

CHANGING GEAR

June 2007 (2)

Dave Woolgar's TA at Castle Combe



Photo by John Gainsford

Stoneleigh Report NGOC National Rally Details

the magazine of the NG owners club

THE NG OWNERS CLUB

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Next issue:
September 2007

Deadline for submissions:
15th August



Nick Green's original NG Sedan

Photo provided by Dave Woolgar



Chairman's Letter

I hope that all club members and their NGs have managed to take advantage of the recent spell of summer-like weather for a good airing and some shakedown runs.

As mentioned in my last letter the Club Calendar is quite impressive and I am sure that there a lot of additional local events that would benefit from the attendance of an NG. In my case I have been lucky enough to be able to participate in the activities of Brooklands Museum (Particularly as this year is the Centenary Celebration of the birthplace of British Motor Racing and Aviation).

Recently I joined the "Surrey Vintage Vehicle Society" and although their main interest is toward older machines they have been good enough to welcome NGs into the fold. As one member remarked to me, "They look the part in the time frame of the other cars and it is

always nice to see the high standard of engineering that has been incorporated". So my cars have had extra outings already this year.



I should at this point remind everyone that the most important date in our calendar for 2007 is fast approaching. Yes you guessed, June 29th- July 1st, our National Rally weekend at the Riverside Caravan Park, Nr. Tiddington, Stratford-upon-Avon. This will be the second year at this popular venue so please try to make it. A bumper turn-out would be a great reward for the guys who have put in such a lot of effort to ensure a great event for everyone.

See you there.

Peter Clark

Editorial

A word I seem to be using more and more these days is "bizarre" and, yes, it certainly seems to apply to the weather. What a lovely summer we had in April, although for my family it was touched with sadness. My dear mother passed away unexpectedly, although

she was nearly 93, and left us with a big hole in our lives. Only a few years ago at the age of 90 she had helped me with my NG



build by doing some stitching on the interior and the tonneau and made some covers for the wet weather gear. My son drove the NG to the funeral as she had been very proud of it. I know plenty of NGs have been to weddings but I wonder if any other NG has been to a funeral?

Returning to the bizarre, it has been an odd sort of year so far. Detling was warm and sunny instead of wet and windy. Owing to the early blooms, hayfever for me began in early April but seems to have eased off earlier too. I do hope so, because I plan to enjoy the London to Brighton, the Isle of Wight and, of course, the National Rally this month.

Unfortunately the Isle of Wight Classic Car Show has had to be cancelled but 4 NGs are still hoping to meet up having already planned short breaks on the Island.

The National Rally is, of course, our main event and last year was a cracker with excellent weather so I hope you will make every effort to

be there and swell the numbers. Don't worry if you haven't been before, I am sure you will enjoy it. You can even come on the spur of the moment as no pre-booking is needed (although to stay over you'll need a tent or to book a B&B). We are also promised a planned road run this year taking in some Shakespearian highlights for those who wish to take part. Details of the National Rally are on the centre pages.

My wife, Lesley, and I had hoped to visit Holland this April to celebrate our 30th Wedding Anniversary but this had to be cancelled due to the reason mentioned earlier. We had booked with Continental Car Tours (see below) on a tour entitled "Easter Windmills & Keukenhof Bulb Fields" which was to take in the sights of Holland. Continental Car Tours seem well organised, ferry and accommodation is included and routes are all planned. Perhaps next year?

Happy NGiNG!

Chris Humphreys

We generally steer clear of including advertisements apart from the usual couple of insurance ones and, of course, the NG one. I am though, this time going to include a few recommendations which members have mentioned as I think it is helpful to know of companies who provide something useful. Ed.

MGB Hive: A long standing MGB specialist who has helped many members in the past. As mentioned in the last issue, they celebrate their 25th Anniversary this year. I understand they have some goodies to give away if you visit them (I may even have some at the National Rally) and, if members ask for Sandra or Shane and mention the NG Owners Club, they will give them the best deal possible. Tel: **01945 700500** or Web site: www.mqbhive.co.uk.

Namrick: Otherwise known as the Nut and Bolt Store, they stock a selection of different threads (including Metric, UNF and BA) in bolts, machine screws, nuts, washers with a variety of different heads and in stainless steel as well as BZP, etc. They also stock some other useful bits for kit car building such as self-tapping screws, clips, brake pipes, fasteners, etc. I have used them a lot and find them very efficient. Tel: **01273 779864** or Web site: www.namrick.co.uk.

PC Badger: Ray Blanks is a member of the NG Owners Club and has the facility to make parts for kit cars. Web site: www.pcbadger.co.uk.

Continental Car Tours: As mentioned above, specialises in short break ferry hotel inclusive weekend motoring events and rallies abroad for groups of classic car owners, vintage and sports car enthusiasts, car clubs and car magazines. Tel: **01304 380244** or Web site: www.continentalcartours.co.uk.

Secretary's Notes

We have just returned from a good day out at the Stoneleigh show. The weather was quite kind, by not raining on us, and the meeting with club members is always a pleasure. I think that over 25 NGs were on the club site. Unfortunately the show itself was not up to its usual standard, with the number of stands selling all the extra bits you require to build or add onto your car were missing. Maybe the absent dealers have other shows to go to on a bank holiday weekend. Finhorn Cars had an invisible car on an invisible stand hence nobody could find them.

Mark Staley was at the show with all the new club products, sweatshirts, polo shirts, caps, and beanie hats, all of a very good quality. If you would like to buy any of

these then call Mark on 01332 723927 or e-mail mark.staley2@ntlworld.com.

