

CHANGING GEAR

December 2009 (4)

2009 - A Special Year



**Paul Gray's 2009 NG TC
at the 30th Anniversary National Rally**

the magazine of the NG owners club

THE NG OWNERS CLUB

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National Rally 2010 - 2nd to 4th July - Make a note in your diaries!

Next issue:
March 2010

Deadline for
submissions:
14th February



Chairman's Letter

As the 2009 motoring season draws to a close it seems appropriate to reflect a little on what has been. 30 years of happy NG motoring and happy NG Owners is top of the list without a doubt. However each of us has memories and experiences from this year that will always be special. Weather! not too good recently but there is still time to enjoy our cars and even if we do not get them out we can take advantage of the Club atmosphere at the various area meeting venues up and down the country. We all had such an enjoyable time at the National Rally it is important that we keep the social side of things going. It really helps to keep the Owners Club a viable proposition. I

think that we have something great and to be proud of and well worth preserving.

With the Festive Season

fast approaching, as usual, I would like to thank everyone for their support throughout the year and to wish you and your families the Happiest Christmas and a Prosperous New Year. Look out for the events calendar for next year.

Please don't forget your NG also deserves a present from Santa.



Peter Clark

Editorial

Firstly I must apologise that this issue of ChangiNGear may have arrived a little later than usual. The observant ones among you will have already noticed my new address and telephone number published on the NGOC Website (in case you've forgotten www.ngownersclub.org.uk) and you can also find them inside the front cover of this issue. My old e-mail address has now expired so you will need to use the new one (ngoceditor@googlemail.com).

I commented last time that I hoped to receive some reports of events and I have - a few (and thank you for those) - but this issue is

dangerously close to me cutting out some pages. If it were not the Christmas season, then I would not be able to fill in all the gaps with



festive fill-ins. Please, please, please keep your articles, reports, photos, reviews and suggestions coming in if you want a magazine.

As I edit this edition, my editorship completes 5 years of ChangiNGear so I begin to wonder if it is time for a change of editor (you may have thought so long ago!). If there is anyone out there who is willing to commit themselves to the assembling of various texts and photos on a computer every 3 months I would be delighted to hear from them.

As mentioned, my family and I have now moved to Potters Bar. We have sold our family home of 32 years but have not yet purchased a property as the house market is currently very limited. We are renting a colleague's house and intend to move again next year when, we hope, the market will pick up and we can purchase something suitable. If you happen to hear of a large garage for sale in Potters Bar with a bungalow attached, let me know!

In the meantime, poor Dobby (my TF) is ensconced in his temporary home but hemmed in by two more cars in our drive (with double yellows outside) and little chance to escape. I am (he is) waiting for a dry day (remember what those are?) so some manoeuvring can take place and Dobby can stretch his legs once more. Maybe by the time you read this there will have been another "Great Escape". The other problem, of course, is finding anything in the

garage as it is mostly still in boxes.

NG-wise, this year has been quite special. We had the 30 Year Anniversary of NG National Rally (most enjoyable) with Nick Green in attendance and a superb DVD to commemorate the event. The next excuse for a big bash comes along soon with 30 Years of the NG Owners Club which formed in 1981. In between I am sure we can come up with another superb Rally for 2010 as plans are already taking shape so make a note in your diary now (July 2nd to 4th).

While on the subject of diaries, I hope you have had a look at the Calendar of Events on the NGOC Website (or my own website). As mentioned last time, the website events are updated automatically when I update my calendar so they can be more up to date. Next year's events are, as always, listed in the magazine too. It really is fun to join in with other NGers whenever you can so why not make a New Year's Resolution (if you do such things) to attend as many events in your NG as you can? And while doing that, how about promising yourself to write up just one report on one event, or some other article or NG related tale?

It just remains for me to wish you a really Joyful Christmas and a New Year full of hope - every blessing.

Happy NGiNG!

Chris Humphreys

Secretary's Notes

This is the last magazine of a very eventful year for the club being thirty years since the NG marque first came off the drawing board from Nick Green, and without him we would not be the club we are today.

It will always be difficult to follow the anniversary meeting that we had this year in Oxfordshire with the 30 year celebration party, but Paul Gray has already booked the venue for next year's national rally. Make a note in your new diary for July 2/3/4 2010, we are on the site we had in Warwickshire in 2006. This proved a very popular site at the time, so a return will be very welcome. More details next year.

