

CHANGING GEAR

June 2005 (2)

Stoneleigh National Kit Car Show



Mini NG TA makes its debut

Also details of NGOC National Rally

the magazine of the NG owners club

THE NG OWNERS CLUB

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Contents

Chairman's Letter	2
Editorial.....	2
Secretary's Notes.....	5
News from Findhorn Cars.....	7
Events Calendar 2005	10
Stoneleigh Kit Car Show Report	12
National Rally 2005.....	15
Members' Letters & Articles.....	19
Tech Tips.....	25
New Members—Welcome	28
Sales & Wants	29
Can U Help???	32
Club Products, Regalia, & Literature.....	inside back cover

**NGOC National Rally
June 10-12
See centre pages 15-18**

**Lots of interest shown on
Findhorn Cars' stand at
Stoneleigh Kit Car Show**



Chairman's Letter

Did any of you manage to get to the **Kit Car Show** at Detling last month? Bob Preece and I went and we were pleasantly surprised to see a much bigger and more varied event than has been held over the last few years. Well worth the visit, let's hope it will be as good next time.

Now that our motoring calendar has got underway I realise just how conscious I have become of 'weather forecasts' and my dependency on them, especially as I was stupid enough to loose my side screens (a long story). As we all know an NG on the motorway or in the rain or both definitely needs those screens.

Right now I am desperately mak-

ing a set of new ones, to an updated design, hopefully to be ready in time for the **National Rally** at Billing. I am sure that I am not the only one who has last minute jobs to do to get our cars up to scratch not only for this event but for the whole season.

Even if you do not manage to get ready on time with modifications or build completions do come to the Rally and join in the fun, enjoy the social scene and meet the other members. You might even pick up some tips or useful information. I look forward to meeting you all, particularly new members.

Peter Clark

Editorial

At last the warmer weather is approaching and excuses become feeble for leaving your NG in the garage! At least, I hope this is the case as I would dearly like to receive more contributions for the magazine about your exploits with your pride & joy. Please do not feel you have to be an expert with the pen or keyboard however, as I am quite happy to edit your writing if necessary.

Have you visited the NGOC web site recently ? If so you may have

noticed that we now have a Forum. For those of you unfamiliar with message boards, the idea is that you "post" a message on the board which may be a question, an answer, an opinion or just a comment. Then you go back later and see if someone has answered it. In order to make it work, members need to visit it regularly so please try to make the effort to have a go.

This issue sees the introduction of a new Tech Tips section with some contributions from Paul Gray

(our previous editor) and I hope to keep this going with tips from other members. Also new (but quite by accident) is a "Can U Help" section. I know there are lots of members out there just itching to help (because NG owners are a friendly lot!) so please see if you are able to make a positive response to any of the appeals.

What makes your NG so unique? It seems that every one I look at has something to set it apart from other NGs so come on, write in and tell us about that little touch that makes your one different.

I made my first visit to Stoneleigh Kit Car Show this year (May 1st) and now wish I had made the effort before. It was great to see so many kit cars collected together (where on earth do they all come from?) and such a wide variety of different vehicles. It was the first "meeting" for my own NG which crossed its 1000 mile mark on the way home. It was also its longest trip so far at 180 mile round trip. Now I suppose it is officially "run in" and so I have given it an oil change as a reward for being so good. I still need to find a name for it/her/him. Any suggestions?

You may have noticed on the front cover that a new mini model TA was debuted at Stoneleigh. This was first spotted being lifted out of the inside of its "parent" vehicle. The engine is a well-proven 2 crank pedal type. The proud owner, how-

ever, was seen needing a tow as the new engine was still a bit slow revving.

A little problem came to light at Stoneleigh due to the fact our usual pitch was changed at a fairly late date and some members had to hunt for the new NGOC pitch. Obviously it did not warrant the cost of posting notes to all members (many of whom would not be coming anyway) but if we had your e-mail addresses, we could send out e-mails (without cost) with late breaking news like this. Alternatively (or as well), we could put notices on our web site - but do you look at it regularly? I do not envisage that e-mail addresses would be published in our members list and they would probably only be needed for those who attend events. Some members do not have Internet access so may prefer notice by phone but this would be costly if many wanted it. Let me know what you think and the committee can discuss possible solutions.

There are quite a lot of events featured in this issue. Meeting other NG owners is a very enjoyable way to share ideas, advice, friendship, etc. The NGOC National Rally is an inspiring event whether you have an NG or are currently building one. There are plenty of things to do or not to do - just as you fancy. I am convinced you will thoroughly enjoy it! Many events also allow others to see these wonderful cars we own. See how many occasions you can get

to this year.

Finally a rather nice little story I recently received in an e-mail from Phillip Powell reminding us of the need for pre-run checks and wise old women!

On my way to work, I got to Shepherds Bush and it cut out - doh! The fuel pump wasn't working it seemed. I used the usual fix (percussive maintenance) - no change. In desperation, as I was only some 500 yards from the car park at work, I took the fuel cap off and gave it a blow job. At this point two old ladies appeared and congratulated me on owning such a nice car. "Thank you very much", I said breathlessly though gritted teeth, "it would be even nicer if it ran", whereupon one of them commiserated with the car (not me!) asking it to start in a cooing voice.

Having now fully got my breath back, I pressed the start button and it started. She smiled sweetly at me. I jumped in the driver's seat and roared off to work before she turned me into a frog or something!

*The journey home was also suitably eventful. The pump burped healthily when I switched on. Bless you, I thought (or something like that) then half way home - what is that squeaking noise? It got worse and then there was a sharp bang, O ****! What now? At this point I noticed the ignition light was on. The drive belt must be broken - so*

that's what the squeak was!

I turned off the headlights and watched the temperature rising. I thought it was going to encroach on the oil pressure half so I kept the speed down all the way home trying not to stop at the traffic lights. I also travelled over as many bumps in the road as possible (hoping to keep the pump going). I just made it. I got out of the car and had a look under the bonnet - sure enough no drive belt. It had been a new belt and had not squeaked before. I can only assume with the lights on and the battery asking to be charged from its earlier drain it was just too much for it - or perhaps that old woman had cursed me for being so unkind to the fuel pump with the wheel brace!

The moral of this story, I imagine, is to give your car a thorough check up before driving for any distance - or watch out for the wise old woman!

I would not normally embarrass a fellow member by recounting such a tale but Phillip assured me that his face could not get any redder than when a work mate had passed him on his push bike while he was wrestling with the fuel pump. He had asked if he should tell everyone that Philip would be a tad late - such a nice man!

Happy NGiNG!

Chris Humphreys

Secretary's Notes

The kit-car show year has started with the Stafford meeting at Bingley Hall. This is a show that I never attend and consequently cannot comment on the content of the show although one or two members were not too impressed with it. If you have more positive views then let the Mag editor have them so he can print them in a future edition.