NATIONAL RALLY

Everything has been arranged for our annual meeting, so all it needs now is good weather and, of course, your presence. This year we hope to have a scenic drive planned around Stratford taking in places of interest, also there is the very popular ferry trip into the centre of the town.

For those of you that have a Sat-Nav the post code of the site is CV37 7AB. For everybody else I'll try to describe the



location.

The site is just outside the village of Tiddington, 1 mile east of Stratford. The entrance to the venue is opposite the NFU building, which is on the B4086 road. This road is off the A422 Banbury to Stratford road. The site itself is called the Riverside Caravan Park and is next door to the Rayford Park. Once inside the park go past the reception office on the right and keep going on past the static caravans, the small café area and then through an open gate into the field.

In the last magazine, I quoted that the camping fee per unit was £12. This is incorrect; the correct price is £7. Please make your payment, for the number of nights that you stay, to "NG Owners Club", as we have to collect it for the site owners.

Finally we cannot camp on this field except for the 2 nights of the rally (Friday & Saturday) so if you wish to stay longer you will have to move to the main area, but only if you have a caravan, as this is a van

site only. We have to get a permit from the government department DEFRA to be able to use tents.

Would all the winners of cups & shields awarded last year please bring them along to the rally but, if you cannot attend, would you contact me so that we can arrange collection?

Forthcoming Events

Please see the Events Calendar for any venue you may be interested in, Chris Humphreys keeps this up to date in the magazine and on the club website www.ngownersclub.org.uk

Just a note on the calendar that the Great Northern KCS at Harrogate has been **CANCELLED**.

Finally, we heard some sad news on the Sunday of the Stoneleigh meeting that our club member Alan Copping had died. He and his wife Jo were great supporters at our meetings and our thoughts and condolences go out to Jo and the family at this upsetting time. He will be sadly missed.

Bob Preece

Stop Press—Byfleet Parish Day

I have just received an invitation for the club to participate in the Byfleet Parish Day, in Surrey on 21st July 2007. The show will be similar to previous ones we have been to with other displays of machinery from buses to penny-farthing bicycles. All exhibits must be in place before 12 noon. If you are interested, let me know and I will send an application form to you which will then have to be sent in to the organisers by 1st July.

Bob Preece

Events Calendar 2007

<u>Date</u>	<u>Event</u>	<u>Contact</u>
2 Jun	Totalkitcar LIVE Brands Hatch, Fawkham, Longfield, Kent	Info only
9 Jun	Classic & Sportscar Action Day Castle Combe, Wiltshire	Info only
10 Jun	London ~ Brighton Kit & Sports Car Run Start: Hampton Court Palace	David Holland
16-17 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	Dennis Roberts
Cancelled (17 Jun)	Isle of Wight Classic Car Show Brading Roman Villa, Brading, Isle of Wight	Keith Baker Chris Humphreys
22-24 Jun	Festival of Speed Goodwood, Chichester, West Sussex	Info only
23-24 Jun	Wings, Wheels & Steam Country Fair Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
29 Jun-1 Jul	NGOC NATIONAL RALLY Riverside Caravan Park, Nr. Tiddington, Stratford-upon-Avon, Warwickshire	Bob Preece
21 Jul	Byfleet Parish Day Byfleet Recreation Ground, Byfleet, Surrey	Info only
22 Jul	Totalkitcar LIVE Snetterton Circuit, Norwich, Norfolk	Info only

ChangiNGear June 2007

<u>Date</u>	<u>Event</u>	<u>Contact</u>
25 Jul	Classics on the Common Harpenden Common, Harpenden, Herts	Chris Humphreys
18-19 Aug	SGR FM Air Display (inc. Sports Car Day on Sunday) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
25 Aug	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison
26-27 Aug	Hampshire Pageant of Motoring Broadlands, Romsey, Hampshire	Info only
26-27 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts	Chris Humphreys
27 Aug	Rare Breeds Motor Show (Lavenham Carnival) Recreation Ground, Lavenham, Suffolk	David Edwards
31 Aug-2 Sep	Revival Meeting Goodwood, Chichester, West Sussex	Info only
8-9 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire	Info only
15-16 Sep	National Kit & Performance Car Show Donington Park, Castle Donington, Derbyshire	Dennis Roberts
2-4 Nov	London ~ Brighton Veteran Car Run	Roy de Boise
17-18 Nov	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon	Bob Preece

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 Boot Inn, 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 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 2007

June 12 th	Pride of Ownership
July 10 th	Walking Treasure Hunt
August 14 th	Barbecue & Summer Natter
September 11 th	Motoring Quiz
October 9 th	Bangers & Mash plus Music Evening
November 13 th	(Early) Museum Tour & Motoring Quiz
December 11 th	Christmas Evening & 'Enthusiast of the Year' Awards

(2007 is also the Centenary Celebration year for Brooklands with various activities going on throughout the year)

Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
Brooklands Museum	www.brooklandsmuseum.com
Capesthorpe Hall	www.capesthorpe.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Donnington Park	www.donnington-park.co.uk
Exbury Gardens	www.exbury.co.uk
Goodwood	www.goodwood.co.uk
Harpden 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
Hampshire Pageant of Motoring	www.hpom.co.uk
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: September 2007

Deadline for submission of articles: 15th August

News from Findhorn Cars

Firstly I had a gratifying call this morning from a TC owner. He loves his car and says that it is so nice to find a component car that is a proper car, with all the controls falling to hand and room for his feet, etc. I did wonder how he was getting on with the tail - it's a V8. Fine he said, I have owned 911s for ages and so I am used to keeping my foot down around the corners. I must admit that the only time I do that is when I am rounding up the sheep and have the quad up on two wheels with full throttle and full opposite lock. I would not dare do this with our TC!!

