

Changi**NG**ear

Spring 2018



FBHVC :: DRIVE-IT-DAY :: Sunday 22nd



South East NG'ers out in support of the FBHVC Drive-it-Day promotion

(See Report on Page 23)

the NG Owners Club magazine

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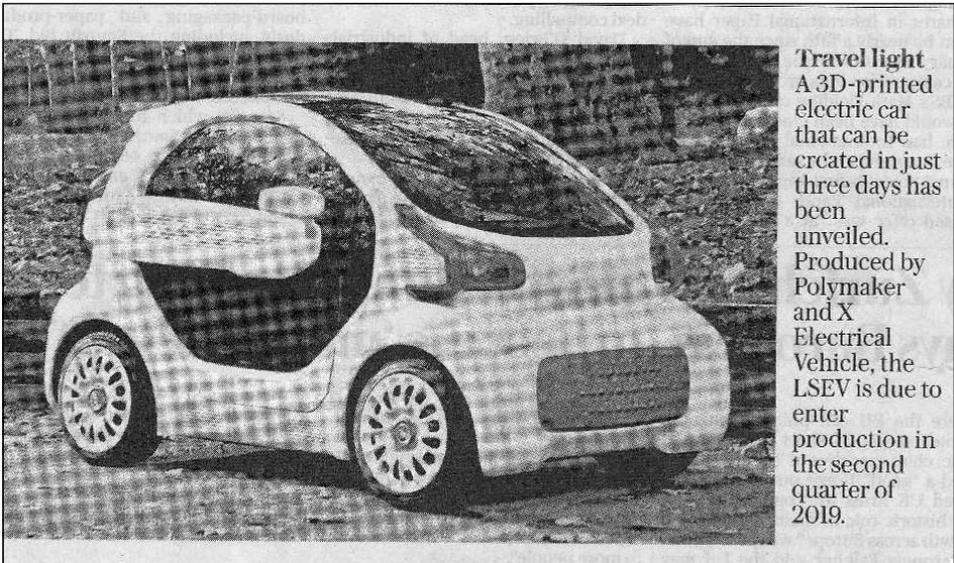
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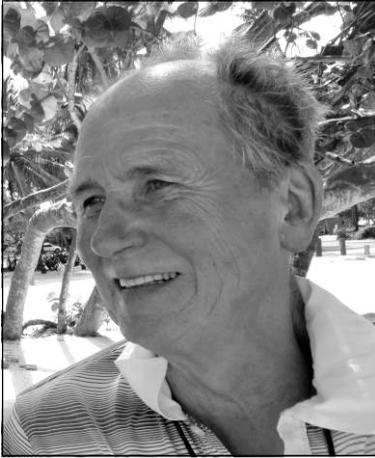


Travel light
A 3D-printed electric car that can be created in just three days has been unveiled. Produced by Polymaker and X Electrical Vehicle, the LSEV is due to enter production in the second quarter of 2019.

A 'cutting' from the Daily Telegraph
One assumes only certain parts are suitable for 3D-printing.



Chairman's Letter



I am sitting here looking out across Epsom Downs, it is May 1st tomorrow, the temperature is below 5c, the wind is gusting up to 50mph, it is raining and predicted to continue all day, not happy NGing weather...!!

Last weekend was a complete contrast, Barbara and I joined several other members for a most enjoyable outing on "Drive it Day". It was also good to see, through

the posts on the NG Facebook page, that many of you supported other events across the country, all of which helps to promote the "Day".

Facebook is certainly gaining momentum, and apart from the exchange of technical information it is becoming useful for letting others know when and where various events are taking place. So if you would like to get more involved in your area please have a look and make use of it. Jeremy Evans will sign you up.

Stoneleigh will have come and gone by the time you read this but the National Rally is just ahead. Please check your diaries and if you are free please make the effort to join all the other like minded members for the weekend, or a day, or even a couple of hours; there are various benefits to be gained

Whilst Paul Bennett is unwell I have agreed to take on the Technical Liaison until he is able to resume his role. We wish Paul a speedy recovery and look forward to the return of his enthusiastic and energetic self.

Many of you may have been contacted by various organisations that hold your personal details. This is all about the new Data Protection Laws (yes, EU driven) which the NGOC Committee are reviewing and will make a formal statement in your next news letter. (see page 8)

You might ask why am I overlooking Epsom Downs? (- from ReigateRoad ?)



Well, when Barbara and I returned from holiday a few weeks ago our house in Ewell was flooded due to burst pipes in the loft, we are unable to live there with ceilings down, no water, no electrics, and no heating. After 17 days in a Travelodge with the dog we are now in a rented house overlooking the racecourse; just a pity we have no interest in horse racing but the dog walking is first class. Yes my NG, garage, and workshop escaped the waters but Barbara's 24 pairs of shoes did not...!! In a situation like this your priorities change! the first purchase Barbara made in our rented house was a kettle

My NG (OJ) is now here safely tucked up in its temporary garage.

John Hoyle

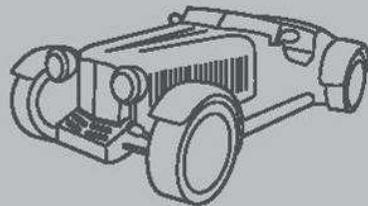
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Benefits available can include:

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- Limited Mileage Discounts



Editorial



So here is the Spring edition of ChangiNGear. Well you may ask if May is not a little late for a Spring issue but one could argue that Summer doesn't start until June and weatherwise Spring seems to have been very reticent to appear at all so far this year !!!

We and Rocket have done a couple of outings irrespective of the weather. To Cirencester for the Corineum Run, the weather was however perverse being lovely on the Saturday, we did a stroll around the Westonbrit Arboretum, but Sunday not-so-nice, damp, cold and windy but we enjoyed it none-the-less. (see Jeremy's report on page 17+)

Then the following Sunday was FBHVC Drive-it-Day and a good bunch of NGs turned out for a bit of a roadtrip around Beachy Head and the South-Downs, and the day was lovely and sunny (see JW's report of page 23+)

Our next foray will be to Yorkshire for an NG Week up there and joining the Yorvik Run (see page 14) We hope by then that the better weather will have finally arrived,

The contribution to this issue of the mag have been perhaps a little sparse. We have already acknowledged that Spring has been late arriving this year so many NGs may have been tucked up in Winter mothballs for longer than usual. But we get the feeling that many NGs may rarely see the light of day all year. Either that or once out do nothing to rouse the blood. Or perhaps they do indeed do exciting things but their NGers overlook the fact that fellow Members quite like to read about such exploits. -- Just a gentle nudge - Folks !! ??

Anyway we sincerely hope that you will enjoy Summer NGing as much as we intend to do.

- Chris and Su



Events Secretary's Notes

Over the last couple of days that I've been putting my notes together we've experienced sunshine, rain, and even hailstones, only snow has been missing to complete the rollercoaster weather we've witnessed in the first four months of 2018. Yet in spite of this very British weather pattern, NGers have been out and about...**good on yer!**

It's been a rather difficult period also for two of our prominent members. The first very much the result of our cold spell. John and Barbara Hoyle

returned from their holiday to a house full of water resulting from a 4 day old burst pipe in the loft! Then a missing roof to their barn, in Wales, due to high winds, plus other related problems culminating finally in an ill-timed tree branch cutting exercise that resulted in Barbara breaking her arm! Yet they still appeared in OJ for the NG Drive-it-day, a stoic couple hardly describes them.

We also received some sad news that Paul Bennett has been taken into hospital. He has been instrumental in energising NGers to take part in the Wallingford Rally and organising the Teapot Tea Rooms monthly meeting. He is also known for the technical support he offers to fellow NG members. We wish him and his family well and very much look forward to his full recovery. I will host the next few Teapot Tea Rooms meets (see our events calendar for dates), and I'll also take over the responsibility for shepherding the NGs at this next Wallingford Rally on Sunday 13th May, and will handle the tickets.

