



CHANGING GEAR



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Contributions Please

Been anywhere interesting, done anything " newsy" in your NG, or to your NG; do you have an entertaining story to tell ??

Please send in a few words and pictures for 

Please send your contributions for the Summer issue by the mid July to ngoceditor@gmail.com.

Remember, without your input there would be no magazine!

Thank You



Chairman's Message

Hello to each and everyone of you. What a turbulent three months this has been! Weather, as usual catching us out, some good days, and some very wet, windy and cold days. However, it hasn't put off many from trusting their instincts and braving the weather. I for one occasionally got it wrong and left in sunshine and returned home drenched.



And it ain't just the weather that's proved a little challenging. Illness has struck a few of us. That horrible word COVID, unheard of at the beginning of 2019, yet seems not to have left since December of that year. It has even found our Vice President John H and Barbara, I'm sure we all wish them a total recovery, even if the word speedy is not an option.

Anyway, returning to the main theme of this mag, cars, be it building, repairing and/or driving. On the build and repair front one only has to look at the daily submissions to our NG Facebook page to fully appreciate the energy that still exists amongst our membership. First builds (there are still a few), rebuilds and improvements are definitely in evidence. On the rebuild front, I've successfully persuaded our editor to allow me a few inches of space to comment on a recent visit to an old (well not so old) friend who built the famous 'Toad' which recently passed to Roy de Bois. This is completely different, see page 50. We have some surprisingly skilled people among us!

Now to driving, many of us recently visited Sunday events under the banner of Drive-it-Day. I for one joined the familiar NG outing gurus of Alan Goodbun, Dave Woolgar and Charlie Killick at Chiddingstone Castle. It didn't commence before 11am, and so in the tradition of going nowhere unless there's breakfast (well my rule) three of us stopped for breakfast at the Wheatsheaf in Bough Beech. I ate most of the bacon and egg roll, only a small amount of the egg found its way onto my trousers. Thank you Charlie for spotting it.

Many other Breakfast and natter visits have taken place, so well done to all those that have involved themselves in such outings. Hopefully the improving weather, he says with fingers crossed, will result in a lot more outings. Certainly by the time you read this, the Jorvic Rally through the North Yorkshire Moors will have taken place, of which BOW will be there. BUT the real important event for all of us NG members is the National Rally!! Again at Riverside Caravan Park near Stratford upon Avon. I really hope you've considered this and agreed to come. You've received the invitation, so make it a great weekend or even a day, but please do return those questionnaires to our Teresa.

Until next time .. good and safe NGing

John



From the Editor

With a cold wind from the north and rain beating against the windows it feels more like February than almost May, so far glimpses of spring have been fleeting nevertheless it's been encouraging to see that NGers have been getting out and about.



Drive-it-Day seems to have been a spur to some NGers to wake the car from winter slumbers and take to the road; my thanks go out to those who have contributed words and pictures from their travels for this issue. Looking at the photos some even had a bit of sun, more than can be said for the four of us who went to Chiddingstone, still after last year's soaking we should be grateful that it stayed dry.

Judging from posts on the Facebook pages there are a lot of cars being rebuilt, some on-going builds and even some neglected projects passing on to new owners, hopefully to be completed, so it would be great if you could share what you have learnt to help others. Many thanks to Alan Myland who is resurrecting a TA and has contributed technical articles for this, and future issues of the magazine.

We have quite an archive of articles that appeared in past issues so let me know if you need anything particular reprinted

As the weather improves and you are tempted out for some fresh air motoring please take a few photos on your travels and share a few words, it's always good to hear of interesting places to visit, great roads for NGing and spectacular scenery, or even just a nice pub or café.

Apart from regular Saturday and Sunday breakfast meetings, of which we in the South East are spoilt for choice, the high points in the coming few months will be Wallingford, which many NGs will be attending, then the Jorvik run, a regular event for Yorkshire members, plus our chairman. He will then carry on north of the border for a whiskey festival on Islay! Next, for me, will be Le Mans, rapidly followed by the National Rally, then back to France for Caux Retro and a few days in the Loire Valley.

Dave Woolgar has done a great job of hunting out events throughout the country for the events calendar, so hopefully something will appeal. Please put pen to paper, or finger to keyboard, and send something in

Charlie



Words from our Events Secretary

"Get me out of here!"

Hopefully by the time you read this issue of Changing Gear, we will have left the wind rain and bitter cold behind us. I would like to believe that we would be into T shirt driving weather by then, but will have to reserve judgement on that.



I have been out to regular pub meetings myself most weekends throughout the winter with only a few being so dreadful it is just not worth turning out. The hood has not been up at all so far and despite the weather, with the full tonneau in place, it has been warm, snug and dry with the heater on. Although you do have to dress appropriately for the occasion. When attending the Southern Classics breakfast meeting at the Old Barn garden centre just north of Worthing, their members were of the opinion that I was driving the most inappropriate car of the day. I did not have a problem myself with the rain, but the drops falling off the trees on the way there was somewhat like being slapped hard in the face with a wet cabbage leaf.

The Heritage Transport Show went ahead this year and was attended by some of our members who received tickets thanks to our Chairman. Despite the ground still being quite wet arrangements had been made to make better use of hard standing this year which enabled the show to go ahead. Unfortunately, I was unable to attend due to a prior appointment.

As you will read, a number of members made it to the FBHVC Drive It Day events at various locations around the country. In the south east we went to Chiddingstone Castle and we must thank fellow members who submitted their own reports from the regions both to our editor and Facebook page together with lots of photo's. Keep them coming please when you go to a meeting, we like to know about it and what you have seen.

I hope you have booked to go to the NG Owners Club National Rally this year. Your attendance is vital to keeping the club going and bringing fresh blood into the NG world which is why we are eager to promote regular use of our lovely cars and attendance of classic and alternative car meetings. There are certainly many things that you can go to in your NG that can be found in the events pages in this issue.

Speaking of which, if you would like to organise a little get together in your area please let us know so I can add it into our listings.



Alternatively, if you use the NG Facebook page just throw an invitation out to meet at a pub or cafe that others may wish to join you at. Possibly a museum or other place of interest to fellow members.

I would also mention the new Inter - Club Classic Car Weekend being held at the Three Counties Show Ground at Malvern as it might be a way ahead for many clubs to gather nationally without the expense of organising their own national rallies. Although we have not booked as a club for this first event, I am trying to get along myself for at least one day over the weekend to check it out for the future. Once again the National Kit Car Show is being held at the same venue. It is a very busy month in June.

In the south east, some of us have booked for Classics at Penshurst Place in August which is quite a large meeting so it would be nice if a few more could join us. Plus all of the regular events members attend during the summer.

If you don't already use the NG Facebook page, I really encourage you to join as it is the best place to keep up to date with shows, events and share knowledge. This is especially important if you are new owner of an NG and did not build the car yourself as the response to questions is pretty immediate. As they say "old gold, is still gold"!

All that remains is to welcome new members into the club and look forward to meeting you all out and about driving your NG.

Don't forget - "If you go, let us know"

Dave



Photo: Charlie Dwyer



National Rally 2024

***Come and join us,
21st to 23rd June at:
Riverside Park, Tiddington Rd,
Stratford-upon-Avon CV37 7AB***

- This will be a heavily subsidised event for Club Members
- No daily Rally charges
- Special rates per head, for Club Members only:
- £10 for the Friday meal, 2 courses from the set menu in the Gallery Kitchen Restaurant of the Clubhouse,
- £7.50 for the Saturday meal, BBQ style, seated underneath the Clubhouse (We will have exclusive use of the underside of the Muddy Oar bar area Fri - Sun)
- The club will be providing a Sandwich Lunch on Sunday, available to all
- We will have our club tent and party gazebo on the field
- Tea, coffee, and cakes available all weekend
- Remember to bring your own chairs and mugs
- Just complete and return the Booking Form, which has been posted to you, if you'd like to come
- If you don't need a meal then just come along,





Membership Mutterings

If you do change your address or email just drop me a line and let me know? (rmorri1847@aol.com) That way we can make sure that your magazine gets to you and keep you all up to date with things that may be of interest.