The European K.C.S. came next which I did visit. This show I have found wanting in the past with not many top manufacturers attending in the quite primitive show area, however all that has changed this year with a brand new arena and more KC companies in attendance. The show has come alive at last, and is well worth a visit next year if you missed this one. I did intend to visit on the second day as well, but on the way home the TF started to miss-fire and I thought it prudent not to run it too far from home whilst the fault remained. I therefore did not take any photos or make notes of who displayed their cars there as I intended. If you do have some, please let me or the editor have copies for the next mag. One final note is that the sun shone for most of the day, which must be a record as I began to think that the sun never blessed the area of Detling in April.

The Stoneleigh show is the lat-

est one and I'm writing this following the May Bank Holiday. First of all I must apologise for all of you who had difficulty in finding the new club site, which was allocated to us just two weeks before the show by the organisers after they had been notified by the owners of the NAC that our usual site would not be available. I think the new position was voted a success by the club members who were there so I will request a repeat booking for next year. The show itself was up to its usual high standard with Findhorn Cars showing two TFs and a TC. I was able to purchase a new ignition coil for my TF which I hope will cure all my problems with the running, and that I can drive it to the National Rally in June.

This brings me nicely to the Club's premiere event of the year at Billing Aquadrome, Northants. Fuller details of this meeting will be printed elsewhere (*see centre pages, Ed*). The charges for access to the site are £10 per car for day visitors, and £13 per camping unit, per night, whether you have a small one man tent or the largest motorised caravan in the world. I have a list of B&Bs around South Northants but if you're into the internet look on the sites —

www.southnorthhants.gov.uk,
www.wellingborough.gov.uk or
www.premiertravelinn.com

May 22nd

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

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

The car and driver have free admission; passengers are charged £4 (children £2). The hall is open from 12.30 to 3.30 and the admission charge is £1.50 each

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

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

June 10/11/12

**National Rally,
Billing Aquadrome.**

Please see centre pages.

June 18/19

**National Kit Car Festival
Newark & Notts Showground,
Newark-on-Trent**

The club rep for this show is **Dennis**

Roberts from the Yorkshire and North of England group. He can be contacted on 01142 878515 if you require information on this meeting. I have very little knowledge on this meeting but according to my map the showground is in the triangle of roads made up of the A46/A17 & Drovers Lane. They are all situated North East of Newark.

The A46 can be accessed from the A1 road North of Newark.

June 24/25/26

**Festival of Speed
Goodwood, Chichester,
West Sussex**

This note is just to let you know that it is taking place. I believe an advanced booking is required for entry.

July 15/16/17

**Running Board Rally
Henley-on-Thames, Oxon**

This will be the 12th year of this meeting and those of us who have attended in the past have had a great couple of days, although we could not attend last year as it as it clashed with our National Rally and 25th Birthday bash. The organisers need to know how many people will be attending this meeting, so you will need to fill in a booking form which I will send you if you telephone me on 020 8393 4661. The cost will be £18 for a camping unit and 2 persons for the weekend and £1.50 for every extra person. A

charge of £5.00 per car for day visitors will be made. These have to be booked in advance if possible.

July 16

Byfleet Parish Day

Byfleet Recreation Ground,

Byfleet, Surrey

Come to the Byfleet Parish Day and be part of the show with your NG. If you do wish to attend then you will need an exhibitors entry form from me which must be returned to the organisers by July 2nd.

August 13/14

Great Northern K C Show

Harrogate, Nth Yorkshire

This show is on the Great Yorkshire showground just East of Harrogate.

Dennis Roberts is the contact member for the club at this meeting, so give him a call on 01142 878515 if you require more information.

August 21

British Sports Car Day

Rougham Airfield, Nr Bury St Edmunds, Suffolk.

I wrote about this meeting in my notes in the last magazine, but I am putting it in again as I think this is a show not to be missed, especially as it's in the east of the country where there are not too many get togethers with the club. An advanced ticket is required, so telephone me on 020 8393 4661 for a booking form. See other pages of the magazine for more details.

Bob Preece

News From Findhorn Cars

Dear Friends,

Spring time is for new growth and enthusiasm - and dusting off the NG for summer outings. I do not drive our cars a lot, because I seem to spend my time on the car business with a large trailer on behind, a recent day trip being to Holland and back to deliver Ad van Schaik's car. However, with a heater and sheepskin coat, I have been out in our cars all winter. Tomorrow, as I write, will be the final day in the build and registration of the 3.9 TC that many of you will have seen at

shows. Tomorrow is registration day. So life will be a lot more fun thereafter.

I have known for many months now that the time has come for major changes to the NG range. The reality is that the cars are on the narrow side and not easy to get in and out of without doors. We have shown two prototypes of wider cars, but we - or more accurately I!, have tried to go too far too fast with them. So the next spare TF body that I have here will get John Hoyle treatment, by which I mean that I

will widen the body at the back and through the cockpit, leaving the scuttle unchanged. That will provide that precious extra width for the tall ones amongst us to get our shoulders in and the broad ones to get their tummies in!! I know your editor does not suffer from either of these afflictions, but some of us do.

On the engineering front, I have experienced recently some down-draught carburettors with minds of their very own to put it mildly. So I am for a twin SU set up in the next V8 that we build/restore here. It would be great to hear from anyone with any experience with these.

At Stoneleigh, I had a fascinating conversation about supercharging. It is possible to supercharge the B series engine, but the kit that I have seen would not I suspect fit under the TF bonnet. So one of my little pipe dreams is to design something that will. Has anyone any experience of this?

Back to things more mundane, perhaps inevitably the biggest plus

for us would be lots more NGs on the road. Out there you are all enjoying your cars - and if you are not, I venture to say that it is time to get the spanners out to fix that problem that is preventing the enjoyment. I am sure that you have friends who admire your car and even come and drive it. Please send them to see us. We would love to sell them a kit, a refurbished car or a brand new one. There is a bottle of bubbly waiting here for everyone of you whose friend comes and places a new order with us.

One little problem I am aware of is that I inherited a batch of radiator grills liable to go rusty. I apologise. My plan is a stainless one that can be fitted from the front. I fear this will not be cheap, but if you have had one of the ones I refer to, I will be happy to let you have one of the new ones at an advantageous price once I have them designed and sourced. If you have any other niggles, please let me know.

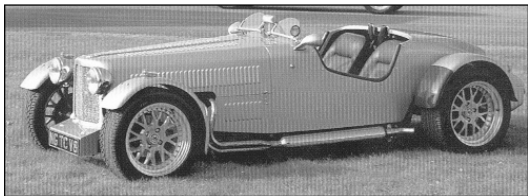
Enjoy your NG driving!! Best wishes.