By the time you read this, we're hoping a successful Stoneleigh will have taken place and plans completed for our National Rally. Our events calendar is pretty busy going forward for the rest of this year, and as usual the successes are totally in your hands, hopefully I'll get to meet many of you in the coming months.

So onto the events attended this year. There has been a number of outings in all weathers, some of which have been reported on the NG Facebook page. The first Brooklands (winter classics) Breakfast meeting took place on February 18th. BOW was the only NG there but the event was as usual well attended.

Three NGs attended the Coriniun Rally. We all drove to Cirencester the previous day,



the weather was perfect and the evening completed the notable day with Jane and I celebrating our 45th wedding anniversary with some fellow NGers. The actual day of the rally was fun, but at the end of the 120 miles we all looked as though we had driven through mud baths, yet through the haze, rain and wind, the Cotswold scenery was breath taking. A wonderful and very friendly event. Jeremy Evans has penned his take on the weekend, see page 17+



I'm hoping that you all have your own stories of the FBHVC Drive-it-Day, (you did get out there – didn't you !??)

Neil Blagden with his lovely NG visited the Bicester Show, each year it is a very well supported occasion. Ray Bolton with his beautifully prepared V8 TC presented themselves at the Brooklands Drive-it-Day gathering and was directed to the paddock area lining up alongside many other very interesting vehicles. And of course, we had our planned NG Drive-it-Day also -to read about that, you'll need to turn to page 23+

The Events Calendar for the rest of the year is given on Pages 11+, and this with greater detail is also available on the NGOC Website

Keep safe, and happy NGING.

— **John 'D' Watson**

Technical Liaison — Paul Bennett

We are sorry to have to tell you that Paul Bennett is in hospital recovering from a brain injury.

We understand that he is making progress and receiving excellent care from an experienced team.

ChangiNGear, on behalf of all Members, sends him and his family our Very Best Wishes for a rapid and full recovery.

In the meantime :

John Hoyle has kindly volunteered to field all Technical queries and

John Watson will do the co-ordination for the Wallingford Rally and the TeaPot Room socials.



Treasurer's Report

I am pleased to present the Statement of Club Accounts as shown below
Teresa Goodburn

NG OWNERS CLUB ACCOUNTS to 31st December 2017

Bank Balance 7515.36
as at 1st January 2017

INCOME :

Subscriptions	3707.50
Club Product Sales	738.90
Advertising	300.00
National Rally Fees	1534.00
Total Income	6280.40

EXPENDITURE :

Stationery	58.96
Printing	991.36
Postage	2390.97
Trophies & Prizes	205.81
Club Equipment	66.55
Club Product & Regalia	216.00
National Rally Expenses	2065.93
Public Liability Insurance	375.00
Website Fees	30.47
Misc. Expenses	236.00
Total Expenditure	6637.05

Bank Balance 7158.71
As at 31 December 2017

£13795.76

£13795.76



General Data Protection Regulation

The FBHVC have received many queries concerning the forthcoming General Data Protection Regulation, which is due to come in force on 25 May 2018. It is every organisations responsibility to ensure they are compliant with the new regulations. Some points which you need to be aware of are:

Only relates to data concerning human beings, not companies or other entities.

Do you control data? And what do you do with it?

Do you process data?

Also consider if two separate pieces of data could be put



together to identify a human being.

Do you send 'round robin' emails? On what to and whom? Do they have an unsubscribe option?

Do you need a privacy policy on your website?

Do you need a statement regarding cookies?

Have you had your IT system penetration tested?

This is currently an ongoing matter, however the FBHVC wish to request you take a moment and view the Information Commissioner's website as it contains much information on these changes, including the steps you can take now. Please visit the following pages:

<https://ico.org.uk>

<https://ico.org.uk/for-organisations/guide-to-the-general-data-protection-regulation-gdpr/>

<https://ico.org.uk/media/1624219/preparing-for-the-gdpr-12-steps.pdf>

<https://ico.org.uk/for-organisations/resources-and-support/data-protection-self-assessment/getting-ready-for-the-gdpr/>

Secretarial News

Emma Balaam

I trust you have all enjoyed Christmas and hope you have had happy and healthy start to the year.

As the spring edges its way slowly to the forefront of our minds, I can only assume much fettling is being carried out in garages far and wide in readiness for the show season, which will very soon be upon us.

Trade Supporters: Thank you to those who have already forwarded me their renewals. I urge those that have not yet renewed to do so as soon as they are able. If you require any assistance or clarification, please let me know.

As Geoff Lancaster mentioned earlier, 2018 is going to be an exciting year for the FBHVC, being our 30th anniversary. I for one am looking forward to hearing about the Practical Classics/ FBHVC 1000 Mile Reliability Run, Drive it Day 2018 and many other events taking place. If you have an event planned, please don't forget all subscriber organisations have access to a free listing of your event on the website. Please feel free to forward me a copy ready article in the format below for insertion to secretary@fbhvc.co.uk.

EVENT NAME - Day And Date

Location:

Description:

Time:

Contact:

Website:

The FBHVC will be represented at Race Retro on 23-25 February 2018 at Stoneleigh Park and Practical Classics Classic Car and Restoration Show on 23-25 March 2018 at Birmingham NEC. If you are intending either exhibiting or visiting, please come and say hello. It would be nice to meet some new faces, (however I cannot promise to remember all your names!)

Emma Balaam
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New Members - Welcome

We are always pleased to welcome new members.

Membership Fee : £15 per year (reduced if you join mid- year).

Membership includes quarterly issues of *ChangiNGear*

and some Insurance Companies offer reduced rates for NGs.

Most of all you will be joining one of the most friendly car clubs around !

Contact Bob Morrison, Membership Secretary — details inside front cover

The following have recently joined the ranks of NGOC :

Claus Stauch, (1630),
Mainz, Germany

Drew Young, (1631),
Bangor, County Down,

Nigel Llewellyn, (1632),
Plymouth, Devon,

Clifford Orchard, (1633),
East Cowes, Isle of Wight,

Ulrich Danzer, (1634),
Buch am Wald, Germany

Warren Morgan, (1635),
Telford, Salop, TF7 5TB

ChangiNGear extends a warm NG welcome to these new Members and hopes that they will get out and about in their NGs and meet many others NGers during the coming Year.

We look forward to hearing from you in due course with 'your news' to publish in *ChangiNGear*

- Thank you and Welcome Chris & Su : The Editors



The Best NG 'Story'

Who will win The NG Bent Valve Award this Year ??

We've not had any 'specific' submissions so far, which is a little disappointing. Hopefully the better weather will provide some subject matter.

Your 'story' should be between 500 and 2000 words, to include pictures/photos to suit, and should have it's focus upon NGs, NGers, or NGING. The 'story' may be historic or current, factual or fictitious and will be judged solely upon it's entertainment value.

Ian Clark will judge the entries in June and will nominate the Winner.

Entries by email please to *ChangiNGear* at ngoceditor@gmail.com

!!! Contributions Please !!!

*Been anywhere or done anything "newsy" in your NG ??
Or have an entertaining Story to Tell ??*

*Please send in a few words and pictures for *ChangiNGear**

***Contributions for the Summer Issue by Mid-July Please
to ngoceditors@gmail.com***

Thank You

Swept up in Romance :

Two brooms were hanging in the closet and after a while they got to know each other so well, they decided to get married.

One broom was, of course, the bride broom, the other the groom broom.

The bride broom looked very beautiful in her white dress.

The groom broom was handsome and suave in his tuxedo.

The wedding was lovely.