The club would like to welcome the following new members.

Bob Morrison

John Carney	1734	West Sussex
Jim Wilson	1735	Hampshire

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

- Thank you and Welcome, Charlie, Editor

Calling Scottish  ers

Would you like to meet up at the Farming of Yesteryear & Vintage Rally at Scone Palace on 7th September? I went to it last year, although without my TC, and met up with Rob Kennedy in his TF. A most enjoyable event and certainly lots to see, not just tractors but hundreds of classic cars! Scone is a fairly central location so hopefully you could get there easily enough. Please let me know if you fancy coming along, and of course that goes for anyone else who would like to venture north; if there's enough interest we can book as a club

Charlie Killick ngoceditor@gmail.com



2024 Event Calendar (BOLD denotes an NG Owners Club Event)		
4 th - 5 th May 2024	Donington Historic Festival	www.doningtonhistoric.com Info only
11 th - 12 th May 2024	Annual Classics at Prescott Read details on website	www.winchcomberotaryclub.com booking required.
12 th May 2024	Wallingford Vehicle Parade	www.wallingfordcarrally.org.uk TBA - NG Facebook page & Mag.
19 th May 2024	Jorvic Run. York. 90-mile scenic drive £20 to charity	TBA - NG Facebook page & Mag. Steve Tyler jorvikrun@gmail.com
1 st - 2 nd June 2024	National Kit Car Show. Three Counties Show Ground. WR136NW	www.nationalkitcarshow.co.uk Info only
1 st - 2 nd June 2024	The Classic & Performance Car Show. Tatton Park, Knutsford.	www.greatbritishmotorshows.com Info only. Booking required.
Sunday 2 nd June 2024	London to Brighton Classic / Kit & Sports Car run	www.popupcarshows.co.uk Info only. Booking required.
Sunday 16 th June	Classic Car & Bike Rally Belbroughton DY9 ODW	Pre-book £5.00 to charity 07805 161063
15 th - 16 th June 2024	94 th 24 Heures du Mans	www.24hr-lemans.com Info only
21 st - 23 rd June 2024	NG Owners Club National Rally Riverside Caravan Park Stratford Upon Avon	NG Facebook page & Mag. BOOK ACCOMODATION EARLY
28 th - 30 th June 2024	Interclub Classic Car Weekend Malvern Showground	Tickets etc www.interclubweekend.com
6 th - 7 th July 2024	24 th Caux Retro France See website for details	www.cauxretro.com Booking required.
7 th July 2024	Berkshire Motor Show Reading	www.berkshirerotorshow.co.uk to book
13 th July 2024	Classics on the Green Headley Vill Green GU358LJ	Email: classicsonthegreen@outlook.com



Sat 20 th July 2024	Dogmersfield Fete. Pilcot Farm Dogmersfield. Hants.	NG Facebook page Paul Gray
Sunday 21 st July 2024	Chatsworth Classic & Performance Motor Show. Chatsworth House. DE451PP	www.greatbritishmotorshows.com
Sunday 21 st July	Blackboys Inn Car Show TN225LG	annabellcgould@hotmail.com to book.
4 th August 2024	Rushden Classic Car Show Hall Park	www.ticketsource.co.uk/rhts
4 th Aug. 2024	Gurston Down Hill Climb Salisbury SP5HR	Facebook & Web Page Number of meetings in year.
Sun. 11 th August 2024	The North Devon Festival of Transport. North Devon Sports & Classic Car Club	Facebook On-line to book
9 th - 11 th August 2024	Old Timers Grand Prix, Nurburgring	www.oldtimersgrandprix.com
11 th August 2024	N.Devon Festival Of Transport. Victoria Park Bideford.	Bideford Bridge Rotary Club Web & Facebook
11 th August 2024	Boston Classic Car Club Annual Show PE203QU	Pre-book 07719996795 glunn1960@gmail.com
11 th August 2024	Waldron Classic Car Show Recreation Ground TN21ORB	www.heathfield-rotary-org.uk
17 th August 2024 12 - 5pm	Capel vehicle Show Surrey. RH55LB Registration required	Info only www.capelshow.co.uk
18 th August 2024	Classics at Penshurst Place Kent. Booking req. £6.50	www.classicsatpenshurst.co.uk
Sat. 24 th August. 2024	Barns Green Classic Car Meet. (Donation Entry) Op. Queens Head, Barns Green, Horsham. RH130PS	Facebook NG Facebook page Donation entry



24 th - 25 th August 2024	Egham Show Surrey TW209NW	www.eghamroyalshow.org.uk Pre entry only
Monday 26 th Aug.	Bexhill 100 Classic & Custom Show. TN393EX	www.bexhill100mc.co.uk Pre-book £5.00
Sunday 1 st September	Ashford Rotary Club Classic Vehicle Rally. (Middlesex) TW15 1BX	Charity show www.ashfordrotary.org.uk to book (recommended show)
31 st Aug - 1 st Sept 2024	Great Harwood Transport WE Great Harwood Showground BB67TD	Web & Facebook for details & booking.
7 th - 8 th September 2024	Isle of Wight Classic Car Extravaganza, two meetings & run	Online for details to follow.
8 th Sept. 2024	The Scottish Vintage Trac- tor & Engine Club. Scone Place.	www.svttec.org & Facebook Info only
7 th Sept. 2024	Cookham Regatta. SL69SB	www.cookhamregatta.org.uk Booking required.
Sun. 17 th September 2024	Basingstoke MGO C Doughnut Run Pre-book	www.basingstokemgclub.co.uk On-line
14 th - 15 th Sept. 2024	Kop Hill Climb. Bucks. HP270LA	www.kophillclimb.org.uk Info only. Booking required
15 th Sept. 2024	Concorde Classics Car Show Eastleigh. £10 to charity	www.concordeclassics.co.uk booking now.
17 th Sep- tember	Hinckley Motor Show (main event) Town Centre LE101DD	www.hinckleybid.co.uk 3 smaller shows during year Info only
21 st -22 nd Sept.	Newark Kit Car Festival 2024 NG242NY	www.newarkkitcarfestival.co.uk For info only.
Through- out year	Castle Combe Autumn Classic Race Meetings + other events.	www.castlecombecircuit.co.uk Info only



TBA Oct. 2024	Steam Engine Day at The Star Inn. Waldron East Sussex. TN210RA	NG Facebook page
Sunday ?? December	NG Owners Club Christmas Lunch	Sue Bolton
	Regular Meetings	
<i>Always check</i>	<i>Some may be seasonal always check with organisers</i>	<i>Mostly Facebook but some also have web sites.</i>
1 st Saturday	Podium Breakfast Club Bone Lane, Newbury RG145	Facebook / check
1 st Sunday	Nottingham Heritage Centre Breakfast meeting.	Facebook
9am - 11.30am Check for venue	Four Counties Classic Pub breakfast meets around North Surrey / Kent.	Own & NG Facebook page.
10am on. Various dates	Past N Curious, East Sussex Two main venues including the Yew Tree Inn.	Own & NG Facebook page.
1 st Sunday of month 2pm - 4pm	Classic Car Sundays. Alton Hants. GU344BH	Facebook
1 st Sundays April - Oct 9am	Wheels on the Waterfront Sovereign Harbour Eastbourne. BN23SUZ Great breakfast venue	Own & NG Facebook page.
1 st Sunday 10.30 - 12.00am	Classic Cars & Coffee The Plough, Plumpton. BN73DF	NG Facebook page Or email: tonyash62@gmail.com
Various	Alchester & Avon Classic Motoring Club.	Facebook
Various dates & times	Port Solent Car Meet Some are themed.	Facebook
Various dates & times	Wisbech & District Historic Vehicle Club	www.wdhvc.com join club good events calender.
Saturdays From 9am	Anchor Inn. Lower Froyle Hampshire GU34 4NA	Facebook