Nigel Brooks, Director

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fax: 01730 823580
web: www.ngcars.co.uk
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Regular NG Meetings:

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

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

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

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

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

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

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

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Events Calendar 2005

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
May 22	Cheshire Kit Car Show Capesthorpe Hall, Macclesfield, Cheshire	Dennis Roberts
Jun 10/11/12	NGOC NATIONAL RALLY Billing Aquadrome, Great Billing, North- ampton (see more info on centre pages)	Bob Preece
June 18/19	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	Dennis Roberts
Jun 24/25/26	Festival of Speed Goodwood, Chichester, West Sussex	Info only
Jul 15/16/17	Running Board Rally Henley-on-Thames, Oxon	Bob Preece
Jul 16	Byfleet Parish Day Byfleet Recreation Ground, Byfleet, Surrey	Bob Preece
Aug 13/14	Great Northern Kit Car Show Harrogate, North Yorkshire	Dennis Roberts
Aug 21	British Sports Car Day Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Bob Preece
Aug 27	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
Sep 10/11	Beaulieu International Autojumble Beaulieu, Hampshire	Info only
Sep 16/17/18	Revival Meeting Goodwood, Chichester, West Sussex	Info only
Oct 15/16	National Kit & Performance Car Show Donington Park, Derbyshire	Dennis Roberts
Nov 6	London-to-Brighton Veteran Car Run	Roy de Boise
Nov 19/20	*Great Western Kit Car Show Exeter, Devon	TBD

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

National Rally — see centre pages 15-18



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Stoneleigh Kit Car Show Report

Stoneleigh 1st May '05

What a great day (or 2) out! Like most of the attending NG owners, Donna & I chose to go on the Sunday to maximise opportunity to meet NGOE friends, not forgetting the attraction of a constant supply of tea & coffee provided by Manda & Bob Preece. At this stage, I would like to offer a big vote of thanks to Manda & Bob, on behalf of all attending members, for organising the club site, bringing the club gazebo & paraphernalia and, above all, for making sure that the kettle was always on with a friendly welcome to all-comers.



The weather on Sunday was very appropriate for 'May Day' with most people experiencing a short shower en route followed by a very pleasant 21°C at Stoneleigh with sunny spells; so sunny in fact that Peter Elliott's forehead was looking quite red by the end of the day and I don't think

it was due to over-exertion!

For us, it was the first time that our deckchairs had been aired since last summer. When I moved things around in the garage on the previous day to find the chairs, I also found the piece of foam rubber that is used in the NG boot on which the folded hood is placed to ensure that nothing sharp can damage it, only to find a huge hole in the foam rubber! Instead of a 5-minute job looking for the deckchairs I now had to spend an hour or so moving and replacing anything that might conceal a nest for my furry friends. Couldn't find it though, so perhaps the nest was outside the garage and they had just nipped in to source building materials!

To make the journey to Stoneleigh a bit more enjoyable, we decided, for the first time, to forsake the M40 and use a mixture of A & B roads. In some instances this really turned up trumps. For example, there is a long stretch of the B4100 that exactly parallels the M40 that was completely traffic-free & yet was straight with a good surface - marvellous. On the way home this route proved to be essential; just as we were saying our goodbyes, Dave Woolgar phoned to say that his TA was stationary on the M40 southbound whilst the air-ambulance was dealing with an RTA.

Hope you weren't stuck for too long Dave but thanks for warning others of the problem. Talking about being stuck, we arrived at Stoneleigh at around 10:45 and had to queue for about 15 mins just to get past the pay-booth. Having not queued on the approach road, we were expecting to drive straight in but the organisers spilt us into 4 queues which then had to re-join again into 2 queues to go through the entrance. On the positive side, we had our tenner ready to pay for a passenger & were given a fiver back with the words "only a fiver if the passenger is female"! I can see a few chaps borrowing theatrical wigs for next year's show! (*Don't panic folks, my male passenger was also only charged a fiver, Ed*)

As for the show, it contained the usual mix of manufacturers' stands with a sprinkling of new models. We didn't spend very long on our tour of the stands this time but enjoyed the spectacle, nevertheless. It was good to see Findhorn Cars in attendance at this, probably the most significant of all the kitcar shows. On the stand, Nigel was ably assisted by Peter Sergeant who, as ever, was full of enthusiasm for the NG marque and was demonstrating his own (red) TF on the stand. Findhorn had their very nice dark-green TF on show with the hood erected to show potential customers that the TF

really is a very practical car that can be used in all weathers. The TCV8 on show was a standard (with all the bells & whistles, incl. fully-independent F & R suspension) TC



except for a minor change to the top deck front edge to allow the seats to be mounted further back for taller drivers. We went on to have a look at the 'competition', in particular the new MGTF 'replica' that had seemed, on paper, to represent a direct competitor to the NG. The cars are apparently manufactured in New Zealand and the demo car had only recently arrived in the UK. According to one of our members, the manufacturer was offering the demo car at about £16k rather than the normal £21k because he didn't want the bother and expense of taking it back to NZ. The engine appeared to be from an MX5 - not sure about the rest of the mechanicals. From a distance, the outside looked the right period shape, complete with suicide doors and I

*probably the
most significant
of all the kitcar
shows*

looked forward to the interior with interest. In my view there was absolutely no comparison with the period look of a well-finished NG interior! As for practicality - it depends on what criteria you apply to the debate. On the one hand, you could say that a kit car using modern underpinnings is a 'practical' proposition



because the parts are likely to be current and the garage trade will have the required diagnostic tools and ability to keep it running smoothly. On the other hand, you might consider one of the top attributes of the NG concept - namely use of a single-donor MGB. This aspect was brought home to me on the Sunday during conversation with a prospective purchaser of our TF. The guy said that he had originally looked at NGs some years ago and had subsequently looked at a number of other 'running-board' types of kitcar and come back to the NG, principally because of the single-donor aspect, coupled with the fact that the MGB parts are now extremely easy to source and, perhaps

more importantly, there is absolutely no likelihood of the parts ever becoming scarce.

A late change to the allocated site for the NGOC caused a few people to scratch their heads on arrival. The club's traditional site for many years was not available due to some development work. The new site (area 40) was in an excellent position and centrally placed within the overall clubs' area. The walk to the exhibition halls was shorter and one could wander off in any direction from the club's site to look at other club's displays. To me, this aspect is one of the major attractions of the Stoneleigh show. There are literally thousands of kit cars ranging from 'cheque-book' Cobra replicas to some really 'off the wall' cars built purely for fun by their very enterprising owners. To get the full flavour of this show, you really need to stay for the 2 days and this was exactly what Roy de Boise and a few others had done. Roy had pitched his tent on the club site and informed us that the camping fees are minimal for the weekend. We were enthused by the idea and might bring the tent next year. Anyone else fancy making a weekend of it? Talking of camping, it is only 6 weeks until the National Rally weekend. Get the camping gear aired and ready - the club has planned a great weekend at a super venue. Hope to see you there.

