

CHANGING GEAR

June 2009 (2)

Doors in Dutch TF



NG 30 Year Celebration - Are you ready?

the magazine of the NG owners club

THE NG OWNERS CLUB

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Happy Birthday NG

<p>Next issue: September 2009</p> <p>Deadline for submissions: 15th August</p>	<p><i>Don't miss out!</i></p> <p>(Celebrating 30 years of the NG marque) NGOC National Rally 2009 Friday 3rd July to Sunday 5th July</p> <p>If you have not yet let us know you are coming, please reply to your invitation immediately (to Bob Morrison).</p>
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Chairman's Letter

I for one managed to get the NG out on the road for Drive It Day, albeit that the proposed run was cut short due to the fact that a friend's car developed a "run out of fuel and refuse to go" syndrome at our meeting point. After staying with him for a while a brake-down service was called and we went on our way home. Never mind, the effort was made. I hope that you managed to do better.

We are now well into the CAR season with all sorts of events and meetings being held all over the country for us to enjoy.

Obviously the Club's next most important event is our National Rally. Promises to attend and bookings to



camp/caravan are now coming in which is encouraging, however many more are needed in order to make the 30th Year Anniversary Celebration truly memorable.

I look forward to seeing you there. All the best.

Peter Clark.

Editorial

As I write this, the lovely summer weather we had last week has gone into recession with the rest of the country. However, we live in hope!

Since the last issue, there seems to have been quite a few events - Detling, Stoneleigh, Popham and Hambleden, etc. It is always good to meet up with other NGers and I much enjoyed the National Kit Car Show at Stoneleigh (despite being nearly blown away on the end of my gazebo - see Paul's report). I also particularly enjoyed the Thames Valley Classic and Sports Car Day in

Hambleden Village. Half a dozen NGs in a field of classic motor cars in glorious sunshine with red kites soaring overhead, kettle on the boil and a relaxing picnic - now that's NGing!



I also joined with our local MG Owners Club (St Albans) back in April who organised one of the eight runs to Windsor for the MG Fest (celebrating 85 years of MG). It was quite a privilege to drive up the Long

Walk and park with several hundred other MGs in Windsor Great Park. The week before this, my NG had its first puncture but it only took a moment to change the wheel (one spinner you see). What I hadn't considered was who would be able to mend or supply and fit an inner tube. Local tyre depots won't. Fortunately, I found a local classic MG agent (Watford Classics) who obliged. I have now bought a couple of inner tubes to keep as spares and suggest, if you have wire wheels and tubed tyres, that you might like to do the same.

Of course, the finest event of the year is surely our National Rally, and this year's one is extra special (see centre pages). The rally committee is hugely looking forward to seeing you all - we have already had a good response - and it will really help our preparations if you let us know you are coming (numbers and names to Bob Morrison please). A good time is guaranteed.

I have been experimenting with producing some NG mugs and I hope to have some available for purchase at the rally. Also, some of you may like a mug incorporating a photo of your car (I can take one at the rally and post the mug afterwards, though this will cost a little more).

We have a bit of an international flavour this issue. The front cover (and article inside) shows Ad van Schaik's Dutch TF with recently added doors and on the back are

pictures of Wally Soute's complete (bar finishing touches) Dutch TF. Also I recently heard from Alan Dixon, an NG owner in Greece who is delighted with his car (photo on back cover) having driven it there in 2002 and said it "never put a foot wrong". The original registration mark was apparently AAR 712N and, if anyone knows who built it, Alan would like them to know it is still going strong!

Members may be interested in a new e-zine (on-line magazine) at <http://influx.co.uk> which has been brought to my attention by Adrian Flux Insurance and has a number of interesting articles.

Finally, please note a change of my email address. The new one is ngoceditor@googlemail.com and should be used from henceforth although I anticipate the old one will still be available for a while.

Happy NGiNG!

Chris Humphreys

Back Issues of ChangiNGear

Back issues of ChangiNGear are available from February 2004 to the last issue. If you would like any, please let me know - you will just be charged for the postage.

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

www.ngownersclub.org.uk

Secretary's Notes

I am writing this note right at the beginning of June and summer has arrived at last; let us hope it continues through to the first weekend of July and our National Rally. Preparations are well in hand with the committee formed for this special event, all we need now is your presence.

June 27-28

**Wings, Wheels, & Steam Country
Fayre**

**Rougham Airfield, Nr Bury St
Edmunds, Suffolk.**

This is for info only as we don't have

a contact member as yet, but it sounds like a great day out with the NG.



July 3-5

**NGOC National Rally
Heyford Leys Camping Park, Camp
Road, Upper Heyford,
Bicester, Oxon OX25 5LU**

This should be on your calendar now, as it is our big club meeting, celebrating 30 years of the NG marque.

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July 3-5

Festival of Speed

Goodwood, Chichester, West Sussex. PO18 OPX

You will notice that this event takes place on the same weekend as our National Rally, so enough said.

July 29

Classics on the Common

Harpenden Common, Harpenden, Herts.

Opposite AL5 2JF (for those with SatNav)

Contact our editor, Chris Humphreys for more info on this event.

Amanda and I look forward to seeing you all whatever the weather.