Thursday Evenings in season	The Hurst. Winchfield RG27 8DE	Pre - 1980's Pub meet from 6pm.
4 th Sunday of each month.	Godalming Breakfast Run. Jack Phillips Pub. GU71HR	Facebook
10am - on.	Hidden Valley Breakfast Meeting Ifracombe EX348NU	Facebook / check
8.30am - on.	Vintage Tyres Breakfast Meeting Beaulieu National Motor Museum. SO427ZN	Facebook / check
2 nd Sunday 10am - 1pm	The Riverview Meet (Pre-2003) Forest Row RH185DW	Facebook
4 th Sunday 8.30am - on	Horton Historic Vehicle Club Cross in Hands Old Sodbury BS376RJ	Facebook
2 nd Sunday 8.30 - 11.30am	Black Swan Classic Car Meet Ockham, Surrey. KT11NG	Facebook
Monthly	Horley Classic Car Meeting 54, High Street, Horley. RH67BB	Facebook / check
Various dates	Southern Classics. Shows / meets	www.southernclassics.org.uk
Various dates	Storrington & Dist. Classic & Sportscar Enthusiasts. Shows / meets	www.sadcase.co.uk
1 st & 3 rd Sat. All Year	The Coopers Arms. Weston On Trent. DE722BJ	www.coopers-arms.co.uk
Occasional	British Motor Museum Gaydon Various events throughout the year.	www.britishmotormuseum.co.uk Facebook etc.
2 nd Tuesday evening April -Oct.	Gaydon Gatherings Anything interesting	Tickets as above
April - Sept 10am	Headcorn Classic Car Meetings TN279HX	www.headcornrodrome.co.uk For exact days.



April - Oct. 10am	Running Retros at Headcorn Kent Anything old and mechanical!	Facebook As above.
Year round? 2 nd Sat of month 9.30am.	Castle Donington Community Hub 101 Bondgate, Castle Donington DE742NR	Facebook
Sun 24 th Feb	Ardingly Autojumble RH176TL (A bit of a classic gathering)	www.horsamhistorics.co.uk
Sundays 4.30pm	Milton Keynes Retro & Classic Car Club. The Barn MK93BZ	Facebook Five Shires Classic Car Shows
Sundays 10am	Boston Bowl Breakfast Car Meet. American style Din- ner. Lincs. PE219RH	Facebook Check dates.
2 nd & 4 th Saturdays	Kent Classic & Sportscar Club The Moat, Wrotham Kent TN157RJ	NG Facebook page
1 st & 3 rd Saturdays 9 - 11.30am	Blethcingley Arms. Blethcingley, Surrey. RH14PE	Four Counties Classic & NG Fa- cebook pages
1 st Thursday May - Oct.	The Sun at Whitchurch, Nr. Reading. RG87PU	Facebook.
2 nd Sunday 10am.	Binton Social Club Breakfast Meet. Nr. Stratford Upon Avon	Email: bintonclub@gmail.com For further info.
Sundays 8.30am Year round	Toast N Tyres at Arbuckle's Restaurant & Bar. Downham Market PE380AD	Facebook to check dates but looks like 3 rd Sundays
1 st Sat 4.30 - 6.30pm	Bird In Hand Classic Car Meeting. Hayle. Corn. TR274HY	Facebook Do check this one.
1 st Saturday March - Dec 10am - 1pm	Banbury Classic Vehicle Breakfast Natter National Herb Centre Ox171DF	Facebook Or email: christinead- kins@hotmail.co.uk
1 st Sunday? 9.30am	The Giffard Park Pub Milton Keynes MK145QP	Facebook Milton Keynes Classic Car Club
4 th Sunday 9am onwards	Classic & Vintage Vehicle Meet, The Welcome Café. Twyford. LE142HZ	Facebook Jeanette 07982715229



Occasional	Burgess Hill Classic Car Club The Woolpack. RH158TS	Facebook & NG Facebook page
2 nd Sunday April - Oct	Hub Classics Breakfast Meet Wadhurst TN71JX	Facebook & NG Facebook page
2 nd & 4 th Sundays April - Sept.	Classic Cars at the Carpenters Carpenters Arms. Dale Abbey, Derbyshire	Facebook
Sun. 9am	Bagshot Breakfast Meet Pine Ridge Golf Club	Facebook / check
Sat. 9 - 12.	Haddenham Classics Breakfast Meet. Bradmoor Farm. HP178JX	Facebook / Check

The NG facebook page (<https://www.facebook.com/groups/NG.Owners>) is also well worth checking but, as with the magazine, it is reliant on NGeers spreading the word, so if you hear about an event that you think would appeal to others please share the details

If you go, let us know!



The Detling Heritage Transport Show

Last year's event had been cancelled due to the waterlogging of the show ground and the very wet spring in the run up to this year's had been causing some concern. It was a relief to find that the organisers had come up with a plan to allow it to go ahead; the busses and commercial vehicles would be displayed on the tarmac aprons and the cars distributed along the grass areas on the edges of the access roads. The club received the ten sets of tickets in good time and these were posted to all who had expressed their intention to attend.

After a showery Friday the forecast for Saturday was sunny spells and, more importantly dry all day. Sadly in the week before the show three of those due to attend had had to cry off due to illness so we were down to six NGs, with cars coming from Ruislip, Wokingham, Egham, Guildford, Dover and me, the closest, from Sevenoaks.

The drive to the show ground gates was quick and easy but was followed by the stewards sending us on a meandering route to get to our allocated spot. Shortly after I pulled up our club Chairman, John Watson, arrived, bringing the club flags to welcome the rest of the NGers, having been delayed with a battery problem. Matt Bolt had come to his aid but as soon as his TC was running John sped off leaving Matt and Robert in his wake! With the stewards adopting seemingly random traffic management we spotted NGs heading in all directions but eventually we had all six gathered together.



The promised sun never materialised and there was a relentless chill wind but Hana was well prepared for both NG motoring and draughty Detling.

The show covers all aspects of





transport with an emphasis on commercial vehicles, busses and coaches, and there are certainly plenty of those to be seen, with a steady stream of them circulating around the access roads offering free rides but there are plenty of interesting and unusual classic cars and bikes on show.



A very fine 1932 Morris 12 had a feature that had us all puzzled; a miniature set of traffic lights on each side. The owner explained that Morris had seen them on a car at a motor show in Germany, acquired the rights and proceeded to manufacture them by the thousand. They were promoted as safety turn indicators, the principle being that the amber light would come on to show which way the car was about to turn shortly followed by a red light on the same side, warning other road users not to pass on that side, and a green light on the opposite side to show the safe side to pass. Sadly for Morris (but perhaps happily for the rest of us) the Department of Transport deemed them too confusing and banned them. Faced with a large financial loss for all the lights that he'd made Morris was lucky to find a crane company who took some of them off his hands as safe load indicator lights!



Walking through the main hall I was surprised, but pleased, to see a white AC428, there had been a red one at the Moat breakfast meet only a couple of weeks beforehand, the first that I'd seen for probably 30 years, so I was even more amazed to see a blue one not far from where the NGs were, remarkable as they only made about 50 of them. It must be the bus effect, wait for ages then three turn up almost at together!



One of the halls was filled with everything that a bus enthusiast could possibly desire from old bus tickets, timetables and advertisements to beautiful scratch-built models of bygone bus garages, complete with all the appropriate model busses, as well as parts for classic busses.

The end of the hall was occupied by an extensive tableau with extraordinarily detailed radio controlled models of commercial vehicles and construction equipment being put through their paces. Excavators were loading tipper lorries which would move through the model streets and tip elsewhere, articulated lorries were manoeuvred with great skill both forward and backwards and a truly astonishing heavy haulage "train" loaded up and moved a huge transformer, even venturing outside the hall and onto the showground roads! I'm not sure how many people were controlling it as both the hauling and braking tractor units and both bogie units could be independently steered.



Despite the chilly and overcast weather there were lots of visitors to the show with plenty of interest shown towards the cars, and a few former Ngers dropping by to reminisce.

All in all an enjoyable day out, plenty to see, lots of good food and drink of all varieties to be had from numerous refreshment stalls, if only there'd been less wind and more sun!

Charlie



Goodwood Members' Meeting

On a grey Sunday morning a friend and I made our way to Goodwood for the 81st Members' Meeting, we'd been to the Festival and Revival meetings a few times but never to this as tickets are harder to come by.