On the Club website our editor Chris keeps the forth-coming events calendar up to date, so if you are interested in the dates of any events next year just go to the site and click on Events.

There are no more meetings this year on our forthcoming events list to report on. More in the first

magazine next year.

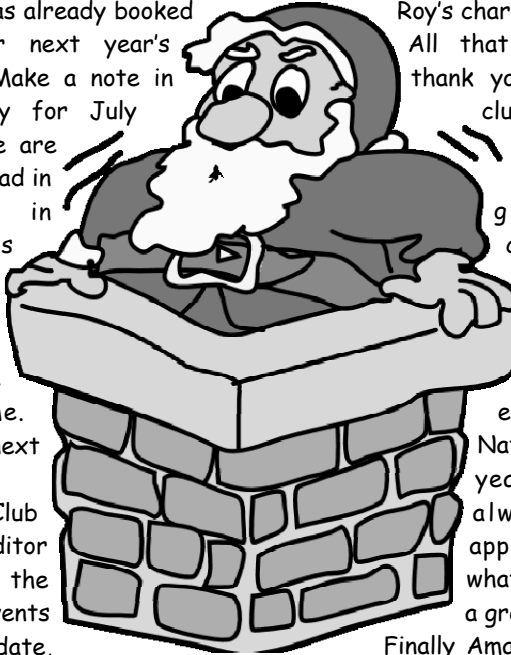
I would just like to mention Roy DeBoise's DVD he made at the National Rally, if you would like a copy just contact Roy. It is an entertaining record of the weekend, and all proceeds go to Roy's charity.

All that remains is to thank you all for being club members and also the members who give the committee their help and assistance at all the event meetings, especially at the National Rally this year. You are always greatly appreciated. It's what makes us such a great club.

Finally Amanda and I would like to wish you all a Very Happy Christmas and all Good Wishes for the New Year.

T.T.F.N.

Bob Preece



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

Dates to be confirmed

Jan 12

Feb 9

Mar 9

Apr 13

May 11

Jun 8

Jul 13

Aug 10

Sep 14

Oct 12

Nov 9

Dec 14

Events Calendar 2009/2010

<u>Date</u>	<u>Event</u>	<u>Contact</u>
<u>2009</u>		
6 Dec	SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey KT20 6EB	Bob Preece
<u>2010</u>		
14-17 Jan	Racing Car Show (Autosport International) NEC, Birmingham B40 1NT	Info only
4-5 Apr	European Kit Car & Builder Show Kent County Showground, Detling, Kent ME14 3JF	Chris Humphreys
2-3 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
3 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester SO21 3BD	Keith Baker
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

ChangiNGear December 2009

<u>Date</u>	<u>Event</u>	<u>Contact</u>
2-4 Jul	NGOC NATIONAL RALLY Riverside Caravan Park, Tiddington Road, Stratford-upon-Avon CV37 7AB	Bob Preece
2-4 Jul (tbc)	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
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 (tbc)	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
17-19 Sep (tbc)	Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only
7 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only

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

Next issue: Mar 2010

Deadline for submission of articles: 14th Feb

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
Lavenham	www.lavenham.co.uk
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
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.

Findhorn News

(Written in September but just too late for the last issue)

As you know, we take cars on the Guild of Motor Endurance annual Sports Car Challenge. After crossing Italy last year with no more rain protection than a pair of aerorecreens, I am afraid that I copped out on going without a roof this year. The excuse was needing to be back in time for a godson's wedding the next day - in fact to a Hoyle.

So I have just spent six days and 2500 miles in a factory original MGB GT V8. She was not that enthusiastic about cornering and things at the speeds that I planned up and down the Pyrenean hair pins. However a bit of discrete bracing made her a lot more fun!! There were two surprises at the dinner on the last evening. Firstly we ended up 2nd in class, which may have had something to do with reliability or at least ability to fix unreliability. Secondly, we were awarded the "Spirit of the Event", which probably had to do with the ability to keep going despite the number of visits under the bonnet and also keeping marshals supplied Twixes on cold mountain passes. We will lay in a supply for next year!! Also for next year we will revisit plans to get a super-

charger installed in an Findhorn NG V8

Parabolic springs and anti-tramp bars meant that the full engine torque could be applied without hysterics from the rear axle - although disc brakes and a limited slip diff will be a further improvement. A really thick front anti-roll bar and rear one meant that she handled beautifully. Just a light amount of under-steer, converted to a little over-steer with lots of second gear torque. That was a vindication of theory, because there was no time for tuning. To keep every-

thing tidy, I installed a full width - admittedly steeply angled Panhard Rod, which worked a treat, except I had not allowed for the geometry and the damper fixture has made a nice hole in the exhaust pipe. So lots of welding of the latter is indicated.