After our Sardinia trip the reason for the oil consumption needed investigating. Slack timing chain and stepped bores indicated that the engine should never have gone in in the first place! So it has been an

engine out job. I was undecided because I had just re-built a 3.9 but wanted to put that in a TCII prototype that is due to go on the España-Santiago rally, with a completely new suspension - of which more later. The car will have "Hide-from-Hyne-Behind" written across the stern, as Ian Hyne was not exactly polite about my styling!! It is due to be changed. The point I was coming to about the TC engine is that I ended up putting in a new 4.0 litre block, complete with cross-bolted main bearing caps. Two things I did not reckon with are the need for a champagne cork to fill the hole for the crank/flywheel position sensor; and before anyone tells me it's for something else, I am assuming that this is what is meant to go in there. I am simply assuming this by analogy with the tooth-wheel that is

about to go on the front of the super-charged 1800 B engine, to time distributorless ignition. The object of this is to finally put to rest the question of whether the occasional little hesitations are ignition or fuel related. OK, I should be able to tell the difference, particularly since the ignition is the only com-



mon component since the super-charger was installed but... The only other problem with the 4.0 installation was that the oil pump take off cover fouled one of the cross-bolts. Judicious use of cutting discs and files sorted that one.

What I set out to write about is our wide-bodied TF with doors. It is in fact a few months since we took the chain saw to the tub and widened it. Well actually it was a big angle grinder, but the effect would have been the same if I had used something more brutal. Three inches down the back panel on each side and a parallel spread over the wheel arches has transformed the shoulder width. Next, it was the doors. I was determined to have doors that opened with the side-screens. The result is that the door hinges have to be in line with the windscreen and at the same angle. This works and has the added advantage of the doors swinging closed, just like a gate that is hung with the bottom hinge set in a bit. So we now have a prototype for a car that really is usable in a lady-like manner. In fact the car is off to be used at a wedding in a couple of week's time.

To be serious, I have seen the lack of shoulder space and doors as a real constraining factor. So we will be building a couple more, with a view to a mould in due course, once we have worked out how much we can do with GRP and how much metal work around the doors as an anti-

intrusion bar is needed. For now, would that I could go outside and take a nice picture, but she is in pieces for a coat of paint having just been through SVA.

Speaking of SVA another car just going through is a K-series engine TF for Belgium. I hope not to have to repeat some of this learning curve. Silly things; like ages to get the SVA test appointed and, before that, wiring nightmares. Anyway she is going to be wonderful when completed soon.

Thinking briefly back to the supercharged 1800 B series, this engine is not yet actually in a Findhorn car, but my MGB GT. However Dr. John Harle brought his TC here recently and was asking about bonnet modifications to clear the front of the blower. This enabled me to see what to do. Chop a bit out of the offside engine mount and put it back in the nearside mount. Easier said than done of course, with the angle of the mounting brackets coming up from the chassis. However, it is the way we will go. The gearbox mount will stay put and the angular change in position of the engine will be negligible as regards the rest of the drive line.

Happy NG motoring!!

Best wishes

Nigel Brooks

PS. Now got the V5 for the wide TF. It is still a Historic Vehicle. Don't ask me how - but it is!!

Members' Letters & Articles

West Dean Revisited

A year ago in the March issue of ChangiNGear Norbert Gutowski made an appeal for wooden dashboards, steering wheels and other wooden trim items to renovate with his students at West Dean College. I had just purchased a TA, advertised in that same issue, and while the dash was aluminium and not suitable the original MGB Mota-Lita wood rimmed steering wheel was certainly to me a prime candidate in need of much attention after 44 years and a few hundred thousand miles.

After three months of correspondence, on the sixteenth of June I was on another adventure with the TA - yes "we" were on our way to meet Norbert and I somehow felt like I was the passenger. It was perfect English summer weather for open motoring up across the South Downs with clear blue skies, warm summer breezes, fresh country air, and following a delightful route carefully chosen to avoid motorways,

A roads and other traffic. The journey was 38 miles from Alton, Hampshire crossing the county line mid way between Petersfield and South Harting and onto West Dean in West Sussex. One section took us climbing steeply up the side of Tower Hill and higher still up across the top of Harting Hill, two hundred metres above the beautiful descending rolling views.

West Dean College

Edward James inherited the family home and 6000 acre estate when he was 5 years old. A life long patron of the arts he established the Edward James Foundation in 1964 and West Dean College was opened in 1971 in the converted flint family mansion. Edward died in 1984 and is buried in the arboretum.

The college today is an internationally renowned centre for [conservation-restoration](#) and the [visual and applied arts](#) and is used as a conference centre. West Dean Gardens next door are part of the estate and open to the public.





