

CHANGING GEAR

June 2006 (2)

Stoneleigh 2006



Dull clouds do not dampen NG owners' spirits!

**NGOC Rally - Stratford-upon-Avon
June 2nd to 4th**

the magazine of the NG owners club

THE NG OWNERS CLUB

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**NGOC National Rally—
see centre pages
(16/17)**

Next issue: September
2006 - Deadline for sub-
missions: 15th August.

Stoneleigh Family



Chairman's Letter

Some Club Members will have attended the European Kit Car Show at Detling, unfortunately I was not able to be there this year, my first miss in a while. By the time this issue goes to press the National Kit Car Show at the NAC Stoneleigh will also have taken place so it is obvious that the year has got off to a good start.

The planning and general arrangements for our NATIONAL RALLY at Stratford-upon-Avon are well in hand. Based on past experience it should be a good weekend so please make sure you have the date in your diary, come and support the Club and enjoy the venue (June 2nd/3rd/4th). It is a great chance to

meet old friends and members from other areas.

June rounds itself off with a Wings & Wheels and Steam Fair at Rougham, this is usually a very good event. The activities suggested for the rest of the year are well documented so, once again, please show the flag, polish up the N.G. and get out and about as much as possible before G.B---- and his cronies succeed in forcing the price of petrol up to £5.00 a gallon.

Peter Clark



Editorial

Well the summer is on its way and you should all be using your NGs, even if you have not been doing so over the winter. Stoneleigh was a good chance to blow away the cobwebs for some and around 25-30 NGs were in attendance on the NGOC pitch. One disappointment was that Findhorn were unable to be there (see Findhorn's News for the reasons). This raised a number of worried brows but there does not appear to be anything sinister waiting in the wings. Just as well,

though, that the enthusiastic members of the NGOC were on hand to answer questions and advertise the marque. The weather, although not too warm, at least stayed dry.

London - Brighton Kit & Sports Car Run

You may have noticed this in the events page. Well David Holland has



volunteered as point of contact for NG owners who want to participate. It starts at Hampton Court Palace, visits Bentley Motor Museum on route and finishes at the well known Madeira Drive. Apparently there is a cost reduction for 6 cars (David already has 3) so if you are interested, give David a call (01420 488083 worktime or 01420 542966).

You will notice a healthy supply of NG advertisements in this issue. One hopes that this does not mean losing members (sellers) but rather gaining new ones (buyers) while the vendors go on to build more kits. Those of you who frequently visit the NGOC website (www.ngownersclub.org.uk) can't help to have noticed that the adverts are

constantly changing - an advantage of the web's wider audience. Often an advert submitted for ChangiNGear is withdrawn again because of a sale before the magazine goes to print.

As with all Internet use though, there is a 'health' warning! As a seller you may occasionally receive an unsolicited response apparently expressing an interest in your advert. For example, I have received a couple of emails recently which were addressed to all the people on the 'For Sale' list. They may be scams to get information or cash from you and they often originate from abroad. Treat these responses with extreme caution. If you do not wish your advert to go on the web site,

(continued on page 25)

Secretary's Notes

To all the members who attended the Stoneleigh show on Sunday 30th April and expected to see Amanda and myself there with the club tent, we would like to apologise for our absence. It is the first Stoneleigh Show we have missed.

May 21 - Cheshire Kit Car Show

This meeting is organised by the Rochdale Owners Club and is held in the grounds of Capesthorpe Hall. The entrance fee is £5 per person but KC & driver are free. This gives you entry to all the Hall's grounds

but entry to the Hall itself is an extra £2. The Hall is only open from 12.30 to 3pm. Telephone Dennis Roberts for more details (01142 878515).

May 21 - Exbury Gardens

We are proposing a visit to Exbury Gardens in the New Forest near to Beaulieu when the Rhododendrons and Azaleas are at their best. A narrow gauge railway is available for



a 20 minute ride through large parts of the gardens at extra cost. Lunches and teas may be purchased at the restaurant and tea rooms. If walking gets too much then a chauffeur driven buggy for 7 people can be hired with a commentary whilst travelling in the vehicle. Telephone me (01202 573644) or Keith & Som Baker (02380 864310) for the exact time of the meeting. Exbury is a 20 minute drive south from exit 2 of the M27. Entrance fee is £7.50 per person, or £7 if you are of a "certain age".

June 2-4 - NGOC National Rally

See centre page spread.

June 17/18 - National KC Festival

More information from Dennis Roberts (01142 878515).

June 24/25 - Wings, Wheels & Steam County Fair

This is just a note to let you know that the show is on. I have not booked a club stand as interest in the show has not been all that great. If an area is required then more than 5 cars will be needed and they will have to be on show during the opening hours of both days. This show may be worth a visit if you live within easy driving distance.

August 12/13 - The Great Northern Kit Car Show

This show has been on the calendar for a few years now; we have even attended a couple ourselves, which is a long way from Epsom and a further 100 miles now that Amanda and I live in the south coast area. If you

fancy a visit to the show and want to know more about it then give Dennis Roberts a call for more details (01142 878515).

August 19/20 - Air Display W/E

I have put this show in just as a reminder should anyone be interested in visiting the area.

September 16/17 - National Kit & Performance Car Show

This is another show that has improved over the years, and once again Dennis Roberts can give you details should you require them.

November 4 - London to Brighton Veteran Run

Meet at the Tattenham Corner car park on Epsom Downs to leave at 8am sharp and take a run down the A23 Brighton Road to see the old cars pass by. Call Roy DeBois for more information (020 8773 1948).

November 18/19 - Great Western Kit Car Show

This is another show I have visited. The very first show was not all that inspiring, but Amanda and I attended last year and found it much improved, so much so we will try to get there this year, although we turned up in the tinny, as the middle of November tends to be a little chilly and the display of owners cars is a bit disorganised as no area for individual clubs is marked out. If you intend to visit the show then give me a call so that we can make arrangements for us all to meet up.

Bob Preece

Regular NG Meetings

Sheffield, Leeds, Yorks area: various meets & activities

(Dennis Roberts 01142 878515 - Phone for details)

Oxford - Monthly lunch-time meet: date depends on interest, 12 noon

The Six Bells, Warborough, off A423 Oxford/Wallingford

(Bob Morrison 01793 783105)

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

Surrey - Monthly evening meet: every 2nd Tuesday, 7.30pm

The Club Room, Brooklands Museum, Weybridge, Surrey.

