

CHANGING GEAR

June 2010 (2)

NGs Brave the Elements at Lugubrious Stoneleigh!



National Rally 2010 Details
Crossflow NG
Popham Report

the magazine of the NG owners club

THE NG OWNERS CLUB

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National Rally 2010 2nd to 4th July



We've had a very encouraging response from members completing their booking forms. If you haven't yet responded, please ensure that you also complete and return your forms ASAP.

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

Next issue: Sept 2010

Deadline for submission of articles: 15th Aug

Chairman's Letter

The FBHVC (Federation of British Historic Vehicle Clubs) Drive-it Day did happen for us with our journey terminating at a big event held at Brooklands Museum in Weybridge, birthplace of British motor racing, most appropriate. It was also very appropriate that the NG was fitted with a very efficient heater. Boy was it cold with the hood down.

We, The NG and I, have also started the season well with visits to other clubs and the M.O.T. Centre - all is OK. So fingers crossed it looks as though everything is set fair for the rest of the summer season, all in all a good start. My hope is that all our members are enjoying a similar experience.

Looking further forward, the National Rally at Stratford-upon-Avon is the most important meeting

of the Club Year. It would be so good to see a really good turn- out of cars there. The high quality of build and



maintenance is so gratifying to see so let's show off. In particular, I always enjoy seeing all the ingenious modifications and innovations that members employ to solve problems. Keep it up. You know there is an annual award that is presented for just this area of activity. Come to Stratford and you could be the winner. Alternatively you could be in the running for one of the other awards - Best in Class or even the Concourse Award.

See you there; in the meantime enjoy your MotoriNG.

Peter Clark

Editorial

Thank you to all who have contributed to this issue. I almost needed to put the page count back up to 32 but we still need a few more contributions please.

Dobby, my TF, has written in this issue about his imprisonment and great escape and is now much happier being in regular use again.

Our pilgrimage to the Wye Valley over Easter yielded a battle scar in the shape of a rather large chip in the wind-screen. Its replacement can be a



subject for another issue; suffice to say that Chris at Brasscraft, who makes the current windscreens, was exceptionally helpful and replaced the glass while I waited.

Stoneleigh was incredibly cold this year (and travelling there was very wet) so the turnout of NGs was about a third of the usual tally.

However, the National Rally is getting excitedly nearer. We are encouraged by the response but if you haven't yet sent in your form there is still time. Bob (membership secretary) & Angela Morrison and myself & Lesley (my wife) have booked a 3-bedroom caravan on the site so if another couple would like to join us to use the third bedroom and share the cost please let one of

us know a.s.a.p.

The progress of our moving home (you are probably getting fed up with this by now but it's something to fill the magazine!) is accelerating. As I write this we are about to complete the purchase of a bungalow in Potters Bar and will be moving from our rented accommodation soon after the National Rally. I will publish our new address in the next issue but my email address will remain unchanged and post will be forwarded anyway.

Finally, please don't forget that we need a new editor for ChangiNGear. It is time someone else breathed some fresh spirit into it.

Happy NGiNG.

Chris Humphreys

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Secretary's Notes

You will be reading these notes at, or near, the beginning of June and I hope the weather is a great deal warmer than it is at the time of writing.

The weather conditions on the weekend of the Stoneleigh show could hardly have been worse on the Sunday when Amanda and I ventured up from the south coast, fortunately in a tinny. I don't think we would have made it with an NG and trailer, consequently, due to the bad weather, only 10 NGs attended and I would like to thank those stalwarts for their effort, and to David Holland who started out but was beaten by the rain and decided to return home.

My personal opinion of the show itself is that it is a shadow of what it was in the past with many manufacturers not present and even the stalls selling all the extra bits you need for car building in one hall only. There was even one stand selling wooden garden furniture.

Enough of my moaning let's look forward to our National Rally on the first weekend of July. I am sure you have marked it on your calendar and there is more info elsewhere in this magazine. I hope you can make it, and if you have not filled in your form for Bob Morrison then it is still not too late, and if you cannot make it for the whole weekend then

just turn up for a day on Saturday or Sunday.

Everyone is always welcome.

Now for an appeal: I have

received an Email from Keith Hamson asking whether anybody knows the whereabouts of an NG TA he built during the 80s, reg. no. KUI 514F. It was an MG based car with wire wheels, O/D gearbox with a modified bell housing to accommodate an inertia type starter motor. He was living in Weston by Welland, Leics at the time and sold the car to someone in Devon or Cornwall. He sold the car because he was transferred to Cyprus (some people have a very hard job) and would just like to know if the car is still on the road. Please contact me by email or telephone if you know of this NG.



Forthcoming Events

June 19/20th

National Kit-car Festival, Newark & Notts. Showground

I am just mentioning this show as there will be no club presence this year as we had a bad report last year. If you do go let us know how you find it for future reference.

June 26/27th

Wings, Wheels & Steam County
Fayre. Rougham Airfield

July 2/3/4th

Festival of Speed, Goodwood
Information only, because you will all
be at the National Rally!!

JULY 2/3/4TH

**NGOC NATIONAL RALLY,
RIVERSIDE CARAVAN PARK,**

Our club meeting of the year. There
is a lot of information on this event
in this edition of the magazine, and
we look forward to welcoming you
over the weekend.

July 28th

Classics on the Common, Harpenden
Chris Humphreys is our contact for
this meeting so get in touch with him
for more information. His contact
details are on the inside cover of
this magazine.

