

CHANGING GEAR

March 2005 (1)

Dutch Built NG



Ad van Schaik's Dutch built NG TF ~ Another SVA pass

the magazine of the NG owners club

THE NG OWNERS CLUB

Please send all contributions to *ChangiNGear* to the editor (Chris Humphreys)
The new NGOC web site: www.ngownersclub.org.uk is maintained by Mike Peel

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All contributions to this magazine only contain the personal opinions of the individual concerned. The Club accepts no responsibility for advice or information in this magazine or any other item of Club literature. Neither does any advertisement featured imply an endorsement or recommendation by the Club.

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Please see important Membership Notice from Bob Morrison on page 2

National Rally — see centre pages 16/17

Please visit our new NG Owners Club Web Site which is now being maintained by Mike Peel

www.ngownersclub.org.uk

Chairman's Letter

Welcome to 2005 and what will hopefully be a good motoring year for all N.G. owners. With luck we should see some new members and their cars joining the ranks.

A welcome is also due to Chris Humphreys who has kindly taken over the task of 'Magazine Editor' from Paul Gray. The editor's job is the most demanding of all the tasks undertaken by the Committee and our volunteers and as the magazine is the major instrument of communication for the Club Chris will need support from all of us.

Interesting reading and notices in each issue are one way to keep the Owners Club together and persuade new Owners to join. So please do not be shy to let Chris have any editorial material (i.e. account of a journey; technical write-up or motoring story) that can be used, it will help make his task a lot easier.

Our thanks must go to Paul for his dedication as editor over the past five years. He has produced a

first class magazine which we all eagerly wait to drop through the letter-box. Thank you Paul well done.

Looking ahead to the summer programme of activities I would like to highlight our main event of the year, that is the NATIONAL RALLY. It will be held at the BILLING AQUADROME facility near Northampton in the Puddleduck Rally Field (as on our previous visit) on the weekend of the 11th and 12th of June 2005. The usual arrangements will be made for camping; a marquee and barbecues. More details can be found later in this issue of ChanginGear.

For those wishing to make an early start or a longer week-end the site will be available from mid afternoon on Friday 10th. The week-end should not clash with too many other major motoring events, such as the Grand Prix, so please make a note of the date in your diary and turn up. See you there.

Peter Clark

Membership

Thanks to all those of you who have renewed!

I have a few standing orders that I cannot match to a membership number. If you have set up a standing order to the club with the Chelsea

Building Society (2 of you) or if you have the Woolwich account number 204218307, please let me know so that I can update your details. Otherwise you won't be receiving ChanginGear.

This is the last reminder to send in your renewals or set up a standing order. If you do not renew, this will be your last copy of the magazine.

There are 44 members who **STILL** have not updated the amount of their STO. Subs went up from

£7.50 to £10 two years ago! Please check your STO and, if you have underpaid, amend the amount or send me a cheque for the difference. That will save the club postage and me time having to write to you.

Bob Morrison

Editorial

Well here it is, my first Editorial! I never thought that I would take on such a task but I could not let ChangiNGear cease to exist. For me, while building a TF over 3½ years, I regarded it as something of a lifeline - a link connecting me with all those others who were struggling or had struggled to build a beautiful NG.

I am sure we would all like to thank Paul Gray for editing ChangiNGear so successfully for the last five years, so many thanks to you, Paul! It will be a hard act to follow.

For those of you who may be trying to place me, I am the one with the caravan at the last few National Rallies. Before you ask, I am not intending to tow it with the NG - a caravan is too heavy and would "wag the dog" but if anyone has a trailer tent for sale...

Having been introduced to you by Paul in our previous issue, I don't need to tell you about my day employment, except to say that I actually do very little teaching now as

the job of Network Manager demands most of my time - especially as we have recently upgraded our network of around 300 computers. My computing knowledge does at least extend to desktop publishing so the magazine is not a problem for me unless I receive insufficient material to publish. Therefore, may I re-iterate Paul's request for contributions to the magazine - in any form. If it can be in electronic form and/or with pictures included then all the better. You will find my contact details at the front of the magazine.

Not only have the reins of the magazine been handed over, but so have those of the web site. Please have a look at the new NGOC web site which can be found at www.ngownersclub.org.uk. We hope to put the magazine on there in PDF form as well as including all the current advertisements. Let Mike Peel (the webmaster) know of anything you would like to see on there too. He can be contacted by email on

mike@robin-web.co.uk

Have a look at the events pages and see if you can support some. Until now I have been busy building my NG but now I hope to attend a few and see what they are like. I can thoroughly recommend our National Rally (having been to four previous ones) and know that you will find great friendship and lots of help and advice as I have done. Particularly, if you are currently building a kit, make the effort to come along and you will be spurred on by the support you will get.

If you have been following the story of my build in previous issues, you may remember that I had not tuned my carburettors. I must admit I was slightly putting it off as I had never tuned twin SUs before. Although the NG ran pretty well, the idling speed was too high and she was not happy in traffic (St. Albans traffic lights take an age to change!). Finally at half term I bit the bullet and got out my Gunson's Carbalancer and played with the settings. It did take me quite a while and I did find the tool difficult to hold vertical (any other angle and it seemed to stick) but the result is very pleasing. The NG now idles nice and slowly and is much smoother. She also pulls better when cold. So thanks to all those who told me it

makes a lot of difference once it is tuned - I now believe you! Another important improvement is that she no longer has the common problem of running on.

This leads me on to the question of whether you think we should have



more articles of a technical nature - perhaps a Technical Tips section? I would love to have your comments on what you would like to see in your maga-

zine. This issue we have a number of contributions including an excellent one from a lady's perspective. I would like to see more partners writing from their points of view.

Finally, don't forget that members may include advertisements free in ChangiNGear (there is a charge for non-members of £5 for 2 issues) - either cars or parts, for sale or wanted. I suspect that some adverts may still be being printed when they are not needed so please let me know when you no longer require your advert so that I can remove it. This is also particularly important now that we will be placing the adverts on the web site. If you can supply a picture too, I will publish it if there is room.

I hope you enjoy this issue of the magazine and look forward to meeting as many of you as possible during the year. Happy NGiNG!

Chris Humphreys

Secretary's Notes

This is the first magazine of 2005 and I would like to thank Chris Humphreys for taking on the challenge of being the editor of the club magazine. He will need as much material as you can send him, so keep the articles coming in.

On behalf of all the club members I would like to thank Paul Gray for the hard work and time spent producing an excellent magazine over the past five years, he can now put all his spare time and effort into the completion of his old TC into a new TCV8. Well done Paul and thank you again.

March 12/13

**Car Craft Show
Stafford County Showground
Staffordshire.**

This is the first large meeting of the year and I have no information on it, but if you do visit the show I guess it will be similar to others with manufacturers, accessories, parts stands and club areas. If you do attend could you let me know your opinion of the show as to whether it could be recommended to other members. For more info. call the organisers on 01737 225857.