(Peter Clark 01737 832367 - See also "Monthly Natter" panel)

Kent - Monthly lunch-time meet: every 2nd Sunday, 12.30pm

(John Jewsbury 01622 890992 - Phone for current venue)

New Forest & District monthly lunch-time meet: every 1st Sunday, 12 noon

(Keith Baker 02380 864310 - Phone for current venue)

Cardiff (Sth. Wales) meet: by arrangement

(Brian North 02920 341671 - Brian also does engine reconditioning)

The Brooklands Club ~ Monthly Natter Meeting Dates and Events 2006

January 10 th	New Year Natter
February 14 th	(Early) Museum Tour
March 14 th	Inter-Club Quiz
April 11 th	A Spring Natter
May 9 th	Lecture
June 13 th	Pride of Ownership, Steak & Chips Supper
July 11 th	Walking Treasure Hunt
August 8 th	Barbecue & Summer Natter
September 12 th	Quiz
October 10 th	An Autumn Natter, Fish & Chips
November 14 th	(Early) Museum Tour, Lecture
December 12 th	Christmas & Prizegiving

Events Calendar 2006

<u>Date</u>	<u>Event</u>	<u>Contact</u>
May 21	Cheshire Kit Car Show Capesthorpe Hall, Macclesfield, Cheshire	Dennis Roberts
May 21	Visit to Exbury Gardens Nr. Beaulieu, Hampshire	Keith Baker Bob Preece
Jun 2—4	NGOC NATIONAL RALLY Riverside Caravan Park, Nr. Tiddington, Stratford-upon-Avon, Warwickshire	Bob Preece
Jun 11	London ~ Brighton Kit & Sports Car Run Start: Hampton Court Palace	David Holland
Jun 17	Classic & Sportscar Action Day Castle Combe, Wiltshire	Info only
Jun 17/18	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	Dennis Roberts
Jun 24/25	Wings, Wheels & Steam Country Fair Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
Jul 7—9	Festival of Speed Goodwood, Chichester, West Sussex	Info only
Jul 14—16? TBC	Running Board Rally Henley-on-Thames, Oxon	Info Only
Jul 15	Byfleet Parish Day Byfleet Recreation Ground, Byfleet, Surrey	Info only

*Findhorn Cars normally attend these events

ChangiNGear June 2006

<u>Date</u>	<u>Event</u>	<u>Contact</u>
Jul 26	Classics on the Common Harpenden Common, Harpenden, Herts	Chris Humphreys
Aug 12/13	Great Northern Kit & Car Builder Show County Showground, Harrogate, North Yorkshire	Dennis Roberts
Aug 20	British Sports Car Day Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info Only
Aug 26	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison
Aug 27/28	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts	Chris Humphreys
Aug 28	Rare Breeds Motor Show (Lavenham C'val) Recreation Ground, Lavenham, Suffolk	David Edwards
Sep 1—3	Revival Meeting Goodwood, Chichester, West Sussex	Info only
Sep 9/10	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire	Info only
Sep 16/17	National Kit & Performance Car Show Donington Park, Castle Donington, Derbyshire	Dennis Roberts
Oct 1	NGs at Goodwood Breakfast Club Goodwood, Chichester, West Sussex	Paul Gray
Nov 18/19	*Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon	Bob Preece

Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
Capesthorpe Hall	www.capesthorpe.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Donnington Park	www.donington-park.co.uk
Exbury Gardens	www.exbury.co.uk
Goodwood	www.goodwood.co.uk
Harpden Common	www.classicsonthecommon.com
Kent County Showground	www.kentshowground.co.uk
Knebworth House	www.knebworthhouse.com
Lavenham	www.lavenham.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Rougham Airfield	www.roughamairfield.org
Shrivenham	www.shrivenham.org
Staffordshire County Showground	www.staffscountyshowground.co.uk
Stoneleigh Park	www.nac-stoneleigh-park.co.uk
Westpoint Arena, Exeter	www.westpoint-devonshow.co.uk

Other Web Sites

Racing car show, NEC	www.autosport-international.com
Kit & Car Builder Show, Harrogate	www.car-shows.co.uk
London~Brighton runs & Knebworth	www.greenwoodsexhibitions.com
Kit & Perf. Car Show, Donnington	www.limelight-exhibitions.co.uk
General Info	www.totalkitcar.com

These web sites are listed to provide a source of additional information for the events listed in our Events Calendar.

Have you been anywhere or done anything in your NG? Why not send in a few words and/or pictures for ChangiNGear?

Next issue: September 2006

Deadline for submission of articles: 15th August

News from Findhorn Cars

Firstly, my apologies if you hoped to see us at Stoneleigh. A combination of circumstances has conspired against us being there. Don't think that I am let off though. I shall be looking after the parking at the local village fete, whilst you are sitting in the sun admiring your NGs.

The most telling reason for not being at Stoneleigh is that our widened TF is not yet fit to show. Too many people come and say that "This bit juts me in the shoulder. I could not drive this car." They could, but it is first impressions that count. Hence the widened car. On the other hand, I find that that corner of the cockpit fits neatly in the armpit and is a great support in the corners!

The widened TF is based on a car that we bought in so we are having all the fun of getting it through SVA - new seat belt mounts in the chassis, external rounding of sharp corners, new dashboard and steering wheel. If you are having the same experience because a much loved car is still registered as an MG, please contact us to see if we can help. We have even modified an aluminium windscreen to pass.

Another thing that has been taking a lot of my own time has been rebuilding a supercharged 1800 engine. To begin with I put the supercharger on a tired engine, with two

head gaskets to lower the compression ratio. The result is a startling improvement in performance, but ... The "but" really is down to basic thermodynamics.

I thought that there was something wrong mechanically, but in the end concluded that the engine was pinking badly at 2000 rpm. The supercharger was designed to go on an American low compression engine - 8:1. So I have rebuilt the engine with low compression pistons. Since starting, I have happened across an excellent supercharging book. What I had not realised is that many supercharged engines have intercoolers for exactly the same reason as turbo diesels, namely to keep the induced air temperature down. In a petrol engine, this turns out to be so important, because otherwise one gets pinking, which is pre-ignition, because the mixture has been heated on the compression stroke to above the flash point. An 1800 at 9:1 with unleaded is close to the pinking limit. Blow some mixture in at a temperature above the normal induction temperature, because the blower itself warms the air, and the result is that the charge temperature goes above the flash point before normal ignition and the engine pinks.