The real thing about all this is that I had regarded anti-tramp bars with some disdain as not the best of engineering solutions. However, they really do work, and we will be fitting them to a V8 NG.

The full length Panhard Rod also really did work. However, clearance for the hand brake cable is very tight. As these differ on different ages of cars, I will not be repeating this for NGs, whose little Panhard

*...we were
awarded the
"Spirit of the
Event"*

Rods leave something to be desired. I will be designing and offering a Watts Linkage, which is a better mechanism for keeping the axle truly central.

As ever the event was both huge fun and a means of learning more about the engineering of our cars. Interestingly the 3.5 V8 did not blow at all on the autoroutes, despite a fast run back up from Biarritz. However, up and down the hairpins, it was a litre and a half of water in the cooling system every lunchtime and evening. I am pretty sure that this is the classic 3.9 and larger problem of blowing between the cast iron liners and the aluminium block. I am hopeful that a Range Rover header tank that allows the gas to escape, whilst returning the water to the cooling system will solve the problem. There is very little room for this under an NG bonnet, but I will look into sourcing one and making it available.

Best Wishes

Nigel Brooks

(Now for this issue's news)

Our Range of Findhorn NG Cars

The NG TF and NG TC have been in production for close to 30 years. The majority of these cars have

been built using an MGB single donor vehicle. This has clear advantages in terms of IVA and registration with an age related plate.

The styling of our cars speaks for itself and I would summarise them as:

"Sports Cars in the Original Vein".

I remain convinced that the venerable B series engine is an excellent engine for the character of our cars. Nevertheless, for those who wonder whether there will be enough power, there are many tuning kits available. My own preference is a supercharger with EDIS ignition. Again an efi kit for the B series engine has recently been produced.

Of course our silver TC, a veteran of three Guild of Motor Endurance events - Sardinia, Santiago and the Pyrenees - has a Rover V8 of more than twice the capacity of the 1800 B. It is blisteringly fast!! The V8 was fitted to the MGB and it is possible to build a single donor TC V8. The alternative is to build the car with new running gear throughout including independent rear suspension. That said - and I have to admit to having been sceptical - conventional Panhard Rods and Anti-Tramp Bars are remarkably effective, especially in combination with parabolic springs and a limited slip differential. The MGB front suspension remains more than capable.

When originally produced NGs

Sports Cars in the Original Vein

without doors were the norm. Over the years, doors have been fitted. A few cars have also been produced with wider rear bodies. We have a prototype at home, known and used as "The Wedding Car". The dress does fit in!! I am in the process of re-designing the rear suspension with a de Dion system, so that rear seats can be lowered to a more usable height. A wider bodied TC will follow. The styling of the rear end will be a challenge!!

If you have detected an enthusiasm for traditional automotive engineering in beautiful cars, you will have put your finger on the essence of Findhorn NGs.

Having recently taught myself to weld and also having recently widened a TC here somewhat, I now find it so much easier to turn ideas into reality and then offer them to NG owners.

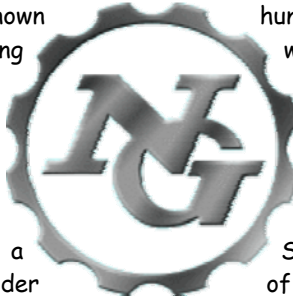
For instance, not only will the wider TF have doors to ease access, the next thing will then be to lower the rear floor, using a less space hungry rear suspension. We will start cutting metal here next week to make a cheap and cheerful low suspension. Then the floor will be easily lowered.

So hopefully by the middle of next year, I will be able to offer a modification for all TFs to enable the rear seats to be lowered and used - by grandchildren - without Mummies having kittens at Grandpa bouncing little Willy out of the back.

This is so much easier now that we can do all the necessary prototype work here in house - a step back to Nick Green's days!!