After the wedding, at the wedding dinner, the bride-broom leaned over and said to the groom-broom, 'I think I am going to have a little broom!'

'IMPOSSIBLE!' said the groom broom.

'WE HAVEN'T EVEN SWEEPED TOGETHER YET !!

— *Perhaps she'd been sweeping around !!??* Eds



EVENTS CALENDAR 2018

Date	Event -- What, Where	Who
6&7 May	Stoneleigh Kit Car Show Kenilworth CV8 2LZ — <i>Please be There</i>	John D Watson
12-May	Glossop Car Show, SK13 7SH	
13-May	Wallingford Vehicle Rally Start point (TBC)	John D Watson
13-May	North Leics MGO C—Charnwood Caper Quorn & Woodhouse Station (Loughborough) to Rufford Abbey (Notts) <i>NGers are Invited</i>	John D Watson & Peter Wilmot
20-May	MGO C Jorvik Classic Car Run Castle Howard, Nr. York YO60 7DA	Steve Tyler & Jeremy Evans
Big NG attendance this Year COME & JOIN US — See Page 14 of this Mag		
20-May	Brooklands Breakfast	John D Watson
3-June	London to Brighton Kit Car Run Starts at Greenwich Park	Graeme Lacey
10-Jun	NG Tea and Natter Teapot Tearooms SN7 7QJ	John D Watson
16&17 June	Le Mans 24 hour France	Charlie Killick

A well known Interior Designer has managed to cross an Elephant with a Persian Rug. It didn't do him much good.

— He just ended up with an extra large pile on his carpet. !!

It's commonly understood that being a hostage is hard and stressful.
Yet people do it blindfold and with their hands tied behind their back !!!



Events Report

Spring 2018

22 to 24
June

NGOC Annual Rally
at Riverside, Stratford-upon-Avon

John D Watson

Please join in to make a Bumper Attendance this Year
Details and Booking Form on Pages 20 & 21

23-June

North Leics -MGOC
Cotswold Dash (Evesham) — Tulip Run

John Hoyle
Peter Wilmot

NGers are Invited, as an adjunct to the Rally

8-Jul

NG Tea and Natter
Teapot Tearooms SN7 7QJ

John D Watson

14 July

Dogmersfield Fete — Flower & Car Show
RG27 8ST

Paul Gray

15-July

Epsom MGOC—Surrey Car Run
Start at Bocketts Farm Park, KT22 9BS

John D Watson

10 to 12
Aug

Old Timer Grand Prix
Nurburgring Germany

John D Watson

12-Aug

NG Tea and Natter
Teapot Tearooms SN7 7QJ

John D Watson

Sept
(TBC)

Goodwood Revival
20th Anniversary

NG Website Events Calendar — TO GET MORE INFO

This calendar information is also provided on the Club Website and which gives more detailed information than can be included here.

Log on to www.ngownersclub.org.uk ::

Click on Events Calendar in the RH menu bar ::

Use the white-on-blue Arrows to move thru' the Months ::

Click on any of the Coloured Bar events to get a 'Pop up' Box with events and contact details

Now you have no excuse for not knowing What 's On and Where

—& if we have missed anything important PLEASE let us know — Eds



Brooklands Natters 2018

- June 12th Pride of Ownership, Concours with period dress.
July 10th Summer Barbecue.
Aug 14th White overalls competition.
Sept 11th General knowledge and Motoring quiz. with Chris Bass on piano.
Oct 9th 15th Anniversary of Brooklands Natter.
Nov 13th Remembrance Natter and Noggin.
Dec 11th Enthusiast of the Year awards, Hot sausage rolls and mince pies. Various Ladies and Gents Competitions. Chris Bass on Piano.

Meets in The Brooklands Club Bar at The Brooklands Museum, Weybridge
(use the Campbell Gate Entrance, off Brooklands Road — KT13 OQN

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814
or NG Owners Club — John Hoyle, 0208-393-2555, or John Watson 07952-466206

Bring it On Granny !!

A State Trooper pulled an 87-year-old lady over for speeding.

- as he looked at her driver's licence he was surprised to notice that attached to it was a conceal weapon permit.

Taken aback, he couldn't help but ask, "Maam, Do you have a gun in your possession?"

She replied in a crackly voice, "Indeed, I do officer — why I have a 45 automatic in the glove box and a 9mm Glock in the centre console

Amazed, the shocked trooper asked, "Is that all the weapons you are transporting?"

The little old lady held up her purse and replied, "Well, I do keep a 38 Special in here and there's a 'pump-action' in the trunk

Taken aback the astonished trooper asked, "So Maam, — what are you so afraid of?"

--- the little old lady looked at him, smiled and said

" Actually Officer - Not a Fat Lot !!!."



NGers to The Yorkshire Moors and The Jorvik Run 18th to 26th May

Ryedale and York MG Owners' Club presents
The 21st Jorvik Run
Entry £20
Sunday 20th May
Start and finish at Castle Howard. Approx 100 miles taking in the spectacular Yorkshire Moors and other scenic areas. All proceeds donated to the Yorkshire Air Ambulance.
For more information or to book contact:
Steve Tyler Tel: 01751 476307 Email: steve_62@talktalk.net
or download an entry form from our website.

Steve Tyler and Jeremy Evans have organised a NG Outing to 'God's Own Country' The focus will be two fold — firstly to join the Ryedale and York MGOYC Jorvik Run on the Sunday and secondly to explore the North Yorkshire Moors and area in the week following.

Distant NGers will be staying at Sands Farm Cottages on a self-catering basis and they will be joined on and off by other local NGers for various outings and socialising.

Further details are available in the previous edition of *ChangiNGear*.

If you are 'local' and would like to join the group for the Jorvik Run and/or the weeks outings then please contact Jeremy or Steve.

If you are not 'local' then there is currently a Double Room still going spare first come :: first served — please contact Jeremy

Contact Jeremy at :: ngmrtoad@gmail.com

Or Steve at :: steve_62@talktalk.net





NG Annual Rally - 2018

Friday 22nd to Sunday 24th June.

Riverside Park, Stratford -upon-Avon

BOOKED NOW , If you haven't already

***For Booking Form and General Details see Centrefold
(and see Cotswold Dash below)***

Please try and be there this Year

Cotswolds Dash — Saturday 23rd June

The North Leicester MGOC has organised a 'weekend outing' based at Evesham, and this will include a Cotswolds Dash Tulip Roadtrip on the Saturday. NGer Peter Wilmot is also an MGOC member and has arranged an invitation to all NGers to join this Roadtrip.

As it is the Saturday of our NG Rally and since Evesham is barely 15miles from Stratford it is thought that many NGers may be interested.

Starting at 10:00am approx. from The Premier Inn , and finishing back in the same place. NG Club Members would be most welcome to join them.

At the moment there are 18 MGs participating

Generously there is no charge to NGers, but organisers do need to know numbers by the end of May, so that enough road books can be prepared.

***John Hoyle will be co-ordinating the NG contingent so
please let him know of your interest as soon as possible,
and by the End of May***

As a reciprocal courtesy the NGOC Committee has invited NL-MGOC Members on the Evesham Jaunt to join us at our Rally on the Sunday



Bletchington Beer & Classic Car Festival
Saturday 22nd September
At Bletchington Sports and Social Club
Kidlington, OX5 3BS

Dave Keen has written the following review of last years Show, and hopes that it will attract more NG'ers this year

Last year saw the first classic car event at the Bletchington Beer Festival in Oxfordshire. It was a bit of a last minute idea by myself but in spite that it ws supported by around 20 vehicles, four of which were NGs which was a good turn out considering it wasn't well advertised !



Other vehicles that were present include a six cylinder coach built Elvis that belongs to a fellow NG owner (thanks Tony!) as well as a more modern car from across the pond being a Camero.

