

# CHANGING GEAR

September 2005 (3)

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## NG National Rally 2005



*Photo by Richard Bradley*

**Concours winner ~ Paul Lovatt**

**Other prize-winners inside**

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*the magazine of the NG owners club*

# THE NG OWNERS CLUB

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*All contributions to this magazine only contain the personal opinions of the individual concerned. The Club accepts no responsibility for advice or information in this magazine or any other item of Club literature. Neither does any advertisement featured imply an endorsement or recommendation by the Club.*

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**Been anywhere or done anything in your NG? How about sending me a few words and/or pictures for ChangiNGear?**

**Next issue December 2005**

Right: another classic from Harpenden Common, a lovely red Austin Taxi—now used as a wedding car.



## Chairman's Letter

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Well, as those of you who managed to get to the National Rally at Billing will know, I am sorry to say that I did not get my side screens in time (referred to in the last issue of our magazine) so had to arrive in the (Club Support Vehicle) otherwise known as the red Merc.

I would like to thank you all for making the journey to Billing and for making yet another marvellous weekend. The social atmosphere was wonderful and the weather was at least dry.

It is always very rewarding for the members of the Committee to see such support which makes all the hard work, not only for the preparation for major events but for the

maintenance and the general running of the Owner's Club, worthwhile.

From my point of view I am always honoured to be able to present the Annual Awards to the very deserving recipients. Well done. The turnout standard of all the cars was truly outstanding. A happy dilemma for anyone involved in judging. I am sure that had Nick Green been able to attend he would have been most proud.

Enjoy the rest of the season.

Peter Clark



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## Editorial

I would like to begin by offering my apologies, as I had intended this issue to be ready for print at the start of September. My copious summer holidays should have provided me with ample opportunity to assemble all the material. However, it always seems to be at the end of holidays that something happens to foil my plans for completing jobs. Lesley (my wife) says I always just try to do too much - I suspect she's right. Having started back at school there was less time, of course, but

enough of my excuses!

There have been quite a number of events since the last ChanginGear and you will see some of them reported on elsewhere in this issue. Our major event, the National Rally, was quite well attended but a disappointing number, I feel, compared to previous years. Those that came really



enjoyed themselves, although the weather was less than perfect. It is a great opportunity to meet other NGers and to keep our friendships alive. If there is a particular reason why you have been "put off" coming along, please let us know and perhaps we can do something about it. The prize-winners are shown on the next page.

The Byfleet Parish Day (Sat 16<sup>th</sup> July) was a lovely hot day (but not one to be stuck in an M25 traffic jam!) with only 2 NGs in attendance. There were a few other interesting vehicles but the main attractions seemed to be the excellent dance routines from a variety of young people's groups and the beer tent! There was a lovely vintage bus giving rides and also plenty of space. A very pleasant day out, perhaps next year we could see some more NGs?

One of the problems of a limited membership spread throughout the country is that there is not always another member nearby. We do have a few "local" contacts but there are many areas which are sparsely covered. If you feel you would like to be available as a local point of contact where there currently is none, please let me know and perhaps we can get a few more local things happening. This need not be any more burdensome than to arrange to meet a few others in some mutual, convivial venue on some odd occasions.

Helping each other to enjoy our NGs is, I believe, one of the aims of our club. To this end, I wonder if anyone is able to shed any light on the history of Chris Nelson's NG which may then help him obtain documents to avoid SVA (see Nigel Brooks article later). Chris needs to

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be able to prove the car was on the road as an NG before SVA started in 1998. It is an NG TA, reg. no. JKV 973F (pictured), and is believed to have been built by Robert Robinson



(in early 1980s), who lived in Wordsworth Avenue, Worcester. Does anyone know of him or where he is now? If you think you can help Chris, please contact me and I will pass on the information.

My NG is now approaching the first anniversary of her SVA and has covered around 3000 miles. She had a baptism of water last weekend and the hood did not leak. I still haven't fitted those rear seats yet though!

Happy NGiNG!

Chris Humphreys

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### NGOC National Rally Prize-Winners

Best TA	Dave Woolgar	XNG 845
Best TC	Merrick & Janet Ludlam	ELD 591T
Best TD	(No entries)	
Best TF	Jeff Yardley	HOO 8N
Best Henley	John Williams	Q48 OOT
Concours	Paul Lovatt	ACU 307L
Youngest attending car owner	Rebecca Powell (age 4)	RCP 1
Furthest Travelled	Bill & Nicky Davenport (320 miles)	
Cheetham Cup	Alan & Sharon Hoare (Steering wheel modification, gearstick & handbrake facelifts)	
Editor's Cup	Paul Gray	
Ladies' Cup	Susanne Dogleby	
Clubman of the Year	Manda Preece	

# Secretary's Notes

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**September 10/11**

**Beaulieu Auto Jumble**

**Beaulieu, Hampshire**

If you have never been to one of these meetings before you will be amazed at the amount of stalls present and the wares they are selling. It is well worth a visit if only to see what's going on. There is quite a high entry fee but this does give you access to all parts of the museum.

**September 16/17/18**

**Revival Meeting**

**Goodwood, West Sussex**

This is another show that is worth the entrance fee. Some very expensive automobiles are on show that you can get close to.

**October 15/16**

**National Kit & Component Show**

**Donington Park**

**Derbyshire**

If you are going to this show then give Dennis Roberts, our northern contact member, a call on 01442 878515 and let him know you will be attending.

**November 6<sup>th</sup>**

**The London to Brighton Veteran Car Run**

Meet at the car park opposite the Tattenham Corner Pub on Epsom Downs before 8am.

We leave promptly at this time

for a run on the route of the old cars, stopping at a pre-arranged spot to watch them go by, and later go on to the destination in Brighton. (if you want to).

Give Roy DeBios a call on 020 8773 1948 and let him know you are coming.