April 2/3

**The European KCS
Kent County Showground
Detling, Nr. Maidstone, Kent.**

I have visited this show every year since it moved from the old Chatham Navel Yard a few years ago. It's not a great show but it is a reasonable distance from where I live and it gives me a chance to give the old TF a shake down run for the coming summer. I have never been there when the wind did not blow and early April can still be pretty cold, once inside the exhibition marques it warms up. There are plenty of stalls selling the usual parts and accessories, but not many manufacturers. Last year the NGOC had its own club stand so I expect the same arrangement this year.

May 1st/2nd

**National KC Motor Show
Royal Agricultural Showground
Stoneleigh, Warwickshire**

This is the big show of the year and we have our usual club position on plot 64B. The show is over the May Day Bank Holiday on Sunday & Monday. Amanda and I will only be there with the club tent on Sunday, so if you visit on Monday bring your own tea and coffee makings.

The show will be similar to past years with lots of manufacturers, trade stalls and clubs, so come along and fill our stand with NGs of all ages. We usually get about 30 cars but I would like to see nearer the 50+ we used to have a few years ago.

If you wish to camp over the weekend from midday Saturday to midday Tuesday, or any time between these dates, then give me a call on 020 8393 4661 and I'll send you a booking form to be sent to the organisers, Grosvenor Exhibitions Ltd.

Directions: The Showground is just east of the A46 road that runs between Warwick and Coventry. The A45 crosses the M40 at junction 15 of the M40.

Kit Car and driver have free entry, passengers are charged at last years rate (whatever that was, the organisers have seen fit not to inform me what it was but I think it's £5 & £7).

May 22nd

Cheshire Kit & Classic Car Show Capesthorpe Hall Nr. Macclesfield, Cheshire

This meeting is organised by the Rochdale Owners club and is an annual event for one day only. This is a fun day out for car enthusiasts and their families. There will be KCs, Classic Cars, Trade & Craft stalls, funfair, and a range of events in the arena. If this is not enough then there is the Hall itself with its collections of painting, sculptures and furniture. Outside there is the park and gardens, nature trail and woodland.

The car and driver have free admission; passengers are charged £4 (children £2). The hall is open from 12.30 to 3.30 and the admis-

sion charge is £1.50 each

Directions: The hall is just south of the A537/A34 crossroads west of Macclesfield

Your contact member for this meeting is our Yorkshire Group member Dennis Roberts telephone number 01142 878515.

June10/11/12

National Rally, Billing Aquadrome Please see centre spread.

August 21st

The British Sports Car Day Rougham Airfield

Nr. Bury St. Edmunds, Suffolk

This meeting is organised by the Gordon-Keeble Owners Club, and over the years has been held at Brooklands Museum, and Old Wardens, home of the Shuttleworth collection of vintage aircraft. From last year the meeting has been moved to the Rougham Airfield, West Suffolk, near to Bury St Edmunds. This was the base station for the B17 Flying Fortresses of the USAAF 94th Bomb Group during WW11.

The Sports Car Day is only a part of the meeting as the main event is the Rougham Air Display which is on for the whole weekend, with the the R.A.F. Falcons parachute display team starting the four hour flying display on the Sunday.

Other attractions are sideshows, arts, crafts, and collectables, falconry displays, steam and stationary

engines, military and commercial vehicles, and of course us.

Bring your own picnic and drinks. Refreshments will be available from a host of food/beverage/ice cream vendors, and there is a beer tent with Bartram's Ales, Roughams own local brewery.

The entrance fee will be £5 per NG with 2 passengers, I have been told that a charge of £10 per person is made for the general public.

If you do want to visit this meeting you will have to fill out an exhibitors booking form that I will send you if you call me on 020 8393 4661. Entry is by advanced ticket only, no discount entry on the day. Rougham Airfield is just east of Bury St Edmunds on the A14.

Note for SE members

We have been meeting in the Talbot

Arms Hotel for our monthly get together on the third Wednesday of the month for some time now but the venue has not been acceptable recently, so a new one has had to be found. Peter Clark and I think we have found one, but the meeting day will have to be changed to the second Tuesday of the month.

The meeting place is the clubroom of Brooklands, Weybridge, Surrey. For those of you who know the old Brooklands admin. building with the museum on the ground floor, the club room is on the first floor over looking the old race paddock area. The meeting is hosted by the secretary of the MG Car Club, Surrey branch and anyone with an interesting car is welcome (not that you have to turn up in it). If you require more information telephone me on 020 8393 4661.

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Finally, whilst sorting out the, must keep, rubbish that has accumulated over the years I came across the instruction build manual for my old TA kit that I purchased in 1982, and in it I found an A4 sheet with drawings of the "new" TC model and the

proposed TF from the drawing board of Nick Green. The Squire inspired TF never went into production but the Aston Martin style did and is still made today.

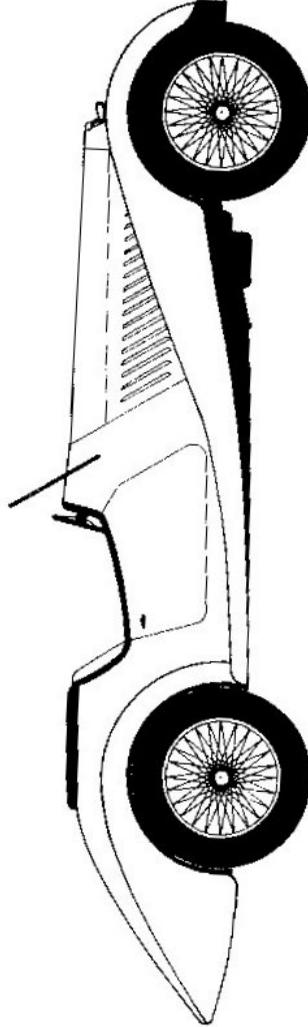
Bob Preece



THE FUTURE

The NG TF 2 + 2. Inspired by the Squire, one of the most elegant motor cars ever (in its time costing twice that of an Aston Martini). The TF will also use the B series chassis. It will benefit from greater interior space, afforded by the flared wings, a chromed brass radiator shell, sliding side screens and of course doors - a very desirable car indeed.

Unfortunately we are not able to handle enquiries just yet.



N.C.G. DESIGN LIMITED

4 ASHLEY PARADE, ASHLEY ROAD
NEW MILTON, HAMPSHIRE
Telephone New Milton 613265

Monthly evening pub meet: every 2nd Tuesday, 7.30pm
The Club Room, Brooklands Museum, Weybridge, Surrey
(Bob Preece 020 8393 4661).

Monthly lunch-time pub meet: every 2nd Sunday, 12.30pm
Smarden Belle, Smarden, Kent (John Jewsbury 01622 890992).

Essex area: phone Peter St. John-Howe 01787 224576.

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

Monthly lunch-time pub meet: date depends upon interest shown, 12 noon at The Six Bells, Warborough, off A423 Oxford/Wallingford (Bob Morrison)

East Anglia area: evening runs in the Bury St Edmunds area - 1st Tuesday monthly from April-Sept (Chris Wilson 01449 672527).