As this went so well last year we have decided to have the classic cars section again and turn it into an annual event. There is live music Friday evening and throughout Saturday, there is also a bouncy castle for the children and a pig roast! Free camping is available and the Classic Car show will be on Saturday 22nd September at .

It would be nice to see a few more NGs turn up, or any other interesting vehicle you may wish to bring.

For further details please email me at keen.dave2@gmail.com

-- *I look forward to see YOU — Dave Keen*

CONTRIBUTIONS PLEASE

Contributions for the Summer issue of ChangiNGear
by Early - July ::: or sooner, Please



The Corinium Run - Historic Rally Car Register Scenic Tour & Cirencester Car Club :: Sunday 15th April 2018

As you know I like to do one of the Historic Rally Car Register scenic tours each year. Last year my son Wilf and I did Taith Cymru, which started and ended in Crickhowell in Powys. Following the write up last year a couple of other club members said they thought it was a nice idea so we hatched a plan and picked the Corinium Run promoted by the Historic Rally Car Register and organised by the Cirencester Car Club.

As Cirencester was a fair step for us all, we decided to drive over on Saturday and stay in the Premier Inn so we were fresh for the run itself.

I left Aberaeron about 8:30am to drive to Cardiff to pick Wilf up from his University digs. We had a quick run along the M4 and over the bridge, turning off at Junction 18. This took us through Old Sodbury and Petty France and Dunkirk. No we had not got lost just strangely french place names!!

We had arranged to meet Chris and Su at the National Arboretum at Westonbirt. We arrived just before 12:30. I was just pulling my phone out to text Su to see where they were when we hear Rocket - the V8 burble audible before Rocket came in sight.

The arboretum was established in the early 1800's by Robert Holford, some of the trees planted by Holford and his son still remain in the collection. Well it does have some 15,000 labeled trees (2,500 different types) and luckily for us the magnolias were in flower!

The Forestry Commission were gifted the site in 1956 and they have continued to maintain the site and it now attracts

around 400,000 visitors a year. From our perspective it was well worth the visit and the wander around - there is a cafe there too for those in need of sustenance! I was clearly out of practice with the cake eating or perhaps still full after all the cake in Ireland!





We motored into Cirencester, via some country lanes and after we checked in John and Jane arrived in Bow. Two TC's and an TA made quite a statement in the car park. Although Wilf was quite taken by the Alfa Romeo 147 GTA also parked amongst the modern tin.

What a lovely evening we had, chatting and catching up over a meal in the nearby Beefeater. Wilf getting to know everyone and us all congratulating John and Jane on their 45th Wedding Anniversary.

For those with historical interests Corinium is the old Roman name for Cirencester and the original town dates back to the first century when a fort was built. With around 12,000 inhabitants by the second century it was the largest and most important town in the area.



The next day dawned bright, but the forecast was not great - however hoods down we made out way to the start venue. We duly had our fuel tanks "sealed" and took our place in the car park which was set out so that we were basically in car number order for the start.

On these types of events cars are set off at one minute intervals, John and Jane were the first NG away - and that was the last we saw of them - until the coffee halt. Then it was our turn with Chris and Su bringing up the rear.

The run to the coffee stop was 60 miles of intense twists and turns, route instructions coming thick and fast some seemingly only a few hundred yards apart. About 30 miles in there was a route control and it was just after this that we lost Chris and Su. Wilf and I turned left up a side road and as I looked in the mirror I saw Rocket zoom past the end of the road. After pulling up out of the way a quick phone call was made - err, turn around. Luckily they had realised very quickly that something was amiss so it did not take long before we were back in convoy!

The coffee stop was at the Classic Motor Hub which is both a classic car store facility for collectors and a classic car sales outlet. The Motor Hub is based at the old Bibury Airfield and uses some of the hanger buildings to display their 'for sale' section. There was quite a selection, definitely something for everyone. Wilf was taken by the Lamborghini Miura S in a bright lime green. I preferred the Lagonda dating back to the early 1930's. Hopefully you get a flavour from the pictures.

Also on the site was a private collection of historic cars, these included an early racing Bugatti with a 5 litre 4 cylinder engine and an Aston Martin Ulster much admired



by the NG TC contingent. I did also track down in the 'sold' section an Aston Martin International which is of course the inspiration for the TA - in all we were well served!

We left the Motor Hub at our usual minute intervals and motored for another 60 miles to the lunch stop. The scenery is amazing, but we don't have any pictures as we were concentrating so hard to keep to the right route. It really was hard work keeping Wilf's instructions clear in my head. I am a much more visual person so need to see the map or the junction diagram, much easier to see which way to go than compute left and rights!!

There was a picturesque ford which we waded through - now it was tempting as there was a photographer there to blast in with the usual Mr ToAd aplomb but sense got the better of me - you'll recall from the Ireland trip journal that an NG in a puddle results in soaking wet NG occupants - the water seems to shoot straight upwards and then as you drive forward it descends and gets its own back, filling the cockpit with water. It was far too early in the day to spend the rest of it dripping wet!

The lunch stop was at a farm shop. We were all parked up in a paddock next to the main car park. The grass was wet and quite long but thankfully no one got stuck. We were quite pleased to reach the lunch stop as it meant we could stop following a Mustang that we had caught up - it was quite smelly to follow!



The Cotswold Food Store and Cafe provided us with cauliflower cheese soup - which sounds less than appetising but was in fact quite nice.

Just as the rain started we set off again, it wasn't much so in solidarity we all kept our hoods down, well John and Jane had no choice their TC not having any weather gear at all. Thankfully the route following was easier, longer sections between the route instructions - either that or we were getting more into the swing of it!

There wasn't a mid afternoon stop - just a drive in and drive out control. We could have done with a loo stop but unfortunately there were no facilities! I won't embarrass John by pointing out which wall he hopped over!

We drove on and soon ended up deep in Cotswold countryside again, stunningly beautiful, with some lovely buildings and manor houses. After a while we ended up

NGOC National Rally Friday 22nd to Sun 24th June 2018

Riverside Park, Tiddington Road, Stratford-upon-Avon, CV37 7AB.

Once again your Rally Committee are hoping for the support of as many members as possible for this important weekend in the Club's Event Calendar

To assist us with the planning - Please help us by completing the form below (in block capitals please) & return it with your payment (cheques made payable to the NGOC) - as soon as possible.

Bookings by the end of May - Please.

Please post your Booking Form to Teresa Goodbun, NGOC treasurer, at the address on the form below.

There will be a **Rally Fee** charged, per family unit, for attending the event. The rally fees are a small contribution to help cover the costs of hiring the site, marquee, tables, chairs, tea-urn, gas BBQs, teas/coffees, plus food for the Friday & Saturday evenings, & Sunday Lunch.

The balance of costs is met from Club Funds

(as usual you provide your own meat for the Saturday BBQ) .

Rally Fee : £25/family unit for whole weekend (3 days) or £10/family unit (1 day).

Members attending the rally sometimes wish to invite extra family and friends.

They are most welcome and the same daily/weekend costs apply.

Please contact Teresa Goodbun for details.

Camping Fee :

In addition - for those camping on the rally field, there will be a fee of £17/night/family unit

There is no extra charge for separate children's tents.

Note that camping is available for Friday, Saturday & Sunday nights.

There is an additional charge for electric hook-up via swipe-card - see a committee member on site.

For those that do not want to cut their magazine the Form is available on the Club Website — Eds



Complete in BLOCK CAPITALS Please

BOOKING FORM : NGOC National Rally Friday 22nd to Sunday 24th June 2018

Name: Membership No:

Address:

.....