**November 19/20**

**Great Western Kit-Car Show**

**Westpoint Centre**

**Exeter, Devon**

This show is very late in the year and weather conditions may not be at their best for open top cars, however if reports from past years are any thing to go by then, if you are in the nearby, it may be worth a visit. The Westpoint Centre is just one mile from Junction 30 off the M5 at Exeter on the A3052 (Sidmouth road).

**December 11<sup>th</sup> or 18<sup>th</sup>**

**SE Christmas Lunch**

I have marked off two dates for our annual get-together because at the time of writing these notes (late August) it is too early to book a venue. Give me or Peter Clark a call late November to get further details.

**Finally**

At the time of compiling this report Amanda and I are in the process of buying a house, so if all goes well we will have a new address and telephone number from the middle of October. I will have this informa-

tion on the club web-site when all the dust has settled so keep an eye out on

[www.ngownersclub.org.uk](http://www.ngownersclub.org.uk).

That is if you want to contact me.

Bob Preece

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## Events Calendar 2005

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<u>Date</u>	<u>Event</u>	<u>Organiser</u>
Sep 10/11	Beaulieu International Autojumble Beaulieu, Hampshire	Info only
Sep 16/17/18	Revival Meeting Goodwood, Chichester, West Sussex	Info only
Oct 15/16	National Kit & Performance Car Show Donington Park, Derbyshire	Dennis Roberts
Nov 6	London-to-Brighton Veteran Car Run	Roy de Boise
Nov 19/20	*Great Western Kit Car Show Exeter, Devon	TBD
Dec 11 or 18	SE Christmas Lunch The date has not been fixed yet Please telephone in November to find out the correct date.	Bob Preece
Apr 30/May 1 2006	*National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire	

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



**Regular NG Meetings:**

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

*See item below*

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

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

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

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

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

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

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## Monthly Club Meetings at Brooklands

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Members living within a reasonable distance of Brooklands Museum in Surrey might have been missing a real treat this summer. As a reminder, Peter Clark and Bob Preece arranged for the NGOC to attend Brooklands on the 2<sup>nd</sup> Tuesday of every month to take part in a 'gathering of interesting cars'.

We have been to a number of the meets and there has always been a very interesting collection of old vehicles from vintage to classic. Our



NGs are the only kit cars and I haven't noticed any 'untoward comments' from the old car brigade di-

rected towards our cars. In fact the opposite is true with several people commenting on the finish and aes-



thetics of the NGs present.

In general, the theme of the evening is that people just turn up 'in something interesting'. Such cars are allowed to park in the paddock by the doors to the museum. If you arrive in a 'euro-box' (as we have to at the moment!) you park just outside the paddock. The bar in the clubhouse is open all evening and the organisers always bring a different barrel of real ale each month. The



bar is in the old Brooklands Clubhouse that is situated on the first floor, over the museum, with a ve-

randah looking out over the paddock - very civilised.

Each month there is a theme for the evening. This month (9<sup>th</sup> Aug) there was a bar-b-q with professional chefs supplying an excellent meal that some of our members tried. Other 'add-ons' might be a guest speaker in the winter, quiz night, fish & chips supper etc. On one of the approaching dates this year, you can arrive early for a tour of the museum (usually out-of-bounds in the evenings).



The loos are situated in the museum itself and so the museum's doors are open during the evening under the watchful eye of a security guard. The museum is out of bounds during the evening but you have to enter part-way to use the loos - a minor excursion that gives a taste of the treasures contained within.

In conclusion, this really does make a superb venue for our monthly club meets and both Peter & Bob should be congratulated for 'making it happen'.

Paul Gray

# Findhorn Cars NG Open Day 2005



East Meon Village



Demonstrators

This scorching 2005 event (Sunday, 17<sup>th</sup> July) was in marked contrast to the first Findhorn NG Open Day in 2003, when it was very cold and windy. This year it was held at the Village Hall in East Meon which has a good sized car park for attending NGs (around a dozen) and a nearby car park for other visiting vehicles and the sun really shone on us.

Nigel and his sons, William and George, were in their element giving continual demonstration rides around the Hampshire countryside in their TF and TC demonstrators.

Susannah, working part time for Findhorn, was kept busy sorting out requests for parts for existing customers. Refreshments were available from inside the hall courtesy of Nigel's wife, Sasha and assistants.

My wife and I stayed overnight in the village inn called "Ye Olde George Inn" and I can thoroughly recommend it if you ever visit Findhorn or the local area. The facilities and food were quite delightful and the owner showed quite an interest in our NG parked in his car park. He even popped round to the Open Day!

Chris Humphreys



Club Support



Ye Olde George Inn

# Impressions on a V8

From: Nigel Brooks

## Impressions on driving 3.9efi V8 Powered TC

This is a beautiful car with an awful lot of engine shoe-horned under the bonnet, but will she live up to her promise?

The wishbones in that front suspension look substantial and well engineered so lets climb in. The dash is plain, but elegant with all the necessary instruments; and the Moto-Lita wheel is a joy.

The ignition is tucked under the dash on the column. There goes the petrol pump. Quick blip and twist the key - Wow, that started first time and what a roar, but she's settled down all right. Gently off down the drive.

There seems to be a lot of torque in second, so let's get used to this. Well, the 'box is nice and smooth and that steering is light.

Here we are on the main road and this is a steep winding hill. What was that just disappearing round the corner? Goodness me, I have never

been up here like that before. That Freelander's a bit pedestrian - let's ease by in third. Wow - how did that get left behind so quickly?

Steady on we will take a short cut through here. Well you certainly



can use the road in this car, being so close to it. She takes these corners like a dream. Ooh that was a bit bumpy, but she coped fine. No nasties through the steering. Here

comes the main road. Gosh that was amazing, quick dab in 1<sup>st</sup> to get going, solid push in 3<sup>rd</sup> and look we are now doing 70 in 5<sup>th</sup> and no need to use 2<sup>nd</sup> or 4<sup>th</sup> at all.