South Wales (Cardiff) pub meet: first Monday monthly starting 1st April (Brian North 02920 341671)



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Events Calendar 2005

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
Mar 12/13	Car Craft Show Bingley Hall, Stafford County Showground, Stafford	TBD
Apr 2/3	European Kit Car Show Kent County Showground, Detling, Kent	Bob Preece
May 1/2	*National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire	Bob Preece
May 22	Cheshire Kit Car Show Capesthorpe Hall, Macclesfield, Cheshire	Dennis Roberts
Jun 10/11/12	NGOC NATIONAL RALLY Billing Aquadrome, Great Billing, North- ampton (see more info on centre pages)	Bob Preece
June 18/19	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	Dennis Roberts
Jun 24/25/26	Festival of Speed Goodwood, Chichester, West Sussex	Info only
Jul 15/16/17	Running Board Rally Henley-on-Thames, Oxon	Bob Preece
Aug 13/14	Great Northern Kit Car Show Harrogate, North Yorkshire	Dennis Roberts

ChangiNGear March 2005

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
Aug 21	British Sports Car Day Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Bob Preece
Sep 10/11	Beaulieu International Autojumble Beaulieu, Hampshire	Info only
Sep 16/17/18	Revival Meeting Goodwood, Chichester, West Sussex	Info only
Oct 15/16	National Kit & Performance Car Show Donington Park, Derbyshire	Dennis Roberts
Nov 6	London-to-Brighton Veteran Car Run	Roy de Boise
Nov 19/20	*Great Western Kit Car Show Exeter, Devon	TBD

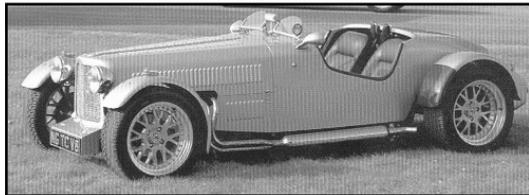
* Findhorn Cars hope to be present at those events marked with a star

National Rally — see centre pages 16/17

Findhorn Cars Limited

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Petersfield, Hampshire
GU32 1QN

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



All NG parts supplied
from chassis to brake pads

Club Accounts

NG OWNERS CLUB ACCOUNTS TO 31. 12. 04

Bank Balance as at 31.12.2003 £3715.15

Income 2004

Subscriptions 3998.50
 Club Sales 300.00
 Advertising - C.G. 210.00
 Bank Interest 4.34

Expenditure 2004

Stationery 201.16
 Printing 1325.70
 Postage 637.72
 Club Equipment -
 Club Regalia -
 Trophies, prizes -
 and gifts 117.69
 Event Expenses 1689.01
 P.L. Insurance 150.00
 Admin. Expenses 73.29
 2 years subscriptions
 for Kit Car Magazine 80.00
 Bank charge 4.00

£4512.84

£4278.57

Bank Balance as at 31.12.04

£3949.42

£8227.99

£8227.99



Susan Stretch
 Treasurer.



News From Findhorn Cars

We have suffered a set back caused by theft in the office by a member of staff whom only a very few of you will have met here at Hill Hampton. The office is very small and it has had a devastating effect.

So I apologise that we have been slow to react to your requests recently.

I remain determined that we will survive and continue to be able to provide you with the parts you require for keeping your cars on the road.

I have just come to a new workshop arrangement. Working here at Hill Hampton alone has not been an easy thing for Joe nor his successor Arthur. However Phil, who has looked after my cars for years and

has recently set up on his own again, has offered to build our cars. He is close by and in fact introduced Arthur. So Arthur is able to teach Phil and his team about building our cars. We have three customers' cars being finished at the moment - yes I know rather slowly, I am sorry - when they are finished, we will be delighted to finish anyone else's who would like help with that. Also we have three old cars here which we will do up - to SVA standard - for sale.

In short, we are still here and have every intention of remaining so.

The spring is coming. Enjoy your NGs!!

Best Wishes.

Nigel Brooks

Members' Letters & Articles

From: Jennifer Earnshaw

Oh no! Not again

Well here I am again, 1st January 2005. It's 9:30 a.m. and I am by myself. I have just taken my husband Nick a hot drink and told him not to get too cold, or do his back in again leaning over or upside down in the foot well of our second NG. I could see the writing on the wall a

few months ago when he kept telling me how much he liked the TA and they were not made any more, there was a lot of leg room and they are slightly wider when wearing big, thick jackets than in the TF (which took approx. 3 years on and off to build and which I must admit I never thought I would enjoy as much as I have, these last few summers especially, since normally I am not over

keen on being in cars).

Anyway I think Nick really got hooked when he had a drive in Malcolm's at the NG Rally last summer. Consequently, when he saw one advertised in the Club magazine he had to ring up about it and, of course, by the time he came off the phone he had bought it to restore. So our main car was instantly fitted with a tow bar and a trailer was hired, so he and my son could go and bring it home. Quite a few people

from the Northern Club rang up offering to help him to bring it back, also a few neighbours offered, waiting to see what was going in the garage next. Anyway, off they set early on Wednesday between Xmas and New Year. Now last year we had a nice new double garage put up to replace the single one that was falling apart but, of course, now it is not big enough we need a triple (no way). Anyway, the garden is not big enough to accommodate one. When they get back that night the two cars are introduced to each other in the garage. Nick telling the TF that we are not getting rid of her but we are just sending her on a little holiday in a neighbour's garage and will be bringing her out on nice days for a little run, so there is room to work on the TA.

It's already stripped and bits of things are all over the garage. That

familiar engine smell on Nick when he eventually decides he needs the loo and while he is inside he might as well have some lunch being as it's 2:30. Does this sound familiar to anyone else? He also keeps telling me it's not going to cost too much to restore but I think I have heard that before a few years ago.

*...also a few
neighbours offered,
waiting to see what
was going in the
garage next*

Our daughter is suddenly interested in the TF and is sure she can find a garage near to where she lives in Sheffield and could give it little runs out to keep it happy (while we look after the grandchildren). She says there is no way we are selling it and her brother can't have it as he can't get his size 12s in the footwell and work the pedals.

Oh well! I suppose it could be worse - at least I know where my husband is and he does need to keep his hands busy at the moment as he is trying to give up smoking and has done really well since the middle of October.

Well that's about it. Happy New Year to everyone.

Jennifer

From: Mike Josey

The Open Road Romance

Gather round and I'll tell you a tale of love at first sight, of the romance of the open road, intimate

fumblings in the dark and a cold winter of discontent.

It all began long, long ago - back in the eighties - when I chanced upon a kitcar magazine and felt, like Mr Toad, that it was the open road for me. Not that I wasn't already on the open road but how could a mere car (which could and did get one's family from A to B and back) compare with the bum on the floor, faceful of fumes excitement of a kitcar. It took me back even further to our first car - a Singer (called Chloë) - which, though not a kitcar, had both those attributes AND you could also fold down the windscreen so as to be able to wonder at the impact caused by a 60 mph bumble bee in the face. Mind you, I was only 20, motorways were - I think - just an idea in the mind of God, and we could rocket along at all sorts of speeds.

Not being able to afford a genuine oldie, a kitcar it therefore had to be, and one that was firmly rooted in the 30's or 40's. We looked at many but, as is the way with things, business - together with a certain and demonstrable ineptitude with things mechanical - got in the way and the desire to step back in time was subsumed to other, more pressing, issues.