Email: Phone No:

Number of Adults attending :

Number of Children attending : Children's Ages :

Rally Fees: I / We shall be attending for: please circle (A) or (B)

A) for the weekend (3 days) at a cost of £25.00 per family unit

B) for 1 or 2 days at a cost of £10.00 per day, per family unit.

Please indicate which days you will be attending : **Friday Saturday Sunday**

Camping Pitch Fee: I / We shall be Camping at a cost of £17.00 per night per family unit.

Please indicate which nights you will be camping : **Friday Saturday Sunday**

Please enclose a cheque for the total, payable £ to NGOC, and post with this booking form to the Treasurer:

Teresa Goodbun (NGOC), 43 Westcourt Lane, Shepherdswell, Dover, Kent CT15 7PT.

If you prefer to pay by BACS please contact Teresa - email: teemgoody@aol.com or telephone: 01304 830206



in a 20 car convoy, toddling along at a most sedate speed. This took all the navigation fun out of the drive and was quite tedious.

Having needed the loo 40 miles previously and having driven at 20mph for the last 20 miles things were getting desperate! A stop was needed in a wooded patch - at least it allowed the convoy to dissipate a little too.

The last section of the route took us to a filling station to top up our sealed tanks. Here we had the amount of fuel needed to refill the tank verified by a marshal. We then handed the receipt over to at the finish control.

The finish was the same venue as the start. We arrived covered in Cotswold yellow mud and spray. I have to say Rocket was probably worse off having followed Mr ToAd all day!



The economy part of the run had slight competitive element. We were asked on the entry form to estimate the fuel consumption. John had guessed at 30 mpg, I put 28 mpg and Rocket being a V8 opted for less at 25mpg. Our actual consumption was then calculated for the 121.3 mile run. Ok so I'll start with the best - John got 28.22 mpg not bad at all, I would have been happy with that. But, and it is a big BUT, I had to look quite a long way further down the list to find the thirsty Mr ToAd. We only managed 21.59 mpg! I think there is some room for improvement there!! Rocket was of course the most thirsty recording 17.71 mpg, but not really that bad as we were on single track roads and in the lower gears most of the day. In our defense we weren't the worst that award went to the Daimler Majestic Major at just under 14 mpg.

Our enjoyable day was rounded off in fine style with curry and chips (all part of the entry fee) and a finishers photo of our cars in action in deepest Cotswolds.

We all set off towards our respective homes, a great weekends motoring and a few more tall tales to tell at NG gatherings around the country.

Jeremy Evans

Something smells fishy here !?

What is it with Sewage Farms ?

-- What sort of farms are these ?

-- Do they have Farm Shops ??!



Drive-it-Day :: Sunday 22nd April

Editors Note : FBHVC Drive-It-Day is aimed at getting 'old timer' cars out on the road, to raise the profile and help ensure that these do not get forgotten in ongoing legislation—lest these become nothing but 'museum pieces' - Heaven Forbid !!!

Originally we had planned to make a weekend of it. Doing an interesting visit(s) on Saturday followed by a Southcoast roadtrip on Sunday.

Well, what do they say, "Best laid plans". As so many NGers were committed to holidays and other events, it was decided to drop the weekend as originally planned, and just concentrate on the Sunday roadtrip.

Jane and I had already planned to stop over the Saturday night in a Premier Inn at Eastbourne and so began the Sunday morning fresh and with a belly full of good grub ! But even more important, we shared the breakfast with some great



NG mates. Alan Goodbun, Charlie Killick & Chris and Su Hore. And we were joined at breakfast by Angela and Bob Morrison, but not in their NG, due to a rather suspicious miss-fire and so they had come in Bob's brand new BMW. None the less they were just as welcome and they ran with us part of the onward route.

We had planned a gentle drive from Eastbourne, through Lewes to a pee and coffee stop before the onward journey to Amberley Chalkpits Museum.

However, one of the good things and the problems associated with friends meeting is the talking !! As a result, we were already a little late leaving the breakfast table, but with a great group, and good weather we were all set as planned. However as we were all driving up through Lewes, it was stop and start with the traffic (not helped by a couple of 'off pistes' in the one-way system. We were, unusually, driving the V8-TF and sadly it tends to suffer with fuel vapor lock and resulting in the engine stopping without warning. There was nothing for it but wait for the engine to cool down and some twenty minutes later we were on our way once more, but way behind the other NGers.

But we found them OK, in the café at the Hassocks Garden Centre, all having pee'd and coffee'd. And there too were John and Barbara Hoyle, and Dave Woolgar—so we were Six NGs in the car park.



Of course petrol heads love to talk. We had broken down, and so there was plenty of discussion, advice and positivity. Jane however doesn't share this mechanical passion, but she stayed awake (just about with Su and Barbara for company). After an hour of chitchat, it was dawning on us all that Amberley was probably a 'bridge too far' well museum. So it was decided extend our coffee stop and stay where we were for lunch also. Dave Woolgar had to leave at this point because he has a 'hot date' with a vintage tractor and a dungheap (Well ! It takes all sorts on a Sunday afternoon !!)

Finally we went for a quick spin around the Devil's Dyke as a fall back option. Looking for a spot for a photo opportunity but all spots were already taken so we had to make do with a quick one at the roadside before splitting up for home
My thanks to everybody for making up such a great group and a lovely day out.

John D Watson

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And More from Mel Clark — this time on Steering

When I converted my TC to V8 it was mainly used for competition (sprint and hillclimb) and worked well, but on the road sometimes when at speed the cars steering felt vague, as I now know more I think that because I put a spacer under the front rack mounting to lower the pinion shaft I had induced bump steer that became apparent on uneven roads.



This wasn't bad enough to need steering input just that the feel through the steering wheel had changed. I have spent time thinking about and talking to companies about what was possible to modify the pinion shaft to return the rack to its original position and the best solution I have found is to cut down the pinion shaft to the desired length and mill two flats on it to take a DD universal joint. This should hopefully allow a straight shaft to the Corsa power steering universal joint without a mid joint.

An Affordable Classic ?

Whilst looking through an old kit car magazines (November 1988) I found this Advert. According to the address, top right hand corner, this is from Rotherham, South Yorkshire and drawn by John Hancock.

Quite a nice rendition me thinks !!!!

Ps I never throw old magazines away,

- Trevor Wathen

(Yes — and we suspect that Vera just loves that !!! - Eds)

An Affordable Classic...

The all new Marina based TA INTERNATIONAL 4 Seater Sports
Our extremely comprehensive top quality package just £995^{AWD}
Write or telephone for a FREE INFORMATION PACK and TA PRINT



And another from Mel Clark — now about Spray Painting

Been plodding away in the workshop, engine nearly in one piece with water pump internals removed and blanked off. I was offered most off a Hoyle front kit at a price I couldn't refuse so the front subframe needed modifying to suit and painting, the Hoyle kit needed painting too along with the rocker covers. As I still have breathing problems due to the flu I decided to make a spray box with extraction and heating, sounds very elaborate but it is very Blue Peter. Take one large cardboard cut a small hole in the back to take a hose, you then need Henry and a small fan heater, Henry the Hoover sits outside with the pipe coming in through the window, the heater sits just outside the box to warm it and the part until ready to spray. I wear a mask with a gas filter when spraying, I keep it on for a minute after finishing and on removing it there were no fumes or overspray emitted from the box, then the heater can be started again to stop any blooming due to the weather.



I have to hold my hands up the cardboard box idea I found that from Car Builders Solutions.