Bob Preece



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Events Calendar 2009

<u>Date</u>	<u>Event</u>	<u>Contact</u>
6 Jun	Classic, Retro & Sportscar Action Day Castle Combe, Wiltshire SN14 7EY	Info only
7 Jun	London ~ Brighton Kit & Sports Car Run Start: Mercedes-Benz Museum, Brooklands KT13 0SL	David Holland
20-21 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts
27-28 Jun	Wings, Wheels & Steam Country Fayre Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
3-5 Jul	NGOC NATIONAL RALLY (30 years of NG) Heyford Leys Camping Park, Camp Road, Upper Heyford, Bicester, Oxon OX25 5LU	Bob Preece or Committee
3-5 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
29 Jul	Classics on the Common Harpenden Common, Harpenden, Herts opp. AL5 2JF	Chris Humphreys
2 Aug	Goodwood Breakfast Club - Soft Top Sunday Goodwood, Chichester, West Sussex PO18 0PX	Paul Gray
15-16 Aug	Heart Air Display & Classic Car Show (inc. Sports Car Day on Sunday) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
29 Aug	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison

<u>Date</u>	<u>Event</u>	<u>Contact</u>
30-31 Aug	Hampshire Pageant of Motoring Broadlands, Romsey, Hampshire	Info only
30-31 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG3 6PY	Chris Humphreys
12-13 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
18-20 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 OPX	Info only
1 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only
21-22 Nov	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ	Bob Preece

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

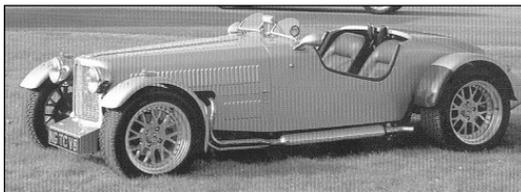
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Deadline for submission of articles: 15th Aug

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e-mail: info@ngcars.co.uk



All NG parts supplied
from chassis to brake pads

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 2009

Jun 9: Pride of Ownership &
Concours

Jul 14: Barbeque (pre-booking only)
& Jazz

Aug 11: Summer Natter & Noggin

Sep 8: Oddments Identification
Challenge, with Jazz

Oct 13: Motoring Quiz

Nov 10: Early Museum Tour &
Rememberance Natter

Dec 8: Enthusiast of the Year
Awards

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
Lavenham	www.lavenham.co.uk
Mercedes-Benz World	www.mercedes-benzworld.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Rougham Airfield	www.roughamairfield.org
Shrivenham	www.shrivenham.org
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
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.

News from Findhorn Cars

It remains extremely difficult to interest people in buying new kits. The sceptics will say "no wonder at their price". On the other hand, I am continually struck by the number of old NGs that are out there and being sold at any one time. They attract interest not only here but also around Europe. For instance, we have recently supplied parts to Belgium, France, Germany and Holland.

Here NGs are almost always to be found for sale not only on the obvious places such as the Owners Club website, the kit car magazines and eBay, but also on www.carandclassic.com and on www.classiccarsforsale.co.uk. NGs in good order command much higher prices than the MGBs from which they were built. TC V8s are often for sale for well into five figures. So part of my message is "stop griping about the cost of a new hood, look after your car and she will look after you with a nice cheque when the time comes to pass her on".

For my part, I will continue to do what I can to maintain and enhance the value of our - that is your - cars.

Beyond that I often wonder about the direction in which Findhorn Cars should be going. We continue to sell TF and TC kits and I can see no immediate reason for changing this. Also we continue to

sell as many parts as I can. A few become unavailable over the years and some - such as bonnets - are very difficult to source. Others inevitably, such as bespoke side pipes are necessarily very expensive. Suffice it to say that whilst I run Findhorn Cars, I will sell as many parts for NGs as I economically can. The exceptions are TAs. I have never had one here and I am afraid they have been out of production so long that I cannot help with these cars, nor the few Ford based cars.

The whole reason why I got involved is probably the same as the majority of you, namely love of the styling of traditional cars. However you will know that our cars do have short-comings, particularly in lack of doors, lack of proper rear seats, some shortcomings in the suspension department and some reluctance in the distributor and carburettor departments. The engineer in me is working away at all these things.

Finally, we are about to sell off some of our cars, so if anyone wants a beautiful TF, please get in contact!

Nigel Brooks



A UFO Trashed My Car... Flux moves to quell alien insurance fears...

Following recent news stories about a **UFO allegedly wrecking a wind turbine**, specialist car insurance broker Adrian Flux had a call from a curious customer asking what would happen if a UFO crashed into his car. Which got the Flux boffins thinking about what bizarre accidents were or weren't covered.



Amongst the potential disasters that are covered by normal car insurance schemes, assuming the driver has a comprehensive policy, are:

- Monkeys wrecking the car on a drive through a safari park.
- A block of frozen urine dropping from the sky and striking the car.
- Ditto a meteor.
- Crashing into a grand piano left on a hairpin bend of an Alpine pass (this one assumes the insurance includes European cover).
- A kangaroo, on the hop from the local zoo, jumping over the car and wrecking the roof en route.
- A mastermind criminal, operating from a satellite in geostationary orbit, holding the city council to ransom by taking over the traffic lights and causing gridlock in the streets, during which chaos the car is smashed.
- A UFO crashing into the car.

However, if the UFO causes an accident by attacking the car, with, say, a photon torpedo, then that would be considered an act of war, and thus would not be covered. Similarly, if an intergalactic war led to Armageddon and resulted in the car being damaged, it would not be covered.

"It gets more complicated if a UFO hits a wind turbine, causing a rotor blade to shear off which then crashes into the car," says Gerry Bucke of Adrian Flux Insurance Services. "In that case, the car driver's best hope is that the UFO pilot's policy is completely up to date, as it would be simplest to make a claim on the alien's insurance. Otherwise there may be arguments as to who is responsible for the damage to the car.... In the worst case scenario, though, the car would be covered by our policy - it's just that a claim on it would affect the driver's No Claims Bonus."

On a comprehensive car policy most events and accidents will be covered. Amongst the few that aren't are wars, uprisings and the end of the world.

Adrian Flux aims to offer cheaper car insurance and has a huge range of policies for the motoring enthusiast. For details contact the Adrian Flux quote line on 0800 505 3000, email the company at quotes@adrianflux.co.uk, or see the Flux homepage on www.adrianflux.co.uk

Members' Letters & Articles

Post Le Mans Front Mudguards Saga (Part 2): The Mk 4 Mudguard Stays

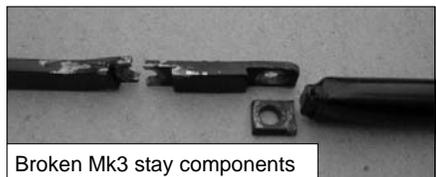
Why three previous ones you might ask? Well, the Mk1 struts supplied were too short to support the mudguard over the wheels as set-up. With hindsight I should have ordered the wheels with less dishing, so that the track was narrower, i.e. within the confines set by the Mk 1 stays, but I didn't know that at the time and ordered them to be the same as the rears. I could also have just extended the leg which fits under the mudguard but I didn't think of it at the time.