Best Wishes

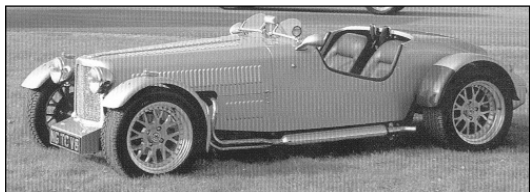
Nigel Brooks



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All NG parts supplied
from chassis to brake pads

Members' Letters & Articles

My First NG Rally (by Eddie, aged 9 weeks old!)

My Gran and Grandad (Paul & Donna Gray) invited me to the NG Rally and as Mummy & Daddy love camping we all jumped at the opportunity. Mummy and Daddy decided to stay on the Thursday night first, just in case I didn't behave myself! Obviously I was on my best behaviour and I slept through the night, a whole 9 hours! I didn't want to miss out on anything did I!

We (well Mummy & Daddy) put up our new tent, they bought it all because of me, they said I take up a lot of space but I'm only little!! The camp site was very quiet on Thursday evening and it was a very warm evening, we didn't need any extra coats.

I slept very well on our first night and had breakfast in Gran & Grandad's tent so that Daddy could have a lie in. It rained quite a lot, not that we minded cos it had finally cooled down a bit. Mummy had lots of cups of tea with Gran, they do talk a lot! I try and get the odd word in (ok, only sounds at the moment). Then everyone started arriving and there were a

lot of people for me to meet. Also the big marquee went up, it was huge and I couldn't believe that it took them the same time as it took Mummy & Daddy to put up our tent!! Maybe Mummy & Daddy just need some more practise, I will have to be on my best behaviour so that we can go camping again!

Friday evening, there were some fabulous cheeses with wine and I couldn't believe I wasn't allowed any! I'm only little I wouldn't have had much. The bbq's were great because everyone cooked their dinner together, it was very social and the rain stayed away.

I slept very well again on Friday night but then again, I was exhausted, it had been a very busy day and I had all those new faces to



remember. It was a bit colder as well so Mummy & Daddy put my big snowsuit on which kept me just right, not too hot & not too cold, although Mummy got cold, she said that she wished they made the snowsuits for grown ups too.

On Saturday, there was lots going on again, the car treasure hunt could be done any time of the day and more people arrived with their lovely cars. I helped welcome people for a bit on the gate. Then in the evening we had a quiz, it was very difficult so Daddy took me for a walk cos I was being quite noisy. There was a great range of questions to suit all ages, one question asked the colour of Homer Simpsons car and a 10 year old boy knew the answer, all the grown ups wanted him on their team.

Sunday morning after another good sleep, Mummy & Daddy used the bbq's again for another lovely breakfast, I was on the milk again, maybe I can eat grown up food one day!

Then more people arrived and all the cars were being parked in one area, they looked very impressive, all shiny. I think there were 50 cars! Also the bird man arrived and started to unpack the birds from his van, they had these hoods on to stop them getting scared. When he did his show, the birds were amazing, they flew so close to everyone and so fast, it was great fun for all ages and maybe I could hold one of them

one day, I'm a little small at the moment.

After the bird show, people looked at all the wonderful cars and also they had to say which cars were their favourites and then trophies were given out to the winners by Nick Green the designer of the cars, he had travelled all the way from Australia to be there.

Next it was time to pack up and head home, I love camping and hope we go again very soon.

By Eddie

Angouleme 2009

Last year Teresa and I went to the Historic 24 Hr Le Mans with all the other NGs and after the event we headed south thro' Tours and a further 60 miles south of Poitiers to see some friends who have finally taken the plunge and moved from the UK to the outskirts of Puyreaux in the region of Charente. It's one of those houses set in 20 acres of woodland, stream at the bottom of the garden set in the sort of place you may see 10 cars pass your house a day.

Upon arrival last year Roger and Janice set up TC1 (rally time control board) outside their house for our arrival, Roger and I go back to when he serviced for me on the 24 hours of Ypres Belgium car rallies in the late seventies and eighties, memo-



ries for life. However, during our stay last year Roger mentioned this local annual event in Angouleme and sure enough my name was down for this year to see what it's all about.

Now for the truth I took my company car not the NG, I know you may be put off reading any more but we cruised the 450 miles in 7 hours and achieved an average of 65 mph plus less exhausted than an open top. It did rain and the temperature in the UK was warmer than France for the whole of our stay!

