

CHANGING GEAR

February 2004 (1)



Happy New Year



Paul & Jean Lattimore

London-to-Brighton Run 2003

(interviewed by Ian Hyne, editor of Kit Car magazine)

the magazine of the NG owners club

THE NG OWNERS CLUB

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Just a Reminder

Subscriptions were due
1st January

by S.O. £10
(cheque/cash £12)
Please send to Bob Morrison



**Next issue
to the printer
17th May 2004**

Chairman's Letter

2004 - who would have thought it?

NGs 25 years on.

Even though I built my TD in the early 80's it really does not seem all that time ago. Like so many others I joined the 'Owners Club' before build completion in order to gain as much knowledge, information and help as possible. A strategy that has proved to be invaluable.

O v e r
the years I have seen the Club go from strength to strength and except for the odd 'glitch' the quality of the cars, both in kit form and in the finished

article, get better and better. The end result is that there is now a product that has stood the test of time, surviving where many others have fallen by the wayside, supported by an Owners Club now better established than ever thanks to the dedication and enthusiasm of its members.

I am proud therefore to be in a position to guide and oversee the activities and the well-being of

the Club and to represent our interests with other clubs and the manufacturer (Findhorn Cars).

So now 25 years on it is time to celebrate this special quarter of a century and as you will all know that celebration is to be marked by holding an extra special National Rally at Leedons Leisure Centre, Broadway, on the 2nd to 4th July.

Please make a note in your diaries and come and support and



enjoy an event that will show your appreciation of the Car and the Club. As an added interest Findhorn Cars have been invited to attend and I understand

they will have their own display on site.

In the meantime I guess it is time to prepare our cars in readiness for the rest of the year's activities that are being programmed by the various regional groups. As last year's activities were successful and supported by good weather, exactly the formulae needed for this year, the future is already looking bright. Happy Motoring.

Peter Clark

Editorial

As first-time visitors to the Exeter kit car show in November last year we were most impressed by the range of cars and accessories on display. This show is not one of the major shows for owners clubs, partly due to the lateness of the season, but is a tour-de-force for kit and component manufacturers.

We were particularly keen to see the debut of the Findhorn TS prototype that was displayed in partially-finished form. The body tub had been fitted to the rolling-chassis and the interior finished but the wings were not fitted. With a finished interior lined in top-quality leather, Findhorn Cars were inviting people to sit in the car and give them some feedback. In my case, I was very agreeably surprised at the level of comfort that had been achieved for a modest increase in cockpit width. With the seats set 50mm lower, i.e. between the chassis rails, and a further 25mm height in the scuttle, the new proportions seemed just right. An attractive new dash design was also on show. The body tub has been lengthened slightly to maintain the car's proportions whilst maintaining the MGB track and wheelbase. Can't

wait to see the finished car with flowing wings and a decent paint job.

With two adjacent stands at the show and a total of 5 NGs on display, there was no doubt that the NG marque was very much alive and well. What a good start to the year during which we are planning to celebrate 25 years of production of the NG range.

Adding further interest to the show, Peter Sergeant had brought along two NGs, with particular emphasis on his TF fitted with a

Rover K-series 1800 engine running on LPG. Peter's car is fitted with a smaller petrol tank to make room for the gas tank. The engine can be switched to run

on either fuel. Peter tells me that he can achieve 34 mpg on LPG at about half the price of petrol! When time allows, Peter has promised to tell us about his adventures with said TF in North America last year. Was this the first NG to be shipped to the USA?

What a nice surprise to then read Steve Hole's report on the Exeter Show in totalkitcar.com (Steve's web-site is a mine of information on the kit car scene and well worth a visit). From the many manufacturers at the show, totalkit-

***Peter tells me that he
can achieve 34 mpg on
LPG at about half the
price of petrol!***

car.com awarded their 'manufacturer's car of the show' to the new Findhorn TF demonstrator which they described as "perhaps the best NG they have ever seen". Congratulations to Nigel and his team for making such rapid progress in their first year as custodians of the NG marque.

With the arrival in December of the long-awaited ban on use of mobile phones whilst driving I couldn't help but smile at the thought of trying to use one in the noisy and windswept cockpit of an NG.

On the 14th December the southern area Xmas lunch was attended by around 40 members and their families & a good time was had by all. To round off the meal, Marlene

Woolgar regaled us with a very amusing song that she had composed to vent her frustration with the Xmas Crossword puzzle compiled by Mick Terry (you can read the words to Marlene's song in 'Members Letters'). We received 4 entries to the crossword puzzle and the winning entry was the first correct version 'pulled from the hat' by my daughter Kate. Congratulations to Gil Boardman of Buxton, Derbyshire - your prize is in the post.

Anyone thinking of a visit to

the Brooklands Museum might be interested in taking advantage of a new offer. If you are not able to spend as much time as you would wish due to the shorter hours of daylight, the proprietors are offering re-entry vouchers entitling the holder to a repeat visit anytime throughout 2004. This offer also includes the special 'themed events' days & will remain in place until BST begins (25th March by my calendar).

Those who turned up at the Phoenix pub on Jan 1st for the vintage and classic meet enjoyed another marvellous ad hoc gathering of

many different and interesting cars. This event just seems to get better every year and was so well attended that some drivers eventually ignored the no-parking cones and

just left their valuable cars on the adjacent pavements. The pub staff were working their usual magic in providing hot soup, hot dogs etc. So great was the interest in the cars that the inside of the pub was virtually deserted!

Apropos of nothing, I was reading about one of the new hybrid cars from a leading manufacturer (not Findhorn this time!). This led to a very interesting website that is well worth a look. The site belongs to Matt Keveney (www.keveney.com)

***Marlene Woolgar regaled
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Extended cockpit on Findhorn TC



& includes animated illustrations to show the inner workings of a variety of internal combustion engines. So what you may ask! The hybrid car in question includes a small petrol engine and a separate electric motor and large battery and the design concept was for maximum fuel efficiency. The interesting part is that the petrol engine uses the Atkinson cycle, similar to a conventional 4-stroke engine but with levers/cranks that link the pistons to the crankshaft. Not that I'm advocating producing a hybrid-drive NG but it struck me that the blend of old and newer technologies is one of the major advantages of choosing to build an NG rather than restore a rust-prone classic with it's (usually) poor driving characteristics.