A slightly circuitous route, due to closure of the A27 for road works, ended with a slow crawl to get into the car park. As ever at Goodwood there were plenty of interesting vehicles to be seen as we made our way into the circuit.

The historic 1000cc F3 race had just started as we arrived with some good dicing for position in the lead group only for an incident on track to bring out the safety car, then race stoppage followed by a re-start which rather upset the rhythm.

The next race, the first for the classic motorcycles suffered the same problem of safety car then re-start and when this was followed a side-car shoot out with the outfits circulating one at a time for a three lap blast against the clock we were getting a bit despondent.

Our spirits rose when racing resumed with a full field of magnificent sports racing cars from the 60s, nimble little Brabham B8s battling with much more powerful but less agile V8 cars such as Lotus 30s, a few GT40s and some real rarities like a Canadian built Chinook and even a Rolls Royce built complete with mid-mounted 6.75L V8 normally found in a Shadow or Corniche of the period.



As this year marks 60 years since the Mustang was launched it was appropriate that they had their own race; the "Ken Miles Trophy" with a huge grid of closely matched cars and compulsory pitstop for a driver change making for some close and exciting racing, although the period when cars were diving in and out of the pits to change drivers became a bit confused especially when the commentator would insist on referring





to a driver "in his Mustang"... rather than giving his race number!

For me the racing highlight was probably the spectacle of the Edwardian cars, aero engine monsters pitted against circuit racers with drivers sitting on rather than in their cars, wrestling them round the track, a 25L aero engine Darracq, designed for speed records and fitted with only two speeds, so slow off the line, gradually catching, and eventually passing, an ex Indianapolis Sunbeam. Mighty cars and even mightier drivers.



Another real treat was the fantastic gathering of Can-Am cars from their golden era of no-holds-barred design: minimum regulation, maximum innovation. No computer aided design for them just a willingness to try anything, adopt what worked, discard what didn't. An unparalleled gathering of Shadow cars epitomising this approach, the Mk1 going for minimal frontal area, barely room for the driver, tiny front wheels, little more than a go-kart but with a monster 8L 750bhp engine. Once they realised that tiny front wheels meant tiny front brakes they moved on experimenting with all manner of adjustable aerodynamics including movable flaps and air dams but never able to find the championship winning formula.



The early years of the series were dominated by the McLarens until the engineering excellence of Porsche, with revised open bodywork fitted to the Le Mans conquering 917, culminated in the 917/30s which with higher boost turbos produced well over 1000bhp in race trim and over 1500bhp for qualifying, and swept all before them before under pressure from the other manufacturers a rule change ended their dominance allowing Shadow a last hurrah. Astonishing machines which never raced in Europe so a rare opportunity to see, and hear them.

Lots to see and ultimately a very enjoyable day *Charlie*



DRIVE IT DAY

Drive It Day SE: The Starter

This weekend seems to have been a game of two halves, to use that well worn footballing phrase. Starts sunny with a certain promise then turning overcast and bone chillingly cold as soon as you hit the road, at least it was not pouring with rain and driving on seriously flooded roads like last year. This weekend my sheepskin trapper's hat and hi-viz site jacket have certainly been welcome, plus four other layers of clothing underneath. As the usual suspects in these things, we had arranged to meet at the Wheatsheaf at Bough Beech for a bacon roll and coffee before heading off to the Drive It Day rendezvous Classic Car event at Chiddingstone Castle. I have never been to the Wheatsheaf before and must to say that the bacon rolls at this venue are particularly excellent, which might explain the overflowing car park at this very pleasant and historic 1607 dated pub. Many interesting cars were on show, as by good fortune, it was the pub's regular classic car meeting this Sunday with a



number of familiar faces from the Moat and Bletchingley Arms meetings present, although not all were going on to the Castle.

Drive It Day - The Main Course.

By 10.30 we were back on the road with John D Watson in the lead with Charlie Killick and myself following along behind making the short drive



to Chiddingstone Castle. Welcomed in at the entrance, we were some of the first to arrive and directed to park just off the gravel at the south side of the house, which should have been named windy ridge corner!



A few minutes later Alan Goodbun arrived in his TC V8, but unfortunately was unable to park beside us. By now the wind and cold was really bitter so we headed straight off to the tea room for a warm drink, further light refreshment and to finalise arrangements for the National Rally. It must be due to what seems to be an everlasting winter, but it is only just around the corner and by the time you read this report the booking forms will have been sent out and hopefully returned to Teresa. Our little group was also joined by car meet regular, Gary, who had arrived in his D Type Jaguar replica, parking next to Alan's TC. A good deal of discussion and reminiscing about cars and kit car shows from the past ensued until we thought we should vacate the table and brave the elements outside to make way for other frozen exhibitors. With collars turned to the wind and hats pulled low down, we inspected all the cars now parked all around the Castle, taking more than a few photographs with a few ooh's and aah's here and there when coming across something a bit special.



A very good cross section of Aston Martin production was presented with one pre-war example and lots of DBs from a





DB2 to the latest models, just don't ask me what they are. Quite



wonderful, but not for me even if I could afford one.

Kent Classic and Sports Car organiser Liz Lucy was setting up a chair and small table beside her Aston Martin so we stopped for a chat and offered to send a maid around to her with a tea tray. Triumph Stags were also notable in their numbers, both around the Castle and car park beyond. This year due to the front lawn once again being waterlogged by weeks of rain, entry was limited to one hundred tickets, so we were lucky to have booked our tickets early for this popular Drive It Day venue.

Once all the cars had been thoroughly inspected we headed to the front door of the Castle, entry tickets in hand to take the grand tour of the exhibits. The original house is of Tudor origins which was remodelled in Victorian times and the nineteenth century to resemble a medieval castle. Unfortunately the grand (hugely expensive) plan was never fully completed and the house you see today is a little more modest than the design drawings of the house and landscaped grounds displayed in one of the first floor rooms. When you walk around the various rooms and displays that are open to the public the layout of the house does seem quite odd and disjointed. It really is difficult to call it a castle, yet that's its name. Over the years the house has been the home to an equally eclectic mix of the upper members of society. The last being Denys Eyre Bower, an avid collector of artefacts from around the world



who purchased the house in 1952 to house his collection and who was the subject of a headline grabbing scandal in the late fifties involving murder and imprisonment as is revealed in the study. A number of the generous rooms exhibit Bower's Japanese, Egyptian, Buddhist, Stuart and Jacobite collections.

Following Denys Eyre Bower's death in 1977 the property and grounds were left in trust to maintain his collections. The Castle is now a wedding venue, available to educational visits, open to the public and hosts all manner of events throughout the year.

Completing our tour of the interior with its various and interesting displays, it was well past lunch time. People had drifted away in their cars and the tea room was calling out to us once again for tea and cake. Another of today's events, although not for us N'Gers, was a pre-booked high tea was being taken in the kitchen room and a recital by the Kent Youth Jazz Orchestra who could be heard practising somewhere in the distance.

Time was upon us and we set to leave, pausing for a final group photo shoot in front of the Castle concluding another very pleasant day spent with friends.



A nice cross country drive was taken back home, stopping along the way to assist the broken down Lagonda which had gone onto Hever Castle for a little sight seeing after leaving Chiddingstone and which I found stranded on a road junction. Despite best efforts using petrol from my spare fuel can to manually fill and prime the glass filter bowls and getting it running, it had to await recovery due to it being unable to draw petrol up from the tank, but at least it could be loaded easily once rescue arrived. Another like minded friend made, and a promise of lunch at the next meeting, which is what it is all about going to classic car meetings.



Dave



National Drive it Day in Cracker:

Having recently joined the 'Wisbech and District Historic Vehicle Club' we decided to attend their Drive It Day Road Run. It was 5°C outside so crash-hats and warm weather gear was compulsory.

After fixing the Drive It Day Plaque on the right hand aero-screen we set off at 09:30 hrs on the 22 mile drive along the A47 to Somers Road Car Park in Wisbech, arriving at 10:05hrs in an 8 degree heat wave. 25 minutes later we were the only open topper in the middle of a 14 car convoy heading along the A1101 towards Long Sutton before joining the A17 and heading for Swineshead. 27.5 miles later we turned into the 'Ivys Farm Shop' where the club had reserved 30 places at their Carvery.