So, the event itself is split into two sections, the Saturday consisted of a tour of the Charente region for classic cars plus 'old and anything with wheels' or in French Concours d'elegance, a road book of directions for 40-50 miles but with long interruptions at Chateau's from 9:45 to 12:00 and then another

11:30 to 15:00? We saw all the cars at the later break in the grounds in Chateau De La Tranchade it appeared to be a very laid back event and I couldn't work out how to drink and drive with all these watering holes? Over 500 cars were on this tour and some of those vehicles spread over to the Sunday's event i.e. type 35Bs and 3 wheeled Darmon's etc.

The second part of the event on Sunday took on a totally different meaning 'a mini Monaco'. It didn't look too promising as we drove the 10 miles to the Angouleme in thick mist and rain but this didn't deter the crowds or the enthusiasm of the competitors.

What we found was 1297m long urban race track fully armcoed set in the ramparts of the town, three uphill hairpins one called 'Fangio' and





the others 'the conker tree' and 'cathedral'. Only 13eu entry or 23 including paddock and you can almost touch the cars as they skim the pavements at 112 mph!! Since the forties the hay bales on the bends have been replaced with Armco as mentioned in the 5eu program. The morning was practice with the racing from 2pm although a wet track no one wanted to be last on the grid line up!

This event was established in 1939 and this being its 70th, also 100 years of Morgan Cars, hence a parade of all marques, practice started at 8:30 and ran for 15 min for each class and stopped at 12 for the mandatory 2hr lunch, lunch/wine, sounds good? That was our



mistake once you left your seat and came back at 2 your seat was gone and the crowds were now five deep hence viewing was difficult unless you had Roger's height of over 6'.

The classes consisted of Historic Sports Cars, Bugatti (35s), Alpine 110, Tricycles cars, Formulas De France, Maurice Trintignant? and Historic Racing cars. The field of cars included Jackie Stewart's F1 Matras , Mk1 Lotus Cortina and Seven, E-type, Mustang, Mini Marcus, and MG TA. However, the last



race the heavens fully unleashed its deluge - rain which brought the event to its close, even with an umbrella Teresa and I were 50% under water, our shoes didn't fully dry out until we arrived home on Tuesday! The guy driving the 7 must have thought it was a sailing competition.

There was a full commentary (in French of course) around the entire track by an exuberant Frenchman called Sebastian who was very excitable with any backend of any car sideways! You needed ear plugs! Then he handed over the commen-

tary to an English guy called Roger (cool as our Roger Moore) and didn't know what all the fuss was about with a bit of sideways rally driving around the hairpins. Then he handed commentary back to 'Sebastian ear plugs' Oh no! I said to myself time to find a bar.

Although an experience to be there I wasn't jumping up and down at being there next year mainly from the viewing, but, like all motor racing 'whoosh they've passed' we have all been spoilt thro' television coverage of every corner etc, maybe the weather didn't help. The Saturday was the better of the weekend event and I could have entered my NG and felt part of the scene. Someone was entered in a Volvo es-



tate, but an '07 plate Vectra Estate would be embarrassing! I think the Volvo had UK plates, hide!

We did have one good weather day when we went to La Rochelle to catch up with the Round the World Clipper Race, all 10 yachts had made the voyage from Hull and moored with crews busy repairing and cleaning.



We were welcomed on board 'Cork' which was lying in 2nd overall after the start from Hull, this was the yacht I sailed on earlier this year from Gosport, a 'Red Letter Day' Christmas present from Teresa. The second leg started two days later down the Africa coast and across to Rio, Cork has now dropped back to 5th, let's hope the Irish luck gets them back up the leader board. It was a rare treat to see them up all and with no restrictions to the pontoons etc. unlike F1 today. By Christmas they would be in the Southern Ocean. Would I want to be there with them? £5k a leg to be onboard; tempting for 2012.

The Angoulême event is a 450 mile run from Calais and although I've driven in one hit its on the boarder line of fun in an open top, also 20 September weekend the weather isn't always kind as experienced this year. Continental Cars listed this event in their calendar and a lot of British car's competitors were there. By the way, the tolls added up to £80 both ways; I

ANGOULÊME
CIRCUIT DES
REMPARTS
70^e
anniversaire
18-20 SEPTEMBRE 2009
19.39 2009
POLYBAIE
Géant
LIPPI
Ferrari
FFSAI
CLASSIC
VW

used 20 gallons of diesel for the whole trip, (about £100)! It was also noticed several times I didn't see any other vehicles on these 'pay' motorways? Then I came across several 'British plated cars' very few French? Their toilets seem to take on a different appearance to ours, maybe a trip to Scotland next year? - same mileage, no tolls and possibly just as wet.