This is a real car. She is so quick. She behaves too. No hysterics in corners. Pulls up square. No jumping about the road with that acceleration. All that engineering in the rear suspension sure is doing its stuff.



I wonder what she will be like on the motorway? Well here we are with 80 on the clock and all that wind in the face. I bet they are right saying that I would be buf-

feted all over the place with a wind-screen, but those aero-screens really are keeping the worst of the wind away. I wonder what she would do if I really tried - that will have to wait for another day.

And I thought that my V8 MGB was quick. She is green with envy at my new love, but hopes that I will

come back to her in the rain. She forgets that although she keeps the rain off me, she is awfully tail happy with a slippery road under her wheels. Doubtless the NG will be even naughtier in this department!!

Can't wait to tell everyone about her and let them have a drive!!

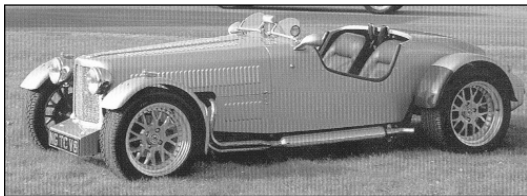
Nigel



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from chassis to brake pads

## Members' Letters & Articles

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From: John Coker

### NG to Ypres Trip (14<sup>th</sup>-16<sup>th</sup> May 2005)

I have wanted to visit some of the WW1 battlefield sites and museums for a long time and, as it had been a



while since I had taken my TD abroad, I was pleased to see a 3 day trip to Ypres on Continental Car Tours events schedule for this year. It did not look as if I would be able to go due to the lack of a like minded passenger prepared to put up with "NG" travel until one of our flying group pilots expressed interest. Anyone who is used to flying Tiger Moths should be OK for NG's so I called to place a booking. Unfortunately I was told that there were no vacancies, but Continental then called an hour later to say that MD. Jonathon Bowles would let us take his place. Many thanks, Jonathon if you get to read this.

So it was a rapid service and

spruce up for the NG, the trip was aimed at MG car club members so we had to look our best as the sole NG representative. Preparations were finally finished on the Friday evening and my 11 year old TD really looked good. Unfortunately the weather had seemed set on spoiling our weekend as all week the forecast had predicted solid rain from Saturday to Tuesday, but there was a glimmer of hope on Friday that suggested just showers with some brighter periods.

Saturday dawned dull with a strong and extremely cold wind, but dry. It was nice to think we may at least make Dover with her still clean. We set off at 07-45 and stopped for coffee and a bacon sandwich 2 hours later at Dover. It had been a very cold trip and the break was welcome. Then it was on to the ferry terminal to board the Speed Ferries catamaran to Boulogne. This is a great service, the "Easy jet" of the sea, no frills but



Dover to Bologne in 50 minutes for £19 each way. Great stuff, I love to support the small companies "Fighting the Pirates".

Boulogne was a good place to start from in France as we could avoid the big roads and head straight for St Omer, a moderate sized town with a pretty centre. Most of the 10 MGs stopped there for refreshments, but after a drive through we decided to find the town airfield which has some history as a fighter base. There was not much to see there, but we did find a very nice place to stop for coffee, once again welcome as it was just as cold in France.

From here the roads became even more rural and we enjoyed a drive through Cassel with its winding cobbled streets as we continued on to Ypres. We checked into our hotel and after a short rest went back into the pretty town square for the sounding of the "Last Post" at the Menin Gate. I was impressed by the dedication of the local people and visitors at this short but moving daily service.



The bitter wind had gone on Sunday and the sun shone most of the day so NG motoring was much more comfortable. Instead of the suggested Flanders tour route several of us decided just to seek out the local museums and battle sights, and this proved to be very interesting. First was the main Ypres museum in the Cloth Hall, a very impressive



building housing a fascinating museum. A visit to the adjacent tourist office gave details of how to find the cemetery where my friend's relative lies and so we visited that next to leave flowers and pay respects. This left us on the road to Hill 60 and it's small but interesting museum. On through quiet and lovely countryside, so hard to visualise the hell and devastation shown in the many pictures we had seen, to visit Hill 62 (Sanctuary Wood) where some of the trench system has been restored. Like many of the sites the local café had a small adjoining museum of very interesting pictures and artefacts. The rare 3d pictures of WW1 scenes here were very pow-

erful.

It was late afternoon by now, but we had time to visit Tyne Cot cemetery with 11000 souls as we headed towards Zonnebeke museum and Passendale. As with all the cemeteries it is immaculate in every respect and a tribute to those who look after it. Zonnebeke museum is in an old colonial style house and very well presented. Passendale is just the village, but we wanted to get a feel for it before turning back to Ypres for a meal in the town square. We met some of the other crews at the evening ceremony then back to the hotel after a very full but unhurried day. Many aspects of the battles in this area had been explained, and we were left even more respectful for the poor souls who experienced it.

The Monday was mostly overcast, but the mildest day yet. We had plenty of time to make the journey back to Boulogne so we chose a devious cross country route that initially took us to Messines, where the allied and German soldiers played football in "no man's land" on Christmas day. It was a very relaxing and enjoyable drive, just what NG's are made for. A wrong turn led us up a single track road across unfenced freshly cut fields of hay, so we just pulled into one on a hill top for a quiet picnic.

The NG always creates interest and amusement in France, a French lorry driver standing by his cab laughed on seeing our approach and

stood to attention with his arm out in the "victory V sign" (yes, he did have the "V" the right way round). Many people admired the car when we stopped, although the young British family on the ferry found it hard to believe one could travel far in such a car, how sad that they have missed out on fun motoring. At Bou-



logne we pulled up behind the oldest car of our group, a 1937 MG VA saloon, soon to join another tour to Prague.