After one of the nicest Carvery's we have had in a long time and a good social chatting session we drove home taking a scenic cross country route. Total distance travelled was 86 miles. The only disappointing aspect was that only one other car was displaying the official plaque.

Alan Myland



Drive-it-Day in Rocket

With Rocket back from RPI having had the engine fixed, it was time to focus on doing some final fettling and getting a decent test run organised. Drive It Day provided a suitable target, so I booked him into the Civil Service Motoring Association run (CSMA, now rebranded as Boundless), which had the advantage of taking place relatively local to where we live.

Sadly I was travelling my own as my navigator had decided that she'd rather go to her hockey team's end of season celebration, that had been postponed from the previous week. I set off to the start at The Angel pub/ restaurant on the A32 near Privett.

28 cars were taking part, ranging from a brace of MGBs, Mazda MX5s, Morgans, to a Rolls Royce Spur, an older Range Rover, a beautifully restored Sunbeam Talbot 90, a nicely patinated Ford Consul, and everything in between. Following breakfast and coffee a Tulip style route was issued - I decided to ignore the instructions unless I got stuck and just pick a car to follow that seemed to know what they were doing.

After all that we were off, heading towards the coffee stop at Sky Park Farm in West Harting, some 30 miles away. My in-laws used to live in this neck of the woods, but I'd forgotten just how beautiful the Meon Valley is, the route making it more so as we were using the back roads. It helped that the Jaguar XK150 I'd decided to follow realised I was navigator-less, so made sure I was in sight on the trickier junctions.

Sky Park Farm has a nice café, so suitably refreshed we set off towards the finish at the Rural Life Living Museum in Tilford. Again using the back roads, but this time on the tail of a Morgan and Mercedes (R107) SL, we wound our way back for 35 miles through the countryside, through Haselmere to Tilford.

With the cars lined up on the grass at the museum, it was time for lunch and a wander around. Although The Rural Life Centre is local to home I've not





visited for years and had forgotten just what a great spot it is. One to drag the family to in the summer.

Throughout all this Rocket performed almost perfectly (his off-side spotlight still has a tendency to become a bit cross-eyed, I presume just to remind me who's boss!). I can't wait for the new engine to be run in so I can open him up a bit - but I can tell the revised cam has moved some of the low-down grunt a little further up the rev range, so making 1st gear more usable, I just need to exercise a bit of care as the revs rise as the power really begins to kick in from about 2k rpm, and I have a limit on 2.5k until I have a few more miles on the odometer.



Paul Clark



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Drive it Day with not much time to spare

The weather for this year's Drive it Day was looking good. A day with some sunshine and no rain but still a cool Northerly breeze. The NG on the other hand was looking a bit more uncertain.

The start of the year with its seemingly endless days of rain had kept the NG tucked up in the garage. Not the sort of weather that makes for enjoyable NG driving. Because of this the annual MOT and Drive it day were rapidly approaching with the NG not having turned a wheel for over 3 months. Various family events such as moving house had also diverted my attention away from all things NG. The MOT renewal deadline came and went with the NG still not having turned a wheel. Eventually I had some days where I could start playing with the NG and the weather was a little less depressing. An MOT was booked and the NG pulled out of the garage for a good pre MOT check over. A quick drive up the road and back showed up no problems. Jan helped me check out all the lights and indicators. All working fine. The MOT the following afternoon should be no problem. It was only the following morning as I got the NG out of the garage that I realised the main beam warning light was not working. Was this an MOT failure? I had no idea so best to sort the problem. A quick check showed that the circuit was fine. It was the actual dashboard warning light that had failed. This was a problem. On my NG this is an LED indicator with a dimmer switch for night driving. I did not have a spare LED indicator and a normal light bulb type indicator would not work with the dimmer arrangement. I quickly ordered a couple of spare LED indicators but had no option other than taking the NG for its MOT with a hole in the dashboard where the main beam warning light should have been.

At the local MOT garage a quick chat with Geoff confirmed my fears that it would fail its MOT. Did I want to take the car away and make a new booking or go ahead with the MOT knowing it would fail? I decided to go ahead with the MOT. At least I would know if there were any other problems. My MOT garage is right next door to a big supermarket with a café. It's very convenient for a coffee and cake while the car is being done. On returning to the garage imagine my surprise when I was handed a nice fresh MOT certificate. Apparently the requirement for a main beam warning light was not applicable to a car of the age of the NG. It looked like Drive it Day was back on the agenda. The following day the new warning light arrived and was fitted. I was busy all of the



next day with looking after the grandchildren and Drive it Day was the following day. Just made it!

Drive it Day arrived with a bright and sunny start with a gentle but cool breeze. Jan and I had been looking at local events and decided we would start off with a drive to Nuffield Court in Oxfordshire. This is a National Trust property that was the home of Lord Nuffield of Morris

Motors fame. It was a fitting place to visit with its historic connections to MG and many of our NGs. It was a very pleasant drive in the sunshine through the leafy green lanes of Oxfordshire. We were the 2nd car to arrive and were directed to park right in front of the house. We



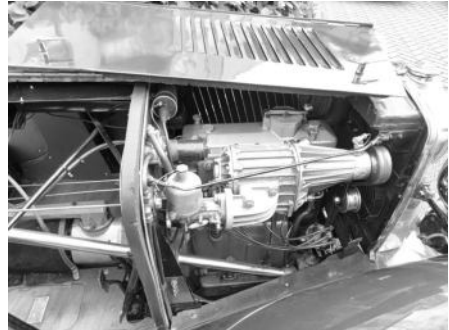
enjoyed a coffee and cake sitting in the sunshine and out of the rather chilly breeze. We were not far from Benson that is well known to be one of the coldest locations in the mainland of England. Jan bought a picnic blanket to cover her legs for the drive back to Reading. By the time we decided to depart a few other cars had arrived including a very nice Jaguar and a white Lamborghini. We had to wait for the Lamborghini to park before we could leave. I had never thought about how difficult it was to reverse a Lamborghini. It looked an absolute nightmare and held us up for some time.

Back at home I dropped Jan off and headed out on my own towards Windsor via the back roads. I was heading for a Drive it Day event at a retirement village in the centre of Windsor. I eventually found it and was greeted by some very expensive cars. I had never been surrounded by so many Lamborghinis. There were four there at one time or another.





I was treated to coffee and cake and spent a long time chatting to an MG owner about his car that appeared to have a supercharger that was almost as big as the engine. An interesting car with a bonnet extending back behind the fire wall. With the bonnet up you can sit in the cab and look under the dashboard and out to the front mudguards. I was surprised that the supercharger had the MG logo cast into it. I had never realised that MG actually made superchargers.



The Lamborghinis owners decided they would do a line up for a photograph shoot so I decided it was time to set off for home. This time I thought I would use the M4 and had a very enjoyable blast back to Woodley via the M4 and A329. A good day, some nice weather for a change and some interesting cars and people to talk to. No other NGs spotted but far more interesting cars out and about than last year when I only saw one Drive it Day car all day.

Mike Manners



Drive It Day 2024 at Kersey Mill in Suffolk

I don't know what it's been like where you live but winter in Norfolk has been a very long - and very wet- affair! The chance to get the NGTC out and attend a friendly meeting had been long awaited so Kersey Mill seemed like the perfect event to kick off the season and stretch the legs of the V8 on a sunny Sunday. Yes it was sunny, but the freezing arctic blast that seemed to enter one ear and whistle around the brain cavity before exiting the other ear on the drive to the event certainly made me wonder why I enjoy this so much!

I travelled with a few like minded souls and took about an hour to get to the venue which is a glorious location but all the parking is on the grass lawns. Fortunately the rain had held off for the previous week so we could carefully park without cutting up the surface and causing any damage.