Welcome to New Member - in Germany

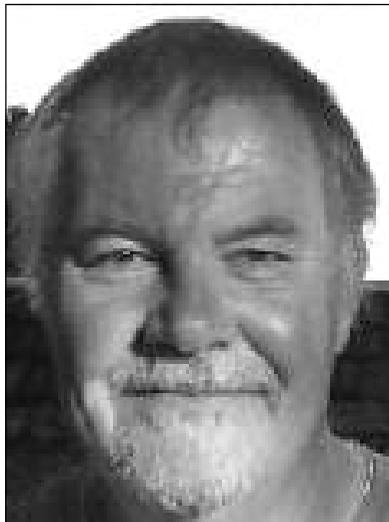
Claus Stauch has recently joined the ranks of NGOC and has kindly agreed to 'co-ordinate' the growing number of NG members in Germany

Claus has been 'involved' with old cars of various sorts for many years and had written a number of articles for the motoring press.

As on the next page — for example

To contact Claus

— email at c.stauch@t-online.de



Paul Strickland — 2nd March

It's been suggested that I may be a little mad trying to run an NG as my all year round car.....

— Some thoughts on yesterdays experiences. Car started and drove perfectly well at -6.5C. Being stuck for 15 minutes behind a major accident put my new heater fix (2 strips of gaffer tape) to the test, and I can announce that the heater both cleared the windscreen, and more importantly, stopped me from freezing... The hood (factory standard I believe) is a remarkable thing and is very good in the rain. However wind driven sub-zero snow is a different challenge.... At speed, the snow comes under the front edge, giving a 'snowglobe' effect inside the car. Parked up (for several hours) the snow blew in from every angle, resulting in small snowdrifts in the back and against the doors.... But it still started. Final adventure was driving the 12 miles home from Newbury, virtually the whole way being on packed snow. 2nd/3rd gear all the way, never more than 25mph. A couple of twitchy moments early on showed me the limits of what I could do, but slow and steady got me home, including the twisty 10% downhill stretch to get into my village. But I've chickened out and stayed home today.



The beginning!

It was 1967.

I had just made my driver's license for 220,- DM on a NSU Prinz TT and of course wanted my own mobile pedestal.

At that time, 51 years ago, it was hardly possible to use father's car and certainly not common to own a car.

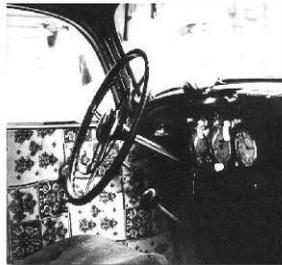
"What to do, spoke Zeus" and according to the motto "one must do all by itselfs" I looked around in the area, if there is no chance to buy a used vehicle for small money. It was.

Three kilometers from my hometown of Maimammer (Pfalz) in the Palatinate lies the village Diefesfeld, a collection of wine-loving winemakers, and almost all of them were patients of my father, who was at that time a "family doctor just in case".

One knew me in the place and of course I had access and trust of the Diefesfelder, which is not self-evident with the Ur-Pfälzern, who knows them. In the backyard of an old winemaker, I spied a Mercedes 170 and how it turned out in the conversation with the owner, a 170 V vintage 49, still without boot lid and beige ISGUS instead of the later black VDO instruments, now replaced by a VW Beetle should be. "You're biting stupid Claus, alla hopp, then just stop - I'm glad when he's gone" it sounded sweet in my excited ears. But oh dear, the enterprising son hurried over and started selling negotiations over the father's head. I saw my bargain going by, but in the end we agreed on DM 150,- which just barely



coped with my financial position. I also had to include investments for the approval and possible repairs. For example, both



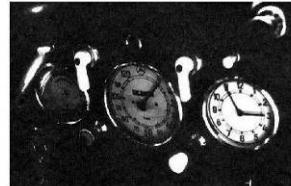
front fenders pretty blasted and also still hopelessly torn. It was such a big thing at the time with welding and it was expensive. Replacement gave it there on a car cemetery in Landau - but how I got there and whom I met there is stuff for another story about another car. In short, the 170s got new fenders for 20.-- DM, door panels



by Claus Stauch



from mother's old curtains from the "Bauernzimmer" (Rustical country room) and a Glasurit-2-color-hand painting of the finest and 2 years TÜV. I was proud of my 38 hp and shared the joy with my then girlfriend and



Mainz study colleague, who lovingly took over insurance and tax. "Go then!" you would say today.

We had the car for 2 Years, then it was sold to a pub owner in Wiesbaden, who carved the car with a sign on the roof for advertising purposes through the country of Hessen. The 170's still exist today, in the collection of a friend - with mother's curtains and the Glasurit 2-color hand paint.

Claus Stauch





Some ChanginGear History — from Jeff Stretch

Hi Chris and Su

I was so pleased to see the Club has all the old newsletters and Changingears. At the backend of 93 Graham and Jill Hester, who had been running the Club single handed, gave up and moved to Devon.

So it was decided to form a committee;

Peter Clark - Chairman, Bob Preece - Events Sec., John Butler - Membership Sec., Susan - Treasurer and myself Editor.

I inherited quite a jumble of bits and pieces which I slowly worked through, doing away with the dross and putting the remainder into chronological order, it did take quite a few hours! That's why I'm pleased you still have it.

The first issue I did was on A4 but from then on I adopted the A5 format which seems to have worked so well for all these years. In those days everything was pasted up and Xeroxed. If possible I used the original copy sent in, otherwise Susan typed it up.

(It's surprising how much we received written in longhand) The whole operation was quite time consuming ie. copying (we did have our own club copier), stapling, folding, printing, address labels, putting into envelopes and posting.

Eventually the copier packed up so we did then get it printed commercially. I think we peaked at about 520 copies per issue (about double today's circulation—Eds)

We also issued a Membership List every year.

When Paul Gray took over the Editorship I was able to pass over a complete set of Newsletters/Changingears up to that point. Things had moved on and Paul, being computer literate, which I was not, went the obvious way and computerised the compilation of Changingear.

It is great to see so much content and enthusiasm in the magazine these days.

In my view it just goes to show what a great job you are both doing.

Thank you and Regards — Jeff

PS. Sorry if I have wittered on a bit. It's just that I do remember what the job can involve whereas perhaps many others do not.

Thanks Jeff for your comments.

On balance we probably have it quite easy. The wonders of Microsoft Publisher achieve quite professional results without a lot of effort (once one masters the software), and most input is in a form that does not need retyping. Also the handling of photos is now so easy.

Nor do we get involved in the printing and stapling, which Nescott Reprographic do for the Club quite economically. And nor do we have to do the stuffing of envelopes or stamping — John and Barbara, with Mary Clark's help, do this final action.

Chris and Su



Noisy as at Rocket

For a little while now we have been thinking that Rocket was getting rather noisy. Well - Rocket has never been quiet at the best of times. But more recently after a fast run on dual carriage way or motorway for an hour or so, there was a certain amount of ringing in the ears and some temporary hearing loss.

So repacking the Silencers was a job scheduled for the 'off season' and has been recently completed - and not a difficult task.

A number of NG 'experts' had warned against over stuffing the packing. So I was cautious about what and how much to use, and how to pack it.

In the end 'not a problem' - Acoustafil seemed to be the easy answer, made by Textile Technologies. They have a handy calculator on their website which when given length, inner and outer diameters will detail what to buy. Strangely when it came to it this was cheaper from Demon Tweaks, than it was direct.

Acoustafil is a 'fibreglass' blanket woven in a slightly compressed form. The idea is that it can be easily put into place and then the heat of the exhaust gas expands the blanket to correctly fill the void. So there is no need to ram it into place and so no danger of over stuffing.

Removing the silencers from the side of Rocket was easy. Drilling out the pop-rivets in order to remove the cap ends was more awkward than expected. The pop-rivets used were slightly too small for the holes, so that as soon as the drill got purchase the rivet started to turn rather than be cut. Drifting off the rivet heads with a chisel prove the answer.