The TA was given a private first class parking place all to herself in the Diploma Courtyard within the mansion and I was privileged to be given a personal tour of the college by Norbert. Through the marble hall and onto the music room, the library, the oak hall and minstrels gallery, all wood paneled and hung with tapestries and vast oil paintings, all a beautiful sight - and best of all - the place was alive. Not at all like a National Trust property with "NO ENTRY" signs, roped off areas and carpet protectors. All of this beauty within West Dean was enhanced and had life because it was fully open to staff and students to use - what better way to study art than to be within art itself? (Steady on Dave - you're an engineer not an artist). Well the first impressions and atmosphere were just simply - WOW. We took refreshments in the dining room sheltering from the dazzling fiery sunlight filling the Laundry Green Courtyard. I was surprised at the number of students in the college. The atmosphere was again just wonderful with groups of

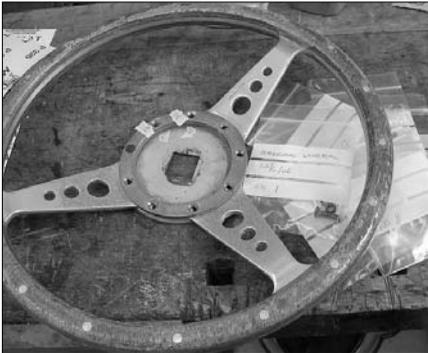
students all around and spilling out into the courtyard relaxing in and recharging from the brilliant weather and surroundings.

Many of the students are mature, self financed and embarking on a second career having met their "mid life crisis". I'm through my first mid life crisis, so perhaps an early retirement option for me? After refreshments and a natter getting to know Norbert we headed for the workshops for the main purpose of my visit - the TA's steering wheel renovation. I was shown antique pic-



ture frames, tables chairs and grandfather clocks all being restored with painstaking care and detail. Norbert took time to introduce me to his students and to describe the history of the piece they were working on along with the conservation and restoration techniques and the materials and types of finishes that were being used. I'm very grateful to the students and Norbert for sharing this valuable time and knowledge with me. It was indeed a fascinating experience. The

workshop facilities, tools, material stock and accumulated knowledge and technique when considered together were staggering. A room of tradition craft, expertise and skill being finely honed and guided towards preserving our long, long heritage. I was beginning to wonder if the students would take seriously a circa 1963 Mota-Lita Automobile Steering Wheel - only time would tell.



It was Christmas time before I contacted Norbert again and we tried to arrange a meeting together with Tony Whitfield another NG owner. Unfortunately Tony could not make the long journey from the North. The appointment I then chose was on the 18th of January, the second Thursday in a row to bring us all gale force winds and torrential rains across the country. Only the week before, while on another adventure with Dad buying a 2 ton electric drill, we had driven past an articulated lorry that had blown over and down an embankment on

the M40. So sadly the TA had to remain at home this time. I could have chosen another route however I wanted to see the contrasting winter landscape of the South Downs.

There was plenty to talk about once reacquainted with Norbert. We looked at the work his student Andrea Hope had completed and talked at length about the processes used, the types and shade of stains applied, the types of finishes considered and the final choice, Schooner Oil Varnish and I quote a few words from Norbert on the choice.

"The report does not mention the reasons for having chosen Schooner oil varnish as sealant for the steering wheel, which are:

- flexibility of a surface forming film, which is necessary to withstand shrinkage, exposition to adverse weather conditions and (rough) handling.

- treat this object as a test and to learn from its outcome as it can be monitored over time.

More rigid films tend to delaminate resulting in surface cracks, crevices, loss of surface, followed by loss of colour as was the condition of the steering wheel prior to treatment."

Andrea produced a report on the restoration and if there is room it can be reproduced (*see pp18 & 19, Ed*). I have to say that I am delighted with the result. It now looks

and feels exactly what it is and more importantly what I had hoped would be achieved - a veteran steering wheel with a well used and worn look and feel reflecting its age and era.

Oh I almost forget, as I hear you asking how much it cost. £58.75, which is less than half the price of a new steering wheel. The money is heading directly back into the college funds to support the department by paying for the materials used. This was agreed before work commenced and I have to say that the work was first class and I'd do it again tomorrow if I had a wooden dash board in need of attention.

We then moved on to more important topics and braved the atrocious weather to look at Norbert's latest restoration project. Thankfully the weather brightened for

the next hour as we removed the covers from Norbert's green NG TC 1800. At our first meeting last summer we had talked about NGs and the second hand values and I was delighted now that Norbert had managed to rescue this one. She needs a great deal of tender loving care, time, attention and all out restoration - but she is certainly in the right hands now.

On the drive home I reflected that I could have made my own attempt at restoration or gone out and bought a new wheel - but that had not been my aim. I had set out to meet new people, experience new places, learn a little about restoration and enjoy my NG. I certainly did that and I hope you are enjoying your NG motoring too.

Dave Holland and family

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National Rally 2007

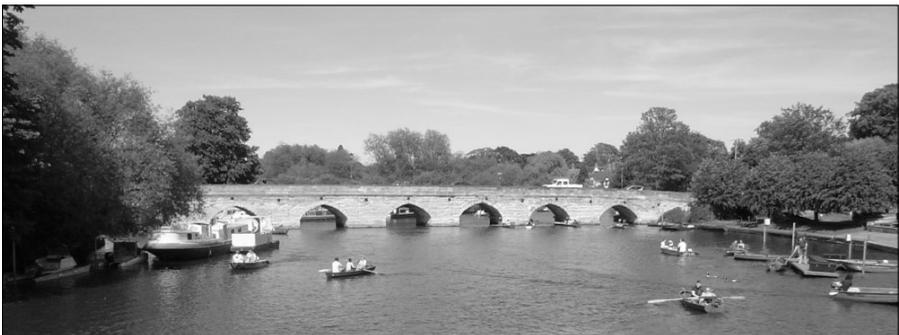
June 29 - July 1

Riverside Caravan Park Nr. Tiddington, Stratford-upon-Avon, Warwickshire CV37 7AB

By popular demand, we are returning to Riverside for our second visit. As it's name suggests, the site is beside the River Avon and adjacent to the village of Tiddington, one mile outside of Stratford-upon-Avon.