Time passed and I eventually approached retirement. The possibility of perhaps rethinking the kitcar idea came back but not only was my technical skill still woefully small - though I had, once, 43 years ago, rebuilt Chloë's engine - the desire to spend lots of time puzzling over strange pieces of vehicle had waned.

Then, I saw an NGTF for sale. Ready built, she came with an affordable price tag, looked and sounded wonderful and Mr Toad was suddenly raring to go: *parp, parp* - it was the open road for me, again. Previously known as "The Green Machine" she was renamed "Delilah" a name we felt said more about her sexy lines, throaty voice and my ability to be seduced.

All went well: we changed her appetite from leaded to unleaded, did one or two minor things and enjoyed driving her although, being 6'1" and of what my doctor refers to as "large framed", getting in and out was an interesting exercise. Suffice to say that I spent quite some time in our garage (the doors of which were firmly closed) practicing getting in and out with the hood up. I can do it now first time every time **and** I no longer need to be greased down before attempting it.



National Rally 2005

It is always a problem to find a suitable venue when holding a meeting over a weekend where there is good camping facilities and hotel and B&Bs nearby.

Last year we were at Leedons Park so this year we have decided to return to Billing Aquadrome in Northampton. We had a lot of positive feedback on this venue from our last visit in 2003.

The site has its own shop for all your needs and there is a restaurant with takeaways if required. The camping area, which is flat and well drained, is in the rally field where the marquee will be erected. The field itself is called Puddleduck Place and is away from the main stream of the rest of the Aquadrome.



Billing Aquadrome

Put the dates in your diary NOW!

- Great venue
- Good facilities
- Shops & takeaway food on site
- Marquee open all weekend
- Gas bar-b-cues provided
- Fun driving skills challenge
- Many local attractions
- Easy to get to



June 10th - 12th



For those of you who cannot camp there is the Travel Lodge nearby. I suggest you book very early as this place is very popular. Telephone them on 0870 9906510 for a booking, rooms are £49.95 per night. I also have a list of a few B&Bs so telephone me for a copy.

The easiest way to find Billing Aquadrome is to take junction 15 of the M1 motorway and follow the signs.

The cost of camping per unit will be £13 per night and day visitors will be charged £10 per car.

Bob Preece

Billing Aquadrome

Put the dates in your diary NOW!



I have attended the NGOC National Rallies since I started building my car and have enjoyed them all even though I did not have an NG. This year I am looking forward to my first one WITH an NG.

Ed

We (Delilah and I) encountered a problem in the course of a run from Ross-on-Wye to my home here in Norfolk which seemed to defy all understanding. The oil pressure gauge kept registering falling pressure when I knew there was adequate oil in the engine and when I opened up her bonnet, I was amazed to see oil gushing from the top of the rocker box and down the sides of the engine. I crept home, stopping every so often to let the oil find its own slow way back to the sump. After some cogitation, plus a lot of asking around, I found the cause was that the sump breather tube had perished and was closing down when suction from the fuel manifold tried to clear the sump fumes. Consequently, the fumes stayed in the sump - which became pressurised - and the oil, having been pumped up to the valve gear couldn't go down again. Pressure built up in the rocker box and, thanks to a partially worn washer, was able to find its way out only to pour down the block and onto the road. A new pipe fixed everything - or so I thought.

All went well, Delilah had many enjoyable outings (including the 25th anniversary rally) and then, en route once again from Ross, disaster struck. There was a lot of misfiring, backfiring and general harrumphing and she sounded most unhappy. The cause was a set of severely oiled-up plugs so a new set and some emery

paper were purchased and we set off again. I had stopped for supper with my daughter and family in Worcester and set out for home - a distance of about 200 miles - at 18.45. It was a never to be forgotten journey involving 4 changes of plugs and 10 litres of oil. And of course some stops failed to coincide with service areas so we indulged in some rather intimate roadside fumbblings, something which - as I had no torch for the first part of the journey - was not all that enjoyable.



Engines, especially when they are hot and in the dark, are full of hot, sharp things most of which seem to have been designed to take bits out of fingers. I still, 3 months on, have some of the scars. The crowning event of that journey - from which I arrived home in a backfiring cloud of exhaust smoke at 00.45 - came when a can of Red Bull I had purchased at one service area, and had saved to bolster my spirits at the next roadside stop, failed to open as I pulled the ring. So, at about 23.30, on a roadside near Thetford, I knew I must have transgressed in a fairly

major way. My cry of "Why me, God???" went unanswered so I crawled on home.

It was clear that major surgery was needed and, luckily I was able to dredge up my memories of 40-odd years ago. The B-series engine is not rocket science (even to me) and I was delighted to realise there were things in there that I (sort of) recognised. Cutting a long story short, I got the pistons out and found broken rings on all of them. Fitting new pistons was not without its moments. A washing-up bowl of paraffin, black oil and mucky bits was unfortunately within striking distance of my feet whilst I was under the car, and decided to add to the fun by turning itself over. There is nowhere to go and nothing one can do when flat on the concrete under a car and you feel the cold dampness oozing up your jeans, shirt and into your hair. You know it's black and smelly and you just *know* that the boss ain't going to let you back into the kitchen like that. It's not all cakes and ale being a kitcar owner!

Anyway, new pistons are now fitted and - if I can just get the wretched oil pump to actually pump oil - all will be well in time for Spring.

Parp, parp it's the open road for me (God willing) as Mr Toad might have said.

Mike

From: Paul Gray

Early experiences with kit cars

Following our '20 years of NG' birthday party in June '99 & subsequent '25 years' celebration in 2004, I wonder how many people realise that 1999 was also the 50th anniversary of kit cars? I believe that 1949 was the year that Buckler Cars began to manufacture a chassis for Ford E93A donor vehicles (for which you had to build your own body). Following the introduction of the Buckler Chassis, grp moulding led to the specials boom of the 1950s. I wonder how many NGOC members have stories to tell of their early experiences with specials or kit cars? How about a few words for the newsletter?

My own exposure to such cars started in the 60s when I was introduced to a wartime friend of my father, Don 'Pathfinder' Bennett. To cut a long story short, after the war Don decided that what the general public needed was cheap transport and he experimented with a number of weird and wonderful ideas, starting a company called 'Fairthorpe Cars' at Denham in Buckinghamshire.

After some early experiments that were not wholly successful, a range of self-build sports cars based on Triumph underpinnings were produced and sold in significant numbers. At that time I used to spend my summer holidays helping in the factory doing all sorts of odd

jobs. Eventually, aged 17 & with a new driving license, I bought an old Electron Minor that had a rotted chassis, purchased a new chassis from the factory for the grand sum of £40, and proceeded to re-build the car. One major disappointment was that, having carefully re-sprayed the car with cellulose, I returned to the garage the next morning to find the whole surface ruined by some sort of chemical reaction with the underlying paint!

I also remember working on the Fairthorpe stand at the Earls Court motor show before deserting kit cars for the next 30 years. Wasn't it marvellous to see NG Cars and other ASCM members exhibiting again at the London Motor Show a few years ago. To put this into some sort of perspective, it is thought that kit car manufacturers now occupy 6 positions in the table of the top 10 biggest **wholly British-owned manufacturers** - think about it!