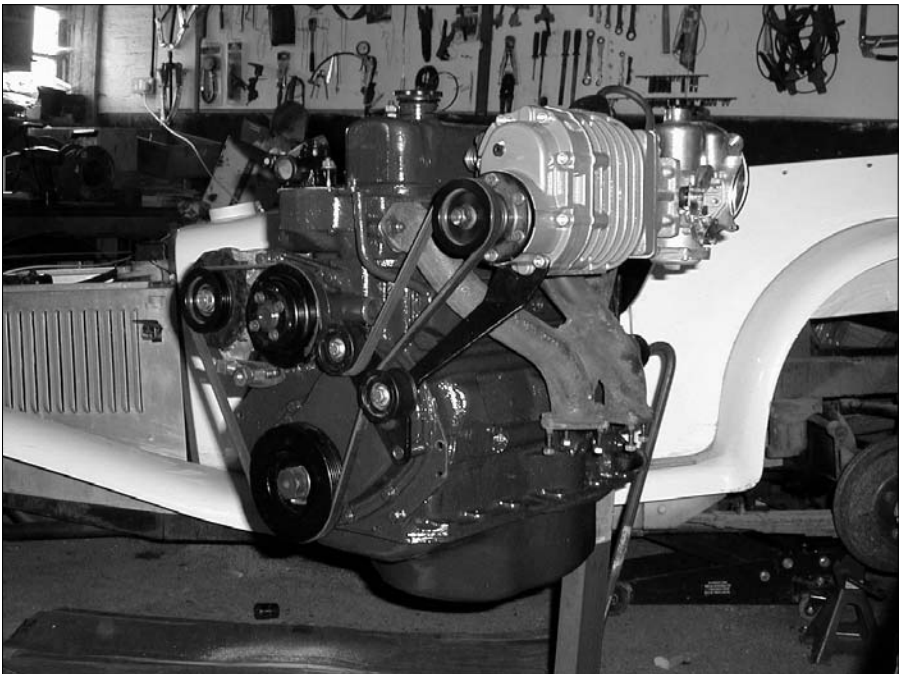
The solution is to intercool or to reduce the compression ratio. The Moss supercharger is a great piece

of kit, easily retrofitted (with the exception of one manifold bolt which causes much blue language) but there is no provision for intercooling. The only alternative is lower compression pistons so that the engine is to the specification for which the supercharger was designed.

That is as far as I have got. You will soon be able to see the engine on our new website, but as I write it has not yet got the supercharger fitted - and I have to make car parking signs before I can go back in the workshop!!

I am seeing the supercharger as a real alternative to a V8 in an NG. The great thing is that the original exhaust, gearbox and rear axle do not have to be expensively changed.

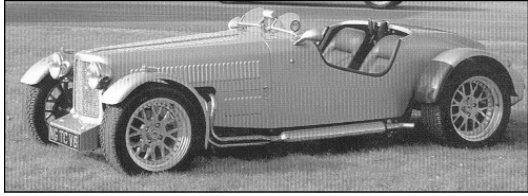
The power is not far short of that of a basic V8. What is more the big thing about a Roots blower supercharger is the big increase in low to mid range torque once the pinking is cured. The pipe dream is an inter-cooled, supercharged 1800 with hydraulic tappets fuel injection and electronic ignition. I am hopeful that this is all achievable with after market parts. In fact I am sure that such engines have been built in the USA. I see such an engine as so much more suitable in a period sports car like the NG than a high revving modern engine. Again no awkward modern emissions problems; although the engine can and will be made clean. However, there is a little way to go before getting



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All NG parts supplied
from chassis to brake pads

there!!

Two lovely comments this week. "Your cars look better than Morgans, who seem to have lost their way". That's the objective - to give Morgan a run for their money.

Finally I have heard the comment that our current advertisement suggests that we are no longer supplying kits. This is completely wrong. I am sorry if you found the wording misleading.

PS. Just as well I was not planning to be at Stoneleigh as dearly beloved elder son decided to remodel the nose cone of the TC demonstrator. I sometimes wonder about the self centring of the car with wide tyres. Does anyone have any thoughts on this? If so, please could you share them with me at office@ngcars.co.uk.

Nigel Brooks

Rare Breeds Motor Show (Lavenham Carnival) 28th August

If any member is interested in showing their NG at this venue I am telling the organiser that we will have a club stand and that we will have a frame tent for an HQ.

Lavenham is a medieval market town, packed with wonderful timbered buildings and well worth a visit in its own right. The 'Rare Breeds' vehicle show, which is part of the carnival, attracts well over 400 entrants every year. It is also fully subscribed fairly quickly so if you are interested please let me know soon. The NGOC have been on display at this venue before; in fact that was when I first became aware of the breed; but not for the past 6 or 7 years.

Call 01284 788118 for more details.

David Edwards

Members' Letters & Articles

Goodwood Breakfast Club

How about a new venue for a club outing later this year? The venue in question is the delightful Goodwood circuit in Sussex (where the Revival Meeting takes place in September).



Only launched in March this year, the new venture is called the 'Goodwood Breakfast Club'. The idea behind the meeting is to give enthusiasts a chance to meet up over the summer at themed days on the first Sunday of the month (between March & October except September which would clash with the Revival Meeting).

Donna & I attended the second Breakfast Club meeting on the 2nd April and, judging by the turnout, it looks as if Goodwood has another success on its hands. This month's theme was Italian, and amongst the many cars braving the April showers were Alfas, Lancias, Fiats, Maseratis

and Ferraris, including many examples of the latest machines from Maranello such as the F430 and 575. And it wasn't all super-exotica. There were some nice examples of Fiat 500s and a marvellous Multipla minibus.

The 'breakfast' theme relates to the Vitra Café situated in the old control tower. The café serves a range of cooked breakfasts & they looked very enticing. The only problem during our visit was the long waiting list so we took advantage of one of several portable catering vans in the paddock and enjoyed a bacon sarny & coffee.



Even though the weather was cold, with showers forecast, by 09:00 a large number of Italian exotica had gathered on the outside of the motor racing circuit, by the Vitra Café, with overspill parking in what is used as the 'period' competitors area at the Revival. Cars start

to arrive early and the event runs to midday.

The atmosphere was good, and it was a super opportunity to see some great cars in just the right surroundings. Having looked at the calendar for the rest of the 'summer' we thought that an NGOC outing for the last of these events for this year, i.e. Sunday 1st October, would be fun. The theme for the event is



'Americana'. There is no entrance fee - just turn up from 0900 (or earlier) and enjoy. Incidentally, as for the other Goodwood motoring events, the range of interesting cars in the spectators' area can be quite mind-blowing!

Hope to see you there.

Paul Gray

*Goodwood Breakfast Club
Bring your NG
Put it in your diary now!
1st October 2006
More details next issue.*

A Suffolk Tale

Arthur, a Suffolk farmer was very proud of his prize sow and her approaching motherhood looked like coinciding with his monthly visit to a nearby market.

He approached a local lad, who was a straw or two short of a haystack, and briefed him to sit with the lady while he was away.

"Yorl foind when they littluns is born, she'll snap 'em up and swaller 'em. Moind you keep an eye on that."

Off he went to market and on returning later his first thought was for his sow. The lad sat in the sty with his chin in his hands looking very bored. The lady lay in the corner, breathing heavily. "Anything happened yit?" asked Arthur.

"No" said the lad. Just then a little piglet arrived and wriggled its way beside the mothers head. She gave it a quick look and swallowed it down! Arthur was livid.



"Thas the very thing you're here to keep an eye on, in it?"