I have to thank memsec Bob Morrison for penning another series of useful articles describing some of the trials and tribulations of a V8 engine re-build. You may remember Bob's recent series on converting his TF with the Hoyle Engineering IRS/IFS. Having successfully modified the suspension, Bob has now em-

barked on doubling(?) his car's torque and bhp & has kindly agreed to share some of his experiences with other members.

I have for some time wanted to capture the essence of the NG styling in a facsimile of the shape in such a way that we could add a suitable drawing to the back cover of the magazine. You will have noticed that I have used such a drawing on the back cover of this edition. We have to thank new member David Edwards for producing the splendid drawing and for subsequently assigning copyright to the NGOC. Members might be interested to know that David has purchased 'Rosey', Chris Wilson's superb TF (see farewell article by Rosey in the last edition of CG). For anyone who might be interested in commissioning David to produce a unique portrait of their own NG, David's phone number can be found in the current membership list.

When it comes to artistry, I have also to thank Jeff Stretch for providing some artwork in the form of logos to depict the 25-year anniversary celebrations. The intention is to liberally spread such logos around the next issue of the magazine with the intention of getting as much publicity as possible for the event planned for 2nd - 4th July. Hope you have added the date to your new 2004 diary!

Nice to open the November edition of Kit Cars magazine and see

Eric & Janice Cheetham's superb TA featured. With kind permission of magazine Editor Ian Hyne I have included a re-print of the article about this rather special TA.

You will notice in this edition of *CG* that there is a dearth of articles by members, making it very difficult to put together a balanced magazine. Please make an effort to 'put pen to paper' so that I have some material for the next magazine. Please be very clear - no articles means no magazine & this particular editor will very quickly lose

interest in continuing. It's your call, dear members.

Finally, I was amused when looking through the list of MGB spares in the advert of a major parts supplier who advertises regularly in the specialist MG magazines '.....*pointless SU fuel pump 69.50.....*' Is this what the term 'built-in redundancy' means!

Get those dust covers off & welcome the New Year with a good blast in the NG.
Happy Motoring New Year.
Ed

Secretary's Notes

This being the first magazine of the year may Amanda and I wish you all a belated happy New Year, and what a landmark year it is for NG as this is the silver anniversary of the marque.

25 years of continuous production; just a couple of hiccups along the way, the first being sorted out by John Hoyle, and the second by the present manufacturer Nigel Brooks. Long may it continue, so long as the EU busybodies keep their noses out.

Now for a little info of other events going on through the year

April 3/4

The European Kit Car Show

Kent County Showground, Detling, Kent

This show has been improving over the few years it has been running although the outside club arrangement has been a little lacking; however, this year we will have a dedicated club site so we should have all our cars together.

The show is at the County Showground Kent, which is just north of junction 7 of the M20 motorway on the A249.

If the day is quite chilly bring some warm clothing as the site is an old fighter airfield and the wind never seems to stop blowing.

May 2/3

Stoneleigh Kit Car Show

National Agricultural Centre, Warwickshire.

This show is held over the bank-

holiday weekend on Sunday and Monday, and is still the largest and best show of the year. Manda and I will be there on Sunday with the club tent with the tea and coffee brewing.

We have our usual site, 64B, at the end of the avenue from the Machinery Gate entrance (where all the exhibitors enter the site).

May 23

Cheshire Kit & Classic Car Show

Capestone Hall, Macclesfield, Cheshire

I have very little information on this meeting apart from the date it is taking place.

Contact Jen Aitken on 01422 378838 if you fancy a day out in Cheshire.

July 2/3/4

NATIONAL RALLY and Findhorn

Cars OPEN DAY

(25-year celebration of the NG marque)

To mark the 25th birthday we have organised a long weekend event at Leedons Park near Broadway in the Cotswolds. The site has been chosen again as it has a large rally field for all our NGs (300 plus I hope) along with camping on site whether you have tent, trailer-tent, or caravan. There are B&Bs and hotels close by for those not wanting to camp.

I have now received a comprehensive list of hotels, B & B's etc. for the Broadway area for those of

you who don't fancy camping. If you would like a copy of the list please give me a call and I will post one to you.

Campers can arrive anytime on the Friday afternoon.

For those who cannot stay overnight just come for the day. Saturday will be a full day, and on Sunday the proceedings will finish about 4.30pm to allow you to return home at a reasonable hour. You can of course stay as long as you like.

A marquee has been booked along with a Barn Dance Band for the Saturday evening's entertainment. Gas BBQs will be outside for your use any time you require them.

The site has its own shop for food and drink, plus an outdoor swimming pool should the weather be warm enough. There are many places to visit within a few miles of the site and I hope to list some for you on your arrival.

Campers will be charged £12 per pitch per night no matter what size of tent or caravan. The money will have to be collected by a club member once you are on the field, but all visitors must notify Leedons Park staff as they enter the site that they are part of the rally. This is to stop members of the public getting in free to use the park's facilities.

I'm afraid no dogs are allowed to be with campers on the rally field, but there is a camping area next to the rally field on which

dogs are allowed but you must book a pitch with Leedons Park office yourself as they are limited in numbers (telephone 01386 852423). You will of course pay them direct for the pitch and not via the club.

I hope this has whetted your appetite and you mark your calendars for the first weekend of July. There will be more information in the next magazine with a map showing the location of the site.

July 16/17/18

Running Board Rally

Henley-on-Thames, Oxon.

This is an annual event of a meeting

of KC clubs that have a similar style of car to our own, hence the name of the rally.