Four types of stay: Mk1 top to Mk4 bottom

The Mk2 stays were a (heavier) replication of the Mk1 and of the right length to support the mudguards in the correct place over the wheels. However, as the first run over rough roads revealed (on the way to my DoT Inspection following

the SVA Pass, the vibration and weight was too much for the fixings to cope with and the wings dropped down around the circumference of the wheels. This was remedied temporarily by fitting a metal reinforced braided U section to the bottom edge of the wing so that if it dropped, then damage to the glass fibre was avoided. Despite tightening the stays as much as I dared, and using several different types and combinations of anti-vibration washers and Loctite, periodically one or other wing would drop (usually the nearside). I had to keep an eye on the wing mounted front lamps for signs of dropping, and then find a suitable pull-in. Seeing how Alan Goodbun had solved the problem - extending the rear stay so that it is supported by both steering arm bolts, - I developed the Mk3 stay. However, to clear the front coil spring when turning from lock to lock, the front stay had to overlap the rear stay on the front bolt, and material was cut away from the thickness of the stays at the fixing points to facilitate this. As the Le Mans trip revealed, the remaining metal was not strong enough to re-



Broken Mk3 stay components

sist the cantilever action of the wing, and the strut(s) failed.

Much time was spent in the Paddocks at Le Mans seeing how the problem had been solved in the past, and several photos taken of different methods.



The MK4 struts now fitted have more metal around the fixing holes and more sophisticated overlap detail. In addition I have devised a strut which supports the middle of the circumference of the wing and is fixed to the top of the king pin. I noticed that there was a slight dimple in the top of the casting and carefully drilled this out and threaded it to accept an M6 set screw. The bracket then rises up



under the wing edge and has an extension which fits under the wing mounted lamp.

The components were all then painted two coats of smooth black Hammerite and fitted. A test run of about 20 miles reveals so far so good, but the weather has prevented extensive further trials.

David Thom

Monty's Great Day Out

The March issue of ChangiNGear featured an NG TA based on a Marina, and this prompted me to write this, as it is very similar to mine. I bought this over 20 years ago fully built from Somerset and gingerly drove it home. Although it was fully built, it was unpainted, 3rd gear was nowhere to be found (as was reverse) and generally there were holes where holes should not have been. The dash was a plank and overdrive was wired in to work in 1st gear! The trim was non-existent but I thought it would be a pleasant project. My children soon named it MONTY, a name which has stuck to this day.

It soon became apparent that I could not tinker, it was going to be a re-build job so the body came off and the chassis sent away with engine to have the gearbox seen to and the engine overhauled. I might have been able to do this, but with a

young family?

When it returned, I filled all redundant holes and refitted the bonnet hinge. The dash was the next item and I remember spending all day sitting in the driving seat with a mock up, positioning paper cut out instruments to get the right position, looking through the new wood trimmed Moto-Lita steering wheel.

I fitted matching seats and spent many happy hours binding carpet to fit. I had always hankered after a car which was different, but with reliable electronics and a sturdy engine. I am still tinkering - having had the back axle reconditioned (bit of a clunk in the diff) and fitting 15 inch wires two years ago, so it's still very much work in progress.

When it was roadworthy about 20 years ago, I persuaded a friend of mine, my wife and our two young children to go down to Brighton and follow the old crows down in November. My wife and children were in the back with copious blankets and hot water bottles, and my chum in the front waving and being generally silly in the front. This journey was repeated a number of times until my daughter achieved the age of 'reason' and steadfastly refused

to go, saying that she had more 'street cred' than appearing in an old jalopy. How times changed when 15 years later she asked me and Monty to appear at her wedding!

Getting back to Monty's Great Day Out, I planned the longest journey undertaken so far, as my niece phoned me asking me to use the car at her wedding in Dorchester. I knew that I had to solve the overheating problem, and I had three months to do it.

I had always had an overheating problem but had not worried too much as jaunts so far had been to Brighton in winter and very local picnics. I knew this was going to be a big job for me but was helped greatly by the NG Owners Club advising me of cooling procedures. I telephoned Kenlow and they were most helpful and gave very good advice. I purchased a 'pusher fan' with associated bits and started. Firstly I removed the fan fixed to the drive





stuck to the windscreen powered by an auxiliary power supply (no cigar lighter) and charged off, full of trepidation, not knowing what was going to go wrong. Nothing went wrong.

Cars passed by and then slowed, children waving and laughing, people taking photos on the move, we must

shaft. This was easy, but then I had to move the radiator back so that the fan fitted in front of the radiator and behind the grill. This meant cutting out some of the ironwork on the chassis so that all could fit and the radiator surround ended up in the same place as before, otherwise the bodywork would not fit at all. Are you still with me?

After a back operation I was not as fast/pliable/thoughtful as before, as it took me ages to figure out what to do. But with a lot of perseverance and grazed knuckles I achieved, and took it on a test run and to my great surprise it worked fine. I was set for Dorchester!

The forecast was grey but no rain, so I donned my hat (a 20 year old dear-stalker) the only thing which stays on in a 'slight' draft, a sports jacket (you have to look the part) and set off with my wife wrapped up warmly. I hadn't a clue where I was going so a SatNav was

have been an impressive sight.

We got to the destination with no problems, and then I set about decorating the car the next day. Fortunately the owner of the B & B had a garage, which was so useful in the showers. I took out the front passenger seat and spread a tartan rug over the floor. Next came the ribbon. After an artistic intervention by 'she who must be obeyed' the car was ready and it worked very well, as you can see in the picture. Fortunately it stopped raining.

