

Are new NG kits still available

Unfortunately it would appear not as all of the remaining Findhorn Cars (the last known owners of the NG name), stock was recently purchased by Club Member 'Mark Sadler'.

Mark is currently selling off various bits and pieces including some part finished cars which are probably as close as you are going to get to a new NG build. If you want to build a 'new' NG then you need to act quick as Mark's stock is obviously limited.

For reasons explained in the text I decided to buy a part completed kit; what follows is the story of my purchase.

Margaret (HWMBO), would perhaps describe me as obsessive! and not without good reason I might add, but ever the optimist I would perhaps tone down the word obsessive to slightly impulsive. This slight? impulsiveness lead me to buy an abandoned NG TD kit.

I have been following Mark Sadler's exploits; i.e. the purchase and subsequent selling of NG stock with interest. His recent advert for a TF or TD rolling chassis kit attracted my attention and within probably 30 minutes of seeing the advert I had contacted Mark and bought and paid for the car. Mark gave me the option of TD, TF or TC mudguards and I went for the standard TD version.

Now I must admit that my so called impulsiveness was not without good reason! In the short time I have owned Emma she has grown on me. I think the style is great and in my opinion she is a driver's car, insofar as she's a pleasure to drive and the sort of car you take out when you have nowhere to go. When I saw Marks advert two things crossed my mind; a) there is enough bits to encourage the building of a 'new' car and b) the kit is worth more dead than alive and there are enough bits to supply most if not all of Emma's possible future spare parts needs. In other words I was hedging my bets.

The car arrived yesterday morning, delivered by 'Tom'. It's not a complete kit but all the main bits are there.



There is always a bit of apprehension when buying something sight-unseen, but the quality/condition of the rolling chassis is everything I expected, and then some, and I am indebted to Mark who was honest in his description and kept me informed all the way.

Based on my experience I would recommend Mark and his kits/bits. Mark was good enough to buy the company the least we can do is support him in his endeavour and buy some bits or perhaps a complete kit off him if we feel the need to build another car. "Perhaps you have room for a spare chassis just in case you bend your pride and joy?"

The history of my kit is unknown "if ever you find any relevant paperwork Mark I'd love to have it." I believe that Findhorn Cars bought in some abandoned kits with a view to finishing them for resale. I think

this is one such kit as the small amount of assembly work carried out to date is best described as crap and certainly not worthy of an established manufacturer. I don't know who the original supplier of this kit was. I'd like to think it was a 'John Hoyle Engineering' kit but who knows. "Is there anything unique about your kits John that would help me identify it as one of your products?"

The car is now completely stripped and stored away pending completion of my latest project(s). I had a nice surprise when I separated the gearbox from the engine as it had a brand new release bearing, clutch pressure plate and centre plate; pity the flywheel is goosed it has more grooves in it than an LP.

As some Group members must have seen the original advert the price is no secret and was £750. It cost me another £200 to have it delivered. The only noticeable bits missing are; dashboard blank, front mudguard brackets and headlamp stanchions. The bonus bits were, a NOS radiator, new stainless exhaust, complete front axle assembly with what looks like a decent cross member under the crud, rear axle, most of an engine and an overdrive gearbox. The chassis is in good order with no pitting anywhere; there is slight corrosion at some weld points but nothing drastic and the chassis will eventually be subject to a full strip and paint job (I don't like powder coating on chassis but don't mind it on small brackets etc.). An unusual thing is that the rear springs only have two leaves, mind you that's one better than 'Gulliver 2' my second home built campervan, which only had one leaf on the front springs. I bought it as a new parcel van and that's how it was delivered

If I decide to do a full rebuild it is not an insurmountable problem to get a NG through the IVA Test, the hardest part is already done as the chassis's Mark is selling are IVA compliant. In my opinion the biggest problem remaining is the top seat belt mountings** which have to be a minimum height above the seat cushion. As the majority of Group Members know in the early days of SVA/IVA this was achieved in NG's by special seats with a built in top seat belt mounting, which are unfortunately no longer available. You will therefore need to construct some form of suitable mounting such as a roll-over-protection-bar, great looking on a TC but less so on a TD or TF version. I do have a cunning plan for this. Everything else should be straightforward and is simply a matter of following the rules.

*** The problem is not so much meeting the rules but meeting them in an aesthetically appealing manner.*

To summarise I'm very pleased with my latest purchase. I've promised Margaret that once I find a TA I'm going to stop being obsessive! But you never know I'm pretty optimistic that if it's something I really want I can talk her round. "It's a good job she doesn't read these posts!"