The meeting takes place over a whole weekend on a campsite next to the Thames.

If camping is not to your liking then just come for a day visit. Saturday is for a whole day and on Sunday the meet finishes about 4pm to allow everybody to get home if they have a long journey.

Telephone me on 020 8393 4661 nearer the date if you want more info as to the location. I hope to have a map ready for the next magazine.

Monthly evening pub meet: every 3rd Wednesday, 7.30pm
The Talbot Hotel, Ripley, Surrey (Bob Preece 020 8393 4661).

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

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

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

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

East Anglia area: evening runs from Thurston Cricket Club - 1st Tuesday monthly (Chris Wilson 01449 672527).

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

Events Calendar 2004

* events to be attended by Findhorn Cars (provisional)

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
March 13-14	Stafford Kit Car Show	TBD
April 3-4	Detling Kit Car Show, Kent	European Promotions 01233 713878
May 2,3	*Stoneleigh kit car show	Bob Preece
May 23	Cheshire Kit & Classic Car Show Capestone Hall, Maccelesfield, Cheshire	Jen Aitken
June 5-12	NGs trip to Brittany (departing from Portsmouth)	Mike Bond 01895 252255
June 8	London to Brighton Kit Car Run	Greenwood Exhibi- tions 01296 631181
June 12-13	Le Mans 24 hrs	For info
June 19-20	Newark Kit Car Show	TBD
July 2,3,4	*Celebrating 25 years of NG Cars (National Rally & Findhorn Cars Open Day)	Bob Preece
July 16-18	Running-Board Rally, Henley-on- Thames	Bob Preece
Aug 14-15	Harrogate Kit Car Show	Jen Aitken
Sept 4-5	Donnington Kit Car Show	Jen Aitken
Sept ??	Popham Vintage Wings & Wheels Day	John Coker
20-21 Nov	*Exeter Kit Car Show	European Promotions 01233 713878

News from Findhorn Cars

Since the Exeter Show, where Steve Hole of www.totalkitcar.com saw our TF and gave it his 'Car of the Show' write-up, I feel that things are moving ahead for us at Findhorn Cars. The show generated lots of interest and we are supplying a chassis as a direct result of the show.

The interest in the TS - the stretched TF - has been heartening. I felt sure that the investment in the new body mould would be worthwhile, but there was only one way to find out.

Development of the TS has been a chicken-and-egg operation. One cannot design the chassis without the body and vice versa. We made a chassis, then a body to fit and are now coming back to the production chassis which will fit the production body. The shape of the body is now settled, although some details - such as stiffening

steelwork have yet to be finalised.

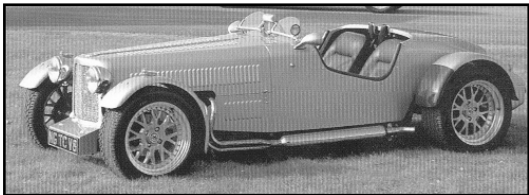
Apart from the increased size, it is the front end of the car where the biggest changes are being incorporated. Firstly the nose will be bigger, which should allow a standard MGB radiator to be used, perhaps even two, one behind the other, to give lots of cooling for V8 cars. Also a major concern for me has been to be able to design in a crush zone in case of frontal accidents. I write this on a day when I have been scribbling little messages all over prototype mouldings for Ian Curley who will soon be making the production moulds for the nose and wings.

I had thought to produce a replacement for the TC which would have been a quantum step, but that seemed too ambitious so we are giving the TC similar treatment to the TS. The TCII will share common parts, including, for instance, the

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Hill Hampton, East Meon,
Petersfield, Hampshire
GU32 1QN

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



All NG parts supplied
from chassis to brake pads

nose cone.

A spur to get on with the TCII is a rally around the Atlas Mountains in the autumn. I am hoping to take three cars. It concentrates the mind greatly to know that my sons and I will be driving these cars, so I have to get them right!! I will keep the technical details for another newsletter.

One result of building the demonstrators - in particular the TC - has been that we have re-specified things like the cooling-fan and radiator hoses. We now have a stock of Spal fans and smart purpose-moulded silicone hoses. The oil cooler set-up will also be refined and a pack of parts will be available.

In case there is anyone out there wanting one, we have a com-

plete independent chassis pack in stock.

We have been asked to work on owners' cars. One was a sad repair after a joy rider had stolen the car. Another has been a partial engine rebuild to deal with noisy V8 tappets. If you are needing work done, please think of us.

We also have an old TC and an old TD in the garage, and will be doing them up.

The frustrating experience has predictably been SVA. In particular there is a new rule permitting sheet metal edges, provided they are flanged or radiused. I am sure that this was meant to be helpful, but is proving a nightmare as a flange on the curved front and rear edges is virtually impossible. So we



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find ourselves having to glue on strips of aluminium to simulate the flange. This is particularly frustrating after the paint-work has been done. We have also had difficulty with the windscreen mirrors; these will be re-specified to something useful!!

Our cars are all about having fun and, on the whole, we at Findhorn are having fun with them. Doubtless lots of NGs are being spruced up for the coming spring. Enjoy the driving!!

Nigel Brooks

NG OWNERS CLUB ACCOUNTS TO 31. 12. 03

Bank Balance as at 31.12.2002 £3190.40

Income 2003

Subscriptions 4277.00

Club Sales 331.55

Advertising - C.G. 220.00

Bank Interest 4.19

£4832.74

£8023.14

Expenditure 2003

Stationery 401.73

Printing 1589.50

Postage 628.46

Club Equipment 16.00

Club Products/
Regalia 311.42

Trophies, prizes
and gifts 11.90

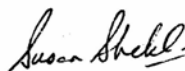
Event Expenses (incl.
P.L. Insurance) 1274.98

Admin. Expenses 74.00

£4307.99

Bank Balance as at 31.12.03 £3715.15

£8023.14



Susan Stretch
Treasurer

Members' Letters & Articles

From: Marlene Woolgar

Mick Terry is driving ME MAD!!!!!!