If you have any stories of your own introduction to kit cars, why not 'put pen to paper' & send them to Chris for inclusion in CG.

Paul

From: Ann & Mark Homfray-Stephens

Combined NGOC Midland & Northern Group Meet (Monsal Head, Derbyshire - Oct 2003)

The Monsal Head meet is established as the Midland group last car

meet of the year. A last opportunity to give NGs an airing before the winter lay up. No one has turned up to the Christmas meal in an NG recently. This year the Northern group suggested we make this a combined event, a suggestion to which we readily agreed.

The weather was very kind to us as we made our way up through the Peak district in a three-car convoy. And we were greeted at the pub by the wonderful sight of a car park packed with NGs. In all there were more than 10 NGs in attendance, a record for any event Ann & I have organised. The venue is well worth a visit if you are in the area and fancy some liquid refreshment or a hearty snack. As in previous years the Sunday lunch was excellent and the staff dealt admirably with the large group. This year it was pleasing to see so many new faces, not only the members of the northern group but also midland members attending their first event. We hope to see some of you again at this year's events or at least the National Rally and the Welsh Weekend.

After the meal a group of us decided on an afternoon drive around the Peak District and over the Snake Pass. In total six cars took part in this drive and it was a fine way to finish the year's Sunday lunch meets. We all agreed that this was a very good event and we will definitely attempt to organise more joint-events in future years. Maybe

we could consider organising a joint meet with the southern group if a suitable venue in an easily accessible location can be found. I would suggest somewhere south of Oxford and north of Henley. Please contact us if you have any suggestions, our telephone number is in the front of the magazine.

Ann & Mark

From: Norman Foord (M-Real Sittingborne Day Craft Technician)

What Some Engineers do in their Spare Time!

Whilst walking on a farm one day, I spotted a tarpaulin with a wheel showing from under one corner. 'What have we here I thought?' We all dream of finding an old car and this was it! After removing the tar-



paulin and surveying all the bits I opened at least 20 boxes. The car was a 20 plus year old NG kit car that had never been built. With 2 engines, 2 gearboxes a chassis and bits of fibreglass, could there be enough parts to build a car?

The kit had been bought 20

years ago and put in the garage with the intention of building it. Tragically the owner died before work had begun. The car sat in the garage for 12 years until the late owner's brother in law decided that he would take it on. Unfortunately, as with a high percentage of cases, the job was beyond his ability. After another 8 years of no work the car



was moved to a farm where it was neglected and forgotten about. A good friend of mine, Mick, who used to mechanic for me when I raced cars a few years ago, borrowed a trailer and we moved all the bits to my garage. After checking all the boxes and making a list it was time to clean 20 years of muck and grime from the chassis and body. Once it was cleaned up a little, we found an embossed plaque on the front bulkhead, which said 'NG-TD 001' After speaking to Nick Green (The original NG designer) he told me that he only numbered the first six cars. This was truly becoming a good investment. I spent the first six months cleaning, and making brackets, these were welded to the chassis. The chassis and front cross member



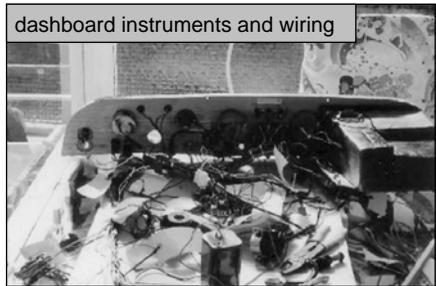
were prepared for galvanising. This required 3mm holes to be drilled in each end of the box sections, as the temperature is very high when galvanising. The holes are to let the air out of the box sections, other wise it would twist and distort.

Whilst the chassis was away, it was time to rebuild the engine. New bearings, rings and seals were assembled and painted. I gas flowed the head before fitting it to the engine. The gearbox and back axle followed with the same treatment. The suspension was modified with some ideas from my motor racing days. (These have worked out ok.)

The chassis and all the relevant parts were now ready to be assembled. The chassis was placed onto two home made frames to help assemble it. Fuel and brake lines were the first parts attached and then a purpose made stainless fuel tank to my own design was also fitted. The Engine and gearbox were next. I used an engine hoist borrowed from a friend. All parts were cleaned and painted before assembling. New bushes and modified suspension parts were next.

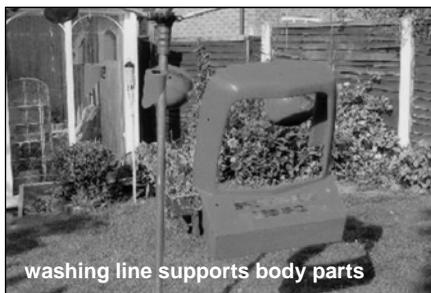
As a distraction I decided to make a wooden dash board, thoughts of what wood and what colour it would be were going through my mind, when sitting down to dinner with some friends when hello, that's a nice oak table. We then had dinner on our laps!

Once the dashboard was made I could make the wiring loom. I had a large plastic bag full of colour coded wires and a Haynes Manual on car wiring. Simple, I thought, another six months and a lot of headaches later one complete wiring loom!



Back to the chassis, the brakes were fitted, along with the oil cooler, fuel pump, water radiator and brackets.

A trial fitting of all body panels was next on the cards. This involved cutting out and fitting doors, making light pods for the rear lights and attaching bonnet and radiator cowl-ing. All of these panels were then prepared for painting. We used over 20 coats of primer and paint. Each panel cleaned and rubbed down with each new coat. It was a very long process.



washing line supports body parts

Now it needed a steering wheel which needed to be wood in keeping with the era of the car. I made this out of old packing boxes.

The car is a copy of a 1931 Aston Martin by the way. Having worked every night and weekend for the past 6 months I booked the car in for its MOT. The week leading up to its test was a nightmare! I replaced 3 new fuel pumps, and an oil seal in the back axle. A switch inside the gearbox had also seized which meant I couldn't get 1st or reverse gear. I started to wonder if I would ever get to the garage on Saturday. I phoned to say that I may not make it but the new seal and pump turned up when I got home on Friday, so I spent all evening and half the night replacing the necessary bits. So, with 12 miles on the clock, off we



near completion

went to the garage.

Standing outside, waiting was like going to the dentist, or waiting for your first child to be born. Anyway, it passed first time. So it was off home to start packing, because the following Friday we were off to France for a 10-day touring holiday. Brave or foolish I don't know but off we went, 22 of us and a good time



was had by all. Any problems? Yes, too much French wine and a very large headache!

Norman

From: John Hamilton-Smith

NG Emotions

The object of this article is not to talk about the construction of a car, but the emotional cycle of change of a prospective kit car builder. My first car was a 1960 open top two-seater 1172cc side valve special, and it should never have been allowed on the road, but I loved it. My subsequent cars were enclosed, with gadgets that removed me from the scent of wet grass, the sound of animals in the fields and I yearned for my

youthful days driving under the stars in that special. I visited shows, talked to manufacturers, produced spreadsheets and wondered if I was up to the task of turning my dreams into reality. We must all do what we do best - and what I do best is worry. Indeed, I worry most when there is nothing to worry about.