With the caps removed getting out the old packing was more difficult than you might think. The packing was loose woven fibreglass rope spiral wrapped around the inner tube a packed in (with a stick) - but way too tightly packed. Having found a loose end I expected that a light pull would unwind the rope like a fraying cardigan. But Oh No! pulling hard enough just snapped the rope. So a stick and stout wire hook proved necessary, this worked well but was slow going. With a huge pile of 'stuff' at my feet I thought it was nearly all out. But I was astonished to find that I had hardly got half way. With empty 'cans' it was quite an easy job to feed a coil of new filler down over the perforated pipe, then replace the caps and 'pop' new rivets. --- Job nearly done.

As with most things you quickly find the 'easy wrinkles', so the first one took me 3 hours and the second half that time. Refitting was as easy as removal. With the job done Rocket is probably no quieter a low speeds but there is a noticeable difference at 50mph and above. In the past few weeks Su has had to 'rebuke' me on a number of



What came out and what went in !!!

occasions for 'speeding' - once when I had assumed no more than 70mph and was doing well over 90 !!

Chris Hore

PS : One other problem, not clear until afterwards, was the amount of soot in the old packing. And it was so fine it went ***** everywhere. Clearing up afterwards was a real pain in the 'proverbial'. This took almost as long as the job itself !!! So getting the old packing out is a job best done outside where you can have a hose down after.

A Query from Roger Yates—SVA/IVA

As a new member I have a general query regarding historic classification for tax. My car has a 1968 age related plate based on the donor car, but year of manufacture and date of first reg as 1999 based on SVA test after build. I have seen 3 other cars advertised recently which have year of manufacture and date of first reg on the DVLA website of 1968, 1969 and 1973 based on their donor vehicles and all classed as historic and tax exempt. However I can't see any obvious difference in their specn. against mine, presuming they are all classed as Kit converted vehicles which according to the DVLA have old parts added to a new kit. Can anyone shed any light on this for me

John Hoyle advises -

Prior to SVA & IVA the donor registration and date of manufacture were carried over. Any car that went through SVA or IVA had to be newly registered from that date but was allowed an age related number, but not the original donor number.

So cars with a registration date older than 40 years are classified as historic and are tax exempt.



Proposed Air Quality legislation

The Department for Transport is proposing new legislation concerning vehicle emissions that may affect anybody still building their NG or any other kit car.

As a result all hell has let loose within our industry...!!

I have prepared an "Important Warning" as per the opposing page
Unfortunately this just missed the winter edition of ChangiNGear

I have extracted a piece from the current FBHVC News which summarises what is or is not happening:

"This Consultation is largely concerned with major matters such as penalising the use of 'defeat devices' in diesel vehicles, which are not of our concern. But, almost as an afterthought, it included proposals to limit, through changes to the MOT test, the ability of Kit Cars and some other totally ill-defined 'classic' vehicles to obtain IVAs. This at a stroke would destroy an important element of the kit car building business and could put at risk a number of ongoing private projects. Furthermore, as it was drafted, it could have worked retrospectively to affect the standards for MOT tests for vehicles with existing IVAs. The Impact Assessment, which is required for all Consultations, made only the most fleeting reference to the businesses affected, had clearly made no assessment of the effects and showed a total failure to understand the importance in the kit movement for the use of historic engines or the reasons for doing so. It was clear there had been no engagement with the builders or the enthusiast owners. The Federation made a robust response to the relevant aspects of the Consultation calling for the proposals to be withdrawn. But the Federation was so concerned that it has also entered a protest on the grounds that the Consultation breached the Government's own Principles for Consultation and brought the situation to the attention of Sir Greg Knight MP, Chairman of the All Party Parliamentary Historic Vehicles Group who has to our knowledge taken the matter further".

We just have to sit back and wait to see what happens, but there is still an air of optimism.

JRH



Breaking News ::

Since John sent in his 'piece' about Air Quality Legislation it seems that the tide of 'Public Opinion' has created a fair Tsunami of adverse response. And it seems the DfT have for once taken notice

Recent Statement by Department for Transport spokesperson :

"The UK's specialist vehicle industry is thriving - it creates jobs and gives enjoyment to many, with products exported all over the world.

"We are grateful to the over 2,000 kit and replica car enthusiasts, manufacturers and suppliers who took part in this consultation. Following their responses, we have decided that there will be no changes to the current MOT-style testing of kit car emissions."

Windscreen Mirror

Finding a decent windscreen mirror for Rocket had been something of a problem. Suction fitting was the only option, but keeping the adhesion was iffy. So often it would just drop off mid-journey, or be lying in the foot-well after a period of idleness, or when adjusting it came away in your hands !!!

OK so it was a very cheap one—but finding a better one the right size was not easy.

WELL NOT ANY MORE.

I've found the HR-Imotion products — (EBay , Amazon etc) with a wide range of sizes and styles—and great suction (like **** to a Blanket)

Not cheap but to be recommended



Chris Hore



Roadworthiness Testing (an update)

Further to my previous submissions on the above subject
(ChangiNGear Winter 17/18 Pages 39&40)

The DVLA do not have the resources to manage/police as to whether a vehicle can be truly classified as a "Vehicle of Historic Interest".

The FBHVC, of whom we are a member, has undertaken to help in this matter and has asked individual clubs to nominate someone who could be their "expert" to help decide whether individual vehicles can be classified as VHI

I am now that person for the NCOG — as agreed by the Committee.

So what does this mean for NG owners? As I previously stated no NG should qualify until it is 40 years old, but that day is not far away. But any car that has retained its first date of registration from the donor MGB which is over 40 years ago will still retain its zero road tax status.

From this May when you receive your annual renewal notice you will be asked to declare if you think your car should be given VHI status and therefore exempt from MOT testing.

This is a self declaration which can be supported (or not) by your club "expert" (me). So if in doubt let me know.

If all this sounds rather confusing (blame the EU) please go back and read what was said in the previous mag(s).

JRH

We had a power outage at our house this morning.

So our PC, our Laptop and iPad were all unusable

The TV, DVD and Bose sound Systems all down too.

Then I discovered my iPhone was run down with no way to power up !!

And to make matters worse, it was cold and raining — so I couldn't go golfing.

I went to the Kitchen to make a coffee and then remembered of course, the coffee machine also needs power. !!

So, I just sat there and talked with my wife for a couple of hours.

-- actually She seems like a really nice person !!



: Sales & Wants :

Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are notified that you wish to re-advertise, (For non-members there is a charge of £10 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 us by post or email. Eds

For Sale

NG-TF Reg No. UWJ 129

Correctly registered as an NG TF Roadster.

First registration 1978.

Colour Brooklands Green, cream seats, piping.

Morris marina 1800 engine, 4 speed gearbox manual, twin S.U. carbs.

Complete with Black Hood, side-screens and cream tonneau (split but repairable)

Dry garaged. Chrome spotlights. Moto Lita woodrim steering wheel.

Proper 'knock-on' wire wheels with spinners and rear mounted spare. New tyres.

Mileage 73790. New MOT will be provided. 2 sets of keys .

Wind deflectors. Fuel gauge sticking/needs new sender.

Lots of bills, invoices for parts etc. Drives beautifully. Reluctant sale.

Price : £8950 (or near offer)

Contact : Peter (NW London)

Phone: Send text to 07879477995 or

Email to : pmcgee0212@gmail.com



What's the difference between a grandfather clock and a BMW E36
after an autocross?

The grandfather clock doesn't tell you the tail lights are broken !!!