August 7/8th

Vintage Hill Climb, Prescott Estate
Our Nat Rally organiser Paul Gray is
the contact member for this
meeting. I have attended one of
these events many years ago when
the Midland group organised our
visit. I found it was a great meeting
and you can get up close to all the
very old cars in the paddock. We
used to meet at a convenient area
from the event so that we could
enter the hill climb area as a group
and be together as a club. Contact

Paul on 01252 617175.

Aug 14/15th

Heart Air Display & Classic Car
Show (Sports Car Day on Sunday),
Rougham Airfield

August 28th

Shrivenham Village Fete,
Shrivenham

This is our Membership Sec, Bob
Morrison's, home village meeting so
contact him on his Email
rmorri1847@aol.com or 01793
783105

August 29/30th

Knebworth Classic Motor Show,
Knebworth Park

Another meeting with Chris
Humphreys as our contact. Please
ring him for more info.

September 11/12th

Beaulieu International Autojumble,
Beaulieu Motor Museum

This must be the largest auto
jumble in Europe, if not the world, (I
dare say the Yanks have a larger one
somewhere). It is worth a visit even
if you don't want any bit and pieces
but it is quite expensive to get in.

September 18/19th

Staffordshire Kit Car Show,
Staffordshire County Showground
Does anybody go to this show? If
you do could you let our editor know
how you found it.

Bob Preece

Events Calendar 2010

<u>Date</u>	<u>Event</u>	<u>Contact</u>
6 Jun	London ~ Brighton Kit & Sports Car Run Start: Mercedes-Benz Museum, Brooklands KT13 0SL	Dave Holland
12 Jun	Classic & Sportscar Action Day Castle Combe, Wiltshire SN14 7EY	Info only
19-20 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts
26-27 Jun	Wings, Wheels & Steam Country Fayre Rougham Airfield, Nr. Bury St. Edmunds, Suffolk IP30 9ND	Info only
27 Jun	Goodwood Breakfast Club - Soft Top Sunday Goodwood, Chichester, West Sussex PO18 0PX	Paul Gray
2-4 Jul	NGOC NATIONAL RALLY Riverside Caravan Park, Tiddington Road, Stratford-upon-Avon CV37 7AB	Bob Preece
2-4 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
28 Jul	Classics on the Common Harpenden Common, Harpenden, Herts opp. AL5 2JF	Chris Humphreys
7-8 Aug	Vintage Hill Climb Prescott Estate, Prescott, Cheltenham, Glos GL52 9RD	Paul Gray

ChangiNGear June 2010

<u>Date</u>	<u>Event</u>	<u>Contact</u>
14-15 Aug	Heart Air Display & Classic Car Show (inc. Sports Car Day on Sunday) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk IP30 9ND	Info only
28 Aug	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison
29-30 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG1 2AX	Chris Humphreys
11-12 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
11-18 Sep	NG Holiday in Brittany	Paul Gray
17-19 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only
18-19 Sep	Stafford Kit Car Show Staffordshire County Showground, Weston Road, Stafford ST18 0BD	Info only
23-24 Oct	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ	Bob Preece
7 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only

2011

24-26 Jun	NGOC NATIONAL RALLY (30 Years of NGOC) Heyford Leys Camping Park	Note in your Diary!
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Regular NG Meetings

Sheffield, Leeds, Yorks area: various meets & activities
(Dennis Roberts 01142 878515 - Phone for details)

Midlands - Monthly evening meet: every 1st Tuesday, 7.00pm
The Boot Inn, Repton, nr Burton on Trent, Staffs
(Mark Staley 01332 723927 - Venue adjustable, 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: various meets & activities
(David Edwards 01284 788118 - Phone for details)

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 - Monthly lunch-time meet: every 1st Sunday, 12 noon
(Keith Baker 01794 340490 - 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 2010

Jun 8	Pride of Ownership & Jazz Evening	Sep 14	Supper Night (Bangers & Mash) with Pianist
Jul 13	Summer BBQ (pre booking) with music	Oct 12	Motoring Quiz
Aug 10	Most Compelling Photograph competition	Nov 9	Early Museum Tour
		Dec 14	Enthusiast of the Year Awards

Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
Brooklands Museum	www.brooklandsmuseum.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Goodwood	www.goodwood.co.uk
Harpenden Common	www.classicsonthecommon.com
Heyford Leys Camping Park	www.heyfordleyspark.co.uk
Kent County Showground	www.kentshowground.co.uk
Knebworth House	www.knebworthhouse.com
Mercedes-Benz World	www.mercedes-benzworld.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Riverside Caravan Park	www.stratfordcaravans.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

Autosport Int. (Racing Car Show)	www.autosport-international.com
Greenwoods Exhibitions (L2B etc.)	www.greenwoodsexhibitions.com
Grosvenor Exhibitions (Stoneleigh)	www.grosvenorexhibitions.co.uk
Hampshire Pageant of Motoring	www.hpom.co.uk
Jaguar Enthusiasts Club	www.jag.org.uk
Kit Car Shows (Detling & Exeter)	www.kitcar-shows.co.uk
London~Brighton Veteran Car Run	www.lbvcr.com
Newark Promotions	www.kitcarshow.co.uk
West Midlands MG Owners Club	www.mgocwestmids.co.uk

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

Members' Letters & Articles

Dobby's Great Escape

I thought I had done really well. It had been 5 years since I had been built and I had always behaved myself properly. Of course, there was that time when the oil pressure gauge hose burst and I did a rather good impression of Herbie by squirting my master's shoes with oil. Otherwise I had never actually broken down - unless you count the time my alternator stopped charging in sympathy with the ZR but even then I kept going so as not to suffer the indignity of being rescued by the RAC.