I was very proud of MONTY and it won many favourable comments from the guests. Of course I described it as an Aston Martin International 1932, but only you, dear reader, and I, know the truth!

Laurence Clifford

PS Anyone noticed the number plate, one friend of mine said that SHW stood for S--- HOT WHEELS.

NGOC National Rally 2009 (3rd - 5th July)

Heyford Leys Camping Park
Camp Road, Upper Heyford, Bicester, Oxon OX25 5LU

(Upper Heyford lies just off the A34 Oxford to Birmingham road and was the site of RAF Heyford until 1993)

The NGOC National Rallies are always thoroughly enjoyable and this year's occasion promises to be very special as we celebrate 30 years of the NG marque.

By now you should have received your personal invitation to this year's rally. Hopefully you have already decided to come along and swell the numbers and already returned your form. If not, you still have a little time to respond but we would like to know numbers (and names) a.s.a.p. to help us with the arrangements.

Members of the Rally Committee have organised a number of extra features for this year's rally which we are sure will be enjoyed. Our new central venue features level fields and a quiet environment.

If you have any questions about the event please do not hesitate to contact one of the committee members.



Celebrating 3 

Celebrating 30 Years of NG

Key Points:

- Please let us know that you are coming.
- Welcome packs will be issued on your arrival listing events for the weekend with details of local shops, walks etc.
- Camping/caravanning on the site is the best way to join in the festivities (doesn't matter if your tent is only big enough to sleep in). There will be a discounted fee of just £10.50 per pitch per night (available for nights of Fri 3rd and Sat 4th). The site has good facilities including toilets, free showers, dishwashing, electric hook-ups and fishing lake. Dogs are allowed.
- Day visitors are also very welcome—no charge (a list of suggested nearby accommodation was published last issue).
- As always there will be a large lit marquee (12m by 9m) with tables and chairs, a water boiler for a copious supply of hot drinks and 3 large gas barbecues to cook you own food.
- Pubs and cafes close by for those who wish to eat out.
- There will be a Motoring Treasure Hunt during the weekend.
- The club will be laying on a free 'cheese and wine' reception for those arriving Friday evening.
- Autoglym demonstration Saturday afternoon.
- The club will be providing salad items and bread rolls to accompany your Saturday evening meal (which you can cook on the barbecues provided—please bring your own meat and BBQ tools).
- Humorous Quiz on Saturday evening in the marquee.
- Traditional concours and prize-giving Sunday.
- Falconry display Sunday afternoon.
- Nearby attractions include Blenheim Palace, Bicester Outlet Village, Silverstone Race Circuit, Cotswolds, Sulgrave Manor, Waddesdon Manor, Oxford , Banbury , Cherwell Valley.

You are welcome to take part in as much or as little as you wish but please note that the re-scheduling of some events could take place if it is considered necessary.

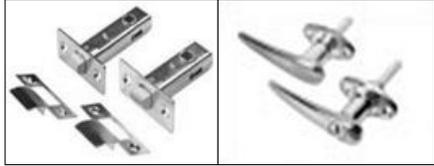
Members' Letters & Articles (cont)

Doors in Dutch NG TF

At the end of October 2008 my wife Joke asked me if it was possible to make doors in the NG TF. Initially I did not want to do that but after some discussion (it is easier to get in with a skirt?) I decided to have a good look around.

I asked Nigel Brooks of Findhorn Cars if it was possible to make doors in the NG TF. He let me know that this was indeed possible but that it was a fiddly job. I myself was of course also aware that it would not be an easy job.

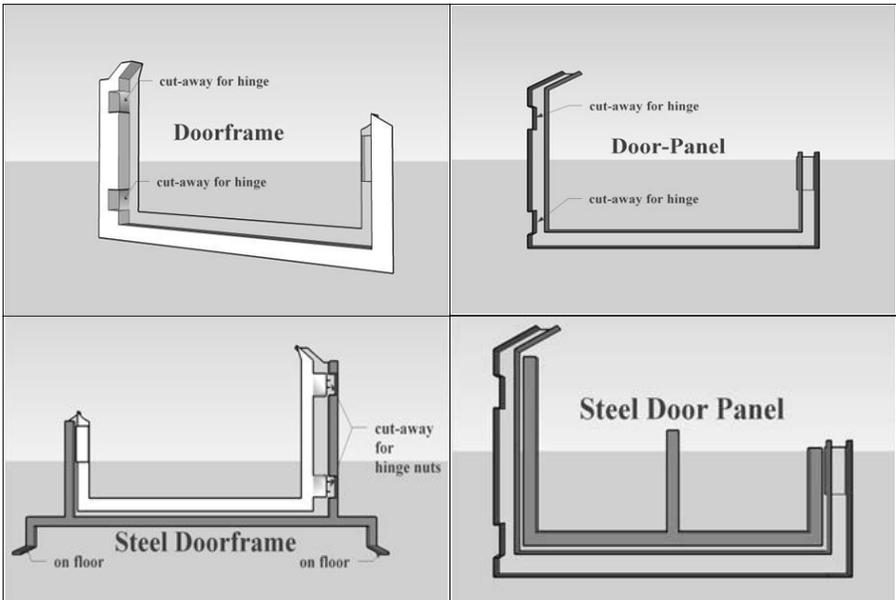
I found on the NG Owners website an article of Mel Clarke's and I decided that this was the way that I



could get going. The winter period was a good time to realise the project.

I ordered from Findhorn a door-kit. The kit consisted of the GRP (glass reinforced plastic) moulds for the door frames and door panels, the hinges, the chrome lever handles, the latches and the required screws and bolts.

The first question was "how do I cut the panels out of the body without damaging the paint of the body".





It is clear that I did not want to spray the body again.

A lot of possible ways were reviewed but finally I decided to cut the panels with the help of the "Dremel 300". For fibreglass I used the special available Cut-Off Wheel no. 409.

To gain experience in cutting with the Dremel I practiced a lot on hardboard and on a piece of GRP that I had available since the building of my NG TF.