The lad looked up at him.

"Don't you fret about him, Master. He'll be out agin in a minute; He's bin doin' that since I got here!"

Provided by David Edwards

Winter Musings

Hello, how are your winter NG projects going? Mine started with a plan to tidy up the clutch pipe plumbing on my TD but when I knelt down to have a closer look - there were too many other bits of plumbing and wiring in the way and the plan had to be put on hold, until I could make room by completing other projects on the car. Having lived in Hong Kong for 13+ years (it was only supposed to be a 3 week trip and back in time for Christmas!!) owning and driving an NG wasn't exactly easy on a day to day basis. However the joint owner (Peter, my father) always kept the TF ready for enjoyment when I was home on vacation or business trips. When the UK business trips became more frequent and longer in duration, I found the work stress needed relieving and I spent an increasing amount of time looking at the "for sale" section of the newsletter. I take very little pleasure in washing cars and I always felt a tinge of remorse at getting the Dads half of

the TF wet and muddy whilst driving to work on the county lanes in Hampshire. On more than one occasion I have returned to HK leaving the TF much less clean than it started off. But then NGs are for driving! Having spotted a TD V8 for sale whilst



on vacation a few summers ago, when I returned again to the UK two weeks after for another extended business trip, I just had to call the owner. A week later we took the TF to have a look at the TD and it was love at first sight, 8596 NG joined the family and we drove home in convoy.

The TD had been built for Peter Philips and he freely admitted that it was getting more coats of polish than miles. Peter was very honest about every aspect of the car and made no secret of areas that were not quite to his satisfaction. I had always wanted to build another car with Dad but being UK non resident it wasn't going to happen - so I bought the TD with the intention of enjoying it to the full come rain or shine on the proviso that any work



done had to be planned to ensure the car was drivable as much as possible. That was all very well until one summer morning on the journey to work, when a con-rod broke on the way out of the village of Selborne. It upset the rest of the engine rather dramatically and terminally - but that's a tale for another time.

This winter's project was to build a new V8 for the car but that was put on hold due to lack of time and finances. I repatriated last summer with my children and had to settle them into school, sort out a house and buy a tin box thingy with 4 wheels, doors roof and windscreen. Sorry can't call that sort of thing a real car after building and driving NGs! With the rebuild dream shelved, many October evenings were absorbed getting the TD brakes sorted out properly and preparing for the MOT. With the brakes finished and new fluid flushed throughout, it was at this point I realized the clutch really ought have some attention simply because the fluid in the whole of that system was over 15 years old too and looking very much like the depths of Loch Ness. On closer inspection of the clutch pipe plumbing I was not at all happy and decided to re-route the pipe work, replacing it all with copper and a braided flexible. Various bits from our treasure trove proved extremely useful. Dad and I had purchased a collection of

spares from Keith Fox and in the Spax suspension kit were some braided hoses, which started the ideas flowing. A call to Think Automotive and a custom made hose was delivered two days later. The clutch slave was almost new and came from a V8 Range Rover I purchased in the Summer of 2004 as a spare for the blown V8. The Range Rover body found its way on to Nigel Brooks at Hill Hampton for one his projects.

With all the components and tools ready to go - I then remembered there was a clutter of brake pipes, wiring and oil pipes that would have to be moved first...

I still remember the immaculate and uncluttered engine bay of Paul Gray's TF when we met at the first NG/Findhorn Cars open day in the field at Hill Hampton back in early



National Rally 2006

June 2nd - 4th



Riverside Caravan Park

Nr. Tiddington, Stratford-upon-Avon, Warwickshire

The National Rally is being held in one of the rally fields of the Riverside Caravan Park, Stratford-upon-Avon. The park is adjacent to the village of Tiddington, which is just one mile from Stratford-upon-Avon.



Stratford can be reached by walking along the river or by taking the river taxi. The site itself is on the riverside. Fishing is allowed over one mile of the river.

We will have a marquee for our use in case of inclement weather with our usual tea, coffee & biscuits inside and gas BBQs outside.



Campers will be charged £7 per unit per night, but camping can only be over the Friday & Saturday night. This is a caravan site only ***so no tents are allowed out of the rally field.*** We have been informed that all tents must be pitched at least 12 Metres from the riverbank.



There is no need to book a pitch in advance but the club will have to collect the fees and pay the site owner at the end of the weekend, so please contact one of the committee with a cheque made out to the NG Owners Club.

National Rally 2006

June 2nd - 4th

Riverside Caravan Park

Nr. Tiddington, Stratford-upon-Avon, Warwickshire

There is a shop on site but this was found to be rather "sparse". There is a "SPAR" shop within easy walking distance in Tiddington Village and, of course, there is Stratford close by so a trip into town for food to go on the BBQ may be another option.

Tiddington village has a Post Office stores, a pub which serves food, an off-licence and restaurants.

This is a new site for us and being centrally positioned should be within reach of most members.

The site is off the B4086 road between Stratford and Wellesbourne. From the A422, which enters Stratford from the south, the B4086 is before the Clopton Bridge which spans the Avon by the Royal Shakespeare Theatre.

Finally, may I remind you that on arriving at the Caravan Park all members ***must visit reception***. This is a request by the site management.

For those who can look up the location on the computer the postcode is CV37 7AB.

Bob Preece

*Photos of Stratford-upon-Avon
and Riverside Caravan Park*



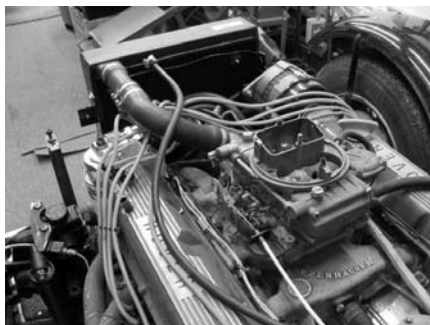


2003. Paul's TF was an 1800, but the same could be achieved for a V8 I decided. I have never liked the Nick Green solution of a great loop of oil hose all round the back of the V8, through the remote filter, oil cooler and back, like the TCR and other early NGV8s. I wanted to try my own solution and discussed some ideas with Nigel Brooks and his mechanic in summer 2004. I had started my modification in autumn 2004 after fitting a replacement engine for the one that died outside Selborne. I did not refit the oil cooler at the time for two reasons; I did not like running an engine and oil cooler without a thermostat and I was not at all happy with the mounting method under the front valance. I got as far as fabricating new front valance brackets for the oil cooler and spot lights and a bracket for the remote filter and thermostat and then had to return home to the family in HK - another unfinished project but the car was still useable.