Mind you, I had also been well looked after. I was used frequently as my master often took me to the school car park where I felt at home surrounded by some really old buildings and he also took me on holidays. He always made sure I had a good layer of AutoGlym and the time I was brutally attacked by vandals he consoled me and brought me back to my former glory, after which I thanked him by winning an award.

Now I had reached the age of 5, I thought I might at least get a birthday present but my master seemed to be preoccupied with something else. It was October 2009 and there seemed to be a lot of activity in the house. Not that it was ever particularly quiet, just that

there seemed to be more coming and going than usual. I did get my usual October half term mini service but I couldn't work out why he was packing the garage's contents into boxes. Then one day it looked like the house had been emptied though I couldn't see clearly. Somehow it seemed unnerving and that night was eerily quiet. Next day the master turned up with a van and started removing some rubbish from the garden. Then he returned and took all the boxes which surrounded me and all the other bits from the garage and left me all alone.

I was petrified. The house was empty - I'd caught a glimpse of the back room - and now the garage was empty too. Apart from me - on my own! The master had gone and I was convinced he had deserted me.

Imagine my relief, when next day the garage door was flung open. "I'm taking you to your new home today, Dobby", he said. There was a garage right underneath his bedroom so I thought I would be safe there, among the boxes which had evidently made the same journey as I had (though I have to say not in such style). Having squeezed me in he shut the garage door but then my nightmare began.

What had I done to upset him? He left me there for ages, imprisoned in my new windowless garage. I



could hear the other family cars coming and going. Occasionally he would open the door and rummage in one of the many boxes trying to find some tool or other and then he would ask if I was alright but he never took me out. It felt very dark, cold and damp in there. This went on for the whole of November and December and I began to wonder if I was ever going to escape.

January 1st, the door opened and my master said we were going for a drive. The sun was shining and he said we ought to stretch our legs. I just managed to turn over and coughed and spluttered a bit but it wasn't long before I was singing sweetly again. We drove along some lovely country roads; caught a glimpse of some remaining snow and once or twice I felt the ice beneath my treads but it was so good to be out in the winter sunshine. Alas, my run was short-lived as after 20 miles I was returned to confinement. All I could do now was dream about my release - I felt it was all too much.

Later in January I heard some

strange noises outside my prison. It sounded like some sort of digger. Was my home about to be turned to rubble with me inside? Then one day some strange men opened the door and left their tools inside. Looking outside, I could see the cause of the earlier kerfuffle - there was a big gap where the garden had been. Over the next few days some concrete was laid and a wall was built and one of the men fiddled around with some wires on the garage wall. The men didn't seem to notice they were leaving lots of dust all over me. I was feeling quite sorry for myself now. If only I could escape! It was not easy as there always seemed to be something parked behind me in the drive.

As February came, I noticed whenever the door was opened that the drive was generally clear and the



family cars were now parked to one side on the new piece of concrete. Perhaps I could escape after all! The half term break came and my master at least had the decency to give me a wash outside in the fresh air. I nearly escaped then and there but it was so nice to have a bath that I just had to keep still and enjoy it. Then he put my special mounting plate on me - the one I only wear on car runs with other classics. The anticipation was killing me. Then he put me back in the garage and put my hood on. Oh no! I had lost the opportunity. Next time, I vowed, I would make a bid for freedom.

Only a few days later, quite early in the morning, he returned and took me out of the garage and closed the door behind me. Now was my chance! Pausing just enough to let the master and his wife clamber in, I shot off down the drive and away. What I hadn't realised, was that we were going on the MG Snowdrop Run and my escape had actually been planned by my master. Still, at least it felt like I had instigated it myself and what a lovely first day of freedom I

had. We drove to Wimpole Hall and met up with about another 100 MGs (I was the only NG). Then we drove over 60 miles (hood down) around some lovely Cambridgeshire and Bedfordshire countryside ending up at Kathy Brown's Gardens. The wimps, who are my master and his wife, complained that it was cold despite the sunshine and that the heater wasn't working very well (what do they expect when I am left to languish in prison for 4 months!) and so put the hood back up to drive home. My escape had taken us about 150 miles altogether - freedom at last!

Over the next few weeks my master started taking me to school again when the weather was reasonable. He explained to me that it had been difficult to get me out of the garage before the front had been resurfaced and the weather over the winter had been pretty atrocious anyway. I think he was just making excuses but it was lovely to be back in regular use again so I didn't complain too much. He says he is going to take me to the Wye Valley over Easter for a little holiday where we'll meet some other classics. I am really looking forward to that.

Soon the spring and summer will be here! Oh the open road, the dusty highway, oh bliss! Poop, Poop! Now where have I heard that before?

Dobby Humphreys



Prescott Vintage Event Sun 8th Aug 2010

(www.prescott-hillclimb.com/usefulinformation.aspx)



This event is organised by the VSCC rather than Prescott. I suggest that anyone who would like to join us, so that we can park together at the site, will need to meet up near the venue to enter in convoy.

