 3-point inertia-reel seat belts, £20.

10. Set of 4 TC cycle wings, standard 8" width, with set of wing stays for fronts, £60.
11. Set of 4 TF ally bonnet panels. N/S side panel has 7" x 3" hole cut for carb so will need patch repair welding. Includes brass bonnet hinge 41.5" long & ally stiffener, £40.
12. 2 x chassis/body brace bars as used for 1800 engine, £10.
13. Rear foglight - choice of 2, £2.
14. MGB speedo cable 5'3" long, £2.
15. 2 x GRP headlamp bowls complete with headlamps & mtg bkts, £20.
16. 2 x chrome torpedo-style wing-mounted indicators with orange glass (chrome slightly pitted), £10.
17. Rear lights 2" dia (SVA compatible) - 2x red combined stop/tail, 2x orange flash, £20.
18. 2 x orange side-repeater lights, chrome outer ring, dia 25mm, £2.
19. 2 x red rear reflectors 1.75" dia, £2.
20. 2 x chrome number plate lights, £5.
21. 2 x flat circular wing mirrors on 3" chrome stalks, £10.
22. Hi-level multi-LED brake-light 9" long x 0.5" wide (intended to fit flush with surface of rear cockpit edge but ran out of time during build), £5.
23. Battery hold-down kit (for mtg battery in boot), £5.
24. MGB pedal box less top cover incl pedals, £10.
25. Twin brake m/cylinder, £20.

Tel: Paul Gray 01252 617175 (Hants)



NG TD project for sale. NG 4 cylinder chassis with all SVA welding done to a higher standard than the original chassis... see for yourself! Also NG TD body kit. This is all sitting on 1967 MGB running gear with gearbox, back axle, front suspension, and MGB engine with all ancillaries. MGB instruments, switches and heater all included. My wife said my back would give out working on this and so it has... **£1000 ono.**

Tel: Philip 01509 237750

Mob: 07930 555237



This **very pretty TF** is built from a '73 donor car. It has the chrome on brass, fold-down windscreen and full

-size, period headlamps and driving lamps. The paintwork is a beautiful shade of dark blue and, apart from the odd tiny stone chip and a couple of 'stars', the paint and bodywork are immaculate. The interior is trimmed out in quality dark blue carpet, with biscuit coloured seats and walnut dash featuring full, MGB instrumentation with additional push-button starter, period map-light, headlamp flasher and ignition cut-out. The car also has a battery isolator. The car is complete with near new, mohair tonneau cover, hood, frame cover, side-screens and windwings. All the chrome is in near perfect condition and the car has unmarked 15" wire wheels and side-exit, custom-made, large-bore, stainless-steel exhaust. The engine is the standard 1800, twin SU, MGB unit with 60psi oil-pressure, a new starter motor and thermostatically-controlled, Kenlowe fan. The gear-box is 4 synchro with O/D on 3 and 4. The car is taxed and MOT'd until early 2011. It really does look like a pre-war car and turns heads wherever it goes. It is used regularly except in the rain and always garaged. If you really want a TF, they don't come much prettier than this one! **£7,750**. For more info and pictures contact Geoff Fry (NGOC member).

Tel: 01225 811055 (work)

Mobile: 07802 757685

E-mail: gf@ipw.eu.com



NG TF based on MGB parts reconstructed by Nick Green with a new stainless steel chassis and bonnet in the late 1980s. Present owner since 1990, still in excellent shape and includes soft hood. **£5500 ovno**. (John Butler).

Tel: 01483 225447 (Surrey)



NG (MG) TF Roadster 1800cc, Old English White. This lovely NG Roadster has always been stored in a dry garage. The car was put on the road in 1987 and had a total rebuild in 2001, since then it's done approx 20k miles but total mileage is 42k miles. The tax is exempt and it runs on unleaded fuel. It has 11 months MOT and has Dunlop wire wheels which are in very good condition. The interior is brown carpets and the seats are cream. This car is a

real head turner and in very good condition. It only gets used for a couple of months throughout the summer and a bargain price of **£3750 ono.**

Mobile: Stuart Hook 07702 456813
(Chippenham, Wilts)