The next point to take notice of was the strengthening of the body at the place where the doors are cut out. Fibreglass gets residual stresses in it when it cures. They don't cause cracking, but they do cause distortion when the fibreglass is cut. So when you cut the door, the remaining part of the body will move a bit. The result is that it is difficult to get the door to fit perfectly all round.

So I decided (the way Mel Clarke did) to put in a steel frame. One of my friends is a blacksmith and he made the steel frames around the GRP door frames and inside the door panels, this makes the doors heavier, and they slam and shut better.

In order to connect these frames to the body I ordered 4 litres of "Flexicoat Polyester Resin"

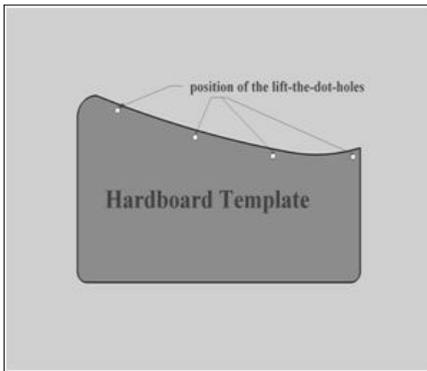


with the necessary hardner and $3m^2$ chopped-strands of $225 \text{ gram}/m^2$. Of course also brushes, rubber gloves, surgical masks and acetone for cleaning.

In December I wanted to start working on the NG. It was very cold those days and although I was able to heat my garage it was then very unpleasant. I did not make much progress and then I had to insert a break of nearly 6 weeks. The reason was not the weather but it was a personal problem. Since my youth I have a problem with hearing on the right side caused by an inflammation of the middle ear. In those days (I was about 15 years old) there was nothing to do about it. In the past, my wife advised me several times to consult an otologist and finally I did it in November 2008. After a couple of tests he told me that he was able to improve my hearing a lot. As he said: normally I have to say to somebody of your age, wear a hearing aid. After my surgery, it was forbidden to lean down, to shake my head or to make other strange moves with my head for about 5 weeks. Nowadays my hearing is fine again and I can

hear music now in stereo. The result is astonishing.

Before I had the surgery I had removed the upholstery. The side panels are complete pieces with padded leather and carpet sections. I realised when the job was done and the doors were fitted, that I had to cut the panels in 3 pieces. One piece for the front side, one piece to cover the door and one piece for the rear side. At a later stage I had to cut the rubber cushion rolls and side formers on top of the door cut-outs. For now I removed the self-tapping screws with which the side formers were fitted to the body.



Sometime in February I started again with making the hardboard templates for the door panels. For each side 2 identical templates, one for the inside and one for the outside of the body. The template for the inside is needed for the attachment of the GRP doorframe mould to the exact position.

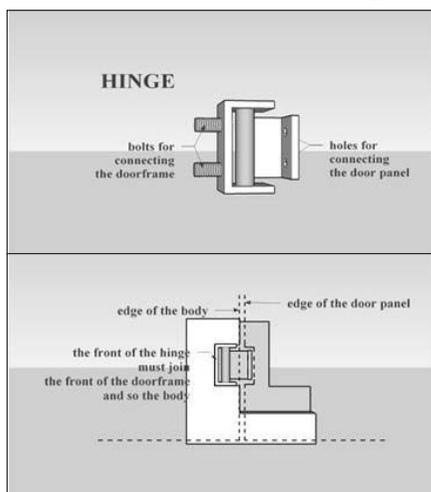
After the fibre-glassing, it is not possible to remove the template. So

I needed an exact copy for the outside. This one is used for cutting the panel with the Dremel. Both templates are fitted together using the "lift-the-dot" holes (for the hood) which are already available. Via the "lift-the-dot" holes I screwed the templates together.

The next step was to put in the door frame GRP moulds. These were bonded to the body around the inside hardboard templates and fibre-glassed in. After that it was the intention to put in the steel frame. However, the frame was not accurate enough to fit around the GRP mould. I had to do some bending and adjustments. I needed my friend the blacksmith again. He made some corrections and then I could fibre-glass the frame to the mould and the body.

Now the moment had come to cut out the doors. It was a very exciting moment. When I started with the Dremel, my wife Joke went away. She did not dare to look. I for myself must say that I was very confident. The job had to be done with caution and needed some time and you must take that time. The result was quite satisfying. Now it was also very easy to cut the rubber cushion rolls and side formers on top of the door cut-outs.

Fitting the door cut outs to the GRP door panels was not a problem. It needs some filing but I was soon in the position to fibre-glass them together.



It was not surprising to me that also the steel frames for inside the door panels needed some bending and adjustments. I was lucky, I could do this myself. Fibre-glassing the steel frames in the door panels was now a routine job for me.

Special attention is needed for the position of the hinges in the doorframe.

In the first place I had drilled the holes in the doorframe in the middle of the cut-away. That is wrong because if you do that you cannot open the door completely. The edge of the door is then jammed with the edge of the body. You have to drill the holes a bit out from the centre. The front of the hinge must join the front of the doorframe and is then fixed tight against the inside of the body.

Fitting the doors was now quite easy, only a little sandpaper was needed.

Although the cut-out had gone very well, I had to spray the original GRP moulds for the doorframes and the door panels. Since the frames and panels are delivered in white and the colour of my car is called "Bordeaux Red Metallic", I went to the paint shop and bought the required sprays. I bought a colourless primer spray, a red metallic spray (my "battery cover" acted as an example and after some tries I found the right colour) and a transparent lacquer spray.



After fitting the doors I had to pay attention to the upholstery. As I mentioned earlier, I had to cut the panels in 3 pieces. One piece for the front side, one piece to cover the door and one piece for the rear side. In order to fix the piece for the door, I filled up the inside of the door panel with some wood. So it was possible to cover the door panel with hardboard and on that hardboard I glued the piece with padded leather and the carpet section.

Lastly, I fitted the rubber cush-



ion rolls and side formers on top of the door.