Mick Greenland

Our National Rally Experience

Having had the stress and horrors of moving house and garage (removal men don't take oily engines, paint and half restored Morris Minors, so we had to do that), we decided that once settled in (take that as meaning stuff strewn about in all the rooms and not able to locate anything), it would be a nice break to dust off the NG and have a weekend camping at the national rally.

After much searching, we located the camping gear, one NG and TomTom to tell us where to go.

The Friday drive up was uneventful except for a little splutter here and there, "nothing to worry about" I said "just blowing out the cobwebs". Campsite located, very nice and found ourselves a corner to pitch the tent and space for my folks who were caravanning in the area and like to join our merry enclave (I'm gradually bringing them round to getting an NG!).

Saturday, "lets go and do the treasure hunt", nice countryside, but a bit more spluttering and cutting out. As the temperature was rising (not the cars you understand!) I decided to give up and head back. We spluttered into the campsite, and were doused in tea to bring calm before dismantling. Previous problems meant that I started to check the fuel, cleared the water from the trap, cleaned the floats etc, no cure!

Electrical, check the spark and found it intermittent from the coil. I didn't bother with each plug and lead as a V8 will run on half the cylinders and not cut out. By this time, even at the other end of the site, I had a handy team of fellow NG bods, offering hints and tools. The only spare I had was a coil (previous experience and similar stuttering with the Morris) so I changed that, no effect. Opened the points just to make sure, in the process one team member broke off

the wire (I mean located a faulty wire) to one of the points (I think to make me feel better that we may have found something). No problem it should still run with a single point set, which it did so we'd fixed it, well done all.

Sunday "lets finish the treasure hunt", off we go and cut out round the corner, luckily just out of ear-shot. I can't remember now if that was a treasure hunt or test drive, or when in the course of tinkering I leant on the exhaust, twice, once being not enough for me to learn that it's very hot and whilst frantically turning the NG round with the engine flat out trying to keep it running that my burnt and blistered arm had stuck to the vinyl trim ripping the skin off. I (conveniently) can't remember the phrases that echoed through the countryside as we coughed and jolted back to the campsite or indeed the calming at-



tempts from the Mrs which all went unheeded.

Back at base I'd decided it must be the condenser, as there was not much else left and again having a similar experience with the Morris. We changed it for someone's spare but not a V8, I can't imagine them being different but it didn't work. I wanted to try another but no one had a spare and a trial swap seemed infeasible (many people having electronic points) - it was time to give up and call the AA.

A nice (but lacking diagnostic skills for real engines) AA man started to repeat his clearly recently learned skills by checking the spark plugs, I offered a hint "I

think it's before the distributor as the spark is intermittent from the coil", the reply was something along the lines of "all these little faults add up, you'd be surprised", to which my reply would have been "your damn right!" but I kept my mouth shut just in case he fixed it! The little faults he found were, spark plugs oiled up, surprise, surprise, it's not igniting it is it?! One HT lead connection broken, dirty distributor cap, adding the comment "you haven't done much maintenance have you?", to which my response was going to be "you haven't done much training either" but thought better of it and attempting to keep lid on my escalating frustration. "Have you

got a condenser, just to try" I gingerly queried, "haven't carried those for a long time, no call for them". Well, here's the call and I'm not convinced he knew what it was, let alone remember when they were carried.

Final option was the undignified solution of being towed, so upgrade the membership £101 and get towed half way home. Half way, ah, we have to transfer to another AA tow truck as they are not allowed to travel outside their area (I guess that's why it's called Relay!). The new tow guy was older and very knowledgeable, said that the new AA men don't have the experience, and even insisted on taking the prop shaft out so that the gearbox is not turning.

Apparently the SD1 gearbox rear shaft bearing is oiled by a pump driven from the main shaft. I did point out that is a bit late as we have just been towed half way like it, but he insisted.