As we crossed the Channel the weather deteriorated and it was raining and windy as we disembarked. We used the fuel stop at Dover to finally give in and put up the hood for the first time on our trip before the 2 hours of rain and wind on the motorway. I really must try to stop the leaks over the windscreen sometime.

It had been a very relaxing and enjoyable weekend and makes me keen to do more driving on the quiet well kept roads of the continent.

John



From: Paul Gray

### National Rally 2005

What a pleasant weekend! For some, the rally started on Friday with a few intrepid campers 'pitching up' in the afternoon along with some B & B'ers who left their precious NGs in the care of the campers when they



walked to their accommodation for the night.

Donna & I set off early on Saturday with a view to arriving at the site in time to join the other campers in cooking a 'full English' on the large bar-b-q's hired by the club. This plan went well and we had an uneventful trip to Billings, albeit in a VW Golf rather than our NG. Reason for this was that our TF has finally gone to a good home in W Yorks and we are (temporarily) NG-less. We took our classic trailer tent to the rally and were soon pitched. By the time the beds were made, the bacon had cooked on the bar-b-q's and we were joined by the B & B'ers.

During Saturday a steady stream of NGs arrived, some just for a

day's outing and some to stay for the weekend. By the end of the day there were at least a dozen tents pitched and it was great to see that some members had brought their families.

As well as chatting about NGs, some of us took the opportunity to explore on foot the delightful countryside surrounding Billing. The site is bordered by the River Nene, which runs along the southern edge of the rally field, complete with lock-gates. Alongside the river is the Nene Way which is fairly well sign-posted and proved long enough to outlast our stamina on the Saturday afternoon.

Saturday evening saw everybody congregate in the large marquee. In fact, it's the marquee that really



makes the weekend viable for campers with plenty of shelter, making it perfectly reasonable for people to bring small tents and use them just for sleeping. The weather stayed dry on Saturday evening but with a cold northerly wind we were not encouraged to sit outside for our eve-

ning meal. All the hired tables and chairs were therefore moved inside the marquee and a very convivial atmosphere ensued, due in part, no doubt, to the associated bottles of wine that find their way into an NG no matter how little space is left after packing the camping gear.

After finishing our evening meal it was a question of making our own entertainment and who better to organise us than Greba who prescribed 'rounders'. There was the small matter of finding, or making, a bat & ball. A tennis ball was pro-



duced and a couple of plastic bats. Picking teams was simple: boys v girls, but a bit one-sided due to the fact that the girls seemed to have twice as many players. As a means of keeping warm, it worked well with certain people mentioning how many years since they had last played rounders!

Saturday night was again cold but, with thermals and sleeping bags, a comfortable night ensued. One of the problems of camping in such a large site is, however, that

other groups of rallyers are not always considerate to their neighbours and there was a very



loud party that seemed never-ending. Nothing that my ear-plugs couldn't sort although some of the noise still got through. Must talk to son Tom about the special ear-plugs that his fellow motorcyclists have moulded to fit the wearer's ears - supposed to be the ultimate.

One of the positive attractions of Billing is that the site management encourage rallies and this means that there are always other groups of enthusiasts to wander off and talk to over the weekend. Unfortunately, we didn't have the pleasure of the steam-engine group this year but there was a very large BSA bike club meeting. Our attention was drawn to a motorcycle-sidecar combo where the sidecar was made from a Reliant Robin with the centre taken out and the two sides re-joined at the required width, complete with car heater plumbed into the bike's cooling system. The m/cycle itself was powered

by an 850cc engine from a Mini, complete with g/box and a short propshaft driving the rear wheels.

Sunday dawned bright with a forecast risk of showers later so most campers packed away their tents as soon as the canvas had dried. During Saturday there had been a total of about 25 NGs visiting during the day. Sunday, being the main rally day, we expected more and weren't disappointed with nearly 40 NGs arriving.

Throughout the whole weekend we were again very well looked after



by Bob & Manda. A big vote of thanks to them both for making sure that the hot-water boiler was always on and that there was ample tea, coffee and milk for members to help themselves throughout the whole weekend.

Great to see Manda awarded the 'Clubman of the Year' trophy for all the stalwart efforts that she has put in over the last year. The formula of having a large marquee and bar-b-q's for a week-end seems to 'hit the spot' for a lot of members

and we certainly enjoyed ourselves.

After a morning of chatting and renewing friendships with other members that we sometimes only meet once a year, members were asked to vote for their choice of best car in each of the NG model types. Due to the perceived onset of rain and the cold wind, the committee brought forward the awards ceremony to early afternoon and everybody packed into the marquee for the event. I will leave Chris to list the award winners but the most note-worthy award was a new one for this year awarded to the youngest car-owner attending. This year the award was presented to Rebecca who, at rising 4, was the undisputed youngest attendee. For a picture of Rebecca's car, see the pic on the front cover of the last issue of the magazine.

After the ceremony it was a case of a quick clear-up, close up the marquee, and head for home. The threatened rain didn't arrive and we enjoyed a traffic-free run home.

All-in-all a very enjoyable weekend and many thanks to our committee for organising and running the weekend for the benefit of all.

Paul

Where has that needle gone???



**From: John Butler**

**Shelsley Walsh**

A trip to Shelsley Walsh on 3<sup>rd</sup> July showed no signs of the hiccup over this venue's recent cash problems. It seems that the slight euphoria at present is due to only a rather makeshift arrangement for 3 years initially but all seem to be confident it will continue as a motor racing venue.

The photos show, I think, the timelessness of the place.

A - Spider II awaiting his go on the hill - a competitor over many years.

B - Inevitable Bugatti T13 Brescia.

C - BNC (c 1100cc) - our type of car. Yet another import I believe.