We have a large level field for the Club's use and the usual marquee will provide shelter from the scorching sun (or perhaps less clement weather). Gas barbecues and a tea/coffee urn will be to hand to make for a relaxing time. The on-site shop sells a limited supply of food but several members last year discovered an inexpensive and hearty breakfast was also on offer! We are allowed to camp on the field on Friday and Saturday nights with a tent or caravan (£7 per unit per night). There is no need to pre-book, just give your payment to an NGOC committee member (cheques to NG Owners Club) and the Club will pay Riverside. There are also plenty of Bed & Breakfast places nearby.

A river taxi runs from the site to the Royal Shakespeare Theatre in Stratford or, for the more energetic, there is a riverside walk. Fishing is allowed on the banks of the river and Tiddington has a Post Office stores and a pub which serves food. There are also a number of villages around should you wish to explore the countryside in your NG. An additional attraction this year is that Donna & Paul Gray have offered



National Rally 2007

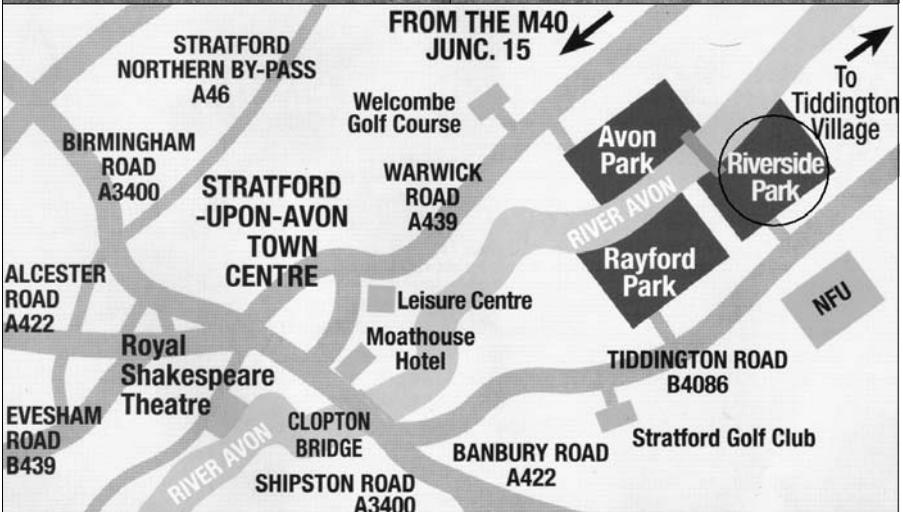
June 29 - July 1

to organise a run around the local area taking in the Shakespearian highlights, with hopefully a refreshments stop.

The site is off the B4086 road between Stratford and Wellesbourne. From the A422, which enters Stratford from the south, the B4086 is before the Clopton Bridge which spans the Avon by the Royal Shakespeare Theatre. For those who can look up the location on the computer/satnav the postcode is CV37 7AB.

Please join us at the National Rally, our biggest event of the year, I know you will enjoy yourself—I do hope to see as many as possible there!

Chris Humphreys



Members' Letters & Articles cont.

Andrea's Report

West Dean College – Conservation – Restoration of Antique Furniture , Unit 3a

Treatment Report for MotoLita Steering Wheel

Andrea Hope, 2006



The rusty nuts, washers and bolts were removed from the steering wheel and placed into labelled bags.



The nuts, washers and bolts were placed into 5% phosphoric acid and water solution until the rust was removed, then they were neutralised with Industrial Methylated Spirit.



The woodwork of the steering wheel was stripped using Cyclone paint stripper.



The steering wheel was then neutralised with methylated spirit.



The aluminium was cleaned with a burnishing cream/paste, Autosol.



The stubborn varnish was removed with a scalpel and sandpaper. Grit 150, 240, 320.



The wood was stained with mid brown and fumed oak water stains.



The wood was then sealed with a 20% Schooner Varnish and thinners solution. The varnish was built up on the surface by applying more and more layers over a prolonged period of time.

Chemical and Sundries used:

Methylated Spirit

Clear, colourless liquid composed of ethanol mixed with a toxic denaturant.

Cyclone Stripper

A fluid or paste formulation designed to remove dried paint or varnish. Commercial paint strippers generally use systems based on either solvents or alkalis.

Schooner -
Premium Varnish
High Gloss

A traditional tung oil based yacht varnish, suitable for all internal and external wood. It contains UV absorbers for a long lasting finish and its easy to brush formulation gives a deep, reach gloss.

Silicone Carbide Paper

rigid abrasive, available in various grits; up to 320 for cabinet -making; above 320 for finishing.

Stoneleigh KC Show 6th May '07

"Still the world's largest kit car show", say the organisers and I can believe it! Donna & I had to travel by 'tinny' again this year due to further delays in the build of our TC and the entry procedure was much improved by having obtained advance tickets so that we could walk past the queues and gain entry totally painlessly. Nice touch to give all at-

tendees a free programme this year. The weather forecast was for some showers in the morning but none materialised and the weather stayed pleasantly warm although a little breezy. Hopefully, most people will have managed to get home without getting wet, particularly several TCs with longish journeys and no hoods! Talking of hoods, Jeff Stretch erected his hood for the return journey but mainly to retain his extra pair of seats (2+2+2?) - some-



thing to do with his 'other' NG project!