After thawing out with a mug of hot coffee I had a wander around and was pleased to see a very diverse collection of cars, ranging from 1920's style roadsters to state of the art supercars. There was a smattering of kit/



alternative cars and I was delighted to see that Richard and Sue Wold had come along in their superbly presented NG TC. Sadly I could not park with them as we arrived at different times and were directed to parking areas some distance apart but I managed to bump into them on many occasions during the day and catch up on events.

A brace of very well presented AC Cobra replicas were in attendance along with a Grinnal Scorpion but the overwhelming attendance was from restored classic cars with a few rare exotics thrown in for good measure.

I would heartily recommend the regular last Saturday of the month gathering at Kersey Mill for anybody who is within reach of this lovely location as it is a very friendly gathering of like minded souls who admire the Art of Automobile for its own sake. No booking or lock in hours- just a coffee and a natter- with a bacon sandwich on offer if you want

Chris Hollier



History on Wheels

It's always good to visit private vehicle museums. History on Wheels at Dorney Wood (Eton Wick) is certainly no exception. One man's enthusiastic collection of cars, rare German and English 2nd world war army vehicles, motor bikes, bicycles, and an incredible range of models and memorabilia. I'll not say too much about the individual exhibits, but you may well have seen some of them in films!



Although, sadly, the original collector has passed away, his children run it, and his wife, Vera, still runs the Naafi. Through the Naafi windows one gets a great view of Windsor Castle.

It was certainly cold and really wet, but the draw of a friendly museum and the promise of a mug of tea, a toastie and drizzle cake overcame the shall, I shan't I conundrum.

Many car clubs have visited the museum, perhaps one to add to our own future events diary.



John



Trouble Free Terminal Crimping:

I have read some articles lately on people experiencing trouble with electrical crimps so here are some helpful (I hope) tips and hints.

Tools required:

To do good work you need good tools and the knowledge to use them correctly.

Wire stripper pliers: - It's no good baring the ends of the wire with a pair of gash pliers, inadvertently removing some of the strands and expecting the crimp to hold a reduced cable size. The type shown in the photo below are reasonably cheap, work very well and are not expensive. Using the screw adjuster, adjust the hole to match the cable core diameter, then squeeze the pliers round the insulation and pull it away, inspect the bared end and if you have chopped off any strands adjust the hole size and do it again.

Snips (diagonal cutter) pliers: - The use of these will give a nice clean cut on the end of the cable. The yellow and red ones shown are kept purely for electrical work (they haven't been used to cut the ends off split pins etc.).

Terminal crimping pliers: - Again a good pair is essential for good work, the type shown in the photo below are excellent. Most crimping problems are caused by an incorrect technique; you cannot just insert the cable into the terminal and crimp it. The split/slot in the terminal has to be facing upwards and the terminal parallel with the pliers jaws (as shown in the photo). The bared cable must not be too long and should just extend past the clamp area by approximately 1mm. The edge of the terminal should be in line with the face of the pliers. Both the cable and insulation are crimped in one movement; you must continue applying pressure until the ratchet releases. It is a two handed job on thicker cable so takes steps to ensure that the cable remains in the terminal until full pressure had been applied.

Multi-plug terminal crimping pliers: - these are essential for connecting a cable to the male and female pins in loom connection plugs and sockets. They are used as shown in the photo. This is a two stage process, using the middle jaws crimp the terminal round the cable, now use the jaws closest to the pliers centre to clamp the crimp to the cable insulation. Refer to the photos for more information.



Note.

When inserting the cable into the terminal don't twist the strands excessively, just twist them enough to close them up and enable them to enter the crimp cleanly.



Left to right; crimp, wire stripper, snips and multi-plug pliers.

Correct position of terminal in crimping pliers.

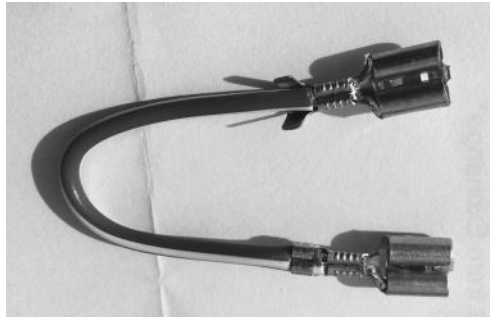


Position of multi-plug terminal for first crimp.





First crimp above (cable only) and second crimp below (insulation) on a multi-plug female terminal.



Type of connections:

'Pre-Insulated Crimped Terminals' versus 'Crimped and Soldered Terminals?' If you ask a number of electricians they will probably come up with different replies. Consider the following though:

Soldered terminals are very rarely used in the aviation industry (or maybe I should say that they were very rarely used when I worked in aviation).

A soldered joint is only as good as the person who makes it.

Colour coding:

To enable the correct crimp to be used the crimps are colour coded. Use as below.

Red: - 0.5 to 1.5mm² cable size.

Blue: - 1.5 to 2.5mm² cable size

Yellow: - 3 to 6mm² cable size.

Male and female blade connection crimps are commonly available in four sizes; 2.8mm, 4.8mm, 6.3mm and 9.5mm (weird sizes bastardised from Imperial measurements). 6.3mm is the most commonly used size. (6.3mm = 0.248" which is as close as the metric system can easily get to 0.250" which = 1/4")



Some common terminals, multi size rings are available



Summary:

If you use good quality terminals and crimping pliers according to the manufacturer's instructions; i.e. use the correct size terminal to match the cable/wire size and crimp with the correct part of the pliers then the joint is foolproof. Having said that there is a place for a soldered connection; namely to strengthen the wires where they are secured by a screw connection without a pre insulated terminal, but remember, you can buy pre-insulated terminals, called 'pins' (bottom right in the photo) that work admirably in such situations.

And now to put theory into practice!

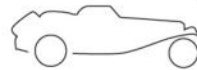
Alan Myland



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Body Repairs and Working with Fibreglass:

Introduction:

Although I did a course on using fibreglass in the early sixties I had allowed any skills to lapse and don't profess to be an expert, but in the last three years I have restored three fibreglass bodies without problems. To help me in my body repair endeavours I had my previous knowledge and a copy of the book 'How to Restore Fibreglass Bodywork' by Miles Wilkins. The main message from Miles book is that all damaged areas have to be removed in order to carry out a long lasting, and as good as new, repair.

Fibreglass general information:

There are two main components used in fibreglass repairs, namely the fibreglass 'Mat' and the 'Resin'. The mat comes in different thicknesses one of which is very thin and fine, this is referred to as fibreglass 'Tissue'. You can also buy fibreglass 'Cloth' - 'Tape' and 'Rope'. When using fibreglass wear protective kit including eye protection, a face mask and disposable gloves. Keep pets away from the working area.

The fibreglass mat has random glass strands which mesh/bond with the surfaces above and below them. The fibreglass tissue is generally used where a thin smoother layer is required. Fibreglass resin acts as the 'glue' and bonds the different layers of fibreglass material together. Fibreglass cloth does not bond well to other areas of fibreglass as it is smooth and does not have random strands; it is generally used for sheaving components; e.g. wooden panels to protect them from the elements. Fibreglass tape and rope is useful for reinforcing the centre and edges of large panels.

The general technique is to brush a layer of resin onto the substrate, position the mat and stipple more resin into the mat until it is thoroughly bonded and wetted to the substrate below it. It should be noted that it is very difficult to get thick mat to bend round corners so multiple thinner layers are best for these situations. It is also important to eliminate air pockets (best done with a metal roller) and not to have an excess of resin compared to mat. On the exterior bodywork the final layer (prior to filler) is normally tissue when carrying out repairs but during production a 'Gel-Coat' is applied to the inside of the mould which becomes the outside surface of the body.

Cleaning is carried out with acetone and the best quality kits include; mat, resin, hardener and acetone. Expect to pay in the region of £25 for a kit to cover 1 square metre in a single layer of 300gm mat. The resin has a best before date so is best bought as needed. There is not enough acetone in the kit for the cleaning of rollers etc. expect to pay around



£20 for 2.5 litres of acetone, which can also be used for cleaning the body prior to application of the new fibreglass.