Oh, ain't it a pity the crossword's more gritty than all the other years

If I wasn't so merry
If I saw Mick Terry
I'd box 'im round the ears.
It's driving me mental
I've chewed all me pencils
and ended up in tears.
I've got the blues
can't face the clues
until I've had some beers.

I was once the Crossword Queen,
I adored the motor scene
now all these pastimes get on my wick
and it's all down to a bloke called Mick
and I won't rest until
I've found somebody to KILL....

I find it depressin'
he's kept us all guessin'
and every single clue
I've started to find even
runs through my mind even
when I'm in the loo!
It keeps me from sleeping
and Dave's started weepin'
now he's not sleepin' too,
he's so adoring
prefers my snoring

what's a girl to do?

He's frustrated everyone.
is this his idea of fun?
I wish that he'd win the lottery,
move somewhere else - maybe Tim-
buc-three!
and it's sad
and it's bad
if he moved somewhere I'd be glad!
yes it's sad and it's bad
but
Mick Terry is driving ME MAD!!!!!!
Marlene

From: Chris Humphreys

My TF build (part 3)

My story continues at the beginning of 2003 with most, but not all, of the body kit having been supplied.

One of my first jobs was fitting the chassis braces which seem to be ideal components for stamping the chassis number on as they are easy to mark up, easy to view and effectively part of the chassis.

Next were the steering column brackets, with the attendant fun at lining them up (more fun came later when the dashboard made me revise my definition of an elongated hole!), followed by the pedal box.

At this point I made my first visit to Findhorn Cars to collect a



**2 places remaining
for the Brittany Trip**

Mike & Hils are now able to
offer 2 more places on the
Brittany Holiday

Departing Friday eve
4th June 2004
for one week

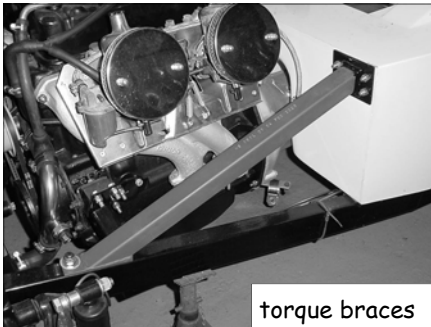
Tel. Mike 01895-252255

superb accommodation
all rooms en-suite
great food
heated pool
secure parking for NGs

free & easy holiday
designed for relaxation

rural France at it's best





15mm angle steel, shaped to fit over the steering column and bolted under the pedal box in the foot well.

The radiator cowl (which you may remember from my last episode had been supplied direct from the manufacturer) did not have the usual cut-outs where it fits over the steering rack. Another helpful NG builder sent me a template taken from their cowl (thank you Adrian!), which enabled me to take the correct bites out of it.

A good deal of careful measuring and adjusting was then needed to position it.

If you have built an NG (or indeed any kit car), I am sure you will be able to identify with me over the problem of where to run pipes

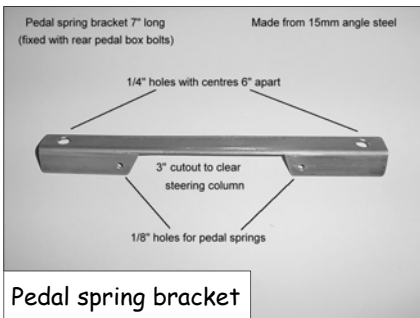
and cables. Why is it that there never seems to be an alternative that looks neat and tidy! There is always something that gets in the jolly (well this is print) way! The brake pipes had to negotiate the chassis brace, the clutch pipe had to take a leap over a brake pipe and that was before adding wiring, accelerator & choke cables, speedometer cable, etc...

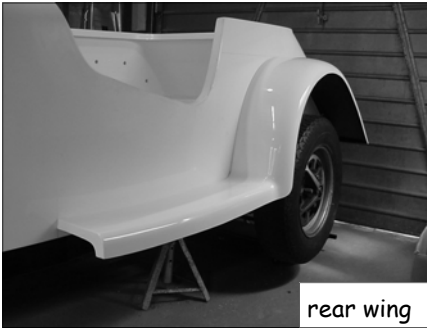
Up to this point I had (more or less) decided on my colour. (Why is it that the first question everyone asks is what colour am I going to have it?)

Getting nearer to ordering things that are colour co-ordinated, I thought I ought to decide exactly what dark green I wanted. A trip to Halfords and a few spray cans later, I had 3 wooden panels coloured 3 different greens. However, flat samples are rather bland so I sprayed small sections of guttering and the curvature really set the colours off.

I soon attached the rear wings to the body and then the NG Open Day in Mid May brought some light relief to my building. Although the wind was most unkind, the friendliness of everybody, the hospitality and the lovely food more than made up for it and I had my first drive of an NG there!

Now, what was I saying about the route of cables? The handbrake cable was a major headache. Under or over, round or through? All the

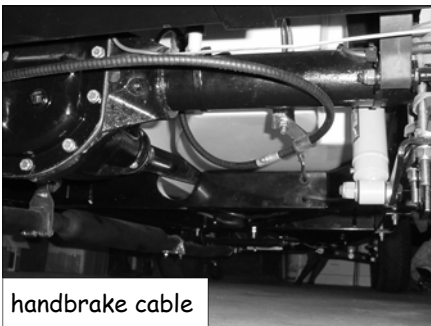




time trying to consider the effect of suspension movement! If you spotted me crawling underneath various NGs at the National Rally in June, this is what I was trying to look at - well that's my story anyway.

At last I positioned it (albeit with a couple of extra body holes!) but may change it again if I decide to use a Midget handbrake - any suggestions on this? By the way, I must recommend to all NG builders to go to the National Rally if you want to be spurred on.