Paul Gray

NGOC National Rally 2005

BILLING AQUADROME, Crow Lane, Great Billing, Northampton

FRIDAY 10TH JUNE to SUNDAY 12TH JUNE

Come and join us for the Club's major meeting of the year at Billing Water Park

~~~

We have booked a marquee along with barbeques for your use at any time of the day and a water urn for hot water, which will always be available for hot drinks.

~~~

Camping with tent or caravan will be charged at £13 per unit per night. Day visits cost £10 per vehicle. No booking in advance is necessary, just pay at the gate, but tell the gatekeeper you are with the NGOC to get the reduced entry price.

~~~

On site there are two fish & chip shops, one even serves Indian take-away, and just off the site is the restaurant for the Travel Lodge. The Riverside Shopping Complex is close by for food although the shop on site is quite well stocked.

~~~

Activities on the site include a go-kart circuit and a jet-ski lake. You can hire karts and jet-skis for both past times. Fishing is also allowed in the lakes and the river, so bring your rod. Bait can be purchased on site.

~~~

If you're not into active past times then a countryside drive along the lanes of Northamptonshire might suit you, a visit to Stoke Bruerne with its canal and locks may be of some interest.

~~~

The most direct route to the Park is from Junction 15 of the M1 motorway where there are signs directing you to Billing Aquadrome.

~~~

If you have any questions about this weekend please telephone me on 020 8393 4661.

Bob Preece

# National Rally 2005



On site

Boating lake

Marina

Jet skis

Map courtesy of Billing Aquadrome

## Directions:

The easiest route is from the M1 motorway.

From the South M1 junction 15. Follow the signposts from there or take the A508 and join the A45 ring road after about 2 miles then follow the signs to BILLING AQUADROME for about 5 miles.

From the North either go to M1 junction 15 and follow as above or at M1 junction 16 take the A45 to Northampton (about 5 miles) then follow the signs to BILLING AQUADROME for about 7 miles.



## June 10th - 12th

## On site

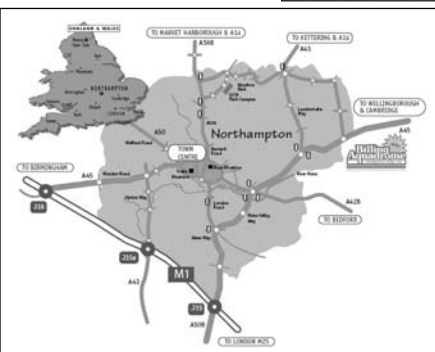
## Playground

# Fun fair

## Go karts



*Map courtesy of Billing Aquadrome*



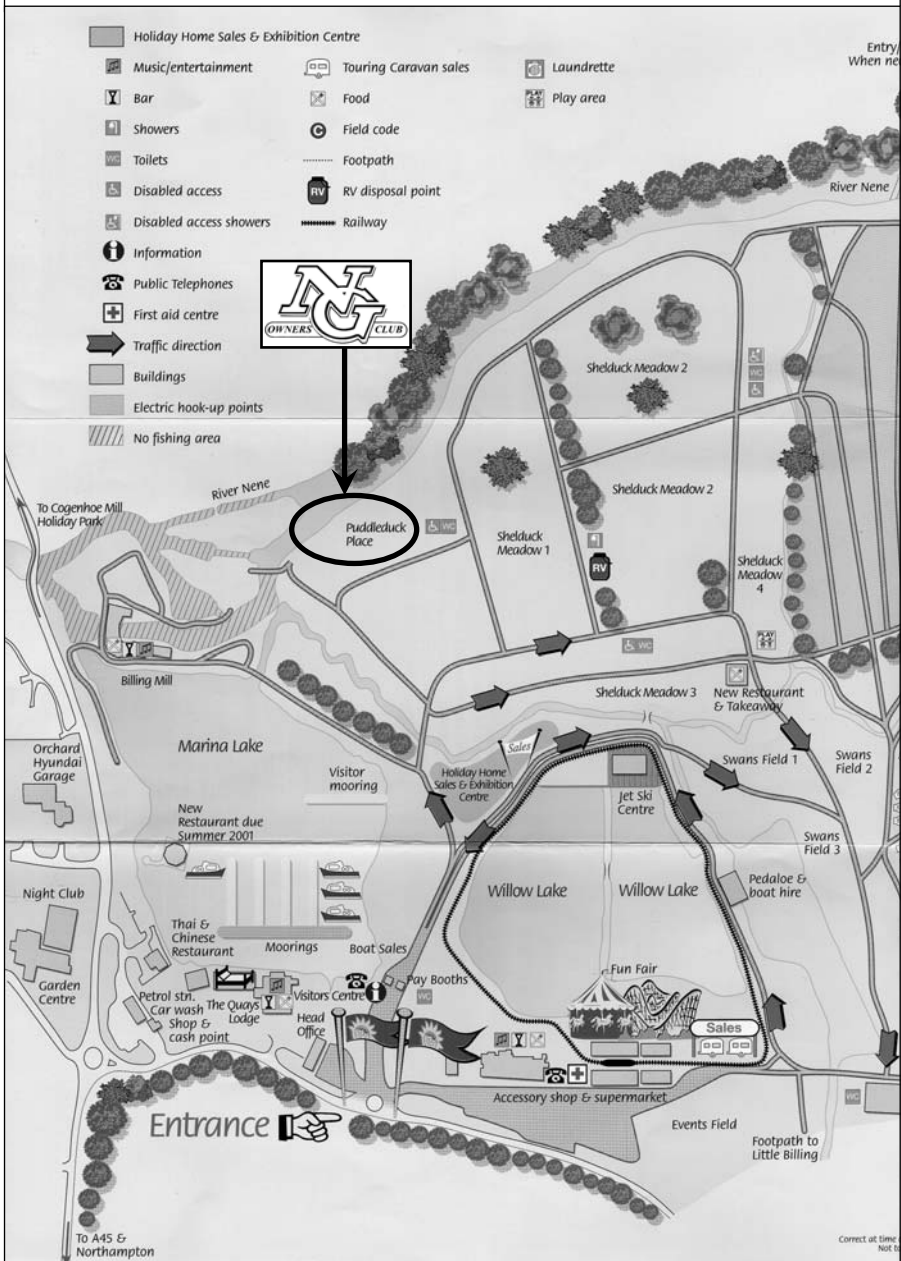
- Excellent venue—plenty to see and do
- Great facilities for campers & day visitors
- Shops & takeaway food on site
- Marquee open all weekend
- Gas bar-b-cues provided—bring your own food & drink
- Fun driving skills challenge
- Many local attractions



## Something for everybody!

Although there are lots of activities for the energetic among us, there is plenty of room on our level field to relax and simply soak up the sun! There are also some lovely drives in the surrounding countryside.

We are on the Puddleduck Place area with a marquee (near to the W.C. block).  
We have the whole area from the river to the road (see part plan below).



## Members' Letters & Articles

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From: Bob Preece

### The British Sports Car Day Sunday 21<sup>st</sup> August 2005

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

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

Other attractions are sideshows, arts, crafts, and collectables, fal-conry displays, steam and stationary engines, military and commercial vehicles, and of course us.

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

local brewery.

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

If you do want to visit this meeting **you will have to fill out an exhibitors booking form** that I will send you if you call me on 020 8393 4661. Entry is by advanced ticket only, no discount entry on the day.

Rougham Airfield is just east of Bury St Edmunds on the A14.

Amanda and I will be there and I hope to have the lightweight gazebo with us so we can provide club tea and cof-

fee to members. We tried this out at Stoneleigh and all went well, but all the tables and gas bottles have to go in the T.F. this time, which may prove a problem, still here's hoping.

I have been informed that there is no specific area for the club, but the airfield is so large that the first to arrive can pick an area and settle on it, so look out for any other NG when you arrive.

Bob



From: Alan Goodbun

### TC on track "again" (2 May 2005)

After spending a pleasant day yesterday, basking in sun drenched skies at the National Kit Car Show Stoneleigh, I awake to the sound of raindrops pounding the Velux window pains of our bedroom. Just the sort of weather conditions required for driving a 270bhp TC around Lydden Race Circuit near Dover, Kent. I had planned to get up early to set the shock absorber setting a little harder, check oil level and tyre pressures etc. Upon hearing the rain I rolled over for another hours sleep. At 7.30am the rain drops were still pounding the windows, a decision has to be made as I have to sign on by 8.15am, do I go or don't I!! Looking skyward the clouds appear to be lifting, decision made, I'm go-



ing. Fortunately Lydden Circuit is only five minutes drive away so I won't get too wet. I quickly gather my crash helmet, driving licence and

an umbrella and I'm off, no time for breakfast, I'll grab a hotdog later. I left home just before 8.00am and arrived there just on 8.00am, now that's what I call a journey.

SEMSEC (South East Motor Sport Enthusiast Club) are the organizers of SEMTrack track days and race meetings for single seater, sport racing cars, kit cars and saloons.

*Just the sort  
of weather...  
for driving a  
270bhp TC  
around Lydden*

This half day track day event followed by an afternoon of racing cost £80 pounds but included three entry tickets for the circuit valued at £8 pounds each. The morning starts with a drivers briefing at 8.30am followed by 15 minutes of track time for each of three groups Blue/Green/Red, each with around 15 cars. Time permitting each group should enjoy three 15 min sessions throughout the morning.