Preparation:

Filler and fibreglass doesn't adhere well to a dirty or polished surface so the first task is to give the body a good clean. I tend to scrub the body with detergent then wash down with spirit vinegar before finishing off with a light pressure washing. If I'm going to paint the car I then rub down the complete body with P400 abrasive paper used wet. As water in the fibreglass is very detrimental I leave the body to dry out for at least a week. Prior to applying filler or fibreglass I clean the area with a cloth damped with acetone and leave it to dry for about thirty minutes. If I get called away and return to the job at a later date I wipe over the area with a tack-rag.

Eliminating minor blemishes to the body exterior:

After cleaning the area with acetone, the depressions are filled with 'David's Isopon P38' and after thirty minutes** it is block-sanded to conform to the original contour with P200 paper used dry.

Note.

*** Don't leave it too long before contouring to shape as once fully cured P38 is really hard and will vigorously resist your efforts with the abrasive block etc.*

After leaving to fully cure overnight I apply a very thin smear of P38 and after thirty minutes I sand it down with P400 grit paper used wet.

Notes.

I've used David's Isopon many times and find it reasonably easy to use, although again you cannot hang about as it has a limited working time of about ten minutes. David's Isopon P40 is a filler/fibreglass mix and has strength; P38 is a smooth filler with little or no strength so is used for final finishing.

Quite often very minor blemishes only reveal themselves when you start to paint the car. On steel bodies it is normal to apply what is often referred to as a 'guide-coat' of paint. On a fibreglass body I use a plastic primer as a guide coat. Obviously you repair any blemishes revealed by the guide-coat.

Mixing the resin:

The liquid resin requires the addition of a 'Catalyst' (Accelerator/



Hardener) in order for it to set. Adding more hardener will reduce the setting time, adding less will extend the setting time. If the hardener is less than 1% the resin will not properly cure and will be weak. More than 3% and it will cure too quickly, which again can make it weak. The normal resin/hardener mix is a ratio of 100:2 (or if you prefer 2% hardener). The common recommendations vary between 1% and 3%. You need 20ml of hardener to 1000g (1kg) of resin to give a 2% mix.

With my kits the hardener was supplied in a plastic bottle which had straight sides and contained 20ml, enough for a litre of resin. For a recommended (by Miles Wilkins) mix of 2% you need 5ml of hardener in every 250g** of resin. I mark the top level of the hardener on the side of the bottle with a felt tip pen and then make another mark at the half way mark before marking again in between the marks. The distance between each mark thus measures 5ml.

Note.

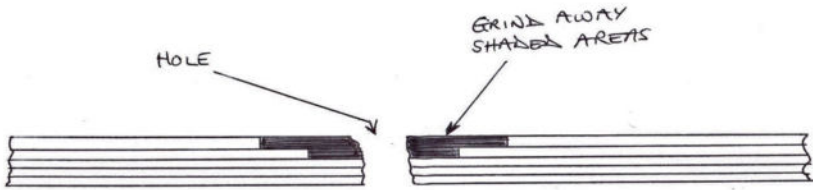
*** I use Margaret's very accurate kitchen scales for weighing out the resin and got her to save me several empty dog food tins which when thoroughly washed made good mixing receptacles for the resin. Glassware such as jam jars etc. should not be used for mixing as the heat created during the chemical reaction could shatter the glass. An alternative to weighing the resin is to calculate by volume.*

Repairs to star damaged fibreglass:

Minor impacts can cause what is known as 'Starring' where short cracks in the gel coat radiate out from the impact point. Repairs are often made by grooving out the star lines and applying filler, which is not a long term solution. To carry out a lasting repair you need to remove all of the damaged gel coat down to the fibreglass substrate. Now apply a layer of fibreglass tissue before filling and contouring the depression with P38 etc.

Repairs to badly damaged fibreglass:

The general technique for repairs is to remove an area of mat on the inside of the body that extends beyond the damaged area; if the fibreglass is particularly thick you might need to remove more than one layer. The layers should overlap each other and be tapered at the edges as per the sketch below. The shape of the repair is unimportant provided it covers the damaged area. The area in and around the patch should then be thoroughly abraded and cleaned ready to accept the new fibreglass used in the repair.



If the fibreglass panel being repaired has split then the broken fibres will prevent the panel returning to its normal shape and it will be necessary to run a saw blade etc. along the ragged split to allow the panel to re-align. The panel can be held in place/alignment with blobs of 'Isopon P40' on the exterior side of the panel or with aluminium etc. plates, held in position with self tapping screws. To prevent the aluminium being glued/stuck to the new fibreglass you can polish it with some form of release agent, or cheat like me and trap some polythene sheet between the plate and body. Remove the plate and polythene etc. after applying one or two layers of fibreglass material.

Always cut out your repair patches prior to mixing the resin. After stirring the mixed resin thoroughly, it is 'painted' on the work area, then you place the mat on top of the resin and stipple the mat with more resin making sure that the mat is thoroughly wetted and free of air bubbles. For larger areas use a metal roller to eliminate air bubbles.

Notes.

Stippling is done with a paint brush but I think that stiff brushes work better and with soft bristled brushes I cut the last inch or so off of the bristles. I never bother cleaning a paintbrush used for fibreglassing; instead I buy the cheapest brushes available and throw them away after one fifteen minute application session. If possible, always position the component so that you are working downhill and gravity is holding everything in position. Cease work when the resin starts to turn to jelly.

With the inside of the repair built back to its original level it is often beneficial to add one extra layer which overlaps the whole area. Don't put too many layers on though as it could lead to stress in other areas. Once the inside of the repair is finished you repair the outside of the body in a similar way; i.e. grind the damaged material away and work in layers from the centre out. Finish off with fibreglass tissue and filler. When the repairs are thoroughly dry, I block sand** the area to make sure no repaired areas are above the normal body profile.



Note.

**** Block sanding means to wrap the sandpaper in a block of rubber or cork etc. to help prevent sanding low patches.**

The problem with doing any fibreglass work is that your working time is only about 15 minutes. Ideally the temperature should be between 15 and 20 degrees C, preferably closer to the latter.

Repairing/eliminating simple holes:

For the repairing of simple holes; i.e. those that are in the wrong place and without star cracks/splits radiating from them, I employ a totally different method and follow the procedure below; which was adopted for the numerous unwanted holes in my radiator cowl and all four mudguards.

1. Countersink the original hole on the outside with a countersink bit, or with a small (20mm-ish diameter) abrasive ball mounted in a hand drill, I have a number of these abrasive balls on small mandrels and they are very useful.

2. Clean with acetone and fill the countersunk depression on the outside of the panel with David's Isopon P40, press it in until it emerges on the inside of the panel

3. When the P40 is dry clean off and abrade the body on the reverse side of the hole, removing the nipple of P40.

4. Apply a small fibreglass patch (approximately 30mm x 30mm) over the inside of the hole followed by another layer approximately the size of a playing card.

5. Working on the outside of the panel sand off any high spots with P80 used dry.

6. Apply a skim of David's Isopon P38 and sand with P100 used dry.

7. Apply a second light skim of P38 and sand off with P400 used wet.

Notes.

*This method is **not** suitable for holes with cracks/splits radiating from them (like the mounting holes for my front and rear mudguards) these should be repaired as per a normal damage repair as previously described.*

Technique for drilling fibreglass:

Once you have filled in the unwanted holes you will need to drill new



holes in the correct position. There are two main methods of drilling through fibreglass without damaging the gel-coat. The easiest way is to grind away the sharp corners on the drill bit and drill the correct size hole, but this doesn't always work. If you are a perfectionist you will want to follow this procedure, which will avoid chipping the gel coat.

1. Put masking tape over the area where you are going to drill, this helps to prevent the drill bit slipping.
2. Mark through the masking tape with a pin or the fine point on a compass etc. where you want your hole.
3. Without applying too much pressure drill through each position with a small drill bit.
5. Now countersink each hole so that the edge of the countersink is fractionally larger than the finished diameter of your fixing.
6. Drill the hole with the correct sized drill bit.

Summary:

I hate working with fibreglass and usually have to give myself a good talking to to summon up the energy etc. to get started. Once started the work normally progresses well over several days. I still don't enjoy working with fibreglass, but I don't dread it any more.