I've never built a car before, but John Hoyle was the best salesman, clearly a fine engineer, and I committed. I cleaned and refurbished all summer long, with the sound of skylarks above me, and was happy. Happy to talk to any curious neighbour who visited the grimy man whose wife makes a great cup of tea.

I regularly dragged Yvonne out to display some minor component I'd

and the visits to their home were pleasant.

The unease turned to concern when the new owners provided build packs with the wrong bits, such as three offside wings and one near-side. Did they think I was building a three-wheeler? The concern turned to alarm when the owners became insolvent. Would I ever finish the car, or was it destined to remain a garage ornament? The dream started to slip, and I busied myself taking days to fit components that should have taken minutes.

My next-door neighbour, who is a northern bloke, had watched the car grow and had helped me throw in some of the heaviest bits. He and Yvonne's humour carried me through that uncertain period. Suddenly Findhorn Cars arrived on the scene, and I was off again.

The wiring loom was simple, thanks to advice from another neighbour with a Westfield. I was happy again, nailing giggling pins and gluing laughter shafts, and drinking lots more tea with friends who took an interest.

One evening, about 11pm I decided to pump a little fuel through the lines to check for leaks, and the engine roared into life. Huge smiles all round, and a sense of real pride and achievement. A pity there wasn't an exhaust fitted and I apologised to everyone for the noise the following day. I needn't have worried, they'd all realised John & Yvonne's



just nailed together, or broken. She played the game and lavished praise, before returning indoors wondering just what she'd bought into. As the days drew on, Imex bought the business and I became uneasy as I realised my knowledge of the car was a little better than theirs. But they were polite, made a good cup of tea,

car was singing at last, and were pleased for us.

I awoke in a sweat - SVA was getting closer, and I became scared. I realised that all the hours of work were going to be tested. I checked various Websites for hope, but all I found were stories of disappointment. Everyone had horror stories



of SVA centres that failed vehicles for what the owners considered trivial. Everything I looked at on my car seemed to me to be a concern, and I became ever more dejected as I spent weeks fiddling with the most minor details.

Finally I ran out of excuses, bits to fit and applied for SVA. The 5.00am start and drive to Yeading on a frosty winter morning was a memory for life. Other than a local garage check for tracking and braking, it was the cars first outing and watching the sunrise from the M25 on that dry morning was fabulous. The tester was professional, yet spent time to put me at ease. It turned out he loves kit cars and thinks the NG marque is in safe

hands with Findhorn.

The result was a first time SVA Pass for "Hilda" our bog standard little TF, and my emotions ran riot on the journey home. As I prepare the paperwork for registration I would like to thank Yvonne for allowing me to spend our cash, and providing so much support and tea through the build (and the odd kick up the backside.) "Hilda" is named after my aged mother in law, because she too is a little gem, and I love her dearly.

John

From: Ken Baker

Scanning Scandinavia

Ando and I have just returned from ten days in Denmark, Sweden and Estonia. This is a record of some of the high points, and some of the low, experienced during this trip.

We already knew Denmark as I have some old Danish friends who live near Copenhagen. We spent a few days with them before joining our 'group' of seventeen and saw sights and places which our tour guide did not cover. For instance the other 'Tivoli' gardens set in the countryside and adjacent to acres of wildlife park with deer and birds in abundance. The church built in Copenhagen which, from a distance, looks like a gigantic church organ. This structure was built by two men only and is a staggering sight both inside and out.

We visited the Arken museum, which was designed to resemble Noah's Ark washed up on a beach south of Copenhagen, housing modern art and sculpture. We drove north in Zealand passing many beautiful and ultramodern homes set in superb gardens. Believe it or not, in one particular area, when front-line homes become vacant, they are bought-up by the government and demolished to provide more and more open space and views over the sea for the common people to enjoy. We drove to tiny fishing villages where Danes have their holiday homes bordering the sea with small jetties and sundecks adjacent to the houses.

We came down with a bump when we joined our group in our hotel, which was supposed to be near the town centre of Copenhagen. It was actually in a sort of industrial wasteland called City 2 and our hotel was in the midst of office blocks and high-density apartment blocks. City 2 was built up to be the second "Copenhagen" but has become a white elephant. We had imagined that Hoje Taastrup, the name of the area, was a town, but no luck. However, we did have one little bright spot, when we walked over to a large hypermarket and I ordered two hot chocolates with cream. The gorgeous little waitress took the order but told us when she proffered the drinks, that as they had no cream,

*folks ... who like
to breathe in
substances from
South America*

would we like some free pastries! Further, she refused to let us pay for anything!! One up for Scotland. So the moral is, be sure to order something they don't have.

Downtown Copenhagen is, of course, superb. The Nyhaven area is teeming with cafes, bistros, restaurants, and is on the harbourside full of yachts and craft of every type.

Lovely! Our official guide with the package was tall, blond, very vivacious and knowledgeable - more or less in that order! All the men in the group learnt a lot by concentrating avidly on her every word.

We drove through an area of the town called Christiania which is a no go area to police as I understood it. It is full of folks who have opted out and who like to breathe in substances from South America. There are many artists and sculptors living there too. Interesting experiment. We were encouraged to have a walk through and chat to some of the denizens. We opted out.

We were taken to a fascinating museum housing five Viking ships which had been found in an area which was then drained off to allow the remains of the ships to be removed and reconstructed. Very impressive as some of them were well over 100 feet long. The Vikings certainly got around, raping and pillaging all over the place. It also

appears that they landed in what is now America long before Columbus. Amazing what you pick up from your tour guide !! Apparently the word viking is pronounced Veeeking and simply means going on a journey. Some journey.

Cars in Denmark tend to be fairly ordinary. This is partly due to the horrendous tax of 200% levied on all car imports. I noted that petrol was cheap at around 50p per litre.

Danes are laid back, friendly, talkative, and of course they all speak beautiful English. All in all, an intriguing place where there is elbow-room due to the 5m population in a country about the size of England.

We travelled by our very own coach over to Sweden by ferry and re-assembled on Swedish soil in order to drive across the country to our next destination - Stockholm. En route we were taken to various places of interest including a complete village made up of houses, shops, police station, bank, all from the 19th century. Very atmospheric.

Carwise, well, lots of Volvos, Saabs and so on, as you can imagine. Mercedes by the bucketful and plenty of Japanese imports.

Ando and I had a superb lunch in a restaurant called The Orient Express. Yes, you've guessed it - it looks like a train. We ate in a sort of Pullman carriage, very well appointed and plush. Great food.

The only downside was that the loos were out of bounds as the train was stationary!

We boarded the overnight ferry to Tallinn, an old Hanseatic town, and capital of Estonia, and were taken to our hotel. In the knowledge that Estonia is very much an emerging country from Soviet rule, (independent since 1991) nothing

*horrendous
tax of 200%
levied on all
car imports*

could have prepared us for the sheer luxury of our hotel in the centre of town, being only a ten-minute walk from the Old Town. Top quality rooms, several restaurants serving excellent food, and as we were on the 16th floor, panoramic views over Tallinn. Estonia first appeared on maps in 1154, and has been ruled by the Danes, German knights, Sweden and the USSR.