After I finished the whole project (it was now the middle of April), it was clear that cutting the panels was easier than I had thought. Making the steel frames suitable and trimming the doors required a lot of patience and time. The final result is quite satisfying and the doors close with a reassuring clunk.

It turned out that buying the Dremel and all its useful attachments was also a good investment.

One of the goals, to get in with a skirt is indeed much easier now!

Ad van Schaik



Insurance Renewal

Hi Folks,

I've just renewed my insurance, and thought I'd pass on some info which might be of interest.

I have a TC V8. Renewal from Adrian Flux was £295, but came down to £255 after a phone call. Footman James came up with £249.90, and there were a couple of others in the same ballpark.

And then there's 2Gether Financial Solutions. They offered me a choice of policies, either £161 with Highway or £181 with KGM. Not only were these fantastic prices, but the excess was lower too.

I did a little web research. 2Gether specialise in kits, sports, modified, prestige, etc. They seem to get a mention on a few other club websites, and I've seen a few online threads singing their praises. They seem very knowledgeable on the phone and offer good advice.

The home website is 2gfs.co.uk
Phone number 01945 465508 & 0870 7662318.

It saved me a hundred quid, perhaps others would like the same?

Best wishes,

Jonathan Fitton

It should be emphasised that this is an individual recommendation as the club does not recommend any particular insurance company.

Ed.

Stoneleigh Report 3rd May '09

This was our first trip to Stoneleigh in our TCV8 having still been 'in build' at this time last year. After 3 years of arriving by tin-top it was great to attend again as bona-fide members of the kit car fraternity.

We had originally promised ourselves a couple of days' camping at Stoneleigh to make more of a mini-holiday of the event but, having been sent an exhibitor's badge for Popham on the Monday we were keen to visit both shows. Still on the camping theme, Donna & I took a walk around the camp-site to have a look for future years and were most impressed with the delightful grassy areas with some mature trees and hedges between fields for some wind shelter. Incidentally, there is an accommodation block at Stoneleigh offering overnight accommodation very cheaply. A friend from another club said that the accom was basic but very warm.

Whilst we were looking around the campsite, we found a couple of

nice examples of the NG marque and invited the owners of one of them to join our 30-years celebration in July. If you know of any other NG owners who are not members of the club, please invite them to attend as we are trying to get as many NGs together as possible to celebrate the 30th anniversary.

We had intended to arrive at the show early enough not to queue, i.e. just before opening time at 09:30. Having left home with plenty of time in hand, we underestimated the cold wind of the day and the wind-chill effect on the M40 and had to stop to restore circulation. It's strange how you don't see many kit cars on the way to Stoneleigh but, as soon as you stop, there are lots of them in the garage forecourts and this inevitably leads to chatting and, you guessed it, we arrived an hour later than planned and had to sit in a queue of cars for at least 20 mins! Thankfully, the TC's electric fan is quite capable of holding the coolant temp at a reasonable level and at least we were nice and warm with



the heater at full blast, not to mention the hot air blowing out of the bonnet vents.

When we arrived at the club site the wind was quite a feature and Chris & Lesley Humphreys were struggling to erect their gazebo to provide shelter for making coffees for members. Even with extra guy ropes, it was too windy to erect the flat sides as wind-breaks so Chris had to erect a make-shift arrangement with a table on its side to try to keep the gas from blowing out. Many thanks to Chris & Lesley for 'stepping into the breach' and providing their gazebo, camping cooker and hot drinks throughout the day. Two members were camping on the club site and one of them kindly offered their trailer-tent awning for shelter. Perhaps another time, Ed!

As always there was a brilliant selection of visiting cars from all the clubs including many that had travelled long distances, including the Scottish Kit Car Club attending in large numbers. As the organisers state 'if there was a kit made then there will almost certainly be a club to support it'. Apparently, over 80 clubs had booked stands at the event with over 4,000 cars expected.

We had a walk around the show itself and were impressed with the sheer quality of some of the top brands. It's difficult to gauge how buoyant, or otherwise, the industry is at present but it

was good to see so many exhibitors displaying some marvellous products.

On our way home, Donna & I decided to detour via Oxford and visit the camp-site that we have booked for the National Rally & 30-Years Celebration in July. Our last visit was back in August last year and it was good to see the site fully-occupied and to get such a friendly welcome from the site owner and his wife. We liked the atmosphere and, weather permitting, we should have a great weekend in July. On arrival at the site, we took a drive around the camping field. Some lads playing football rushed up to look at the NG and one said "please could he buy it?" We asked him how much he was thinking of offering and he said he could go as far as £150. Donna replied "that's the best offer we've had all day but we need to think about it". Nice to know all your hard work has been appreciated!

Paul Gray



At last we saw Paul's beautiful TC!

Ed.

Ebay Praises

The salesman said "and it has a 25 year guarantee" as he invited me to sign on the bottom line.

I was impressed, not so much by the product but by having deceived him into thinking that I had at least 25 years left in me. Some days I think 5 years will be more than enough, however the point of this story is that I have just finished my annual garage clearout and I can now walk round the cars without having to clamber over things. I used to save everything, odd brackets, bits of wood, leads from long expired battery chargers and the like, on the basis that one day they might come in useful. These days I work on the basis that if I haven't needed something for the past year I may never do so and I might just as well discard it straight away. Even if I do need it the chances are that I will spend hours unsuccessfully trying to find it so it is actually cheaper to go out and buy a new one. On this basis the recycling bins are overflowing, and we have 6 of them, cardboard, paper, cans, metal, garden waste and Ebay, but the greatest of these is Ebay, it actually brings in money!

Andrew Green
(Rolls Royce Enthusiast's Club)

*We have done a trade, as it were,
with the RREC (Scottish division) as
Andrew (who is also a member of
NGOC) asked to use Liz's limerick*

from the last issue in their newsletter. So you get two for one! Ed.