NG-TF V8 :: Regn. B9BOC (2006)

No expense spared build (mileage 5080)
Rover V8 3.9litre, stage One tuned and fast
road cam,

Lightened and balanced flywheel and clutch,
New 5-speed gearbox and clutch, high torque
propshaft and limited slip differential
Hoyle double wishbone suspension all round,
Disc brakes all round with ventilated discs
and four-pot callipers in front,

Electrics designed for maximum reliability, with alarm/demobiliser, and full instru-
mentation,

Red paintwork with Ivory leather upholstery and trim,
5 MGC wire wheels with knock-off hubs, Stainless exhausts and fuel tank,
Folding screen plus aero screens, and full wet-weather gear.

Detailed specification available



Price £15,900

Contact : Brian O'Connor at ngv8bod@gmail.com

NG-TA :: Regn. RMG 209F (1968)

MGB - based, 1800 engine & running gear.

Four speed box with overdrive.

Twin SU's with custom air intake.

Tartan redpaintwork with black interior with 2+2
seats.

Mountney wood rim wheel., Brooklands aeroscreens.

Full/half tonneau. (plus original screen/hood)

New diff in 2015, New battery/tyres/brakes/ignition in 2017.

Rear mounted covered spare wheel.

Always Garaged. Sunny use only. MOT to Aug '18.

Much loved car. Beautiful to drive, show-stopper.

Now Reluctantly for Sale — Offers over £8500

Contact: Steve Wells, Woodbridge Suffolk

Phone : 01473-738214 Mobile: 07810-132318

Email : steve.wells@bridgeco.co.uk





NG -TF : Part Finished for Build Completion :

An original Nick Green showroom model with stainless steel chassis which was built up into a TF by the late John Butler. This is an incomplete project although 75% of the work has been done. It currently has no V5.



- 1) The chassis is as new and has been correctly modified to SVA standards for seat belts and seat anchorage.
- 2) New fuel and brake lines correctly spaced and fitted.
- 3) Engine reconditioned and run.
- 4) All mechanical work completed, engine, gearbox, axles, brakes and suspension.
- 5) Stainless fuel tank, exhaust system and bulkhead/chassis supports in stainless steel.
- 6) Body tub, side panels, nose cone sprayed tartan red and fitted.
- 7) This is a complete rolling chassis finished to showroom/concourse standard.
- 8) All fitted using new stainless steel/zinc nuts and bolts.
- 9) All chassis work completed to SVA standard.
- 10) To finish it requires wings (four wings/bonnet top/instruments etc. are supplied with the vehicle) to be fitted and then sprayed, plus interior and electrics. Paint supplied.

This is now for sale due to unforeseen circumstances and would make a great winter project for someone to finish off. All the work completed has been done so to a very high standard.

Photos can be provided to serious enquirers only.

No reasonable offer refused for the vehicle.

Contact Mick on 07593 424385

Find us on , at

<https://www.facebook.com/groups/NG.Owners/>

This is a 'closed' Group, but it is easy to join and

Jeremy Evans, the Group Mediator , will be happy to sign you up.

The Group has now over 200 Members and the Facebook Page is very active with news and technical oddments.

facebook



NG—TD,

MGB based, the original showroom model (with original receipts from Nick Green supplied). Body tub is stamped TD000 - Reg No: LOX 518F. This is registered as a NG TD and has 12 months MOT on. The car belonged to the late club member Ian Robinson who built the car from new in 1983 (MGB donor). It is fitted with a competition tuned MGB 1800 engine and has been used for hill climbs and sprints etc.

It has been recommissioned and now back on the road and ready for use. The car is in nice condition and comes with full history/documents from new.



£6750 ONO

Contact Mick . Redditch, Worcestershire.

Phone : 07593-424-385

NG TF: Regn. 878 GWU

MGB Based. 1800 cc with overdrive
Stainless steel exhaust.

Registered as NG.

Garaged. Very low mileage.

First registered 1969

MOT, (not road tax)

Price £7,500 ono.

Contact: George; 07970 -171286;

Email: ggvention@gmail.com



NG TC starter kit.

Includes chassis, body, bonnet, radiator cover, wings etc.

All parts are as they left the factory, except the chassis which is waxoyled.

Has been kept in the garage ever since I bought it from the factory.

Not so much an 'unfinished project', more of an 'un-started' one!

Open to offers

Contact Kev on 07796320460 (Gatwick area)

**NG - TF :: Regn. HGC 699J**

This is my Beautiful NG TF car in Old English white.

She is a 1971 MGB rebuilt in 2002 as a NG and correctly registered as an Historic Vehicle & Tax Exempt
New side wind deflectors fitted from Findhorn Cars

She is MOT till March 2019 with no advisories

So all ready to go for the summer, great open top motoring the photos say it all, and she has all the wet weather gear, hood plus tonneau cover

Mileage since built just 8320.

Good working overdrive gearbox, 70 mph at 3,100 revs.

She is in very good condition and runs perfectly, good oil pressure and steady water temp in both summer and winter.

Lots of paper work and photos of build I am selling because of my arthritic back and will be sorry to see her go as I am a member of the NG club.

Has been always garaged.

To view this car on YouTube:- use this link <https://youtu.be/ejgEHe8DT4A>



Price : £8,250 ono

Contact : Michael Morcher

Phone : 07717642221 Email: mikefm@btinternet.com

FOR SALE: Hood, Hoodframe & Tonneau for TA – Etc, etc

Hood is a bit scruffy & faded but no holes or rot.

Frame for the above will require a paint job

Tonneau cover, condition as hood

I'm sure there is a product that restores the colour on the 'double duck'.

Also available a 'ratty' vinyl covered wooden trunk for the rear end.

Naturally I am looking for huge offers for these beautifully 'patinated' items of enormous provenance, in line with the general thinking employed by the motor trade !

Rush now, before it's too late, get your offers in.

Contact : Michael Saunders

Phone : 01794323513 or 07587178085

Email : sondar@postmaster.co.uk



Wanted

Tonneau Cover wanted for NG-TF

A good one would be marvellous, but even a decomposing one suitable for a pattern would be acceptable.

Plus Hood Bag, preferably black and in good condition. Or again anything to use for a pattern is fine.

Richard Fox :: 07968 599882 or 01432 353235

Email : cafnod@gmail.com

NG Car Wanted

Registered car for Restoration or Parts

Preferably a TF, but not essential

Contact : Martin (NGer No. 39) :: 01258—480567 or mar-

Findhorn Cars Limited

Hill Hampton
East Meon
Petersfield
Hampshire
GU32 1QN



Contact:

Nigel Brooks

01730 823 647

office@nbpat.co.uk

Findhorn Cars holds an extensive stock of parts for NG TC, NG TD & NG TF, including SVA & pre-SVA hoods, carpets, dashboards & windscreens (to order), chassis, & 101 miscellaneous parts. Widened TF bodies with doors also available.

Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00 + £3.00 p&p*
Polo Shirt S, M, L, XL	£12.00 + £3.00 p&p*
T-Shirts M, L, XL	£9.00 + £3.00 p&p*
Baseball Cap (navy)	£9.00 + £1.50 p&p*
Beanie (navy)	£8.00 + £1.50 p&p*
NG Car Badges (unpainted)	£20.00 + £3.00 p&p*
Brollies (last few)	£22.00 (only at The Rally)
Fleeces	temporarily No Stock

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

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

*p&p charge up to a maximum of £6.00 per order

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

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Rocket — or Not ??!!



On a recent visit to our Son, we were given the model pictured above. It was in just the right colour of Blue and we thought 'Wow !! James has made us a model of Rocket' - but on inspection we found that it was actually a diecast model of a 1934 Aston Martin 'Ulster'. Supposedly Nick Green's inspiration for the NG-TC.

— And you can surely see the likeness *Su Hore*

Market News

This rather nice powder blue V8 NG-TC sold at Brooklands Historic Auctions recently for just over £10,500.

Some would consider this a fair price, even with commission to pay.



But as it is still registered on the V5C as an MGB this might pose a problem for the new purchaser