...With the better weather gone and salt being applied to the roads it

was time to do some serious winter work and start with moving the oil pipe and the remote filter assembly, finishing the oil cooler brackets, getting the oil hoses ordered from Think Automotive and getting on with it - all well said and done but on disassembly the radiator was looking more sorry than I had remembered with more weeps appearing but how could I complain after 15+ years sterling service. The radiator was sent off to Serck Services for a rebuild. After a series of long late nights, many mugs of tea and lots of Radio 4, the TD car was back together. She fired up first time after two months sitting (nothing wrong with Holley carbs I say) and I was greeted with a glorious exhaust roar and rapturous applause from many of the 16 tappets - but then they are allowed to since the engine is past 90 thousand and I know the engine is due for retirement eventually.

All is well aside a few minor oil leaks that need sorting and I have an additional 5-10psi of pressure with the shorter pipe run. On the



down side is the expenditure and yes there were lots of things that went wrong - but it's all fun and that's what NGs are all about. Next project - get the brake pipes tidied.

Enjoy your NG motoring and I look forward to seeing you at the next event.

Dave Holland and family

Lifetime of Ruby

My life started in a garage in deepest, darkest Hampshire and my first owner lavished many long hours preparing and installing all my lovely new and re-fettled bits but slowly he came to the workshop less and less and the dust began to settle over my beautiful red coat. Then one day a new love in his life was introduced into my home, another car, but not one like me, this was a tiny little thing that had an engine that sounded like a thousand bumble bees all screaming to get out of the box at the same time. Owner was now involved with Nitro Model Off Road cars and I was no longer wanted.

What was I to do? I just sat there day after day not even covered up and the rest of my bits lay stuffed into different corners of my garage. Finally Mrs Owner came into my garage and gently told me that she would find me a new home.

Over the next few weeks the garage was visited by a number of different people. They all took off my cover, picked up the various bits and asked many questions - the main one being "What is it?" But no one said the magic words "I will take her on" - total rejection. Then early one morning Mrs Owner opened the door with a new visitor, who knew exactly what I was and what I could be but they shut the door and left - devastation!

Hello, Mr Owner has opened both my garage doors and he is pushing me outside, what's happening? And who is that at the bottom of the drive? Is it the man who knew what I was? Yes it is and he has brought a big red truck with a trailer behind it. Is this for me?

Loaded onto the big trailer with all of my belongings, we are off but where will this trip take me? What does life hold for me now? Finally, I find out. I arrive as night falls in a nice street in Bournemouth and Mr P, my new owner, pushes me into my bright new home.

This is better. I am placed on my own carpet and all of my bits are laid out alongside me and right in front of me is a new workbench decorated with lots of new shinny spanners and sockets sets. Have I died and gone to heaven?

I am now seeing Mr P every evening and almost all of the weekends.

*I am placed on
my own carpet
and all of my bits
are laid out...*

He seems very happy, gradually putting all my bits on. There are times that we just sit together and watch television and from time to time we have a chat when there appears to be a problem with knowing how things should fit. I do wish that I could tell him.

Gradually as the long summer days came to an end I felt very pleased with myself. I had been fitted with long flowing wings and lots of bright shiny bits, a lot of lengths of wire had been put under my beautiful walnut dashboard and around the engine. Big chrome headlights have been bolted on and then Mr P told me I had to be brave because he was going to put the battery on and see if he had connected the bits up correctly.

I started to shake and became a bit concerned as Mr P had told me that this was the first time that he has wired a complete car but I should not have worried as he had taken his time and followed the instructions and, guess what, when he turned the key the petrol pump sprang into life and all of my lights worked. Then he turned the key a bit more and my starter motor began to turn the very heart of my being and from nowhere, and much to my shock, my engine popped, once and then fired again and there we were, my engine was running. If he had asked me I could have told him he had nothing to worry about.

The winter progressed but I was

not worried as my home was always warm and comfortable. Mr P came every day to make sure I was alright and continued to install various bits of equipment.

An icy blast woke me up early one morning and Mr. P comes in wearing a lot of bulky clothing.

He started me up. What is he doing?

We are driving out of my home, out into a cold and damp morning. Has he gone mad? Listen mate, where is my hood?

Slowly we drove out into a new world for me and I realised that I am not the only four wheeled vehicle around. I was a little bit nervous as every thing else is a lot bigger than me. Gradually I gain confidence and Mr P guides me out of town and into the country, this is fun we are bowling along at a very good clip and the rain has stopped. Still I do not know where we are going but hey this is what I was made for.

Spoke too soon! I began to feel a little weak and then my petrol pump started to gasp and struggle to give me enough to drink and finally I came to a stop. Mr P was not happy. We were stopped in a lay-by with a lot of traffic rushing by, it had started to rain and I have not got a hood.

Mr P lifted my bonnet and pushed and pulled at my wires, turned the engine over but I was still not getting anything to drink - what is the problem? Next he is on

the phone to his garage man friend asking him for advice - no idea. At last my petrol pump is able to get some juice through to my carbs and we dutifully fired up, great we are on the way again but I still do not know where to. Another 5 miles and the same thing happens again - no petrol is getting through, so we stop for 10 minutes and once again we start up. Another few miles and this time we stop in a long queue of traffic on a dual carriage way entering a large city; major problem, but by the time Mr P pushes me out of the way I manage to start again. Slowly, I manage to start again, we drive into a garage and Mr P is now very cross and he is late for an important appointment.

Eureka Mr P has had an Idea, he removes my petrol cap and there is a large rush of air into my petrol tank. Now we know the problem - he has not built an air breather into my tank and we keep forming a vacuum in the tank which is fighting my petrol pump. What a dipstick!

Fault found, we now get back on the road and we drive through some back roads in the large city and finally come to a large building with some official signs on the front. It seems to say Ministry of something or other. Then the penny drops Mr P has brought me for my SVA test and guess what, he has chosen the most feared testing station in the South,

Southampton.

A very tall man now approaches me and he is speaking in a strange accent. Oh God, to make matters worse, he is German and very thorough. Well to cut to the quick, after 3 hours of putting me up on a lift, testing my brakes, looking at my lights, driving me around in circles and going back on the ramp Mr P is not happy. We have failed and we

*A very tall man
now approaches
me and he is
speaking in a
strange accent*

have been given 4 sheets of paper of things to do - and it is still raining.

10 days later we are back and once again we fail, this time on some other things that had not been seen on the first visit but

the list is only about half a page. Mr P is very upset but the sun is shining.

Another 10 days, we are back and this time we are only there for 20 minutes followed by a lot of smiling and shaking of hands. Hooray, we have passed and Mr P is happy and the sun is still shining.

Same day, different garage, I seem to be going through the same thing all over again. I am now having a MOT test and, guess what, I fail on two silly items. The wire has come off my horn and somehow one of my new steering rack gaiters has got a small hole in it but all is not lost. I am at a garage run by a friend of Mr P and the bits are quickly fixed. Now we have a SVA certificate and a MOT - do I really need all of these tests? What next?