At last, I had my bonnet panels and was ready to try to fit them. Apart from taking a lot of care over measuring and marking, double and triple checking, it was really not that difficult. I found it necessary,



however, with the side bonnet panels to cut away a little extra around the front bottom where they fit over the cross member.

Also, as I have Spax dampers, a little of the damper brackets had to be ground away to clear the panels. I also discovered that my brake fluid reservoir (neatly fitted to the side of the pedal box) needed to be a smidgen lower. So off came the



pedal box again for some re-drilling. Once the bonnet was complete, the front wings soon followed.

It's all very well having a well in the rear floor for the battery but couldn't it be a little wider? Well, no the fuel tank is in the way! Well, we'll measure it then and pop off to our local Halfords armed with steel rule to see what is available (after the usual e-mail exchange with fel-

low builders of course). The only batteries slim enough are those fitted to some Japanese cars but the most powerful I could find was 45 amp hr. I suppose one might say that all's well that ends well!

Another little hiccup then presented itself. The supplied battery isolator has 10mm studs but the cables were terminated with 8mm holes. A simple matter, I thought, to solder on new terminals but with thick copper wire conducting the heat away it was impossible! I had to settle for a crimped solution.

Fitting the windscreen was a little tricky but removing the bottom seal and releasing the side frame fixings give just sufficient leeway. This really is a two person job though. Of course, refitting the bottom seal is another challenge in itself.

I did find (too late) that one of the fixing screws had a burr under the head which caught the chrome and made it start to flake. I recommend, therefore, that the quality of such screws is carefully



checked. The flaking was stopped with clear nail varnish (both supplied and applied by my daughter - thanks Sarah!)

The final fiddles for 2003 were some minor modifications to the connections on the loom, the wipers and the heater vents. It was now getting near to the time when I would try to start the engine but would it go? Well that's 2004's story but if you can't wait, see my web site!

Chris

From: Paul Gray

Repairing Threads

The engineers amongst us will be very familiar with this method of repairing damaged female threads in aluminium alloy components. In my case, I was well-aware of the heli-coil arrangement but had never actually used one myself until recently.

Having come across a V8 engine from a scrapped MGBGT, I have decided that this would make a good stop-gap engine for my TC project

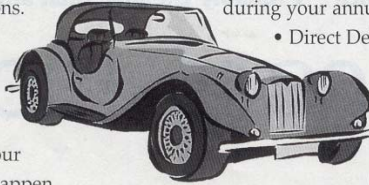


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leaving the re-build of the old Range Rover engine for another time.

The first problem was that the seller had broken off the two 7/16 UNC bolts flush with the engine block due to 30+ years of corrosion between the steel bolts and ally casting. The alternatives seemed to be either take the engine to an engineering company or use a mobile thread-repair service as used by the local garage trade - or have a go myself!

As a terminally-incurable DIYer, the latter option just had to be the one to go for.

I purchased a heli-coil kit from a local nut & bolt supplier (AHC Camberley for anyone within reasonable range). It is worth noting that AHC keep an incredible stock of

nuts and bolts of all sizes and thread types.

A quick search of the internet to find some hints on how to use heli-coils and the task was begun. However, in my search for such tips, there were several references to a 'can't fail—works every time' method for freeing corroded or overtightened bolts. The method espoused by the correspondents involved using a MIG welder at max current and high wire-speed to build up blobs of weld on the exposed end of the stud, a bit at a time, until there was a long-enough piece to grip with a wrench or stud-gripper and unscrew the stud.

Apparently, the flow of weld current through the corroded threads would, in itself, help to

loosen the bolt. After several attempts to get a strong attachment to the bolt, I finally managed to get a decent weld in place such that whatever torque was applied with a wrench wouldn't break off the welded extension.

Well, you've guessed it, the stud was stubbornly jammed as before - no wonder the bolt sheared off in the first place!

I then tried using a propane torch to heat the block around the stud and then used a cold spray on the bolt and tried again, hoping that the greater thermal coeff of aluminium would create a small clearance - still no luck.

I then gave up and went to Plan C. Used an angle grinder to produce a flat surface before drilling out the centre of the stud with progressively larger drills. Since it is virtually impossible to start this process with the first drill dead-centre, it is inevitable that some of the original thread will be damaged by the time that you have finished.

This is no problem, however, since you now proceed to drill out the hole using the twist drill supplied with the kit. The new, larger, hole is then tapped with the heli-coil tap and all swarf blown out of the hole.

The stainless steel heli-coil spring is then simply wound into the threaded hole until it is just below the surface. After removing the insertion tool, an old twist drill is

reversed and pushed through the centre of the insert and the small tag at the inner end of the inserted spring is sheared off (this tag was used to enable the slot in the end of the insertion tool to wind in the insert).

You now have a very strong thread in the aluminium with an internal dimension that allows the original bolt to fit back in the same position. Job Done!

Paul

From: Bob Morrison

Going V8 - part 1

Following on from the successful upgrading of the TF's suspension and brakes and having driven a couple of V8-engined NGs, I decided to go for a bit more power and fit a 3500.

Engine choice

There is a large choice of sources of V8 engines, all of differing specifications and power and torque outputs.

The engine has been used since the P5 Rover in many different types of vehicle and has undergone improvement and slight modification over the years.

The unit used in the original MGB V8 was fairly low on power at 137 bhp and low compression (8.25:1) compared to the 185 bhp (10.5:1) engine fitted to the Rover P6.

As you probably know, the Rover V8 originated as the Buick 215

in 1961. By American standards the engine had a very small production run and was phased out in 1963.

After languishing in a corner for some time the engine was bought by Rover and made its first appearance in the P5 saloon in 1967. About 750,000 engines were built by GM which means there is still a good source of US made parts for the engine. In fact, Rover always bought cams from the original US supplier to Buick.