Our green group lined up on the dummy paddock grid. I'm lined up behind Will Gollop's 565bhp Ford Focus Rallycross Car. The pace car led each group for two low speed sighting laps. The pace car pulled off and Will's car disappeared into the distance, never to be seen by me again. No I lasted the full duration. Will was in fact using his track session to identify an engine misfire. The track was still wet from the overnight rain which had now thankfully stopped. It was however quite entertaining keeping it on track so

to speak.

The TC performed brilliantly, I could actually complete the one mile track using only third gear, slowing for the hairpin North Bend to 95mph plus along Dover Slope and Hairy Hill. A great session and still intact, with two sessions still to come. A spinning Porsche 911T



brought out the red flag stopping session two briefly, the only stoppage of the morning.

Before session three aghast!! No brakes!! Pedal to the floor, pumping the pedal a few times and some pressure returned. There was no sign of brake fade during the previous session so I drove gently at the start of session three, everything appeared fine. Another good session on a dry track.

By the end of the morning the sun was shining and an excellent track day completed.

Photographs of the day's events can be viewed on [www.semsec.org.uk](http://www.semsec.org.uk) and details of future track day/race events.

Alan

From: Bob Morrison

### An Open Invitation

Do you own an interesting vehicle?

This year sees the 25th anniversary of the fete in the village of Shrivenham. Previously, we have had a display of interesting vehicles and many NGs have attended. This year we would like to make this a more important part of the fete, which promises to be very good this year with many attractions added. The falconer (fete 2 years ago and at the NGOC 25th Birthday bash) will be there as well as the Morris Minor Club and Wilts Classic Car Club. In the evening there will be a barbecue, bar and a live band playing in the Memorial Hall. The Fete Committee would love to see you there. Limited accommodation is available if you would like a bed for the night. Shrivenham is just in Oxfordshire off the A420 near Swindon.

**Please contact Bob Morrison** ([rmorri1847@aol.com](mailto:rmorri1847@aol.com) or on 01793-783105) if you would like to come, need directions or want further information.

Bob



**Shrivenham Village Fete**  
**Shrivenham, Oxon**  
**Saturday, 27th August**  
**2005**  
**at 1:30pm**

From: Paul Gray

### Festival of Speed - June 2004

For those unfamiliar with the format, the principal attraction of the Goodwood Festival of Speed is the hill-climb competition which takes place on a 1.6 mile course in the grounds of Goodwood House. Cars race along a tree-lined avenue and turn to pass in front of Goodwood House before climbing a steep and narrow road heading towards Goodwood's racecourse high on the South Downs.

The Festival includes the most significant cars in the history of international motor-sport such as famous Grand Prix cars, successful Le Mans, Indy and CanAm cars, im-

portant rally & touring cars, plus some of the world's most famous competition motor cycles.



ported over £35 million worth of historic racing cars from overseas specifically to attend the Festival.

The first Festival was held in 1993 and we were amongst the mere 25,000 visitors on that occasion. Unfortunately for us, word has got around and last year saw 158,000 visitors which meant that getting around the site was a bit difficult at times. For this year, entry was by pre-purchased tickets which helped to remove some of the overcrowding. I have subsequently been informed that the pre-purchase scheme was used to even out the attendance to approximately 50,000 for each of the 3 days, an overall reduction of about 10,000 as planned.



Entry is by invitation from Lord March and the cars and motor-cycles were selected specifically to reflect the major theme for the year. All competing vehicles were required to be presented in their

original condition & paint schemes. Such is the attraction of attending this event that last year's festival

Jacques Villeneuve drove his father's 1978 championship-winning Ferrari F1 car. Exhibits included the 1939 Mercedes W154 driven by John Surtees, the only man to win world championships on both 4 and 2 wheels. Other interesting cars included the 2003 Toyota F1 car with Olivia Panis driving & Takuma Sato in



the current BAR F1 car. Although we didn't see him on the Friday, Jensen Button drove his current F1 car on Sunday, concentrating on doing 'doughnuts' to please the crowds rather than trying for an all-out high speed run. It is always nice to see a GT40 and there was a special one on display that had been driven to the event by its owner, who appeared to be famous judging by the number of people requesting his autograph. By contrast there was a 1914 Tourist Trophy that had been in the same family for the last 63 years. The Bentley Speed 8, winner of last year's Le Mans 24-hour race was also on display; it is amazing that the 2003 victory came 73 years after Bentley last won at that

event. Bikes were also represented with Carl Fogarty, 4-times world superbike champion, and now retired from competitive riding, riding his own bike (a Petronas). As always at this event, there was a Cartier concours competition with a mix of over 50 cars including a replica of Star-sky & Hutch's Gran Torino. From the USA, there was an Indy Car driven by Al Unser and a dragster called the 'Rat Trap' that was able to burn rubber in a most impressive manner.

My son, Tom, and I attended on the Friday which is allocated to free practice where upwards of 200 cars run up the course in single file, each setting off at 1-minute intervals. The cars were grouped into classes of comparable machinery with the oldest cars running first. Those who had chosen to be timed competed against similar cars in their timed category. The winner was the one who set the fastest time during the official runs on the Sunday. Some of



the cars were little-used collectors' items whose owners decided not to be timed. These cars completed

demo runs only, though with no speed restrictions.