With 5 exhibition stalls and many accessory stands there is plenty to see. We had brought our TC shopping list and decided to get the shopping done as soon as possible after arriving as the show was opening at 09:30. One item we had been debating was a heater for the TC that could be positioned inside the car, allowing the under-bonnet space usually occupied by the MGB heater to be used for the battery. This seemed to be advantageous both in terms of reducing battery cable length, and hence volt-drop, whilst releasing a convenient volume of additional space in the tiny TC boot for other items. We quickly went to the three suppliers who had said that they would bring heaters to the show and took measurements & then back to the club site to measure the actual space above the transmission tunnel in a member's TC. Back to the relevant stand to make the purchase and job done!

How useful to be able to store items in the club tent during the day. We, yet again, owe Bob & Manda

Preece a big vote of thanks for bringing the club tent, cooker, tea & coffee and other paraphernalia to provide free hot drinks all day to club members. This really is a great service to members & makes all the difference. Also thanks to Dave Holland for bringing a home-made cake to share out - very tasty! As usual, the club area and tent made an excellent focal point for members to gather and chat. There was an excellent turn-out of NGs on the club site with a few cars that we hadn't



seen before. Apparently, one TCV8 turned up and parked in the 'for sale' hall and was sold within hours of being parked. The overall standard of finish of the NGs on the club site was very high and highly aspirational for people who are either building or re-building their own cars. In our case it was useful to see what others had done to mount an oil cooler and what measures had been taken to duct air through the matrix.

In the show halls there were several new cars, as always at Stoneleigh, which is a feature of the show that I particularly enjoy. A new venture this year by Westfield

was for their factory staff to build a complete car over the 2 days of the show. We viewed their progress $\frac{1}{2}$ -way through the first day & they seemed to be getting on quite well although there seemed to be so many mechanics working on the car that it did seem to be a case of 'too many cooks' - fun to watch nevertheless.

At the opposite extreme, it is always a pleasure to see how innovative many amateur kitcar builders can be and it was great to see a good turnout of 'historic specials' this year. It was particularly poignant for me to see a Fairthorpe Electron on the stand since I worked for the manufacturer for a time in my youth (at a time when you could save the purchase tax by building your own car).

For being the most innovative, I would usually nominate the Citroen Specials - always worth a look round their club site. This year we were particularly taken by a 'Burton' which is a very pretty 'fully-clothed' sports car but based on the vener-

able 2CV. We believe that they are manufactured in either Holland or Belgium but couldn't get near the owner to ask him due to the level of interest in the car (hope he was on commission!).

Caterham were celebrating 50 years of the Lotus 7 and had made a particular emphasis on getting as many of their cars to the show as possible. The manufacturer had also set up a track with straw-bales for people to buy rides in what was called the 'Driving Experience'. Lots of tyre-squeal and smoke during the day - glad it wasn't too close to the NGOC club area! Although we didn't see it, Dakar had apparently set up a 4-wheel drive circuit somewhere on the site.

On the NGOC site, Mark Staley was doing a 'roaring trade' in club jumpers; the new peaked hats were so popular that I believe that Mark sold all his stock during Sunday.

If you have a diary for next year, the dates are Sunday 4th and Mon 5th May 2008 - see you there!

Paul Gray

The nearest to an NG that could be found: Marlin Sportster (left) and Javelin Cabrio (right)



The Slippery Slope Down

Anyway I thought you might be interested in a modification I did last year in September, not a particularly dry month. As I had not been out in in real rain so to speak it seemed rude not to take advantage of the wet weather to check out the possibility of leaks in the event of my being caught out in a downpour.



So off I went. All was well for the first 30mins or so then I felt a drip on my leg. I was on the M3 by this time, I had decided to make this a fruitful trip and go to The Hogsback Brewery and bring back a few bottles of TEA (Traditional English Ale). I gently reached under the dash to see if I needed to stop urgently but surmised that the leak was from around one of the wheel-boxes for the wipers and was just dripping harmlessly on me. I should point out that it was hammering down with rain and I was travelling at some 50 MPH and even with the horrendous spray from the lorries the wet weather gear handled



the situation well so I figured a small drip on the leg was a result.

As I approached the off ramp for Farnham, the A331, I indicated and proceeded to leave the motorway. I have used this road several times (no not just to get beer) so I knew the layout of the junction and that it consists of a long sweeping bend to a roundabout so I switched off the overdrive changed down into 3rd and just let the engine gently slow me down. It is two lanes all the way to a roundabout and I was in the inside lane with a Scenic on my off-side as we approached the queue of traffic waiting to enter the roundabout. I changed down into 2nd and started to apply the brakes - nothing happened - well that's not



exactly true. I was slowing but not quickly enough so I naturally pressed harder on the brakes and if anything it seemed to get worse. By this time things were happening way too fast. I tried to steer out of trouble only to find that the brakes were working just fine as the front wheels were locked! I was sliding along at about 10mph when I hit the back of the articulated lorry trailer. The resultant damage can be seen in the attached photos.

Phil Powell

We wish Phil every success in getting his pride and joy back on the road and looking as it was before (see below). Ed.



Shrivenham Village Fete Saturday 25th August

This year's fete promises to be bigger and better than ever with a strong medieval theme. There will be a medieval encampment with the chance to handle weapons and see how knights of old actually lived.

The falconer will be there again, also in medieval attire.

We will have all the usual stalls, the car display as well as craft fair, funfair, arts displays and events in the arena.

The evening entertainment is back with a live band, barbeque and licensed bar.