Mr P now spent a lot of time at his desk in my home filling out bits of paper and one morning he is opening up my home and pacing around muttering about a lot of stupid inspections. Two very big men finally arrive wearing official uniforms and start to look at all the bits that came from my mother car. The tone of the conversation is very jovial and they finally say that all is well. Mr P told me after they had gone that they where the Police.

At last Mr P arrives with two new shiny bits of metal with letters and numbers on them and he proudly screwed them on, one on the front and one on the back. He fixes a round bit of paper to the widow screen, hope it does not make me

look scruffy?

Finally he removes all the bits of rubber that the SVA man said that I had to have to protect pedestrians and, joy of joy, he has gone out and bought a set of very special wheels with big fat tyres - now I am the bee's knees.

The sun is shining and Mr P, this time with Mrs P, is in the car and we are off out on our first trip around the country side. The wind is rushing through my bits but I do not care - it is great to be alive. Hope Mr P is enjoying himself but who wouldn't drive around in a lady as good looking and sporty as me. Hope we get a lot of sunshine.

Ruby (provided by Paul Davis)



Would like to meet: Insurance company - without GSOH when it comes to insurance prices; the best deals on the market (did I mention special premiums for NG owners?) and top class service. Call 0845 1303400

0845 1303400

Quoteline Hours: Mon to Fri 9.00am - 7.00pm Sat 9.00am - 4.00pm
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Tech Tips

SU (Skinners Union) Carburettors Part 2 – Adjustments

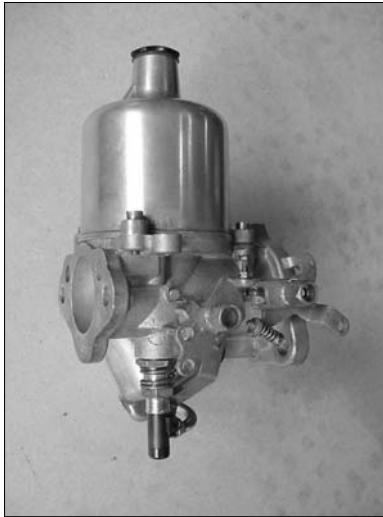
Since the location of the piston is fixed by its fit in the carburettor and the position of the needle is fixed in the piston, how do you adjust these for proper operation? There are really only two adjustments; idle mixture and idle speed.

You can adjust idle mixture by means of a nut at the bottom of the metering jet. By turning this nut you can raise or lower the jet. As you move the jet up and down a different amount of the needle is left in the jet so you get a change in the relationship between the jet opening and the needle taper in that opening. At the extreme 'UP' position the needle is the fattest so the fuel flow is the lowest and the mixture is the 'leanest'. With the metering jet at the extreme 'DOWN' position the needle is the thinnest so the fuel flow is highest and the mixture is the 'richest'. If everything is just right in the carburettors, then the mixture setting

should be identical on both carburettors.

You can adjust the idle speed by means of a slotted head screw that opens and closes the throttle valve slightly. This is a vertical screw with a spring wrapped around it to help maintain the setting.

An important phenomenon is that a change in mixture changes engine speed. A change in engine speed changes airflow in each carburettor. A change in airflow changes the mixture in the carburettor you're NOT working on. In other words, one adjustment affects the other things, all at the same time. You can see why properly



adjusting these carburettors takes some skill and patience.

For cold starting there is an intricate linkage on the side of the carburettor. When you pull the choke cable this linkage moves to lower the metering jet (making a richer mixture) and simultaneously opening the throttle valve to cause a 'fast idle' condition. The design of the cable allows for many possible adjustments of choke setting to

compensate for varying outside temperatures. A properly adjusted carburettor always requires a choke when starting 'cold' -even in July or August. If you can start your car easily without using the choke it is set too rich. When the coolant temperature is warm and there is some heat in the engine it will start without the choke.

The carburettors are also intimately involved with the ignition system. The rear carburettor has a small metal nipple to connect a vacuum line onto. This vacuum line transmits manifold pressure (vacuum) to a spring-loaded diaphragm on the distributor that changes the advance position of the contact-breaker base-plate. The timing adjustments are based on level of vacuum which is based on the engine loading/speed. Vacuum advance is essential for good driveability.

The carburettors are interconnected with mechanical linkage so they operate in unison. On the MGB the carburettors have a link in between them that is axial to the throttle shafts. It fits into an arm on the front and rear carburettors.

The rear carburettor arm has an adjustment screw to balance the linkage between carburettors. This balancing is to assure that both throttles open simultaneously and equally.

When in top form and properly adjusted, SU carburettors are extremely efficient and offer very good performance. However, SU carburettors, after many years, are subject to many ills.

The intake manifold is the support for both carburettors and linkage. The manifold bolts directly onto the cylinder head. It is an aluminium casting with two Siamese runners; that is to say, one carburettor feeds two cylinders.

There is a balance tube between the front and rear sections of the manifold to balance out fluctuations in carburettor performance. The intake manifold shares a common gasket with the exhaust manifold & a new manifold gasket is therefore required each time you remove either or both manifold(s).



Provided by Paul Gray
(Source unknown)

(Concludes with part 3 next issue)

Editorial (continued)

don't forget to mention it when you send it in.

Lewis Mystery Unfolded

Further to the comments in last issue on the TV drama 'Lewis', I have now heard from Monica Watson and can reveal that the NG was in fact the Findhorn demonstrator. The 'Griffon' car featured was, according to the Merlin Owners Club, a silver Merlin TF belonging to one of their members. Despite Granada's coverage, there has not been an increase in sales of either NG or Merlin!

Finally, I am sure you won't forget the competition "A Day in the Life of an NG". I won't reveal the number of entries so far but there is room for a few more. See the box

below for details.

I hope to see as many of you as possible at the NGOC National Rally.

Happy NGiNG!

Chris Humphreys



London-Brighton 2005

Competition Time

'A Day in the Life of an NG'

Put your thinking caps on and get writing. The entry can be fictional or real and written from any angle...

- Entries must be typed and may be accompanied by no more than 3 pictures.
- Entries must be written by a member of the NGOC or their immediate family.
- Entries must include your name and associated membership number.
- Entries may be published in ChangiNGear.
- Send your entry to the Editor by post, or e-mail.
- Please include a S.A.E. if you wish photos to be returned.
- Closing date for entries is 31st August 2006.

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 single photo and may be sent to me by post or email. Ed.