When they were not practising the cars were kept in 4 paddocks near to Goodwood House. The Cathedral Paddock housed the pre-war racing cars plus some of the event's post-war racers. The Formula 1 paddock featured the rest of the competition machinery including the current F1 teams and all the racing motor-cycles. The Brooklands paddock held the current production or planned-production performance cars taking part in the Supercar Run.

Each year the Festival provides an impressive display immediately in front of Goodwood House. This year the theme comprised a 300-foot



sculpture (see photo) with three uprights. Each of the three uprights supported a world-speed-record holder celebrating Rolls-Royce powered record breakers in the air, on land and on the water as follows: a Supermarine Spitfire that competed in the Schneider Trophy in the late 1920s, the 1939 water-speed record

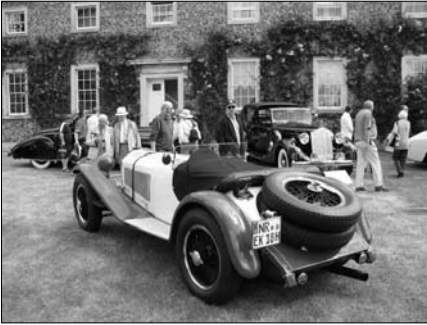
K4 boat and a replica of Bluebird which broke the land-speed record in 1935. Under the shadow of these fantastic exhibits there was a price-less collection of Roll Royce cars, also there to mark the company's



centenary. The collection included an absolutely stunning convertible concept-vehicle from Rolls Royce that the makers said they have no plans to produce - pity! For those of a certain age, myself included, John Lennon's multi-coloured Rolls brought back memories of flower-power and the swinging sixties.

The logistics of organising the runs was interesting. Cars firstly make their way along the hill-climb course to the start-line in a batch made up of several classes (approx 35 cars) before turning round and waiting for their call to run to the top. When all the cars in the batch are at the top of the hill the course closes and the next batch goes to the start whilst the cars at the top make their way back down the hill to their paddocks before the 2<sup>nd</sup> batch makes its run. I believe that the

eventual winner of the timed runs was Peter Harding with a time of 49.3 secs driving a 1966 Ferrari.



Part of the event was a Soapbox Challenge with 20 soapboxes entered calling themselves 'The Gravity Racing Club'. With free-wheeling

speeds of up to 45mph down the hill, some of the contraptions were interesting to watch.

All-in-all, a great day out with plenty of variety & lots of static & manufacturers' displays that I haven't mentioned. If you get the opportunity, I recommend that you don't miss this one next year - events like this are utterly unique & should be enjoyed to the full.

Paul

**This year's  
Festival of Speed is on  
24th to 26th June**

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## Tech Tips

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From: Paul Gray

### DIY gaskets

If you find yourself needing a paper gasket and aren't able to buy one, there are a number of methods that can be employed for making one yourself. For example, cut a piece of gasket material (readily obtainable from traditional motor factors) oversize and punch a hole in each end to coincide with two holes in the item needing the gasket. Mix up a small amount of any paint that you have available. Clean the surface that is to receive the gasket and give it a coat of paint. Put locating studs into the two holes to coincide

with the pre-cut holes in the gasket and push the gasket material over the studs, pushing the material evenly until it is in contact with the painted surface.

Press firmly and leave for a few minutes. Remove the location studs and peel off the gasket. There should now be a replica of all the holes painted on the gasket material showing where to cut out the surplus material. Cut such material with whatever tools you have to hand. If you have a selection of ball-bearings you can use the ball-bearing and hammer method but care and patience with a sharp knife (scalpel) and scissors will do an adequate job.

Final caution - if you must use a gas-ket sealant use it very sparingly so that it can't possibly exude inwards and block small passages etc.

Paul

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From: Paul Gray

### **Fitting K & N Filters**

The fitting of low-impedance air filters in the confined under-bonnet space of an NG has always been a bit of a challenge. The first step that most people take is to halve the width of the one-inch black spacers that are fitted as original equipment to the MGB. It is not wise to remove the spacers completely since they are designed to shield the carbs from excessive engine heat and to aid gas-flow. When cutting the spacers down it is necessary to ensure that the finished item has both faces skimmed parallel.

Having thus increased the clearance between outer face of the carb and bonnet side panel the next step is to select a suitable filter. There are three main options:-

1. fit gauze pancake filters such as K & N (or high-performance foam),
2. make (or modify) a filter-box and find a free-flow filter element to fit,
3. make a plenum chamber and connect it to a remote filter.

Perhaps members who have found acceptable solutions might like to send in their alternative suggestions.

To cut a long story short, our final choice was to use offset-mounted K & N pancakes on 1.5inch HS4 SUs. These filters are manufactured from oil-impregnated cotton gauze that is designed to provide an average service life of 100,000 miles. The elements are cleanable and are designed to last the life of the vehicle.

The offset version is not usually kept on the shelf by K & N agents but is readily available from the manufacturers (you will still need to order through a stockist). The part number of the filter that I used is 56-9128 (about £30 each).

The offset is such that the filter base is lifted up the face of the carb to the maximum extent. This allows just enough side-clearance for a stub-stack to be fitted within the filter casing (note that K&N recommend fitting their stub-stacks to smooth the airflow at higher rpm).

My first step was to make a cardboard model from dimensions given to me over the phone by K & N's technical dept. The relevant dimensions are as follows:- max overall size of filter unit 150mm dia. x 46mm deep. Element 45mm deep with outside diameter approx 150mm and inside diameter approx 124mm (i.e. a ring 13mm wide). Mounting for carb face is offset such that the bottom edge of the carb throat is approx 5mm up from the inside bottom edge of the filter element.