D - Delightfully remodelled Lancia.

E - 2 Rileys and MG

F - Bugatti T37

G - Piccard-Pictet

John



From: Nigel Brooks

### **Advice on Registering old NGs**

I have just received word that has come via Denzil Brunning of Status. Rather than trying to paraphrase what he said, here it is verbatim:

"DVLA have just come back to me.

It seems as though the vehicle owner should take the V5, any receipts he may have, and *several* MOT's dated prior to 1998 to his local DVLA office.

They will then update the vehicle record without SVA and will retain the registration number.

It is important that the MOT's clearly identify the vehicle as a kit (NG presumably) so that the office can see that the converted vehicle was actually *used* prior to the introduction of SVA. They said that the "use" issue is important - receipts for a kit bought before 1998 will not be accepted.

Apparently the local offices have been doing this for some time; a circular was sent to them to reaffirm the official policy recently.

Unfortunately it looks like a "discussion" is taking place between DVLA and VOSA to decide whether this can continue. VOSA think that the cars should be subject to SVA, DVLA think it is unfair to retrospectively apply SVA.

It is possible that VOSA will win

the argument, so it is important that your customer moves quickly.

DVLA have said they will inform us if their policy changes; they have also offered to help if your customer experiences difficulties."

So the message is that if anyone has a fistful of old MOT certificates dating prior to the SVA date of 1998 and these do actually identify that the car tested was an NG - as opposed to the donor car in its original state - the DVLA will up-

*This is very significant ... as it will avoid the need for the SVA test.*

date the registration document to show that the car is an NG.

This is very significant for those people who have had their cars a good long time as it will avoid the need for the SVA test.

My customer in question has a plate in his car saying "Built by Martin Motors in 1988". This seems to be acceptable alternative proof. This is not going to be a universal panacea. For instance, we have three cars here which we have bought in. There is no way that I can prove that they were on the road prior to 1998 as NGs so I will have to put them through SVA.

I am sure that there will be significant numbers of NGs out there to which this applies, because they have been around for so long. **It seems that this may be a last chance.**

Nigel

From: Nigel Brooks

**Comments on last month's technical articles**

With reference to Paul Gray's piece in ChangiNGear, would that a I had known that he was trying to fit K & N filters. We have frusto-conical K & N filters on our green demonstrator. They are a straight swap for the cheap and cheerful chrome pancake filters. Their part No is 56-9320 and we have them in stock.

I was also interested in Paul's piece on electric water pumps. It would be interesting to compare the pump output of a standard GWP 310 pump with an electric one. Does anyone have a part built car, with a running engine that the test can be run on? It would be necessary only to run the engine not the car for such a test. I have heard of them being used for rear engined Range Rover racers. My hesitation would be that one electrical fault and ....!!

I will be assessing the cooling of the 3.9 efi in our TC in the next few weeks. By way of comparison, I believe that my V8 MGB has no thermostat. I recently fitted a new standard V8 MGB radiator. It runs cold unless really provoked, such as having to reverse backwards up a steep hill!!!

Paul, please keep provoking my thoughts, which, Chris, I am delighted to share with everyone.

Nigel

From: Chris Humphreys

**Harpenden "Classics on the Common" (27<sup>th</sup> July 2005)**

This event is quite near to me but it is the first time that I have attended. Having started as a meeting in a Harpenden pub for the local Rover P5 club, it has grown in popularity and now draws hundreds of classics. Spread by word of mouth, it is now so popular that this year attendees had to be issued with tickets (only £2 for charity).

Despite the drizzly weather, there were a huge number of cars including more than a dozen (stainless steel) DeLoreans, a vintage Bentley, plenty of old MGs, Jags, etc. It was so nostalgic seeing all the familiar common cars of my youth - Triumph Herald, Morris Minor Traveller (superb woodwork), Ford Anglia, MG Magnette and many, many more. Alas, I believe mine was the only NG there!

Chris



**Late For Sale Advertisements:**

**NG TF** 1800CC MGB based vehicle. 5000 dry miles on reconditioned engine, 5 speed plus overdrive box. SVGA tested and current MOT until June 2006. Walnut dash with MGB dials. Professionally built by Wentworth Cars. First registered Jan 2000. Runs perfectly and is a joy to drive. Spots and radio fitted. **£5000.00**. Please no offers as this car is well worth the asking price. Tel: Paul Wilkinson 07702 373468

**NG TF.** (New build in 1998) Stunning example with full all weather gear finished in metallic blue. 1800cc MGB based with O/D, built to SVA standard and correctly registered as NG TF on V5. Vehicle tax exempt. MOT till 26/01/06. This is a truly



stunning example with unmarked chrome wheels and beautifully finished interior (with CD/radio) to a very high standard. Always stored in a dry & warm garage, new mohair hood, side screens, tonneau cover and hood cover, wire wheels, good tyres, new interior, etc. **£4995 or sensible offer**. Please contact me for more details or more pictures. Tel: 07973 368424 (Martin Sherwood)  
Email: mksherwood@btinternet.com



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**

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## Tech Tips

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From David Lewin

### Lumenition Optronicon Ignition

Over the last year my SD1 3.5 V8 had developed the odd miss when being driven at full chat (well you're not going to drive it slowly...!). Unfortunately this then became very alarming when it started to cut out for several seconds - usually in the fast lane. Starting from cold in cold weather had also become difficult. If you slowed down or stopped for a couple of minutes it would pick up again. I thought this had to be fuel starvation and that the pump had a leaking diaphragm and would have to be changed. However on one of its more prolonged and hairy cut-outs I noticed that the rev counter had died to nothing at the same time so it had to be the ignition system.