For Sale



NG TF. This TF bodied NG (kit bought from Nick Green) has TC cycle wings, is based on an original 1966 MGB GT and is still registered as such (a historic vehicle). MOT 'til April 2007. Constantly garaged and finished with Jaguar Clarendon Blue (twin-pack) paint and cream vinyl interior. It has updated MGB running gear; the 5 bearing engine has been balanced, has a half race cam, unleaded head, twin $1\frac{3}{4}$ " SUs, electronic ignition, four speed synchro with O/D. It has gas flowed inlet and exhaust pipes with 'cherry bomb' centre and stainless rear box. It also has adjustable rear shocks and new MG wires, all on only 8000 (mostly dry) miles since build in 1989, it's in lovely condition but some interior, and minor electrical, TLC needed. **£3500.**

Tel: Richard 07919 886132
E-mail: rjmworthing@hotmail.com



Unique opportunity: **Pastiche Gladiator V8** - Registration no. GLN 397J. Chassis no. V8-01 - Tax exempt (Reg. May 1971). Registered as Historic Vehicle & Pastiche on V5. Built as post production vehicle by Pastiche Cars, Rotherham in 1990. Bentley Red. Newly professionally built balanced 3.9 litre V8 recently installed (400 miles) with electronic distributor & rev limiter. Offenhauser manifold, Holley 390 & new Holley fuel pump. Thermostatic oil cooler, stainless steel side silencers, adjustable race suspension, C/R Vitesse gearbox, MGB rear axle. Full history of vehicle held and vehicle

has only covered circa 11,000 miles since 1990.

£10,000 ovno. For further information please contact J Curtis.

Tel: 02476 417107

E-mail: jpcurtis@btconnect.com



NG TF Roadster, KOR 801L registered as NG TF December 1972. Built 1997, pre SVA historic vehicle so tax exempt. New MOT, agreed insurance £10,000. MGB based 1800cc 4 speed with overdrive. 5,300 miles from new, 15 inch wire wheels. Winchester grey metallic paintwork, grey upholstery with red trim. Opening doors with interior handles and some unique accessories. Hood and sidescreens. Excellent car needs to be seen. **£8200 ono.** Phone for further details.

Tel: 01580 893074

E-mail: edwards119@btinternet.com

Original, pre-SVA full **windscreen assembly**. Frame fully assembled. Sought-after item as a 'just in case' spare **£100**. MGB c/b **front x-member £25**. Moto-Lita 13-inch 3-spoked dished black leather **steering wheel** with polished alloy

centre boss **SOLD**. NG walnut-veneered **dashboard**, home-made but with potential **£25**.

Tel: Paul Gray 01252 617175 (Hants)

E-mail: p_dgray@btinternet.com

Set of 5 **72-spoke chrome wire wheels** for MGC fitted with Avon Turbosteel 165x15 tyres.

The tyres have not had much use - they still show the moulding pips on the tread. For sale with MGB wire wheel back axle, wire wheel front hubs, set of eared spinners. These were removed from my TF when I converted the engine to a V8 and fitted a Rover back axle.

£600 for the set. I would consider splitting these.

MGB engine, complete with carbs and starter. This was in first class condition when I last used it. It was set up by Oselli who seem to know what they are doing. **£80**.

Driveshaft, good condition, **£20**, **Stainless steel exhaust** for TF with MGB engine **£30**, this could be a useful spare if you have speed humps around..., **MGB gearbox with overdrive**. The gears are fine but I was never able to test the overdrive because there was no power to the gearlever switch. **£30**. Front telescopic damper conversion £50, Rear telescopic damper conversion £40, MGB steering rack (chrome bumper type I think) £35, Motalita grey leather (I think) steering wheel, matches the grey vinyl used on some NGs. **£25**.

All these items are available for collection near Brentwood, Essex. Lighter or smaller items could be posted, for heavier items this would need some thought, delivery may be possible depending on where, but would have a cost.

Tel: Martin Roberts 07808 293362

E-mail: Bassepatrie@aol.com

NG TF chassis kit (pre SVA), unused and in mint condition plus stripped down MGB with wire wheels and spare gearbox with overdrive. Enquiries to Ken Fletcher.

Tel: 01246 278007

E-mail: SonnyRufus@aol.com

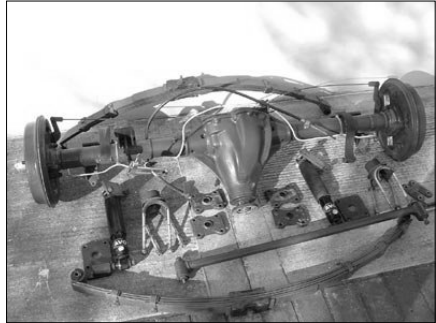


Immaculate **NG TF** based on 1800cc MGB, professionally finished in Primrose with black/champagne interior and black trim. Passed SVA 2000. Registered as NGTF on V5 in 2001. Recent MOT. Full set of weather gear including mohair tonneau cover. Rebuilt engine, fast road cam, new clutch fitted 2002, stainless steel exhaust, 15" chrome wire wheels. Cibie spots. 11,000 dry miles, only used April through September.

Regularly serviced. **£8750 ono.**

Tel: 01206 574360

E-mail: rsb@mersea4918.fsnet.co.uk



MGB tube rear axle 1972. Removed from a GT with 68,000 miles on the clock and fitted to my NGTF. The axle was shot blasted and painted with two-pack u/c and two-pack polyurethane top coat. All components rebuilt and replaced as necessary over the years. Used for 32k and recently fitted with new springs (from NG Cars) and AVO adjustable tele' shocks (which I designed and AVO manufactured for me). All hangers, spring clamp/u-bolts, hand brake cable, nuts, bolts, plus new brake shoes (still boxed) if I can find them, etc. - everything to fit straight into an NG, including a modified panhard rod assembly. I'm in the process of fitting a fully independent Hoyle rear end. So, all in excellent working order and ready to fit; the only problem you will have to collect as I don't believe TNT would pick it up! I can't. For your info the shocks were £120 so I'm looking for **£250ono.**

Tel: Mike Greenland 01795 664581
Evenings: 01795 870505
E-mail: mike@mgreenland.wanadoo.co.uk



NG TA 1700cc Marina 1979 based vehicle. Dark Green body with beige seats, wire wheels, black hood, always garaged and summer use only, MOT until April 2007.

Price: **£2,599** (Suffolk)

Tel: Allan Hampson 01379 388009

Mobile: 07769 665217

E-mail: allan@hampsongb.com

A pair of fixed back, **Corbeau Sportsmans** in cream leather & dark red piping. Perfect for a TC or TF. In good condition although the rear of one needs a quick repair where it's rubbed against the top of a TC cockpit. **£100 for the pair.**

Tel: 07801 881181

E-mail: Andrew.brook-holmes@microsoft.com



NGTF Roadster Dec 1971, registered as NG TF on V5, tax exempt, MOT Oct 2006, 1800cc, 20,500 miles. Complete re-spray and re-trim (BRG/cream) plus dashboard and steering wheel 2 years ago. Full tonneau and sidescreens. Unleaded cylinder head conversion, Lumenition electronic ignition. Stainless steel rear exhaust box. New battery 6 months ago. Always garaged. Very reluctant genuine reason for sale. **£5250.**

Please e-mail for further details.