A suitable meeting place with a large free car park is the Toddington railway station which is headquarters for

the Gloucestershire & Warwickshire Railway (GWR). The GWR is, fittingly, a steam-train line. The station is about 4 miles from Prescott. Prescott is situated 5 miles north east of Cheltenham off the A435 (Evesham Road) between Gotherington & Gretton. RAC sign-posted.

Donna & I will be camping at a nearby site on Saturday night so anyone wishing to make a weekend of it, please feel free to join us. The Camping Club site is at Winchcombe and they accept non-members for a small additional fee. Camp site phone number is 01242 620259. Suggest booking early for August!

I have now been informed that the ticket prices are likely to be £15 per person on the Saturday and £25 per person on the Sunday (same as 2009). In view of these high prices, we have decided to change our visit day from Sunday 8th to Saturday 7th. Apparently these 'on the gate' ticket prices can be reduced (by approx 20%) by buying in advance from the VSCC, tel. No. 01608 644777. **Gates open at 0800 hrs.**

For some good video footage of the 75th Anniversary of the VSCC meet on 2nd Aug 2009 at Prescott Hill Climb see

www.cotswolds.info/places/bugatti-owners-club-prescott-hill-climb.shtml

Paul Gray



NGOC National Rally

Riverside Caravan Park, Tiddington Road, Stratford-upon-Avon CV37 7AB

- Rally field situated on the banks of the River Avon.
- Battery-powered water-taxis to the centre of Stratford (~£1.50).
- Pleasant riverside walks.
- Stratford offers lots of historical interest and Shakespeare attractions
- Suggested routes provided to explore some delightful NG-friendly roads in the surrounding area.
- On-site café with a special price of £0.99 for breakfast that has just got to be tried!
- Large lit marquee with tables and chairs, a water boiler for a copious supply of hot drinks and large gas barbecues to cook you own food. How about bringing a cake to share?
- A selection of children's games - more details later.

What's going on?

- Members will be able to arrive from Friday afternoon at which time the marquee will also be erected.
- Free cheese & wine reception on Friday evening. Members need only bring cutlery, plates, glasses & cups.
- Driving "tests" - these will be tests of skill, not races but should be fun! This will be the first time that the club has run such an event for several years. Two opportunities to participate - Saturday afternoon and Sunday morning.
- A BBQ will be held on Saturday evening - members bring their own meat, drinks, etc and the club will provide salad, French bread and a fruit salad.
- A Barn Dance will be held on Saturday evening. The group is called 'Catswhiskers' and consists of 2 musicians and a caller. You can look them up on their website - <http://www.catswhiskersband.fsnet.co.uk>. There will be a mid-evening refreshment break for those children (& adults) who aren't allowed to stay up too late!
- Traditional concours & prize-giving on Sunday.



2-4 July 2010



Pictures from 2006 Rally at Riverside Park

Costs

- To help the club with the costs for the event (marquee, food, barn dance, etc) it has been decided that a small fee will be payable as follows: Fee for one day £5 per family unit. Fee for whole weekend (3 days) £10 per family unit. Fees can be paid in advance or will be collected at the welcome tent on arrival.
- Camping fees will be £15 per pitch per night. There will be no extra fee for a family bringing a further small tent for children under 16. This fee includes use of site loos and showers. The club will collect all camping fees and pay the site managers on departure.
- As mentioned in the last newsletter, there are some good deals for hiring 2 or 3-bedroom caravans on site for the weekend that are very affordable if you share the costs with other members (contact site direct on 01789 292312 to book).
- The area also abounds with B&B options as well.



NOTE: We have room for another couple—See Editorial.

Members' Letters & Articles (cont)

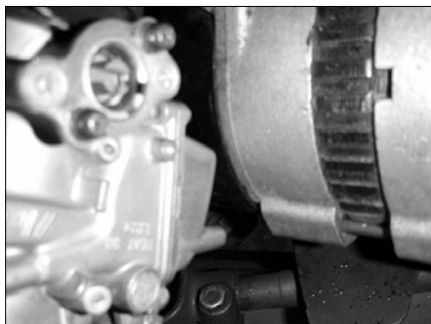
Crossflow MGB

A few years ago, 3 actually, when the dollar was 2:1 I convinced myself to buy an aluminium crossflow head for the old girl, mainly she has never had that 'get up and go' like the shorter stroke x-flow Fords, so, with a bit of negotiation with the supplier on the invoice cost as you have to pay import duty which isn't the main rip off as, when you import, the supplier shipper (UPS) has to send it to a main Parcelforce depot who then charge you £30 for handling it and collecting tax on behalf of the revenue! And you have to go and collect it. The actual import tax was about 2%. The final bill was about £700.

From there on the next consideration is fuelling the beast, they do manufacture two types of inlet manifolds for these heads, one for twin Webers and the other for twin $1\frac{3}{4}$ " SUs. However, Webers would cost you 1k and involve cutting the bonnet and lower side panel not a good idea, the SUs would be similar or may just fit but I didn't go down this route (however over the weekend I wished I had). I committed myself to making my own inlet manifolds and use bike carbs, sounds easy but a lot of drawing and having parts laser cut then welding but, after 3 years, I've got there. Oh! I

built another 1900 engine to house this lot and that's still on the engine stand waiting to see if the entire project is binned or revert back to the old faithful head and SUs.

Thursday was let's take the head



off and drop the new head and carbs on and see what fouls, right, let's move the alternator! I was more preoccupied in making the manifold and setting the angles etc. not thinking that number 1 carb float chamber is 10mm into the alternator casing and cover! Down tools and shut the garage door!