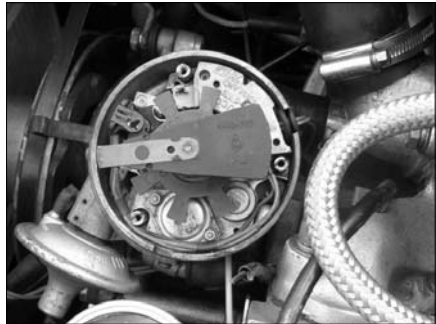
I called Rimmer Brothers' technical department to see if they could throw any light on the matter. "Well it's Lucas mate, Prince of Darkness, well known for going 'open-circuit' for short periods after a while!"

"OK, so what's the answer?"

"Go away and check every connection if it's a kit car and then come back with which distributor you've got. It's likely to be a 35DE8 or a 35DM8 Opus system, but we need to know which."

You can see the number on the side of the distributor housing

(just) using a dentist's mirror, so armed with the knowledge it was a 35DE8, I went back to Rimmer's. The advice was not to replace the Opus system but to install a Lumenition Optronicon kit. Not cheap at around £160 (especially as it all comes in a tiny Jiffybag!) but I thought my life was worth it.



The kit consists of the transistorized power-pack which is common to many cars and a specialized fitting kit which consists of a 'chopper' with as many arms as the engine has cylinders, an electronic 'eye' to see the gaps as the chopper goes round and a base mounting plate to fit it all to that particular distributor.

"Easy, mate. Takes about an hour!" Well I'm sure it does when you've fitted a few, but you take a bit more time and care when it's the first time. However it was pretty straight forward to fit.

The instructions are small and difficult to read but there's loads on the internet so I printed a off a few



hints first. You don't have to remove the distributor providing you can get to it (easy enough on the V8) and you must have a 'ballast resistor' coil (more of later).

With some trepidation I threw most of the innards of the distributor away having also snipped cables where indicated. They say the operation is reversible but I wouldn't want to try. The only specialist tool that would have been useful would have been a small pair of circlip pliers, but I managed to get the clip off the distributor shaft with 2 screwdrivers. Then it's just a case of carefully mounting the 'eye', placing the chopper over the central



shaft and leading the new cabling around the inside of the distributor making sure there's enough slack for the advance/retard to work and then threading it out through a new grommet. Easy!

However the sense of achievement was soon tempered by the next bit, the cabling, which really looked mind bending. My engine was still fitted with the original Lucas 9BR ballast resistor which appeared to

be wired up unlike anything in the wiring diagram. I spent  $\frac{1}{2}$  a day working out what wire did what until I hit upon why I had had all the trouble in the first place.

When I first bought the car a couple of years ago I had broken down a long way from home and the nice RAC man had turned out to rescue me by fitting an 'electronic coil' in place of the one that had just died. However when you read all the tips available you soon learn that electronic coils have a resistance of 1 ohm or less and should never be used with a ballast resistor as they burn them and the distributor out! Well thanks a lot! For a Lumenition system, the coil resistance should be at least 1.2 ohms.

Having tried for a week to find a suitable coil from my local motor factor for about £19 and rewiring the 9BR including a 'jump' lead from the starter solenoid, I decided that it would not be clever to burn out the power pack for want of fitting the correct coil, so I rushed off to Merlin at Castle Combe and bought a Lumenition coil and BR1 ballast resistor (another £43 but at least I can send it all back if it goes wrong). Having bent my brain for so long over the wiring, this new set up was simplicity itself. There's one lead from the power pack to the ballast resistor and from there to the coil. That's it, no complicated jump leads or other fancy wiring. So simple.

The instructions now talk about

static timing and later about dynamic timing. I couldn't work out how to loosen the pinch bolt (is there one?) on the distributor shaft, so I thought I'd just pop the rotor arm and distributor cap back on, connect the battery and give it a whirl. It might pop and bang a bit but at least I'd know I'd got a spark! I don't think the engine covered one revolution before she fired up and ran as smooth as a bell. I was absolutely flabbergasted! It starts, it stops without over-running, it's smoother than before (much) and I've never touched the timing.

I suppose if the nice RAC man had fitted the right coil on the A12 I wouldn't be writing this now, but things being as they are, this is the simplest and cleverest bit of kit, works better than the original and next time I will fit it in an hour!

David

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From Bill Green

### Superchargers

Readers may be interested in my experience of Superchargers.

A couple of years ago my son purchased a Shorrock C75b Supercharger to fit to his Frogeye Sprite, following a bottom up rebuild which had lasted 2 years.

The Supercharger was advertised as "in working order" but it was very evident that the battered item which arrived in an old kipper box wasn't and when cleaned up and



fitted it was found to produce no boost at all.

Since the Supplier refused to refund the cash or even talk to us we decided to refurbish the beast ourselves.

All the bearings and seals are readily available and the only difficult part was machining new vanes out of gauge plate, riveting them to the vane carriers and hand working them to fit.



The vanes have a running clearance to the casing of .004"!! However, with a bit of effort the necessary tools and jigs were manufactured and the Supercharger now performs very well.

I now turned my attention to my

NGTF which I built in 1983 as a TD.

The Shorrock C142b which would be required by an 1800cc engine is very scarce but I noticed that Moss were marketing a Roots type blower complete with installation kit.

Research on the web, mainly from the States, indicated that the improved performance would be 'awesome' giving anything up to 40% more BHP.



We visited Moss at Feltham who were kind enough to let us unpack the kit and confirm that it would fit the 'Footprint' available under the bonnet albeit with a slight modification to the nearside bonnet panel.

Now no one can say it is cheap but I swallowed hard, produced the plastic and walked out with a large cardboard box.

The installation kit is very comprehensive, the supercharger, inlet manifold and SU carb all having been assembled into one unit and set up. You also get a replacement alternator, water pump, crank pulley, drive belt idlers & tensioner mechanism and a load of other odds and sods required to complete the fitting.



I found the installation very straightforward, the only surprising bit being the necessity to machine the exhaust manifold flange since the new inlet manifold flange is an unusual shape.