Alan Myland



Cars for Sale (To see larger, more, and colour, photos please visit the "For Sale" section of the club website www.ngownersclub.org.uk)



Please refer to the NG Kit Car Group face book page <https://www.facebook.com/groups/NG.Owners/> where the details of cars for sale are often posted. Remember to check that the car is correctly registered as an NG to avoid potential future problems

NG TF For Sale



Concours Winning NG TF in Gris Cosmos Grey.

Tax exempt. 7000 miles, MOT until November 2024

Registered 1973, original plates. Ford 2.0l Pinto (recon), 205 block RS2000 Alloy bell housing and sump pan, stage 2 polished head, runs unleaded fuel. Ford type 9 five speed gearbox (recon)

Front suspension is MGB with coil over damper conversation with adjustable shock absorbers. Rear suspension is standard MGB with down rated springs and adjustable Spax shock absorbers

Differential is an MGB, ratio 3.9

Car runs hydraulic power steering

Complete with side screens, hood, hood bag and luggage rack

Wheels/tyres 15 x 5 1/2 J MGC Chrome Wire wheels. 185/65R 15 tyres.

Lots of photos available showing the build - location: Ascot, Berkshire

Tony Bell 07879 408948 **£14,950**



TD For Sale



For sale my NG TD roadster:

Registered as a historic vehicle. 1966, tax and MOT exempt, ULEZ exempt, 1.8 MG Engine, 4 speed with overdrive, unleaded head conversion, starts first time, drives perfectly.

Just had 5 new tyres and tubes. New brakes calipers, pipes etc. No oil leaks, lovely patina, silver exterior with black interior.

£7500

Viewings welcome in Old Coulsdon Surrey.

07714897100



TF for Sale



NGTF. Donor was a 1973 MGBGT. Registered as an NGTF since 1999. Tax and MOT exempt, ULEZ exempt, 1.8 MG Engine, 4 speed with overdrive, starts first time, drives perfectly. Her appearance is need of a little TLC.

Just had electronic ignition, new spark plugs and leads, and gold coil fitted. Viewings welcome.

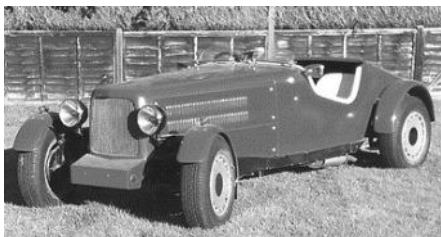
Located: Westminster, London.

Peter Mullin - 07786765609. £6995





NG TC Project Located Near Redditch, W. Mids.



A bit of a stop start project over the last 25 years, kept getting put on the back burner whilst life/house/kids kept happening! Rosso corsa red with cream leathercloth interior and black carpets, lovely.

Original MGB kit adapted to fit Morris Ital running gear (some early model NG TCs used this car). 1.7 "O" series OHC engine. Currently unregistered, and will need a Q plate and IVA test to get it on the road.

Nearly got it finished '98 then the SVA came in, so I half stripped it back and mostly rebuilt to comply, back burner again then IVA came in! Again, stripped back and mostly got it done. I downloaded and printed the full IVA technical manual and the last big heave I had on the car I tried to tick off as much as I could.

It's nearly finished but unfortunately could do with another strip back to weld the compliant seat and seatbelt mounts to the chassis (a bit beyond me), put on headrests and revise the aero screens. I have a fixed screen kit with no glass that will go with the car too.

Long story short, I have come to the reluctant decision to sell it rather than it sitting there for another 10yrs, someone could finish it and enjoy it in the mean time instead. I've recently changed the oil, coolant and cambelt and it runs lovely.

I really need it gone, as I no longer have anywhere to store it so any sensible offers considered. Grab yourself a bargain project.

Lawrence

lawrence.vellam@googlemail.com



MG Parts for Sale:

One of my passions is NG Kit Cars and in my search for the ideal cars, a TA and TC (which I now have) I have accumulated a lot of parts. The following parts are offered for sale.

◆ MG 4-Synchro Gearbox with LH Overdrive for Sale:

This gearbox is the later model with black label/data plate. It was removed from an abandoned unfinished kit. The price is £125.

◆ TD/TF Body Tub for Sale:

This doorless body tub is in perfect condition. With the exception of the body to chassis mounting holes the body has never been drilled. This must be a cheaper method than repairing an existing damaged body. The price is £400.

◆ A Set of Four NG TF Mudguards:

NOS in perfect condition with no holes drilled. The price is £300.

◆ TC/TD/TF Radiator Cowl:

NOS in perfect condition. The holes have been drilled for mounting to the radiator side panels but they are so neat I suspect it may have been done at the factory. The price is £95.

Collection only from PE4 6DE (north Peterborough). Although I may be able to deliver if the destination matches one of our campervan journeys. **Alan Myland 07932 655 345**

Parts for Sale

I have a set of Cycle Wings for a TC to sell, sprayed red, suitable for 15" wire type wheels, £150, Located TS15, North Yorkshire



Contact Paul Paton, mobile 07919 876926



For sale

MGB wire wheels 14" - 1st set of 5 are in good condition, but need cleaning up and a bit of tlc (£50 per wheel ono)

MGB wire wheels 14" - 2nd set of 6 are in an okay condition need some extra tlc (£40.00 per wheel ono)

Further pics available, collection from Oxford.

Bernadette pvbennett@gmail.com



Remaining NG Parts Stock; A message from Richard Langford:

Hi All

I purchased from Mark Sadler the NG bits he had left (he had a TC carpet set I wanted).

I had been purchasing bits from Mark as they appeared to swap on my TC and TF. Mark has been very helpful.

Message or email me (richard.langford2000@gmail.com) for bits and pieces. I have a list that I try and post. I will try to keep the prices the same as Mark's (as they were sensible). Primarily I want to break even. A teenager from few houses down is keen to post/wrap so that will be an additional cost.

My aim is to slowly list the parts on ebay - for long term visibility as well as on the Facebook group page.

I also have the patterns and templates for the hoods and interiors - and will try and find a way to make electronic versions. They can be borrowed.

Richard



And Finally... From Junk to Jowett

I'm one of those sad cases that owns two kit cars (a TC and a TF) and constantly answering the obligatory question with "No I didn't build it, this is more or less how it came!". However, being part of a car club where most of the NG's have been constructed by the owners, I am in awe of the skill these builders demonstrate. Then at an even higher skill level, we have members that have created a car outside of the original kit, Dave Woolgar, Phil Prior, and Chris Hollier to name but three!

Then again, there is a whole level so far above even than that! I've known Jeremy Evans for a number of years, together we spent some time visiting transport museums, and I knew he had built 'Toad', and slightly modified it, but gosh on a recent visit to Jeremy's house I really was astounded at his build skill. I will say no more, and instead show you these two photos. The first is what is laughingly called parts for a Jowett, this is what he bought!



What you then see in the second photo is the completed article. Everything you see HE built, and even what you don't see, a complete ash frame was his doing! One of his future projects is not only missing a pile of bits, there is only an advert for it, as none of cars are in existence!!! I'll be back Jeremy, and not just to sample (again) your homemade soup and bread.



John Watson

Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00 + p&p*
Polo Shirt S, M, L, XL	£12.00 + p&p*
T-Shirts M, L, XL	£9.00 + p&p*
Baseball Cap (navy)	£9.00 + p&p*
Beanie (navy)	£8.00 + p&p*
NG Car Badges (unpainted) (temporarily No Stock)	£20.00 + 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 601654 or 07711 124153 Email: staley.mark@virginmedia.com

*p&p contact me for the charges

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

Front	Cover Photos	Rear
Alan Myland's TC "Cracker" out and about in Wisbech	Paul Clark's refreshed Rocket out on a run through Hampshire & Surrey	
	Dave Woolgar's TA, Alan Goodburn, John Watson and Charlie Killick's TCs at Chiddingstone Castle	
Mike Manners' TD at Nuffield Court, Oxfordshire	Donald Steen's TF in the sunshine at Atwell Wilson Museum, on the Horton Historic Vehicle Club run. (Photo credit to Ann Marie Oram)	



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Photo: Ann Marie Oram