Entry is free!

The fete has proven very popular with the club, having been the second biggest NG gathering some years. Why not come along? Kick off is at 1:30pm but if you would like to be with the cars on display, please try to be there before 1pm. We have limited space (2) if you would like to stay the night.

Please let me know if you would like to come so I can allocate space on the display field (01793 783105 or rmorri1847@aol.com).

Bob Morrison

Detling 2007

The European Kit & Car Builder Show at Detling is the first outdoor event of our calendar and is usually renowned for strong bracing winds which whip across the Kent countryside. This year, however, the sun shone and it was pleasantly warm. I am, therefore, very glad that I chose this year to make my first visit there! There was an NG club section so it was easy to find other NG owners (I think there were



Above: NGOC section

Below: GKD Evolution



Above: NGOC section

Below: Jason Finn

Detling







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about a dozen) and have an enjoyable chinwag.

The show itself is not huge but there was a good selection of kit car manufacturer and accessory stands and there was time to relax as well. One car which caught my eye with its stunning looks was the GKD Evo-

lution, a relatively new model. Also this year we were treated to the Jason Finn Stunt Show. Jason is a mastermind of motorcycle control and balance and entertained us with a clever, humorous programme.

Chris Humphreys

Book Review

How to Build & Power Tune SU Carburettors

Author: Des Hammill

ISBN: 1-903706-98-X

Publisher: Veloce Publishing

(SpeedPro Series) www.veloce.co.uk

Price: £13.99

(I paid: £9.23 inc delivery from www.thebookdepository.co.uk)

The second book review in this series covers the SU carburettor. The SU is brilliant in many ways due to its simplicity, reliability, low cost and easy maintenance when compared to other more exotic cousins, the Dellorto, Webber and Holley in particular. But when comparing the performance potential of the SU many people write it off as inferior. It is true that the SU cannot match the acceleration and response of its cousins - unless the SU is modified and tuned.

So before you write off the twin SUs on your NG as hopelessly old fashioned and under performing and

approach your bank manager cap in hand for funds to mortgage a new exotic racing carburettor, why not have a look at what you can do with 2, 3 or 4 large SUs on your NG?

This book is not about servicing and maintaining your SUs. It does not have detailed diagrams of the carburettor parts assembly and other publications should be consulted. The complete book is in black and white, chapters are brief but to the point and there are numerous good quality photos and diagrams.

We begin with an introduction to the SU, the common and lesser known sizes available, a discussion on the fuel economy achievable compared with other types and a description of the evolution of the SU over the decades. Common problems to look for when selecting a suitable candidate to tune are described. Wear on the brass butterfly spindle is the main problem. Test equipment is discussed and the only specialist piece of equipment you need is an air flow meter. The Gunson air flow me-

ter is very simple, cost effective and more than adequate to balance a twin, triple or quad installation. It gets a full endorsement here by the author.

The first chapter describes how the SU really works to deliver fuel over the entire rev range. Large clear simple diagrams with various throttle positions compliment the text. No rocket science theory, complex mathematics or confusing acronyms here, simply clear straight forward explanations. Sizing and matching the carburetors to your engine capacity and to your inlet manifolds is covered in chapters two and three. From 850cc to 4500cc a combination of SUs can be matched using simple to follow guides based on cc per cylinder and the number of cylinders.

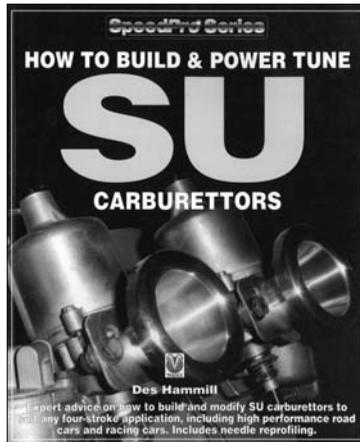
Needles are covered in chapters four, five and six. Excellent large photographs show the fixed and spring loaded needle types along with a straightforward description of how to measure and identify a needle and how to set up a series of measuring points moving down the needle. Altering needles is covered in chapter 5. Material can be removed from the needle by mounting it in the chuck of a drill press and

polishing specific areas of the needle with wet and dry abrasive paper. Simple in principle but care is required to relieve the correct area by the required amount. Of course you have to start with a suitable needle to modify and chapter six covers this.

A tuning sequence is presented in chapter 7 with basic start up settings, idle settings and the synchronizing of multiple carburetors. The off idle mixture can then be adjusted by replacing the needles or modifying them.

Chapter 8 covers cars that were equipped with SUs as standard. If the engine has been modified from standard

the damper springs or needles will, in almost all cases, need to be changed or modified. A method to measure the spring type using simple kitchen scales is described. Only remember to wipe the oily finger prints off before returning them - you have been warned! A method for establishing lean spots down the needle profile is described and requires a calibrated rod to be constructed and fitted in place of the damper. A set of tests are then performed to check the mixture across the rpm range. This enables the correct profile to be established for



either purchasing new needles or for polishing the existing needles to correct the profile. It is time consuming but will eradicate all the flat spots.

Chapter 9 describes how to re-jet for engines that were not fitted with SUs by the manufacturer. It is certain that nearly all the measuring points will need to be modified. Modifications for racing engines are detailed in chapter 10 and include reducing the butterfly spindle profile, modifying the piston travel and enlarging the vent hole in the damper cap. The 11th and last chapter is more an appendix with blank needle profiles for recording your modifications.