Back at home I purchased a distributor cap because the first AA man said that was the problem, new points because various opinions were that they need to be replaced, new condenser because that was the last bit we narrowed it down to, another £80. I changed bits systematically (including bypassing the wiring) and finally found that just swapping the condenser made it run. After all that I think keeping a condenser in the car is worthwhile as it is probably the only part that can't be



bodged to get you running again. It's worth noting that the value of the condenser for old, new and even from a Morris were all the same, the failure is in the insulation within the condenser which breaks down (shorts out) at the higher voltages from the coil (termed "back emf", if I remember correctly). Symptoms are miss-firing especially under load or cutting out if things get bad. Interestingly our spark from the coil was quite consistent when just cranked over, three sparks then a break followed by another three sparks, I assume three sparks was what it takes to build up the charge

before the insulation failed.

The weekend certainly took our minds off the work required on the house but did little to relieve the moving stress. Since then we had another break away (NG left at home for bad behaviour) and now we've pulled more of the house apart and soon to leave the piles of bricks, dust and lack of heating behind for another holiday again without the NG, which is locked away in the garage until it's learnt its lesson or the weather warms up whichever comes first.

Cheers

Keith Baker



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Shrivenham Village Fete 2009

The late summer Bank Holiday in August has become something of a prime NG occasion as a dozen or so NGs converge on the village of Shrivenham, Oxfordshire to take a small part in the Village Fete. A



little part it may be but the Fete itself is far from small. Despite Shrivenham having a population of just 5.5 thousand, the Village puts on a wonderful event with a wide range of stalls and activities. The NGs are just some of the many interesting classic cars which



add to the attraction of the occasion.

This year there was a climbing wall, loads of stalls, local charities, plenty of food vendors, a car boot sale, visits up the church tower, children's rides, etc., etc. It was a sunny day (as I am assured is normal for this event) and a good chance to meet up with other NGers - even those with the scary teeth!

Chris Humphreys





More Events 2010

New events just too late to be added to the main events page.

Sat 7th - Sun 8th August 2010

Vintage Event at Prescott Hill Climb

More details in the next issue.

Sat 11th - Sat 18th September

NG Holiday in Brittany

B&B accommodation. Please phone Paul Gray for more details.

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to NG Owners Club members
and all our other readers



Christmas Word Search

T	T	F	R	P	I	M	E	F	N	A	S	M	N	S	N	T	H	A	I	D	M	I	E	R
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S	N	D	M	A	P	K	R	D	M	I	O	D	I	C	S	L	N	S	C	P	K	O	T	P

candle	mistletoe	reindeer	santa claus
fairy lights	snowman	tinsel	decorations
turkey	cracker	stocking	pantomime
shepherd	bauble	sleigh	carols
mince pie	figgy pudding	donkey	manger

Christmas Puzzle

I must warn you, you can really get caught up trying to solve this problem. See how long it takes you.

Here we go...



It is 11:43pm on Christmas Eve and Santa and his three elves, Chickles, Chockles and Chuckles have to get some presents delivered to some children before midnight (in 17 minutes) and they must all cross a bridge to get there.

As it is dark and Rudolf is the only one with a shiny nose, he must always travel with them to show the way. The bridge will only hold 2 of them (as well as Rudolf) at any one time.

1. All of them begin on the same side of the bridge.
2. You must help them across to the other side.
3. Any who cross, either 1 or 2 of them, must have Rudolf with them.
4. Rudolf must be accompanied and cannot go across on his own.
5. Each Christmas worker walks at a different speed.
6. If there are two they must walk together at the slower pace:
 - Chickles takes 1 minute to cross
 - Chockles takes 2 minutes to cross
 - Chuckles takes 5 minutes to cross
 - Santa takes 10 minutes to cross
 - Rudolf can keep up with any of them.



For example: if Chickles and Santa walk across first, 10 mins have elapsed when they get to the other side of the bridge. If Santa then returns with Rudolf, a total of 20 minutes have passed and you have failed the mission.

Note: There is no trick behind this, it is the simple movement of resources in the appropriate order. There are two known answers to this problem.



National Rally 2-4 July 2010

The rally field is situated on the banks of the River Avon approximately one mile from the centre of Stratford-on-Avon. There is a battery-powered water-taxi that can be used to take people into the centre of Stratford (£1.50) or it's a pleasant walk along the riverfront. Stratford offers lots of historical interest with all the Shakespeare attractions and the surrounding area has some delightful NG-friendly roads. There is an on-site cafe with a special price of £0.99 for breakfast that has just got to be tried!