The carbs I bought off ebay are from a Yamaha XJR1300 2002+ which if 'all fails' will fit my own bike! Well keep them as spares; don't know why I think that way as my bike has run faultless for 10years now! And mine is a 2000 model with different carbs!

Saturday morning used the grinder to 'trim' the alternator casing and cut down the boss from the

float chamber, a happy bunny again. Well, at least the wild rabbits in the garden looked happy as I hadn't cut the grass yet, another job to do!

Right, head on, carbs look right, next was the fuel line with a 'regulator' as bike carbs are gravity fed from the fuel tank I fitted a 'petrol king' regulator, next the throttle, choke cables, servo and heater hose pipes. The throttle cable(s) were from an ebay purchase i.e. a standard XJR1300 (only used the one of the two, most bikes have two, one up and the other for shutting down), I did modify it slightly i.e. cut 20mm off the outer and with a hot air gun straightened 'the bend' which would have gone into the throttle grip housing. The choke was a standard 'B' cut down.

Tighten the head down, set the tappets and ready to turn on, pause, deep breath, and turned the key, fuel pump pumped away and stopped, next stage was to be or not, well how about fitting some spark plugs! Took the set out off my original head and went to fit them but the plug spanner and hexagon head didn't fit the recess in the new head! Looked for a thin walled plug spanner, no chance nothing would fit! Hunted around the garage and found a full box of 20 Vauxhall spark plugs with a 14mm thread and the next size down hexagon, its good having a son who's a Vauxhall mechanic (sorry technician) around sometimes; however he thinks I'm wasting my time

with this old dog of a tractor engine and should be fitting a 1.8 VXR unit straight in! But, I've pointed out to him it's taken me 3 years to get this far and how much longer to change all the other incidental parts like engine mounts, gearbox, clutch, exhaust, etc.

The time has come and with a battery booster box attached she fired up and wasn't to bad Oh! How about putting some water in the rad! Must be an age related illness. Balanced the carbs up with my four gauge kit and took her outside for a quick run, take the phone with me just in case, Got to 3500 rpm and that was it! Stared to slow down, lifted off and picked up again, but 3500 same problem? Thought about



it, too rich or too weak, back to the garage, carb dash tops off they are CV type units similar to SU but with a diaphragm and needle, so, moved the needle down and it was worse, moved it up to the top clip position and better but 3500 was it!

Internet! Spent several hours reading about how to fit Yamaha R1

bike carbs to my 206GTI etc. but after about 50 bloggs I found two which gave me some advice and suggested to drill out the main jet 1.6mm for 1600cc and 1.9mm for 2000cc engines; along with blanking off air correction holes, fitting nylon grub screws in the dashpots to slow down the opening of the slider



etc. So, on Monday sourced a 1.7mm drill and do or die drilled out the main jet from 107.5 (why .5, ask Mr Yamaha) to 170 and didn't touch anything else and by magic she flies. Happy bunnies!

Obviously it needs more attention to the pilot's jets and maybe a rolling road test as it still pinks under load. I suppose a Vauxhall engine would have given an easier solution and cost saving but it wouldn't be in the NG spirit.

If any one else wants to fit an MSX Pierce head yes but, use R1 Yamaha carbs as they have to be set at a higher angle than the XJK units and contact Bogg Bros who will make you a one off manifold.

Mick Greenland

Rear Cycle Wings

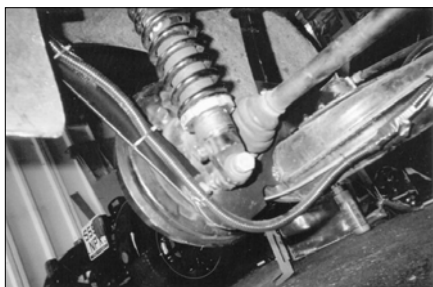
I remember reading an article last year where a member said that he wished he could fit cycle wings on the rear of his NG to go up and down with the wheel, but that it was not possible on an NG. At this point my wife Sarah said "Oh no, red rag to a bull!", knowing that if someone says it can't be done, I like to prove them wrong.

Being a supply teacher, I am rarely required to work the first week back to school in September, so I decided that as Sarah was back to school (she is also a teacher) and we didn't need to use the NG, this would be an ideal time to alter the rear end.

First I made up a pair of 5mm steel plates that went round the bearing housing on the swing-arm, and then, when they were a snug fit, welded them in place.

Next was to make up the stays, bearing in mind the gap between the tyre and the wing, and then, when the wing was in the right position, I welded a brace bar between the stays to stop any movement back-





wards or forwards.

Next step was to re-wire, as the original wiring came out through the side of the tub, but clearly could not remain as the wing would be going up and down. This entailed taking the wiring from the loom behind the passenger seat in the rear tub, and re-routing it down through the tub, along the swing-arm and up the rear stay into the wing.

This worked fine, except I noticed in the mirrors that the wings were 'flapping' a bit on bumpy roads (that'll be most roads then), so I welded a triangular brace plate onto the swing-arm and bolted it to the front stay; bolted so that the wing could still be removed if necessary. There is still a small amount of movement as there are no braces under the rear wings (at present) as



there are on the front ones.

Personally, I prefer the cycle wing effect, as the tyre/wing gap remains constant, and I think it looks better, but I guess it's all in the eye of the beholder. See the photographs of it, but I hope to be at the National Rally again this year and would be more than happy to speak to people or show them in more detail what it entails.