Many older members may recall an article written by David Powell in *CG* way back around 1992 and included were results and comparisons

made with his and other tests by Peter Ward, both experimenting with the Rover 2600 six cylinder engines with triple SUs. I am now at a similar stage with my NGs and have begun tuning the twin SU installation on my NG TA. They are of 1963 vintage and are now set up correctly in standard form. The performance is quite remarkable considering they are 44 this year.

Three common problems with SUs are changing to K&N filters without re-jetting, using engine oil in the piston dampers and not synchronizing multiple SU installations.

Now that I know SUs are so versatile, I'm hunting for parts to build a triple 2in SU combination to compliment a six cylinder 4100cc special that I'm planning.

Happy tinkeriNG.

Dave Holland

New Members - Welcome

MR JOHN CARSON (1374) (TF)
PRESTATYN, DENBIGHSHIRE

MR LARRY SOUTH (1375) (TF)
ASHBY DE LA ZOUCH, LEICS

MR GORDON O'NEILL (1376) ()
THORTON HOUGH, WIRRAL

MR STUART PATERSON (1377) (TF)
TRULL, SOMERSET

MR BOB GARRETT (1378) (TF)
BURGESS HILL, W. SUSSEX

MR GWYN POWELL (1379) (TA)
MALVERN, WORCS

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



Ex NG Cars TF Demonstrator.

1st SVA compliant kit car built in 1997, Jaguar dark blue, cream leather upholstery and s/wheel, dark blue wool carpets, burr walnut dash. Chrome 15" X 5½" wire wheels, chrome on brass windscreen, blue mohair hood, tonneau, & hood bag. Tuned 1950cc engine, twin 1¾" SU

carbs, Spax adjustable shocks all round. Excellent condition, only 11000 miles.

This car was bought from NG by Allen Copping who has sadly died; it was his pride and joy. £10,000 ono.

Tel: 01702 231917 (Jo or Gareth Copping)

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

Tel: MGB Hive 01945 700500



NG TF, built 1996, Marina based 1800cc running gear, full tonneau cover, full hood & side screens, fold flat chrome-on-brass windscreen, heater, walnut dash, fully instrumented, electric cooling fan, knock-on wire wheels, black paintwork with chrome trimmings. Non Q plate. **£5500 ono.**

Tel: 01634 362536

NG TD. My name is Alan Morgan and I used to work on Kitcars and Specials magazine during the 1980's. I became friendly with Nick Green and in 1985 Peter Coxhead and I built an NG TD as a project car. The build was fully documented in the magazine (I've got many copies!) and the car was displayed on our stand at Stoneleigh several times. I used to be a club member but my membership lapsed in the 1990s. I have owned the car since new but regretably now has come the time to sell her.

The car has a 5 bearing engine, big valve head, overdrive, rebuilt wire wheels and more recently had the front discs renewed and a new exhaust. It is red with matching wire wheels and tan interior. It also has short and long tonneau covers and hood in tan double-duck fabric.

The car is in excellent condition and although she has not been taxed since 1994 she has been regularly started and run. She has always been garaged and is currently kept in dehumidified storage in Kent. She is correctly registered as an NG TD and has a nice no. plate - NMG 601. She will be sold with a fresh MOT. I would like this car to go to someone who will look after her and appreciate her special history. I'm open to sensible offers in the region of **£4750.**

Tel: 020 8660 2280

Mobile: 07712 588819

E-mail: alan@clublotus.co.uk



NG TF (1973 MGB Based) **V8**, 5-speed. Very good red painted bodywork with doors, cream interior. NG logo radiator and spare wheel caps. New chrome wire wheels plus spare set of wires. New propshaft, new battery, new waterpump. Tonneau cover, wood dash, Mota-Lita steering wheel, fold-down screen and aeros. MOT Dec '07, Tax Feb '08. **£5000 or sensible offer.**

Tel: 02392 649127

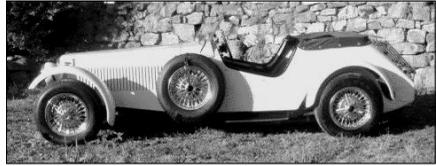


(Photo on previous page)

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 overdrive, 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

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.hcfp.co.uk/ng> Some minor paint work and interior repairs needed hence, competitively priced at **£5,500 ono.**

Tel: 07973 878634

E-mail: frank@hcfp.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

Wanted

Written off/wrecked/rough/cheap NG wanted. Preferably TA, must be correctly registered.

Tel: Bob Griffiths 01934 834585
E-mail: rob.lingr Griffiths@btinternet.com

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

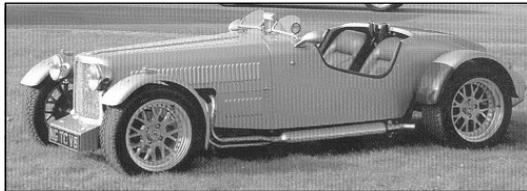
and side screens, Tonneau, Windscreen - the new style rather than the older aluminium one I have at the mo, Engine compartment side panel (left hand). Does anyone have a dead NG I can butcher?

Tel: Phil 07775 822128

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Tel: 01332 723927 or 07711 124153 Email: mark.staley2@ntlworld.com

The following items are now available (logo is contrasting silver/black)



Sweatshirt (navy, dark green) L, XL

£12 + £2.50 p&p*

Polo Shirt (red, black, navy, white) M, L, XL

£10 + £2.00 p&p*

Baseball Cap (navy)

£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



Jonathan Fitton's Beautiful NG TC



the magazine of the NG owners club