Pro tem, I have modified the existing nearside bonnet panel (this had been previously modified when I fitted K and Ns) but I intend to manufacture a replacement with a 'tear drop' blister to accommodate the front of the supercharger which

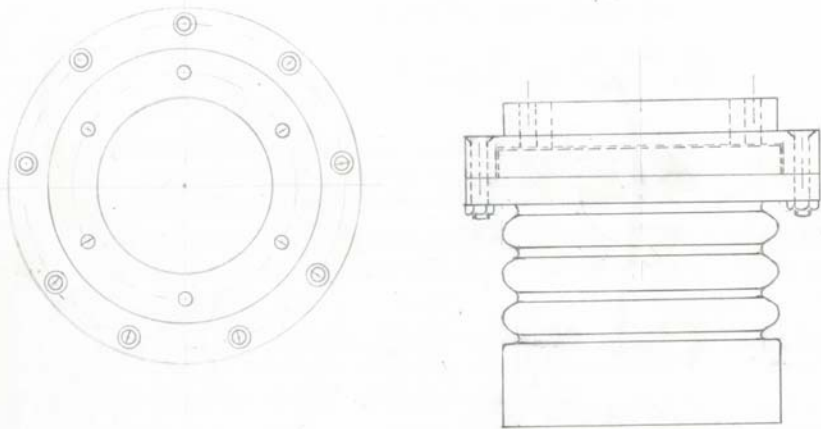


protrudes about 0.5".

I can confirm that the performance is impressive as demonstrated during my recent 750 mile round trip to the Le Mans 24hr.

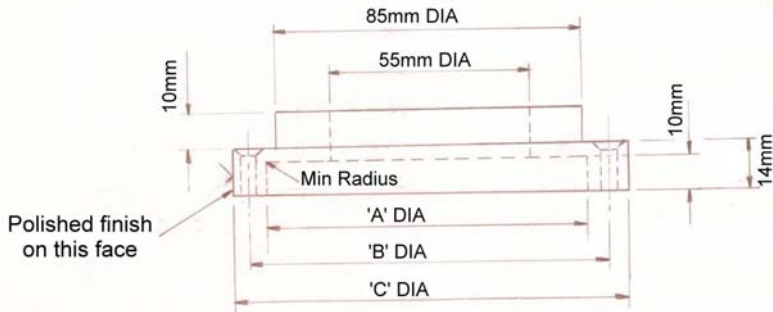
Bill

Boss/Adaptor Assembly



Diagrams courtesy of Alan Hoare

Steering Wheel/Boss Adaptor



'A' DIA for sliding fit onto upper flange of boss

'B' DIA 9 holes equi-spaced same size as boss flange, c/sunk

'C' DIA same size as boss flange

Designed by  
A.V.Hoare

NOTE:

1. MACHINE FROM S
- POSSIBLY ALUMINIUM
2. SIX FURTHER HOLES
- WHEN STEERING WHEEL

From Alan Hoare

### **Momo Steering Wheel Conversion**

Seeing that I was lucky enough at the National Rally to win the Cheetham Cup for innovation I felt I would like to share the design with other club members. The drawings of the steering wheel to boss adaptor enable a MOMO steering wheel to be fitted to the NG collapsible boss.

The six holes in the top of the adaptor require the steering wheel to be placed on the adaptor and the hole positions in the steering wheel to be marked through and drilled.

The MOMO steering wheel is an attractive alternative to the NG



wheel, the wooden rim being a close match to the walnut dashboard.

Alan

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## **New Members - Welcome**

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MR CHRISTOPHER BUTLIN (1325)  
MR MARTIN PARSONS (1326)  
MR NICK BEATON (1327)  
MR ROGER SHEPHERD (1328)  
MS JILL CURTIS (1329)  
MR JOHN HYDE (1330)  
MR BARRY ROBINSON (1331)  
MR PETER DOBSON (1332)  
MR JIM HAYES (1333)  
MR GEOFFREY BLUNDEN (1334)  
MR PAUL CORLETT (1335)  
MR MARTIN COOMBS (1336)  
MR DAVID DAVIS (1337)  
MR MARK CHEESEMAN (1338)  
MR ERIC FOSBEARY (1339)

*Welcome to 15  
new members.*

*This is very  
encouraging!*



## Sales & Wants

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

---

### For Sale

**NG TF built 2005** (1972 MGB donor). Red with cream & red interior, all donor parts reconditioned or replaced. Unleaded polished and ported head, road cam, overdrive. Owner going overseas.

Tel: Peter 01805 804461

**NG TF.** Based on 1800cc MGB, built to SVA standard and correctly registered as NG TF on V5. 1970 donor making vehicle tax exempt. Recent MOT. This is a very nice example with new chrome on brass screen, dual circuit brakes, rebuilt engine with fast road cam, new clutch, clutch master cylinder, stainless steel exhaust, stainless fuel tank. New mohair hood, sidescreens, tonneau cover and hood cover, wire wheels, good tyres, new interior, etc. Please contact me for more details or more pictures. **£7490**

Tel: 01276 857074

E-mail: [pj.waine@virgin.net](mailto:pj.waine@virgin.net)

**One 15" 72-spoke wire wheel** with good tyre (MGC) painted, ideal spare. **£20.** Buyer collects, North

Leicestershire.

Tel: Peter 01509 881178

**Peco performance exhaust system**, model C003, comprising 3-branch tubular manifold, bomb centre & standard rear silencer. Cost £170, accept **£50.** MGB c/b front x-member £25. Moto-Lita 13-inch 3-spoked dished black leather st/wheel with polished alloy centre boss £50. 2 x NG seats in beige vinyl with runners, minor chafing damage to piping, £50. NG walnut-veneered dashboard, home-made but with potential, £25.