Tallinn seems to be full of young people enjoying themselves in cafes, restaurants and upmarket shops. The outlying areas were rather run down with many apartment blocks from the Soviet era. We visited a model village, which depicted life in Estonia in the late forties when thousands of middleclass citizens were given about an hour to pack and leave their homes permanently to be re-housed in Russia. A very poignant and thought-provoking visit. These poor folks were replaced by Russians drafted in to take their place, probably also against their will. Russians currently make up 28% of the population of Estonia.

Many very expensive cars driving around Tallinn. Top of the range Mercedes, BMW and Lexus, mainly driven by youngish fellows dressed in black sweatshirts and black trousers and sporting dark glasses. Get the picture?

The last evening was spent in the old town where a "medieval banquet" had been laid on, and which was part of our package with the tour operator. The dishes were awful, consisting of a series of half-cooked beans and other decidedly iffy objects plonked on earthenware plates and everything the same colour and texture. Next came some meat languishing in a brown sauce together with fish of all things! And full of

bones. We had a fleeting visitation from a comely wench asking if everything was ok; she disappeared abruptly before we could formulate a suitable response. Never again.

As we all walked back through the quiet streets of Tallinn, we agreed that we had had a good time, but that banquets should be avoided in future. As I write this, I can hear on the radio that Tesco's is contemplating changing the name of one of its popular products, Spotted Dick, to Spotted Richard. Oh well, back to reality.

Ken

With apologies to Ken, I have had to omit some due to lack of space. Ed

New Members - Welcome

MR MARTIN ROBERTS (1313) (TF)
ROMFORD, ESSEX

MR GARY SCUDDER (1314) (TD)
NORTHFLEET, KENT

MR R STAPLETON (1315) (TF)

MR EDWARD WINDER (1316) (TC)
MILFORD, SURREY

MR PETER TOWNER (1317) (HENLEY)
COWLEY, OXON

MR KEITH WOODARD (1318) ()
LIFTON, DEVON

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, Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a photo and may be sent to me by post or email. Ed.

Wanted

NG TA - prefer a complete car but don't mind a project. Anything considered. What have you? E-mail: keith_i_woodard@hotmail.com.
Tel. Keith Woodard 07977 439511.

For Sale

NG TC V8 - ex NG show car WAR239E. Professional build in TVR midnight blue. Stunning car, very quick - comes with optional roll bar. Supplied with new MOT **£8500 ono**
Tel. Tim Clarke 07789 918141.
E-mail: thehighlands@ic24.net.

Wanted

NG - any model, any condition (or just chassis). Must be correctly registered as an NG on V5. Good price paid.
Tel. Jim 07973 885 120.

For Sale

NG TF Built 1999/2000 1200 dry miles. Based on MGB running gear. O/H 1800 engine rebored, new bearings, lead free cylinder head, new timing chain and clutch. All new wheel bearings, brake lines, wheel cylinders pads, discs and shoes. All new lights switches and wiring loom

etc. Finished in Burgundy with cream interior. Full weather gear. Genuine reason for sale **£7500**

Tel. Chris Latham 01283 217038 after 6.00 p.m.

For Sale

NG TC rolling chassis (no main body) but 4 cycle wings, new petrol tank with rebuilt 1800 engine (needs converting to un-leaded petrol), carbs/manifold, starter & alternator, 4-speed/overdrive gearbox & semi-floating axle, front/rear brakes and suspension bits. 1973 MGB GT donor (reg EEL 309L). I have the donor V5.

All the parts appear re-conditioned and are from an unfinished TC project. Will accept **£475**.

Tel. Paul Shelley 023-80-320903 (Southampton).

For Sale

NG TC needing completion, fully-rebuilt 3.5 V8 engine with certificate, mostly new parts used, manual g/box re-con from Rimmer, B-Hive recon rear axle, new brakes, coil-over independent front suspension, new Kenlowe fan, oil-cooler fitted, NG loom partly fitted, aluminium

louvred bonnet, s/steel fuel tank, Image alloys, new electric instruments (not connected), V5-registered, build history to date with photos, **£4,500**.

Tel. Alan Best 01656 661934 or fax: 01656 648271 (Bridgend).

For Sale

4x wheel-spinners (1972) as new, £30. 2x Torpedo type wing mirrors as new, £20. Red rear fog light as new, £8. 2x indicator side lights (amber) as new £5 each. All lights complete with bulbs.

Tel. Dave Baker 01306 611330 (Reigate, Surrey).

Wanted

Pair of hinged side-screens for a full SVA w/screen.

Tel. Graeme Lacey 01323-442967 or e-mail graeme.lacey@virgin.net

Wanted

Standard MGB exhaust manifold - I can replace any broken studs.

Tel. Eric Cheetham 0208 224 3484.

Wanted

2 x HIF6 SU carbs, remote g/lever assy for SD1 5-speed manual g/box (type LT77), P6 alternator mount & adjuster strap.

Tel. Bob Morrison 01793 783105 or e-mail rmorri1847@aol.com.

For Sale

NG TD built 1984 using MGB running-gear and original knock-on wire

wheels. Rover 3.5 engine with manual g/box. Tax exempt with current MOT but has been stored for several years and, whilst running, needs some TLC to bring back to pristine condition, **£6,000**.

Tel. Ron Ashworth 0121 445 6551 or 07768 405086.

Wanted

V8-engined NG, preferably TF model. Running car required.

Tel. Arnie Brown 01234 822374 or 07775 825029.

For Sale

NG TF 2+2 in very good condition. Built '99 with full history, tax exempt, Jaguar red, built from '69 MGB donor, 1800, twin carbs., 3500 dry miles, s/s exhaust, full weather kit. Boat forces sale. **£6,500**.

Tel. Hugh Deuxberry 01300 348049 (Dorset) or e-mail heron-flight@gtnet.gov.uk.

Wanted

Steering-Wheel, Mota-Lita Classic 4-spoke, flat, 15" or 16", model number CLS or CL45M.

Tel. Peter White (Kent) 01732 823082.

Wanted

NG TC 1800, must be MGB-based. Need not be concours but must be good, simple build quality, reliable & with current MOT. Prefer not red and not keen on cream leather. Can tinker but too old for crawling about

inside!

Tel. Michael Nixon 01507-480311
(Lincolnshire).

For Sale

NG TF 1800, MGB-based, Sunburst red, correctly registered as an NG, long MOT, Mota-Lita woodrim s/wheel, s/s exhaust, hood & side-screens, wind deflectors, Oscars (not fitted). Most parts overhauled during build. Recent new brake discs and master cylinder. Sale due to retirement & ill health. **£3,950**.

Tel. Bryan Chaffey 01934-820490 (Somerset) or e-mail bryan.chaffey@ic24.net

For Sale

NG TD 1800 Brooklands Green with red wire wheels. Completed in 1986 by the present owner with recon engine and gearbox from an MGB donor with all new or recon running gear. Always garaged, less than 9,000 miles covered. Reluctant sale of a presentable car in good running order. **£4,000 ono**.