So, which engine is best to choose? The ideal starting point is the SD1 engine with 9.35:1 compression and the extra webbing on the block. Try and avoid P6 and early Range Rover engines with the rope crankshaft seals. They also have small valves, which can limit breathing if you decide to go for a tuned engine.

Classic Range Rover engines are also a good bet, but bear in mind you will need a new set of pistons to increase the compression ratio. The basic 3500 engines are the same, the different compression ratios being created by using pistons with different depth dishes in the crowns.

Most other parts are interchangeable from the SD1 onwards until the serpentine block Range Rover was introduced. The 4.6 litre engine is also different.

Sourcing an engine

V8s come up often on Ebay, in local ads, from specialist breakers or as a complete car.

Having spent some time looking for an engine, I was eventually offered one from someone in North Yorkshire in exchange for a back axle. As I had to go up to Leeds to help clear an old aunts' house, I hired a van and collected the engine on the way home.

The engine and gearbox were still fully assembled and so were just hoisted into the back of the van. This was all very well until I got home. I do not have an engine crane,

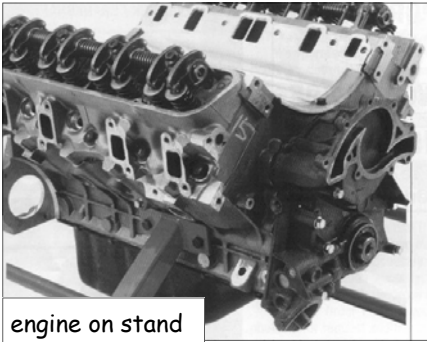
***the first problem
was to get the
engine out of the
van***

so the first problem was to get the engine out of the van! Two greased scaffolding planks and some rope soon sorted this and the engine lowered

onto a trolley. Stripping the engine could now begin.

So, what can you expect to find? Firstly, off came the rocker covers. This is where you see how well maintained (or not) the engine has been. A thick, dry black layer about 1mm thick covered everything. Not a good sign. Removing the rockers showed the pads were virtually worn through and a couple had even broken away. Next the inlet manifold and carbs were removed. It seems this is a later SD1 engine with Stromberg carbs fitted. They will be heading for the bin.

Some of the bolts were



very tight but a quick tap with an impact driver loosened them. Under the valley seal was the same sorry story. Thick, black, hardened carbon deposits. The push rods were almost double their diameter in crud. Only one tappet could be pulled out of its socket, so they had to be left until the cam was out and they could be removed from below.

Removing the heads showed the bores, fortunately, were not too worn. This is often the case on these engines. The reason the rockers were so dry was easy to see - the head oilways were completely blocked.

I had bought an engine stand from a colleague at work and now the parts had been removed, the engine was light enough to lift onto the stand. What little oil still in the sump was drained (about a pint!) the engine turned over and the sump removed. Here the remains of the rockers were to be seen glued in the half an inch of sludge in the bottom.

The front cover came off next to expose the timing chain and

gears. These usually wear badly, so I was not expecting much. The chain was so slack you could push it together between the gears. Crank, rods and pistons came out next. The crank, although a little scored did not look too bad; certainly good enough to exchange for a reconditioned one. Although very dirty, the pistons looked OK too. Then cam out and into bin, tappets out and scrapped. These always need replacing!

So, we were down to a bare block. The core and gallery plugs were removed along with the drain taps and the long process of cleaning began.

Rebuilding

The block was taken to F J Payne in Eynsham (specialist in classic engine work and overdrives, friendly, helpful and fair prices) to be checked and honed. The bores were only a few thou up so no need to rebore.

Once back the block was thoroughly cleaned, especially the oilways.

The crank was taken to Real Steel in Uxbridge (V8 specialists) and exchanged (very good value at £121.95 including +0.010" main and big end bearings).

To date I have the block fitted with new core plugs, painted and back on the stand. The crank, rods and pistons are in, along with a new 3.9 cam (good for a few more bhp compared to the 3.5) and a Cloyes duplex timing chain fitted. I

used ARP main studs and hope to pick up some head studs of the same when I next go to the US. With the dollar exchange rate as it is at the moment US sourced parts are a bargain.

Now to work on the heads!

Sourcing parts

Because the Rover V8 is so popular for many kit and competition cars there is a wealth of tuning and spares firms around. Parts seem very cheap when compared to other engines so try:

Abbey Sports Cars (www.V8Tuner.co.uk) - V8 specialist - good prices

Rimmer Brothers (www.rimmerbros.co.uk) - SD1 and Triumph specialists - Great website

Clive Wheatley (<http://mgv8.homestead.com/index.html>)

Real Steel (www.realsteel.co.uk) - All V8 engines specialist

John Craddock (www.johncraddock.co.uk) - Land Rover specialist

Sources of information

The Rover V8 engine by David Hardcastle (ISBN 0 85429 961 0).

Tuning Rover V8 engines by David Hardcastle (ISBN 0 85429 933 5).

How to give your MGB V8 power by Roger Williams (ISBN 1 874105 40 5).

Haynes Rover SD1 service manual

(try E-Bay - often only a couple of pounds).

Next time I'll cover modifying the inlet manifold and fitting SUs and continue with the rebuild.

Bob

From: Mike Heath

Marina Spares

In the November 2003 issue of Kit Car magazine an NG/Pastiche owner has had a letter published. Brian Gaskin of Sutton at Hone, Kent, has found a treasure-trove of Marina spares in the care of Rob Dawe, 3 Balfour Rd.' Chatham, Kent. Tele. 01634 830679.

It is not known if Rob is in business supplying spares for Marinass or if he is just an enthusiastic collector of bits.

For our many members in the area he could be a very useful source of supply as Marina spares become more scarce.