When fitting the filters to the NG, the area where clearance is most restricted is the bottom outer edge of the front filter. To maximise clearance at this point, I loosened the front engine mountings and rotated the engine by a few degrees (using a trolley jack & load spreader under the sump), taking advantage of the vertically-slotted holes in the chassis brackets. Another option is to change the spacers that are fitted to the r/b MGB to take out production tolerances. The resulting change in angle is not noticeable by eye but gives a useful few extra millimetres.

The resulting clearance is now about 3mm which doesn't sound much but which is adequate. Concerned about the amount of engine movement, I viewed the engine whilst repeatedly trying the starter motor with the ignition switched off. The torque reaction from the starter motor is anti-clockwise when viewed from the front of the car which increases the required clearance rather than decreasing it (check that you haven't created a problem on the other side of the engine!). Once the engine is running, there is virtually no side-to-side movement, even at tick-over (the whole car vibrates instead!).

The only other point that I should make is that our engine is an early 18V fitted with a rubber-bumper front plate (our NG chassis is a r/b version). I don't know

whether this only affects vertical position of the engine (not affecting filter-to-bonnet side clearance). Any fore-and-aft difference would have an effect on the relevant clearance due to the taper of the bonnet side-panels towards the front of the car.

If you do find that you still have insufficient clearance, there is enough rubber around the periphery of the filter element to slice a little off the bottom outer sector. The lower part of the cover plate could then be folded inwards slightly. Since this part of the filter is not really visible I don't think that the resulting appearance would be unacceptable.

According to K & N, the offset doesn't adversely affect airflow, particularly if a stub-stack is fitted within the filter housing. This is effectively a short trumpet that imparts a smooth transition to the airflow as it enters the mouth of the carb. Stub stacks are readily available from K & N stockists for HS4's).

Finally, don't forget that, with the increased airflow through the filters, the mixture will have been weakened. A set of richer carb needles is therefore required. As an example, the standard needle in the HS4 carb is an FX that can be changed to a No.5. Re-tune the carbs in the normal way and enjoy the additional 3-5bhp in the higher rev-band!

Paul

From: Paul Gray

### **Electric Water Pumps**

I have recently been advised by a friend with a BMW motor-cycle engined 3-wheeler that a solution to his overheating problems was found in the fitting of a remotely-sited electric water pump. Further research has shown that such pumps are readily available for cars, particularly suppliers of motor-sport items.

For example, a typical pump replacing the standard mechanical pump would be capable of flow rates of between 20 and 80 litres/minute.

To improve cooling control even further, an electronic device is available which senses engine temperature and adjusts the rate of coolant flow accordingly, even after engine shut-down.

Whilst I am not suggesting that an 1800 NG needs such a device, it may be a different matter for the more powerful V8-engined cars that struggle to keep cool under certain circumstances. A further bonus is that the pump can be situated wherever there is a convenient space under the bonnet - a definite plus for a V8!

Paul

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## **New Members - Welcome**

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MR JAMES GARDNER (1319) (HENLEY)  
MAGHULL, MERSEYSIDE

MR IAIN ROBERTSON (1320) (TF)  
HEREFORD, HEREFORDSHIRE

MR ROBERT WILLIAMS (1321) (TA)  
MORRISTON, SWANSEA

MR JOHN IMBER (1322) (TA)  
BURTON-UPON-TRENT, DERBS

MR PETER BINGHAM (1323) (TF)  
SWINDON, WILTS

MR GLENN SIDEY (1324) (TF)  
SHEFFIELD, S YORKS

## Sales & Wants

*Reminder: unlimited advertising is free to members but ads may be removed after 2 issues unless I am notified that you wish to re-advertise, (For non-members there is a charge of £5 for 2 issues). Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a photo and may be sent to me by post or email. Ed.*

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### For Sale

**NG TF** (MGB Based). Metallic Grey with spoke wheels. Every component rebuilt and refurbished to better than new. The car has covered 7300 miles and always been kept in a garage. I am the third owner but not had enough time to fully enjoy this beautifully built car although I count myself lucky to have owned this one. There is also a V8 engine and gearbox plus radiator as a conversion was planned. Must be seen to fully appreciate this wonderful car. **£7950**. Photos can be e-mailed. Tel: John McMurray 01384 287864 E-mail: j.g.mcm@btinternet.com

### For Sale

**NG TA** Marina Based 1800, twin carbs, 5 speed box, unleaded head, fabric covered tub, BRG, taxed and tested. **£2500 ono.**

Tel: 01538 383939



### Wanted

NG old, bent, been standing. WHY? for a project. Anything considered, must be cheap, would prefer Northern England but anywhere considered. Contact Delia or Jason. Tel: 01484 422967 E-mail: jayz@dees.fsnet.co.uk

### For Sale



Immaculate **NG TF**, the last company demonstrator built by John Hoyle in 2000/01. All parts new or reconditioned throughout, MGB-based, 1800cc, 4 speed box & o/drive. Literally 'as new'. 2,750 dry miles. Garaged since new. Audi silver grey metallic with burgundy leather seats, matching carpets and trim. Chrome wire wheels complete with knock-on spinners. All finished to

the highest standard. Immobiliser fitted. Full wet-weather gear (split toneau, side screens, roof, etc) included. Change in circumstances force reluctant sale. Cost £16,000.