NG TA Registration No ONW 426B (formerly 6565 LV). Donor Car:- 1964 MGB Roadster. First registered April 15th 1964 as an MG Saloon. The car was used until 1972 when it was badly damaged. This car was rebuilt over a period of 9 months between July 1982 & March 1983. It is made from the mechanics of an MGB and a new body and chassis. The only other non MGB parts are the radiator and petrol tank. All the braking system is new and all the hydraulics use silicone fluid. All suspension and steering is either new or rebuilt to new spec. Special down-rated front springs have been fitted as the overall weight has been reduced from 23cwt to 15cwt. Spax adjustable shock absorbers have been fitted on the rear. The wheels were rebuilt and fitted with

new Pirelli CA67 tyres 165-14. The engine is standard MGB 18G three bearing engine completely rebuilt. The oil filter has been modified to accept the later cartridge filter. The gearbox is a standard MGB three syncro overdrive box as fitted to the later five bearing engines but converted during rebuild to fit the three bearing engine by changing the first motion shaft. (Later gearboxes had a larger lay-shaft and better lay-shaft bearings). The rear axle is the only part of this car that has not been stripped and rebuilt. It is a standard banjo type axle with ratio of 3.909:1. The electrical system has been converted to negative earth and the wiring loom was stripped and reformed to give a tidier layout. The main body shell, radiator cowl, headlight pods and wings are made of GRP. The bonnet is aluminum. Paint:-Jaguar Old English White. MG Purchase 24.05.82, Kit Purchase 17.07.82. First MOT 23.03.83. 58837 miles. **£4,000 or nearest offer.**

Tel: (Ken Winter) 01964 670102

Mob: 07802 889039

NG TA rolling chassis with good engine (MGB) and MG tax exempt logbook. Exempt from SORN at the moment. 4 synchro box with overdrive 18V engine complete with ancillaries. Has been steam cleaned with all orifices sealed so no grimy work to do. Front end fully refurbished, etc. and a new rear hand-

brake cable included. Wires need a clean, can do this if the price is right! Will also include a pair of black seats, can arrange delivery.

About £650, Gwyn or Ed Powell.

Tel: 01886 833214

Mobile: 07897 776904

E-mail: spannerman@powellcars.net



NG TC. 1800 based, 6000 dry miles since rebuild. Unleaded, aero screens, tonneau, BRG metallic. Best Club car at Sandown Park 1997. This car has been "vintagified", i.e. outside handbrake, lights, stone guards on headlamps (9ins) and radiator. Leather bonnet straps, battery and petrol isolators. Garaged, year's MOT. **£9500** - to see is to buy.

Tel: 01306 611330 (Surrey)

NG TC V8 BRG, Tax & MOT till March 2011. Rover 5-speed gearbox, Holley carb, new front pipes & silencers, full hood & full tonneau cover, full windscreen & aero screens. Tan interior, new tyres. **£8750 ono.**

Tel: 01293 614754

Mobile: 07889 765374



E-mail: erichorton32@btinternet.com



NG TF 1800 (MGB Base). Over-drive, oil cooler, etc. Correctly registered on V5C as NGTF Roadster WAR345E (Tax Exempt). Date of first registration 17/05/67 (i.e. donor). Bought from original builder in 1999 and garaged ever since. 95% complete. Dash and interior trim to finish. Full fawn hood and side screens, doors, 4 seats, 5 Rostyle wheels and 5 wire wheels and hubs, 2 spare front wings and other spares. Car in white gel coat. No SVA required for on road, only an MOT. (It has never been on road). Brakes dry as built (no fluid). I am 73 and have an NG TC V8 and a Reliant Scimitar V6 and a house under

renovation in France so no time to finish the car and can't afford to give it to son! Wonderful opportunity to obtain a tax exempt NGTF kit ready built and unused for a good price **£2300**.

Tel: 01494 782795 (Chesham, Bucks)

Lots of MGB spares, bits and pieces, including 'B' series engines/gearboxes and Rover V8 engines/gearboxes. Please call to see if I have what you want.

Tel: Sid 07759 691529 (E. Sussex)

Wanted

NG TC V8. Many thanks, Greg Musgrave.

Mobile: 07957 571014

E-mail: gregpmusgrave@aol.com

I've just brought my old TA back! I would like to fit a single carb to it. So do you have a **Single carb and manifold** ex Marina or 1800 land crab? Graham Hester.

Tel: 01647 440055

Mobile: 07792 939876

I require a **hood and side screens for NG TC** or just a hood.

Please e-mail me or telephone evenings thanks.

Tel: 01652 661317 (eve)

E-mail: steve.foster149@live.co.uk

Wind deflectors for 2004 NGTF with full windscreen. If anyone in the Club manufactures these, or has some for sale, I would be very grateful if they would contact me.

E-mail: KC@southampton-city.ac.uk

or Suke1202@Hotmail.co.uk.

Please send your NG adverts to Chris Humphreys

Remember, adverts are free to members!

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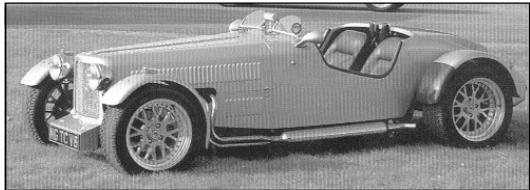
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£8 + £1.50 p&p*

Beanie (navy)

£7 + £1.50 p&p*

*p&p charge up to a maximum of £6.00

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

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

Prescott Hill Climb (August 2010)



Photos Paul Gray

the magazine of the NG owners club