Mike

Eric & Janice Cheetham's NGTA

This article has been re-printed from the November '03 edition of Kit Car magazine by kind permission of the editor, Ian Hyne

The story of this car goes back to the late '70s, when Eric and Janice Cheetham had two small children and a treasured but rotten MGB sitting unused

in their garage. Restoration would have been expensive and the result shiny but impractical, so a 2+2 kit seemed a top idea, and the NG was the only, almost-four-seater kit they could find. Four-seat kits, apart from Beauford, have had a spotty history - the Pilgrim Family Tourer was absolutely practical and a nice car, but even that has more or less petered out now. You can still get one, but it requires some pressure and wad-waving.

At the time, when the couple were looking around, Nick Green's MGB-based, TC boat-tail was selling well and the TA was a fading option, which they grabbed.

1981 and 1982 were occupied with turning the old MG into a TA. The MG was almost all recycled, but for the rusty bits and the radiator, which had to be sourced from a Maxi or a taxi.

Eric followed all the current rules to the letter, and was very put out when the official government inspection turned out to be a bloke who came along and just took a note of the engine number.

The couple think it's a shame that many unfinished early NG kits, still sitting in garages, will now never be finished because of SVA, although it's possible to get most things through if you really want to.

The result of all their labours with the scrap MG and the NG kit was perfect. Their two small

children were delighted to scramble into the open car and be taken to school in grand style rather than in the hideous new Sierras in which most of their classmates were chauffeured. Sadly, they kept growing, and the rear seat was moved back, followed by surgery on the floor to make more room for their legs. Eric was thinking about surgically shortening the children rather than spoiling the car, but when they saw him approaching with a clean saw they always ran away. In any case they're now 6'2" and 6'3" respectively, so it would now be unwise as



well as impractical to attempt to shorten them. The basis of the car is a bog-standard MG, and its mechanicals remain exactly the same.

There isn't even electronic ignition - as Eric says, why bother adding extra bits to go wrong? The engine hasn't been converted to unleaded petrol, and probably won't

be until LRP runs out and the valve-seats start to recede. The engine still chugs along as well as ever, the overdrive still works fine, and it's reassuring for Eric and Janice to know that parts for classic MGs are cheaper and easier to buy than they've ever been.

The bodywork has seen some changes as they got bored with it, in addition to the rear seat enlargements. It now has doors, and the paint has been red, blue and then black with alloy.

The bonnet is new, and sits at more of an angle than the original one, which Eric thought was too high at the front. He's undecided as to whether to polish it or paint it, but polishing is hard work so expect paint.

The couple have had a great deal of pleasure out of the car, but even so they sometimes think about selling it, just for the sake of a change. The trouble is, what would you replace it with? As it is, they really enjoy NG club events, they've been all over the UK with a trailer-tent on the back, and they've started going down to Le Mans, which is just so much more fun in an open kit car.

There's loads of room in the back now, so they can chuck in a big tent and as many luxuries as they can think of, and just head for the sun.

Great to hear of a much-used TA that has been on-the-road for over

20 years & is still giving lots of pleasure, Ed.

From: Bob Preece

Guild of Motor Endurance Atlas-Sahara 2004

The North African Sports Car Challenge takes place in Morocco in the month of October.

If you are interested in entering this event then go to their web site on www.atlas-sahara.com or contact me (Bob Preece) on 020 8393 4661 and I will send you a copy of the entry form.

The cost of entry for a crew of two will be £1550 if you pay in full before 30th April 2004 and £1700 if paid in full after April but before 31st August 2004.

The route will be mostly on asphalt roads but some sections will be un-surfaced that are used by ordinary cars. (So no 4WD cars required). The 2000 mile course take 8 days to complete with no over-night sections.

Our club members Bill & Nicky Davenport have done this event in the past with their Lomax 602cc three wheeler & Nigel Brooks is planning to enter an NG manufacturers team (see page 11).

Bob

Ian Hyne has included more details of the rally in the current (March) edition of Kit Car magazine.

Ed

From: Paul Gray

Temporary repairs

Members might be interested in thinking the unthinkable - i.e. what happens if I am involved in an accident in my beloved NG? Obtaining replacement wings from Findhorn Cars should be no problem although they might take more than a couple of days to source and you might be just about to depart on a long-awaited holiday.

Assuming that the damage is not too severe, it might be worth considering making a temporary repair so that the car can still be driven whilst awaiting delivery of the new parts.

This brings me to the crux of the message - it is essential that every piece of damaged grp laminate, however damaged and useless it appears to be, is collected from the scene of the accident.

This is probably the last thing you will feel like doing at the time but it will enable the pieces to be jig-sawed back together again to an approximation of the correct shape.

Once an approximate shape has been re-established, layers of glass mat and resin can be applied on the underside to strengthen the repair.

Depending on how bothered you are about the final appearance, bearing in mind that this is only

meant to be a temporary repair, the outer surface can be filled and faired with body fillers. It is worth bearing in mind that there is a strict MoT requirement for no sharp edges on the outside of vehicles and it would therefore probably be prudent to do at least a little filling and smoothing of the outer surface.

Lets hope that nobody needs this 'advice'.

Paul

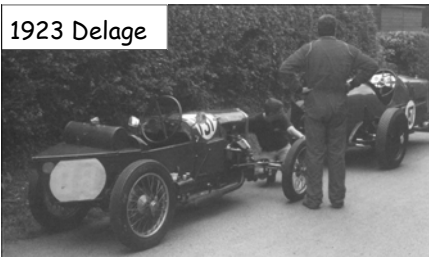
From: John Butler

Time is Running Out for Shelsley Walsh

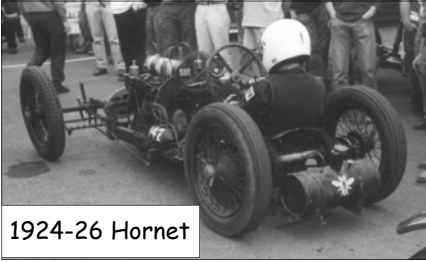
I'd heard that Shelsley Walsh was in dire straits and called in for the vintage event there last summer.