Tel Steve King 01353 775454 (Cambs) or email steve@voxhumana.freemove.co.uk

Wanted

NG TF in excellent condition. Tel. Steve Knight 07860 271794 (Guildford, Surrey).

For Sale

NG TF based on MGB running-gear of 1969. The engine has recently

been overhauled with a new clutch fitted. White with black trim. Spare wheel set in the wing. A really fantastic drive. **£4,750**.

Tel. Jim Bromley 01379 652 344 (Diss, Norfolk).

For Sale

NG TF built '98, correctly registered, tax exempt, MGB-based, immaculate 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 with new tyres (Aug '04), s/s tank, s/s boot-rack, tow-bar, hood, full & half-tonneaus, hinged side-screens & lockable boot. Reluctant sale to provide funds for TCV8 project. Build-record & all receipts available. Cost in excess of £14,000. OIRO **£8995**.

Tel. Paul Gray 01252-617175 (Hants) or e-mail p_dgray@btinternet.com.

Wanted

NG TF in excellent condition. Please phone Graham Sutton 01706 - 659479.

Wanted

Limited slip diff, old-style NG radiator badge & s/s brake hoses. Tel. or fax Sid 01273 - 512782.

For Sale

NG TF built 1998, SVA tested with

certificate, full weather equipment including tonneau, SVA w/screen, Cibie Oscar spots, chrome w/wheels, professional paint (Jaguar safire blue), unleaded 1800cc engine, s/ steel competition exhaust, tax exempt ('71 donor MGB). Cost over £15,000 to build. Will accept **£8,500**.

Tel. Brian Atkinson (South Yorks) 01226-293569/732742 (days), 01226-360198 (eves).

Wanted

NG Owners Club Badge.
Tel. John 01264 365646

For Sale

NG TF built in 1994 on 1974 MGB running gear. Reconditioned engine. Jaguar grey-blue with red upholstery. Under 3000 miles on the clock. Any offer over **£4,000** considered.

Tel: Alan Hall 01372 812538
(Leatherhead, Surrey)

For Sale

NG TF 1800cc, Marina-based, rolling chassis with main body fitted, all new wings and panels, loads of parts to complete, also donor V5. This was a Pastiche kit and cost over £2,500. Will accept **£800 ono**.

Tel: Ray Dobler 01903 210113 (Worthing, West Sussex) or email Ray.Dobler@aon.at

For Sale

Splined tube axle (from 1969 MGB),

excellent condition, finished in black enamel, £120. Pair splined front hubs & king pin assys, £60. 4 good w/wheels with tyres, £30. G/box with o/drive (can be seen working), £120.

Tel. Ian 01749 689153

For Sale

Donor vehicle parts from 1974 MGBGT. The car was professionally restored about 10k miles ago and has a new MoT. I can strip out all the components, including an excellent set of mechanicals, instruments, s/rack and s/column. The engine is unleaded, and the 4-synchro g/box has o/drive. There are 5 w/wheels with tyres and spinners, the w/wheel rear axle and a complete front cross-member with disk brakes and w/wheel hubs.

Tel. Barrie Jones: 01579 370487 or e-mail barriej@eurobell.co.uk

For Sale

NGTA 1978, in need of TLC. Off the road for 10 years due to ill health, only 30,000 miles on new engine, needs new tonneau, tyres, and new wings supplied. Has been under cover most of the time.

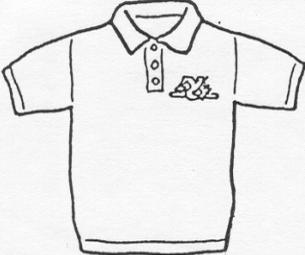
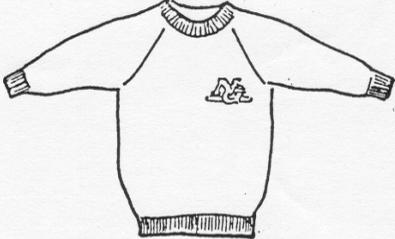
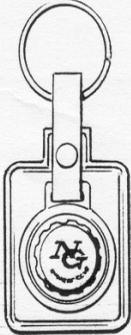
£ offers?

Tel. Doug Hand 01883 380803 (J6, M25)



Club Products & Regalia - available from Bob Preece

41 Gayfere Rd., Stoneleigh, Epsom, Surrey. KT17 2JY

 <p>POLO SHIRTS (short sleeves) £12 plus £1.50 p&p</p>	 <p>SWEATSHIRTS £12 plus £1.50 p&p</p>
<p>Both styles in many colours. Please check availability of colour & size when ordering</p>	
 <p>PORCELAIN COFFEE MUGS with red or blue logo: £3</p>	 <p>KEY RINGS: £1.25 CAP BADGES: £1.50 CENTRE ONLY: 75p</p>

Club Literature - available from Chris Humphreys

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

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

MGB/NG Electrics - £1.50 (B.C. Baggerly)

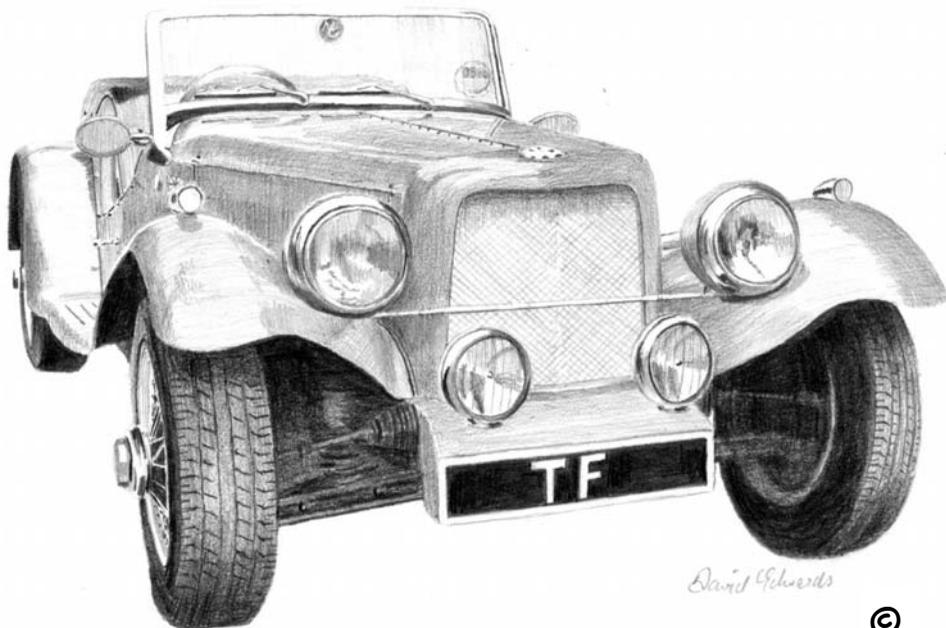
Spraying your own car - £1.50 (P. Fellows)

Compilation of Hints & Tips for Marina-based NGs (63 pages) - £5.00

Fitting Doors to TD/TF models - £1.50 (Mel Clark & John Coker)

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

CHANGING GEAR



the magazine of the NG owners club