Tel: Paul Gray 01252-617175 (Hants)

E-mail: [p\\_dgray@btinternet.com](mailto:p_dgray@btinternet.com)



**NG TF** Two plus two open top sports, Marina based. Pre-SVA build.

Correctly registered on V5, MOTs etc. Great condition, less than five hundred miles since build. Full build history, pictures, receipts etc. Built by myself with all new / reconditioned parts. 1.8 Litre twin carb engine (professional rebuild), new clutch assembly, brakes, pads, discs, bearings etc. new splined wire wheels, tyres, Cibie headlamps and spots. Always warm, dry garaged and only used on dry roads.

**£5,250**

Tel: 01484 308384

E-mail: [stephen.lennie@ntlworld.com](mailto:stephen.lennie@ntlworld.com)

**MG BGT TF 1973.** Conversion in 1986 by previous owner, 1800cc Twin Carb, Immobiliser, 4800 dry miles since conversion, **£4995 ono**

Tel: Rupert Keys 07976 294393 (Worcestershire)

E-mail: [rupert.keys@virgin.net](mailto:rupert.keys@virgin.net)

**NG TA - 1967.** 2 + 2 Sports Tourer. MGB based, overdrive, tax exempt, 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](mailto:jillhowarth@fsmail.net)

**First offer of £4000** wins the Prize....! Great Summer Fun **MGB GT 1.8 TC** excellent condition, Gold seal 4 speed box with electric overdrive. Low dry miles. Tax exempt, tested 12 months, cheap to insure.

Great fun. Don't miss this one.

Tel: Stuart 07885 295561 for further details.



**NG TA.** New engine, gearbox, clutch, mountings, front & rear springs, hood, paint job, complete back brakes, seats, steering wheel, s/s exhaust.

Also 2 complete MGBs broken up for spares, trailer - not finished, new king pins, shock absorbers, 2 spare sets of wheels. **£16,000** or best sensible offer.

Tel: Sid 01273 512782

Mobile: 07759 691529

**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](mailto:pv1@tinyworld.co.uk)

**NG TF.** Based on a 1969 MGB 1800 donor. Tax Exempt - Excellent Condition - Always Garaged.

**£3500**

Tel: Mrs J Stuffins 01932 570868  
(Surrey), 01189 699667 (Berkshire)



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

Tel: John McMurray 01384 287864

E-mail: j.g.mcm@btinternet.com



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

Tel: 01538 383939



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





toneau, side screens, roof, etc) included. Change in circumstances force reluctant sale. Cost £16,000. **Sensible offers please.** E-mail for photo(s) &/or more info.

Tel: 020-8979 6123 (evenings)

Mobile: 07899 063768 (W. London)

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

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

Tel: Jim Bromley 01379 652344  
(Diss, Norfolk).

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

Tel: Tim Clarke 07789 918141.

E-mail: thehighlands@ic24.net.

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

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

## Wanted

I am looking for a TF or TC kit that is sitting in your garage taking up space that you know will never be completed. If you have such a project please contact me.

Tel: Dave Giffard 07973 636966

E-mail: dave.giffard@ntlworld.com

15 inch steel wheel as narrow as possible for MGB bolt on hub.

E-mail: ed1955@btinternet.com

NG old, bent, been standing. WHY? for a project. Anything considered, must be cheap, would prefer Northern England but anywhere considered. Contact Delia or Jason.

Tel: 01484 422967

E-mail: jayz@dees.fsnet.co.uk

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

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

Tel: Keith Woodard 07977 439511.

NG - any model, any condition (or just chassis). Must be correctly registered as an NG on V5. Good price paid.

Tel: Jim 07973 885120.

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

# Can U Help???

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## Appeal from Bob Preece

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

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

Bob Preece

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## Thanks from Ian Pearse (920)

I asked a little while ago for a plea for help in the magazine. I would like to add a little thank you for those who responded please? I didn't manage to get back to all of you, but I want to say thanks for calling anyway. I have now got a solution for my spring problem, I'm pleased to say.

Ian Pearse

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## Do You Know Where CLJ 297C is?

I saw an NG TF at the Lavenham Rare Breeds car show (Suffolk) today and chatted with the owner for some time. I built an NG TD (one of the first TD kits ever supplied) in 1983 and ran it for three years, in the Essex area. It was painted Old English White then, and fitted with an tuned 1800 MGB engine; Reg # was CLJ297C. I was just curious to know whether this car is still in use and perhaps a member of the club.

I still have all the build pictures and many meeting photos from 1983-5.

Paul Watson

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## Contributions wanted!

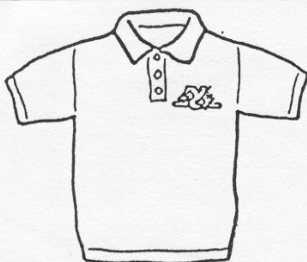
Please keep the contributions coming ~ this is your magazine! Anything likely to be of interest to NG owners is definitely wanted.

Chris Humphreys

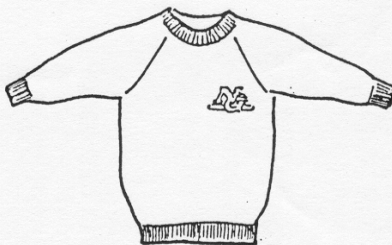


## **Club Products & Regalia** - available from Bob Preece

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



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

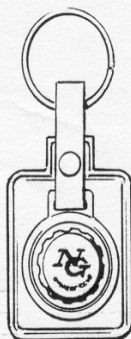


**SWEATSHIRTS**  
£12 plus £1.50 p&p

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



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



**KEY RINGS:** £1.25

**CAP BADGES:** £1.50

**CENTRE ONLY:** 75p

## **Club Literature** - available from Chris Humphreys

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

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

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

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

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

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

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



## National Rally 2005