Happy NGing.

Graeme Lacey

Popham Aero/Auto Jumble Fly & Drive-in

Held on the Bank Holiday Monday 3rd May this year, the show was as good as ever. We usually attend this event having attended Stoneleigh on the previous day but this year the weather on Sunday was so atrocious in the south-east that we gave up the idea and stayed at home. The forecast for the Monday was much better, in terms of rainfall, but the wind was still a fresh north-easterly and the ambient temp didn't rise above single figures all day. By the

time we arrived at Popham we were absolutely frozen after adding a significant wind-chill to the equation!

Exhibitors can arrive from 08:30 and the show opens to the public at 10:00 hrs. Having experienced long queues in the past we aimed to arrive at 09:00 and drove straight in with plenty of choice for parking. There was no allocated space for the NGOC so we just parked on the end of a row and signed in with the organisers. Note that entry is only allowed for vehicles that have pre-registered so for future reference, you need to contact the Basingstoke Classic Car Club well in advance and ask for an application form. After attending once, you will automatically be sent an application form a few months before the next event. Entry to exhibitors and passengers is free. There is more info on www.popham-airfield.co.uk or by phoning 01256 397733.

Whilst signing in we asked to look at the list of attendees for other NGs and were surprised that so few were booked in. However,

walking around the show we spied Peter & Margaret Elliott's TD and David Harwood's TA. We also met a few other NGOC members at the show but they had arrived in tin-tops.

One of our favourite haunts at the show is to browse the second-hand bookstalls and, as in previous years, we were not disappointed. However, our first port of call was the clubhouse, home of the Spitfire Flying Club. At 09:00 the club was beautifully quiet and we had an interesting chat with the air-traffic controller whilst enjoying a warming cuppa. Popham is so delightfully old-fashioned that the air-traffic control office is actually a corner of the clubhouse with half-height partitions so one can listen-in to the radio traffic etc. and enjoy the feeling of a bygone era.

After a bit of internal warming, we hit the aero-parts jumble-stalls wondering, as always, where all the obscure parts from a Lancaster bomber or Spitfire had been sourced. The items for sale were biased towards aviation but there were still quite a number of car-related bits as well.

Amongst the hundreds of cars on show, we particularly liked a couple of very early versions of the Morgan 3-wheeler, the older of the two looking very original and probably from the twenties. Almost unbelievable that these were considered potent racing machines and had been





known to lap Brooklands at 90 mph. Donna met a very knowledgeable ex Morgan owner. He told her that he had bought one, aged 11, with two other friends for £8 (a week's wages for his father at the time). He went on to describe in great detail how the Morgan was constructed with a wooden gearbox, even down to the fact that the original Morgan design used the tubular fore-and-aft chassis tubes as exhaust pipes until they discovered that the exhaust gases were doing a great job of accelerating corrosion in the chassis!

Another car that caught our attention was an American hot-rod. Can't remember the make but the owner told us that it was the only example in the UK. Apparently, it had been bought on ebay, without being seen, and shipped to the UK as part of the deal. According to the new owner, it arrived in immaculate condition, exactly as described - what are the chances of that! The owner had breathed on the Chevy V8 and added an enormous super-charger and the most enormous

'boots'. The owner's wife told me that the car absorbs all their spare cash and they can't even go on holidays - just car shows.

One of the charms of this show is that one can walk along the flight-line and look closely at the visiting aircraft. One that caught our eye was a very attractive low-wing monoplane that just 'looked right'. Whilst having a look, the owner came up and we managed to find out a bit more. Apparently, the aircraft was a kit that was bought from the USA and the owner said that it took him 6 years of hard graft to build it. The build process has to be monitored by a qualified aircraft engineer and there were approximately 60 inspection stages that had to be signed off during the build. The owner said that it can cruise at 150 Kts and handled "like a sports car"; he was so enthusiastic that he said flying the aircraft was "the most fun you can have out of bed" - no idea what he meant. Unfortunately, as he had to fly back to Shropshire he wasn't offering joy-rides.

The gusty wind was blowing from



020 degs and the nearest runway direction at Popham was 030 degs hence a bit of a cross-wind for some of the lighter wing-loadings. It was quite obvious that some pilots were struggling to land safely and, unfortunately, we saw a light-weight aircraft near the end of the runway with a broken wing - a sad sight but more embarrassing than life-threatening for the crew on this occasion.

During our visit last year we had



been delighted to witness the giant Antonov bi-plane taking off and completing a few low-level fly-pasts before landing. This year, we were only able to witness the engine being run up but the aircraft wasn't due to fly - pity! The Antonov is impressive because it is apparently the world's largest single-engine biplane with a powerful 1,000 hp engine. It's an enormous machine that is run by a group of enthusiasts who fly the machine to take part in flying displays as varied as Guernsey in the Channel Islands to Old Warden in Bedfordshire.

Unfortunately, the wind stayed biting cold all day but at least there were only a few showers. Considering the weather there was still a very large turn-out of interesting cars and quite a few aircraft, although most of the older vintage aircraft kept away. However, still a very enjoyable day out for the cost of the fuel. We must try to organise a club presence next year so that we can all park together - any takers?

Paul Gray

Belgian NG Crusade

Two years ago I met a local kitcar dealer (Oracle-cars). The kind man showed me his cars and one of them was a NG TF. It was love at first sight, but my wallet didn't agree. My son who is a good friend of the dealer told me there was only one solution and that would be a second hand car.