Popham Aero/Auto Event 4th May 09

What a fantastic event! The joining instructions stated that cars for the display area should arrive between 08:30 and 10:00 to be in place before the gates opened to the public at 10:00 hrs. Donna & I arrived at 09:00, closely followed by Dave Harwood in his TA, both cars having come hot-foot from Stoneleigh although Dave put us to shame having camped at Stoneleigh the night before!

Half an hour after arriving, we were amazed to see the queue of cars stretching back to the edge of the site. Talking to one of the marshals from the organising car club, he told us that the queue was right back to the A303 and along the slip road by the garage. It's amazing how this event has caught on in the last few years. By mid-morning there were hundreds of fantastic old cars of every description packed onto the field and they were still pouring in. Before it got too crowded, we headed for the many stands selling aero-jumble, looking in particular for old books on the history of the RAF for a collector friend. Our search was rewarded and we meandered around looking at the fascinating collection of old aircraft components.



By this time, a significant number of old aircraft had started to arrive including some lovely old classics like a De Havilland Puss Moth that was in absolutely mint condition. The star of the show for us was an old Russian Antonov that was apparently the largest single-engined biplane in the world. We had earlier walked by and assumed that it was an old relic permanently parked for people to look round. To our astonishment later in the day, the engine was started and, when the huge smoke cloud had cleared, we were even more astonished to see the ground-crew pulling the chocks away and the marshals clearing a space in the crowds to enable the enormous aircraft to taxi up the hill to the grass runway. To our further astonishment, this huge aircraft trundled onto the runway and took off, flew a couple of low-level circuits and made a perfect landing. On the subject of landings, NGOC member John Coker arrived in his bright yellow DH Tiger Moth - that explains why we couldn't see your NG, John!

During the day a few more NGs turned up, around 6 in total, although we didn't manage to park together - must get ourselves more organised next year! The cold wind was a feature all day but we had learned our lesson at Stoneleigh on the previous day and had reverted to our winter thermals having been lulled into a false sense of security by the warm spring weather of recent weeks. We had a few spots of rain during the day but nothing to worry about. However, it did get us looking at the TC and thinking about whether to experiment with a simple 'hood', i.e. just a piece of fabric stretched between the top of the screen and the roll-bar, with maybe some glass-fibre rod stiffeners slid into fore/aft pockets each side. We saw this idea on Bill Davenport's Citroen Special although I think that Bill used old hunting whips for his version.

Having mentioned the queues to get into the airfield, we were planning to leave before the main exodus (shades of Goodwood) but got talking (no comments please!) to some



NGOC friends and when we next looked, there were cars queued in solid lines towards the exit. Having watched for about 10 mins we decided that we might as well retire to the clubhouse/control tower to get a warming cuppa. For those who haven't visited Popham, the clubhouse is a very welcoming place. Donna & I often drop in when passing on the A303, even in mid-winter, when you will always be welcome to watch the flying and buy a cuppa. In fact, earlier this year, we dropped in on a very windy day and the Air Traffic Controller, who operates the airfield from the corner of the clubhouse, put the kettle on for us because the café was not actually open!

Back to the plot - the official title of the event is '*Popham Airfield Aero/Auto Jumble Fly & Drive It*'. The flying side is organised by the 'Spitfire Flying Club' and the cars attending are organised by the 'Basingstoke Classic Car Club' (BCCC). I believe that one of the BCCC members owns an NG but, either way, NGs are very welcome to become official entries. In closing, I can highly recommend this event & suggest that we try to reserve an NGOC area next year to make the day even more enjoyable.

Paul Gray

Stoneleigh "THE BIGGEST KIT CAR SHOW ON THE PLANET" I have to say how disappointed I am that, yet again, there was no presence by Findhorn Cars to promote, sell and be aware of the great interest there still is in NGs, as witnessed on the owners club site.

I have been going to the show since 1988 and each year one would see newly built NGs and have long conversations with people who were building. Sadly this has not been the case in recent years as nobody appears to be building NGs. What worries me is that this has a knock on effect with the owners club. The hard core of members have built their cars from scratch and formed a bond from birth as it were. Unfortunately without the new builders there is very little new enthusiastic, long term, blood coming into the club. If the NG marque is allowed to fade into obscurity the club will eventually follow.

I am sure that the market is still there for Nick Green's inspired simple designs without lots of modifications. If the kits were actively marketed we might see an increase in sales, new blood in the club and perhaps another 30 years of NG and the owners club!

Jeff Stretch

Worried of Woodley

Having just returned from

It should be emphasised that this is an individual view and not a statement from the club as a whole. Ed.

LATE ADVERT:



NG TF luggage/boot rack. New and unused, made of 316L stainless steel, Tig welded, 4 pivot points secured by A4 s/s wing nuts give access to the spare wheel. Rubber anti-vibration, & stainless washers plus nylock nuts all supplied for rack fixing. £185

Tel: Eric 01634 861608 (Medway)

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

MR KEITH JACKSON (1428) (TF)
HAYLING ISLAND, HANTS

MR ANTHONY FRANKLIN (1429) (TF)
EAST DENTON, NEWCASTLE UPON TYNE

MR RICHARD PHILLIPSON (1430) (TC)
HUDDERSFIELD, YORKS

MR ROBERT LAMB (1431) (TF)
LLANGFN, GWYNEDD

DR MARK THOMAS (1432) (TF)
CURDRIDGE, HANTS

MR WILLIAM ASTBURY (1433) (TF)
LLANDYSUL, CEREDIGION

MR MARK COX (1434) (TA)
HUNTINGDON, CAMBS

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 Pastiche Henley. Body in burgundy with cream wings. Donor car was Cortina Estate, 2 litre engine with Kent cam. Wire wheels, aero screens. Needs tidying, no MOT, on SORN for 2 years, engine good, runs well. Owned for last 5 years. I paid £2500 - hence **£2500** (will haggle). Tel: Bob Wooding 01234 211782 (Office hours)