**Sensible offers please.** E-mail for photo(s) &/or more info.

E-mail: jonathan.arnold@uk.bp.com

Tel: 020-8679 6123 (evenings)

Mobile: 07899 063768 (W. London)

### For Sale

**NG TF** based on MGB running-gear of 1969. MOT March 2006. The engine has recently been overhauled with a new clutch fitted. White with black trim. Spare wheel set in the wing. A really fantastic drive. **£3,250.**

Tel: Jim Bromley 01379 652344

(Diss, Norfolk).

### Wanted

NG TA - prefer a complete car but don't mind a project. Anything considered. What have you?

E-mail: keith\_i\_woodard@hotmail.com

Tel: Keith Woodard 07977 439511.

### For Sale

**NG TC V8** - ex NG show car WAR239E. Professional build in TVR midnight blue. Stunning car, very quick - comes with optional roll bar. Supplied with new MOT **£8500 ono.**

Tel: Tim Clarke 07789 918141.

E-mail: thehighlands@ic24.net.

### Wanted

NG - any model, any condition (or

just chassis). Must be correctly registered as an NG on V5. Good price paid.

Tel: Jim 07973 885120.

### For Sale

**NG TF** Built 1999/2000 1200 dry miles. Based on MGB running gear. O/H 1800 engine rebored, new bearings, lead free cylinder head, new timing chain and clutch. All new wheel bearings, brake lines, wheel cylinders pads, discs and shoes. All new lights switches and wiring loom etc. Finished in Burgundy with cream interior. Full weather gear. Genuine reason for sale **£7500.**

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

### For Sale

**NG TF** built '98, correctly registered, tax exempt, MGB-based, immaculate metallic burgundy with black interior. Safety features include dual-circuit brakes, roll-over protection & head restraints. High-torque 1950cc Oselli engine (Jan '00), unleaded & balanced, with 4-synchro g/box & o/drive. 72-spoke 15-inch w/wheels with new tyres (Aug '04), s/s tank, s/s boot-rack, tow-bar, hood, full & half-tonneaus, hinged side-screens & lockable boot. Reluctant sale to provide funds for TCV8 project. Build-record & all receipts available. Cost in excess of £14,000. OIRO **£8995.**

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

**Wanted**

NG TF in excellent condition. Please  
Tel: Graham Sutton 01706 659479.

**Wanted**

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

**For Sale**

NG TF built 1998, SVA tested with certificate, full weather equipment including tonneau, SVA w/screen, Cibie Oscar spots, chrome w/wheels, professional paint (Jaguar safire blue), unleaded 1800cc engine, s/steel competition exhaust, tax exempt ('71 donor MGB). Cost over £15,000 to build. Will accept **£8,500**.

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

**Wanted**

NG Owners Club Badge.  
Tel. John 01264 365646

**For Sale**

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

Tel: Alan Hall 01372 812538  
(Leatherhead, Surrey)

**For Sale**

NG TF 1800cc, Marina-based, rolling

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

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

**For Sale**

Splined tube axle (from 1969 MGB), excellent condition, finished in black enamel, £120. Pair splined front hubs & king pin assys, £60. 4 good w/wheels with tyres, £30. G/box with o/drive (can be seen working), £120.

Tel. Ian 01749 689153

**For Sale**

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

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

**Please send your NG adverts to  
Chris Humphreys (contact details  
inside front cover).**

# Can U Help???

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## Appeal from Bob Preece

I have been dealing with the club`s products and regalia for a number of years and I think a fresh approach is required by another member to revitalise the sales. All the products are at a low level at the moment and new suppliers need to be found, so this seems to be the right time for a change.

If you think you would like to get involved in the smooth running of the club then give me call on 020 8393 4661 or the chairman Peter Clark on 01737 832367. We look forward to hearing from you.

Bob Preece

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## Plea from Ian Pearse (920)

I need to remove and replace one of the wishbone pivots on my NG TF (3/4 built) and need a spring compressor to be able to do this safely. Is there anyone in my area (Ashford in Middlesex) who may be able to help me?

I can be contacted on 01784 258754 evenings and weekends.

Ian Pearse

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## Contributions wanted!

I would personally appreciate articles on any of the following:

- Elliptic springs or other rear suspension improvements
- Deflectors for ends of windscreen
- Electronic ignition
- Anti-theft measures (although I realise you may not want to share the finer details)
- Fitting a tow bar

Also wanted articles on:

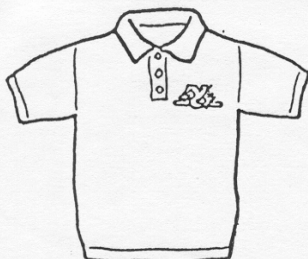
- Your NG's uniqueness
- Experiences and milestones
- Reports of events
- Technical Tips
- Requests for Can U Help
- Anything else of interest



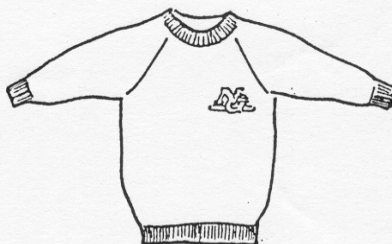
Chris Humphreys

## Club Products & Regalia - available from Bob Preece

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



**POLO SHIRTS** (short sleeves)  
£12 plus £1.50 p&p

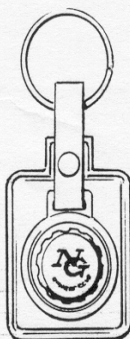


**SWEATSHIRTS**  
£12 plus £1.50 p&p

Both styles in many colours. Please check availability of colour & size when ordering



**PORCELAIN COFFEE MUGS**  
with red or blue logo: £3



**KEY RINGS:** £1.25

**CAP BADGES:** £1.50

**CENTRE ONLY:** 75p

## Club Literature - available from Chris Humphreys

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

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

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

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

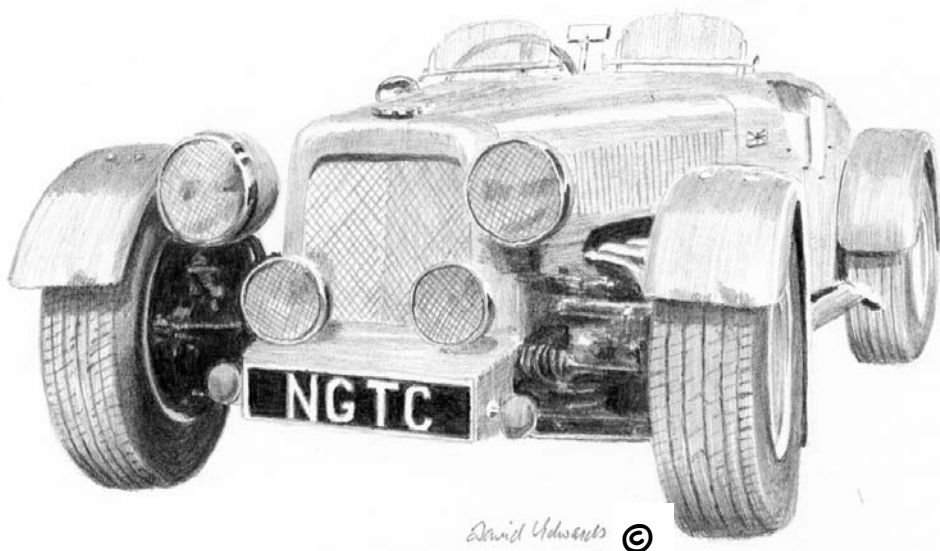
Compilation of Hints & Tips for Marina-based NGs (63 pages) - £5.00

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

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

# CHANGI<sup>N</sup>GEAR

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*the magazine of the NG owners club*