Because kitcars are very rare in Belgium (at that time only 2 in Belgium) I had to find my luck in the UK. So two years ago I started the search for the perfect NG.

After a while it became my daily habit to go on the computer and look for the perfect car. Meanwhile the rules for importing kitcars from the UK where going to change and time wasn't on my side. After many months I found the car I needed. "She" had all the options I wanted. One thing wasn't OK and that was the price. I contacted the man who

was selling the car asking him to send a few pictures. We kept on writing to each other for a few days.

At Xmas I wrote him to make me a nice present. Yes, he took a piece off the price, wanting cash money. Spoke about it with the wife and son and the deal was made. I bought a NG TF.

Next problem was to get the car to Belgium, the sooner the better. We looked for transport and all of them were too expensive. The other solution was to do it ourselves. Go to the UK and drive "her" home. The first thing to do was to look for the crossing on the 2nd of January. My god! Nearly everything was fully booked. At last I found some place on the Eurotunnel. We had no other booking than 4 o'clock in the morning, and 2 cars back at 3 o'clock local time in the afternoon. The ticket for the NG was as expensive as the other car going and coming.

On the 2nd January we had to leave our place at 2 o'clock in the morning going to Calais (France) because it is nearly 200 km away. I didn't sleep very well that night knowing we were going to get the car of my dreams. Got up at 1 o'clock in the morning looked outside and everything was frozen (being minus 5 degrees celsius). Not the best way to travel, but having the NG in mind nothing would hold me. We arrived in France on time. Next problem was finding the place in the UK, trusting our GPS. Being 4 o'clock in the morn-

ing local time when we arrived in the UK it was cold and dark. Not the best way to travel. At 6 o'clock we stopped at a service station to have an English breakfast, with still some miles to go.

Arriving in a very (very, very) small village we didn't find the garage. Luckily, a local man told us the garage was just behind a few houses, he also mentioned the garage was never open on Saturday. My blood pressure dropped when he mentioned that, knowing I wrote to him I was coming from Belgium. Nevertheless we went over the place and luckily he was there. Showed me the NG and "she" looked as nice as on the pictures. Heavenly and smart.

Having no time to waste we made the deal and "she" was mine (at last). Never drove a RHD I had no time for a test-run. Had to leave immediately for the way back home. Just trusting the man he had given "her" a check-up for the journey. Getting out of the yard wasn't that easy sitting on the right side of a car.

The first miles where not that easy, changing gears with my left hand was a problem because I wasn't used to it. My son was driving in front of me, I just had to follow him. When we were driving I calculated we didn't have time enough to make some stops. We had to go on the train, otherwise we were trapped in the UK for 2 days, because everything going from UK to France was over-booked. We both

had to be home because we had to go to work next day.

We stopped to fill up the cars and made up our minds we really had to go for it. No more stops no food. We arrived just in time and could drive straight into the loading train. Speaking of good luck. During the crossing I felt the cold in my body, I drove all the way without heating. The amp-meter showing -15 amps. when I turned the switch from the heating. I didn't trust it, so I decided to drive without the heating. Resulting in one very cold ear and a nearly frozen leg.

Ever so pleased when we arrived in France, knowing we were closer to home. Next problem was the customs, not knowing all the papers where OK.

I felt a glow of heat seeing the customs, waving to me and showing thumbs up for the nice car. Back on

the road in France feeling closer to home but also the strange feeling of sitting right side of the car and driving on the right side. Near the Belgian border we stopped for some coffee and to stretch our legs, knowing we were driving since 2 o'clock in the morning. Showing the car to my wife was one thing that kept me awake.

We arrived home, with a big smile on my face, cold, hungry and very tired. All day I was thinking of this moment, just to present her to my wife. The NG made the trip back home in all her glory.

Isn't that what crusaders did in their time? All for the love of the NG.

Later on I was told my car was a NG TF Henley Tourer. I thank the Lord for that.

Greetings to all UK NG drivers
Jackie Barnes

New Members - Welcome

We are always glad to receive new members. Please contact Bob Morrison, our membership secretary—details inside front cover.

You will be joining one of the most friendly car clubs around!

Ed

Mick Tate (1457) (TF)
Eastbourne, E Sussex

William Antrobus (1458) (TD)
Blundell Sands, Liverpool

Ray Blanks (1459) (TD)
Newhall, Derbs

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 TC V8 BRG, Tax & MOT till March 2011. Rover 5-speed gearbox, Holley carb, new front pipes & silencers, full hood & full tonneau cover, full windscreen & aero screens. Tan interior, new tyres. **£8750 ono.**

Tel: 01293 614754

Mobile: 07889 765374

E-mail: erichorton32@btinternet.com

NG TF in excellent condition. (MGB GT 1800cc overdrive donor). Very low mileage since 1999 build. Correctly registered & tax exempt with original "K" registration. Wire wheels - 5½J x 15 with 185/65 radials. Full weather gear (vgc) - mohair hood, hood bag, side screens and



tonneau cover. Leather front seats and side doors. Cibie driving lights. Full build files and SVA test and approval documentation. Regency red with beige interior & red carpets. MOT October. **£6,500**

Tel: 01453 833028 (Gloucestershire)

I have for sale a 1969 reg. **MGB GT** Coupe suitable for use as a donor. Good points: 1-Tax exempt, 2-Nice number YTN 41H. Bad Points: 1-Non runner; Exhaust valve burnt out or problem with a piston, 2-Non-working brakes, 3-A trailer required to move.