The place was awash with cars such as the Vauxhall 30/98, Delage, Squire, Hornet etc. & I thought that NGOC members might be interested in a few photographs. I couldn't help wondering whether this would be the last VSCC meeting at Shelsley.

Back to the cars - although this was supposed to be a vintage event I noticed that not one of the



1923 Delage



cars was started 'on the handle'. A couple were push-started but the rest were 'on the button'...mmmm.....

Old cars are getting newer every day - especially those finished literally yesterday! Contra to this I recall the Angoulême event a few years ago with all the Bugattis and Alfas haring around the 'Circuit des Ramparts' with their starting handles swinging away up-front.

Back to Shelsley, the Shelsley Trust's objective is, on the expiry of the existing lease in March 2004, to secure a 99-year lease for the full hill-climb course, the court house, disused mill and farm buildings and 57 acres of land.

It is hoped that, with the lease in place, the Trust will be able to expand activities at Shelsley to include renovation of the existing buildings and facilities.

With the requisite planning permission in place, future plans will include a restaurant, museum and archive store, educational facilities and a wide variety of events on up to 30 days per year.

To achieve all this the Trust needs to raise £1.5 million. £1 million will be required to secure the

lease and £0.5 million to renovate and put into viable use all the buildings.

The Trust state that if the same enthusiasm and determination that competitors make, in ascending the hill, applied to raising the required £1.5 million then they will succeed and Shelsley Walsh will flourish and prosper into the next century.

Contact details are as follows:- write to The Shelsley Trust, Shelsley Walsh Hill Climb, Worcester, WR6 6BR, or e-mail the Appeal Director davidgrace@shelsley-walsh.co.uk.

John

From: Bob Preece

Q-Plates

The current DVLA position on Q-plates is that vehicles are assigned 'Q' plates where their age and origin are unknown and are particularly prevalent on kit cars.

For the first time ever the DVLA has announced plans to offer for sale personalised vehicle registration numbers containing the 'Q' prefix.

Changes to the DVLA's computer systems and to legislation are required before they can be released.

'Q' registrations will be offered for sale under strict terms and conditions in order that their subsequent use will not compromise

Crossword Puzzle Solution

Thanks again to Mick Terry for compiling the crossword and also for providing the answers. Congratulations to Gil Boardman for the winning entry. There were very few correct entries this year due to the difficulty members had in trying to understand Mick's convoluted clues. The effort expended by Marlene Woolgar was so great that Marlene felt that she had to find an outlet for her frustration, leading to a song delightfully rendered during the SE Xmas lunch & reproduced in the members letters section for the amusement of those who didn't witness the 'live' version !!!

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26	S	H	E	E	N			27	F	I	R	T	R	E	E				

their purpose in any way.

Byron Roberts, DVLA's sale scheme marketing manager says "We are responding to a demand from keepers of vehicles displaying 'Q' marks who want the opportunity to choose a 'Q' registration that is personal to them. There is much to do though before we are able to announce precise details and the preparatory work is unlikely to be com-

pleted until late 2003. In the meantime we would ask all those who might be interested to remain patient and not make enquiries of the Agency or it's network of Local Offices. We intend publicising their availability in good time before their release but potential customers can find out the latest position on our website at www.dvla.co.uk".

Watch this space.

Bob

New Members - Welcome

MR ROBERT WOODING (1280) (HENLEY)
BEDFORD BEDS

MR MICHAEL THOMAS (1281) ()
BISHOPS STORTFORD HERTS

MR ARNIE BROWN (1282) (TF)
OAKLEY BEDS

MR PAUL CLARKE (1283) (TF)
HAYLING ISLAND HANTS

MR MARK COX (1284) (TA)
HUNTINGDON CAMBS

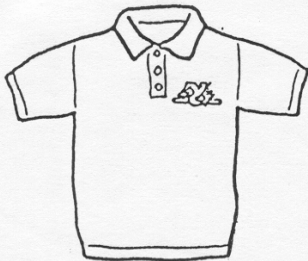
MR PAUL FREEMAN (1285) ()
THETFORD SUFFOLK

MR DAVID GRAVES (1286) (TF)
SHRAWARDINE, SHREWSBURY

MR PIERRE SABATIER (1287) (TF)
BREST FRANCE

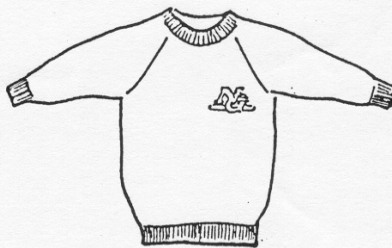
Club Products & Regalia - available from Bob Preece

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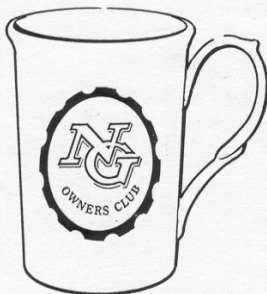
£12 plus £1.50 p&p



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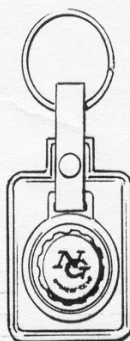
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Club Literature - available from Paul Gray

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

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

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

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

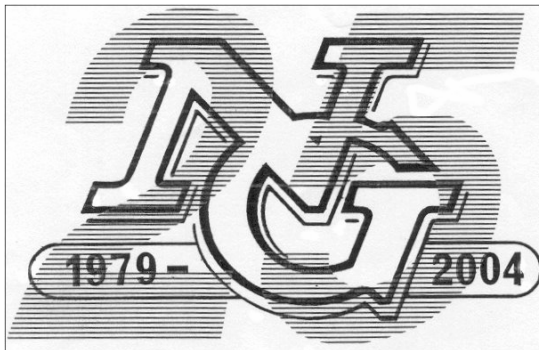
Fitting Doors to TD/TF models - £1.50 (Mel Clark)

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

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CHANGING GEAR



the magazine of the NG owners club