NG TC V8 built 1991. SD1 engine with Holley carb, Offenhauser 360,

chromed side pipes, 5 speed LT77 with new clutch, Lumenition electronic ignition system. New 14" chrome air filter. Oil cooler, 10" electric fan with Kenlowe adjuster. 7 x 15" 3 piece Compomotives with 4 new tyres. New carpet set, new leather Corbeau Sportsman seats in magnolia with matching gear lever and handbrake gaiters, new Sabelt 3 point harnesses, new walnut dashboard, new electronic Smiths instruments in magnolia, "Start Engine" button, new Motolita 15" wheel and collapsible SVA steering boss. New bespoke wiring loom, fuse and relay system. Colour coded California wing mirrors and Racetech rear view mirror. New Torpedo combination side and indicator lights plus side repeaters. New chrome grill. Bosch 12v battery. New H4 Headlamps. MGB front cross member with adj shocks, MGBV8 rear axle with adj shocks. Tonneau & indoor cover. Recently serviced, MOT'd & taxed until the end of Oct 09. Receipts for original build and recent refurbishment available. Vehicle seen in ChangiNGear Mar 07.

£8,500. Derbyshire. For further information contact Toby.

Mobile: 07974 269377

E-mail:

toby.bennett@underwoodmeat.co.uk



NG TF 2.0 Sierra. Excellent car with low mileage but unfortunately kept outside for a long period of time. Stage 1 tuned vehicle, dual Webers, non PQ plate. Present owner ran for 1 season but due to business pressures it has stood idle a long time. When running, it is a lively and exciting vehicle that is always noticed and admired. **£2000 ono**, buyer collects, vehicle in Salisbury, Wiltshire.

Tel: Before 5pm: 01794 885790 (Nyssa)

After 5pm: 01794 884663 (Shaun)

NG TF built '98, correctly registered, tax exempt, MGB-based, excellent metallic burgundy with black interior. Safety features include dual-circuit brakes, roll-over protection & head restraints. High torque 1950cc Oselli engine (Jan '00), unleaded & balanced, with 4-synchro



g/box & o/drive. 72-spoke 15-inch w/wheels, tow-bar, hood, full & half-tonneaus, hinged side-screens & lockable boot. Build-record & all receipts available. Cost in excess of £14,000. **OIRO £8500.**

Mobile: Nick Beaton 07903 008024 (West Yorks)

E-mail: nickbeaton966@btinternet.com

Motor Magazines - "Motor Sport" 1979-1995 complete except 6/87 to 12/87. Also 5/78 to 12/78, 1/96 to 3/96, 7/96 to 12/96, 6/97 and 9/97. "Automobile" 6/86, 3/87 to 6/87, 10/87 to 12/87, 2/88, 8/88 and 1990-2008. Price **£6** for complete years (buyer collects) or **£180** for whole lot (buyer collects).

Tel: 01483 225447 (Ripley, Surrey)



NG TA 1800. 1966, MOT 'till July 2010, taxed 'till June 2010, tax free. Overdrive gearbox, translucent paint, new hood, front and rear bumper, tow bar, new rally seats. **£13,000.** Will part exchange any V8 model.

Tel: Sid 07759 691529 (E. Sussex)



NG TC V8, Monaco blue, one owner, 1350 miles. Pro built in 2004. Rover 3.5 V8, Weber carb, offenhauser manifold, Mallory dizzy. Image splitrim alloys, disc brakes, IRS suspension. Lovely condition with full history available. **£11,500.** Uxbridge Kitcars, P/ex possible.

Tel: 01895 624554

Mobile: 07798 866071



Four octagon heavy chromed spinners to fit MG/NG wire wheels plus spanner, **£40.00** the set. They are SVA compliant and can be described as new, having completed only one journey. If any interest shown, I will have to make enquiries regarding the cost of post and package, the items are located at Lichfield and of course anyone would be made welcome should they wish to collect personally. Contact John Williams.

Tel: 01543 263204



For sale due to bereavement. **Unfinished NGTF** kit car. All major components required to complete the build are here with the exception of the seats, some soft trim and the original dash. Donor car log book included. Chassis assembled. s/h wire wheels and hubs in good condition. The engine has been re-machined throughout and re-built. Body complete, as new and unpainted. All invoices available and totalling 5K. Offers invited in the region of **£2500**, buyer collects. Vehicle currently in Yateley, Hants area.

Please contact for further details.

Tel: 01455 212679 evenings
E-mail: ericweight@btinternet.com



NG TA Unfinished kit car. It only needs a little work to finish and al-

most all of the components needed are there, including hood bows but no hood. The kit is MG based and has a new engine and clutch, new prop shaft, walnut laminate dash and large chrome headlights. I have so far spent nearly £3000 on the car and have to reluctantly sell it after recently getting married and needing the space for all of my other hobbies. **£2250**

Tel: 01908 614676
Mobile: 07986 550767
E-mail: cliveatjetage@aol.com

Wanted

NG TF in excellent condition with full documentation regarding SVA, MOT, V5, etc as appropriate. Must have hood, side screens, etc. Engine and gearbox specs should be as designed. Mileage and age of lesser importance to overall condition. Have cash available and can view within 120 miles of Grantham. Please email pics and full details.
E-mail: donald.werner@virgin.net

I would like a hood for an NG TF. It needs to be the one for the SVA windscreen. Condition is not important as it is primarily the frame that I am after.
(Peter Bambrook)
Tel: 01530 274575
Mobile: 07970 449528

I am looking for a hood for my NG TF. The car is an older version and

does not have the slotted windscreen to accept the hood, but has the older type where the hood has holes which clip onto little spigots all around the windscreen and other edges. Many thanks,
(David Glinn Davies)
Tel: 01639 768049
E-mail: davies352@ntlworld.com

**Please send your NG adverts
to Chris Humphreys**

**(contact details inside
front cover).**

**Remember, adverts are
free to members!**

Club Products & Regalia - available from Mark Staley

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

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

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 NGO Club 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

Wally Soute's Dutch registered NG TF



Alan Dixon's Greek registered NG TF



the magazine of the NG owners club