Tel: 0121 353 8160

E-mail: dickgorton@btinternet.com



Henley Pastiche red, based on a Ford Sierra 1998cc. First registered May 1998 with the engine modified

for unleaded fuel. Only 7500 miles on the clock since built, always garaged, a bargain at only **£5000**.

Tel/Fax: 01737 213406

E-mail: jr_williams@ntl.com for more photos etc.



NG TC V8. Cream with cream/red interior. New Seats, carpets, dash & dials. Rover V8, Manual box. New Holley 390, new K&N air filter, new hoses, recent service. Lots of history. MOT'd until May 2006. Tax Exempt. **£6500.00 ono**. For further photos, see the club web site.

Tel: Paul Rutherford 01329 319447

Mobile: 07813 968898

E-mail: paul.rutherford2@ntlworld.com

Morris Marina 1.8 L-reg 40,000 miles from new, 1 owner (no MOT, no tax), drives, good engine, good gearbox, good axle, steering, etc. brand new tyres, new exhaust. Car is in Dartford, Kent. This car is free to any NG owner who will use the bits for their car! **No charge!** Just pick it up.

Tel: Graham 01322 346444

New - octagonal wheel nut spanner 2 $\frac{3}{4}$ "AF. New - bonnet badge - polished aluminium. New - torsion bar trunnion joint (Marina). New - pair of upper steering joints (Marina). One Lucas spot light - v good. One Lucas (chrome) no. plate light - v good. Compilation of hints & tips (63 pages) for Marina based NGs. Marina 1.8 TC Haynes manual (new). **£40 the lot**, will post for cost.

Tel: Ken Dove 01527 525927

NG TF Chassis pack and Body pack including chassis, support braces, gearbox cross member, chassis/body rubber, Panhard rod, all GRP body parts (body tub, front and rear wings, rear valance, radiator cowl), bonnet panels, bonnet hinge, radiator mesh, headlamp bowls, badge bar, spare wheel bracket, etc. There are also various brackets, fittings, seals and nut & bolt packs. Some minor modifications may be needed (seat and seat belt mountings) to the chassis to ensure SVA compliance. **We can also supply an MGB donor kit** so you will have all you need to start your build. Please call Shane for price.

Tel: MGB Hive 01945 700500

New MGB alternator £15.

Tel: Bob Morrison 01793 783105

E-mail: rmorri1847@aol.com

NG TF V8 2+2. Rich metallic blue, beige interior, walnut burr dashboard and centre console. Built



1986, 30,000 miles, MGB based, fully refurbished up rated SD1 engine and 5 speed gearbox when built, dual port Hoffenhauser inlet manifold and 390 Holley carburettor. MGC back axle, modified springs and dampers, 72 spoke 15" wheels, full and half tonneau, stainless steel fuel tank and alarm system. Correct registration documentation, current MOT, tax exempt. All build documentation available. Very little use past 5 years. Excellent drive, in need of a little tender loving care to give hours of enjoyment next summer. Reluctant sale, space needed, sensible offers only please.

Tel: Mark Ebbutt 01633 680932 (Cardiff)

E-mail: m_ebbo@stomp.freemove.co.uk

Ladies flying jacket, brown, size 14. Absolutely immaculate condition; worn less than a dozen times. Can be seen on the Holden website as the Bygone Era jacket retailing at £360. A bargain at just **£200**. **Men's flying jacket**, brown, size 40. Absolutely immaculate condition; worn less than a dozen times. Can be seen on the Holden website as the Bygone

Era jacket retailing at £360. A bargain at just **£200**.

Tel: Clive 01732 365879

Mobile: 07773 151796

E-mail: tigerdog@tiscali.co.uk

NG TC. Built in 1987 on 1966 MGB running gear. Tax exempt, MOT until mid March, Moss Green. **£3000 ono**.

Tel: Steve 01903 775483 (East Preston, West Sussex)

NG TF (MGB 1973 based) V8, 5-speed, red with cream interior, new chrome wires, new prop shaft, tonneau cover, wood dash, tax & MOT to December 2005. **£6750 ono**

Tel: Paul Clarke 02392 649127



NG TA - 1967. 2+2 Sports Tourer. MGB based, overdrive, tax exempt, MOT March 2007, vintage qualities at a fraction of the price and no spares problems. Excellent condition. (Fylde Coast - Lancashire) **£3100 ono**. For further details please call Allan.

Tel: 07866 033459.

E-mail: jillhowarth@fsmail.net

NG TF. Built 2000. Based on MGB roadster. Blue. 2,000 dry miles. Registered as NG "Historic vehicle" so road tax is free. MOT till May 2006. Wire wheels. Mohair hood with clear

Perspex windows to sides and rear.
£4,950 available now.
Tel: Peter Voysey 01983 730401
Email: pv1@tinyworld.co.uk.

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

Can U Help???

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 01202 573644 or the chairman Peter Clark on 01737 832367. We look forward to hearing from you.

Bob Preece

Backford Classic Replica Insurance Beware of imitations

Our Running Board scheme provides specialist cover for these beautiful cars. We do it better and cheaper. Just look at these benefits:

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- You have first call on salvage.
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- Arrange it now by phone with the experts on

0151 356 8776

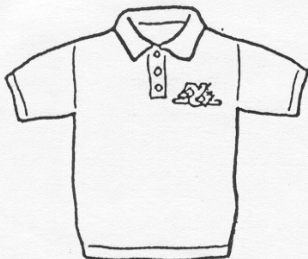
Or fax for a quote on **0151 356 9483**
www.insurance4kitcars.co.uk

Backford Bloor & Co

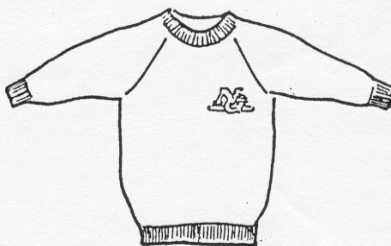
Insurance placed in the Company Market and at Lloyds

Club Products & Regalia - available from Bob Preece

12 Oakland Walk, West Parley, Ferndown, Dorset. BH22 8PF

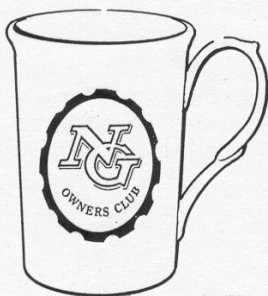


POLO SHIRTS (short sleeves)
£12 plus £1.50 p&p

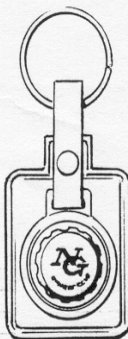


SWEATSHIRTS
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2006



Stoneleigh

the magazine of the NG owners club