Tel: Graham 01647 440055 (daytime), 01647 231133 (eve)



NG TF 1800 (MGB Base). Over-drive, oil cooler, etc. Correctly registered on V5C as NGTF Roadster WAR345E (Tax Exempt). Date of first registration 17/05/67 (i.e. donor). Bought from original builder in 1999 and garaged ever since. 95% complete. Dash and interior trim to finish. Full fawn hood and side screens, doors, 4 seats, 5 Rostyle wheels and 5 wire wheels and hubs, 2 spare front wings and other spares. Car in white gel coat. No SVA required for on road, only an MOT. (It has never been on road). Brakes dry as built (no fluid). I am 73 and have an NG TC V8 and a Reliant Scimitar V6 and a house under renovation in France so no time to finish the car and can't afford to give it to son! Wonderful opportunity to obtain a tax exempt NGTF kit ready built and unused for a good price **£2300.**

Tel: 01494 782795 (Chesham, Bucks)

Lots of MGB spares, bits and pieces, including 'B' series engines/gearboxes and Rover V8 engines/

gearboxes. Please call to see if I have what you want.

Tel: Sid 07759 691529 (E. Sussex)



NG TF. 1986 built, colour Guards Red. Hardly used for the past 7 years but kept in dry garage and maintained during storage. Cabin refurbished some 5 years ago with new upholstery, carpets and boot space enlarged from normal. Standard MGB engine refurbished with new piston rings, shell bearings, cylinder head fitted with hard seats for unleaded, complete new clutch and thrust bearing. Also has full tonneau, half tonneau and original tan hood, new battery, and will be MOT'd before release to a buyer. Car in full working order. **£6000.**

Tel: 01252 652878 (R Clark, Original builder and one owner). Fleet, Hampshire.

Perfect **starter kit** for you to build a fantastic **NG TC V8.** New powder coated TC V8 Chassis with John Hoyle IFS & IRS system, Wilwood brakes, diff and steering rack. Sale



also includes a brand new powder coated Rover LT77 gearbox (inc remote & gear lever) with bell housing, new Holley 4 barrel 4150 carb & fuel rail. Other parts included are the propshaft, brake hose kit & chrome plated wire mesh grill. **£3400.** Please contact Andrew for more details.

Mobile: 07801 881181

NG TF V8, Black with Minilite alloys. Correctly registered and tax exempt. 3.5 litre engine with Rover 5 speed box. 4 choke webber, mal-lory distributor, fully adjustable



front suspension, hood and side-screens, very low mileage since build. **£8500.**

Tel: 01234 822374

NG TD Roadster. MGB based 1800cc, red with black hood & $\frac{1}{2}$ tonneau. Correctly registered, tax exempt. New radiator, Kenlowe fan, re-built brakes, new tyres, hood & side screens. Re-upholstered front seats, overdrive, new battery, MOT. Agreed valuation £6000. £5500 ono.

Tel: 01843 865170 (Broadstairs, Kent)

Wanted

NGTF Sliders with hinges to carry side screens. If anyone has some they no longer need and are in reasonable condition, please contact me. Tel: (Ken) 01329 668464

E-mail: Suke1202@hotmail.co.uk

Speedometer for use in my TDV8; my current one under reads for some reason, 30mph when I am doing 50mph!

Tel: Doug Hand 01883 380803

Work: 020 8315 2842

NG TF sought. I am looking for an MGB based car with 1800 engine and TC. It is important that it is correctly registered with tax exempt status and recent MOT. I would prefer very low mileage, BRG, full weather gear and overdrive. Will wait for the right car and travel to view. Details with pictures please to Chris Hulbert.

E-mail: dyers.farm@btinternet.com

Wanted 1800 Marina donor gearbox

I have had the pleasure of owning an NG (TA) for five years and now I find myself in need of a **donor gearbox**. An 1800 Marina gearbox would be ideal; however, it must be in good order mechanically with REVERSE gear intact, (as this was the failure leading to this request). I understand that these gearboxes were a bit fragile esp. reverse gear but I am hopeful. I am situated in Cornwall and am happy to travel reasonable distances to view.

Tel: (David) 01326 280309

Fold-down windscreen for TF/TD.

I have just purchased an '82 built TF, which has the standard windscreen with the lift-the-dot hood fasteners. I want to convert to fold-down screen and aeros. (As per my previous TF). Does anyone have a fold-down screen they would like to sell? Please contact Geoff Fry.

Tel: 01225 811055 (Office)

01225 811099 (Home)

Mobile: 07802757685

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Sweatshirt (navy, dark green) L, XL

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£8 + £1.50 p&p*

Beanie (navy)

£7 + £1.50 p&p*

*p&p charge up to a maximum of £6.00

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

Club Literature - available from Chris Humphreys

The following 4 items of club literature are now available as PDF files to download from the NGOC website at www.ngownersclub.org.uk/articles.htm. Alternatively send £1.50 per printed copy to Chris Humphreys (cheques payable to NG Owners Club)

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

L4: Fitting Enclosed Boot to TF/TD (Brian McCarthy & Chris Wilson 2001-2)

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

CHANGING GEAR



**Dobby's
escape
continues**

**...amongst
friends in the
Wye Valley**

**...with an MG
friend on
the way to
Bressingham**



**...and with
other greens
at Stoneleigh**

the magazine of the NG owners club