The site managers have agreed to us running some 'driving tests' on the site; this will be the first time that the club has run such an event for several years & is usually a lot of fun. These will be tests of skill, not races!

The camping fees will be reasonable and we'll publish these in the next newsletter. For those preferring not to camp, there are some caravans for hire on site with prices for next year frozen at 2009 prices. In 2009, a new 'short-break' 3-day option was introduced that would fit very well with our rally and be very economical for those willing to share, e.g. in July this year the fee was £215 for up to 6 people sharing a 3-bedroom caravan (contact site direct on 01789 292312 to book). The organising committee have yet to decide on final details for the weekend but hope to be able to do so by the next newsletter. Hope you've all got the dates added to your 2010 diaries!

Paul Gray

New Members - Welcome

Sorry no information yet - see next issue.

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 TD Based on 1971 MGB. The car was built in 1991. It comes with overdrive on third and fourth gears, and has a JVC stereo radio cassette player fitted. Every year I promise myself more use out of the car, sadly this just doesn't seem to happen, hence the mileage of only 5000 since the build. It's MOT'd until September and is tax exempt. The



car is in very nice condition. I'm looking for an offer in the region of **£4300**.

Tel: 02392 370080 (Portsmouth)

E-mail: mq.streeter@btinternet.com

I have had a bit of a clear-out and have the following items for sale:

- 1 x Butler 'flexible' **map-light**.
The iconic 60's/70's dash

mounted map light. 20" flexible, chrome stem.

- 1 x dash-top, **rear-view mirror**. It was in my TF, but I have fitted a taller one, to give me a clearer view over the spare wheel. Good glass and chrome and would polish-up pretty much as new. Mirror area 5"wide x 2" high. Overall height 4.25" £12.00 (New price for similar £23.45)
- 1 x Thor **wheel hammer**, copper and hide. The hide end is a bit knocked about, but perfectly usable and bags of life left in it yet £10.00 (New price on Amazon £17.62)
- 1 x Hella **reversing light**. Perfect working order. Black ABS body. Universal mounting bracket. £5.00
- 1 x **Battery isolator switch** with key. £2.50
- 1 x Original push-button **Radio-mobile radio**, £5.00

P&P on any item, at cost, by prior agreement.

Tel: Geoff Fry 01225 811099 (H) or 01225 811055 (W) Bath area



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.



NG TA 1800. 1966, MOT 'till July

2010, taxed 'till June 2010, tax free. Overdrive gearbox, translucent paint, new hood, front and rear bumper, tow bar, new rally seats. Also trailer and lots of spares. **Best sensible offer** - must go due to medical problem.

Tel: Sid 07759 691529 (East Sussex)



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)



NG TF luggage/boot rack. New and unused, made of 316L stainless steel, Tig welded, 4 pivot points secured by A4 s/s wing nuts give access to the spare wheel. Rubber anti-vibration, & stainless washers plus

nylock nuts all supplied for rack fixing. £185

Tel: Eric 01634 861608 (Medway)



NG Pastiche Henley. Body in burgundy with cream wings. Donor car was Cortina Estate, 2 litre engine with Kent cam. Wire wheels, aero screens. Needs tidying, no MOT, on SORN for 2 years, engine good, runs well. Owned for last 5 years. I paid £2500 - hence **£2500** (will haggle).
Tel: Bob Wooding 01234 211782 (Office hours)



NG TF 2.0 Sierra. Excellent car with low mileage but unfortunately kept outside for a long period of time. Stage 1 tuned vehicle, dual Webbers, non PQ plate. Present owner ran for 1 season but due to business pressures it has stood idle

a long time. When running, it is a lively and exciting vehicle that is always noticed and admired. **£2000 ono**, buyer collects, vehicle in Salisbury, Wiltshire.

Tel: Before 5pm: 01794 885790 (Nyssa)
After 5pm: 01794 884663 (Shaun)

Motor Magazines - "Motor Sport"
1979-1995 complete except 6/87 to

12/87. Also 5/78 to 12/78, 1/96 to 3/96, 7/96 to 12/96, 6/97 and 9/97. "Automobile" 6/86, 3/87 to 6/87, 10/87 to 12/87, 2/88, 8/88 and 1990-2008. Price **£6** for complete years (buyer collects) or **£180** for whole lot (buyer collects).

Tel: 01483 225447 (Ripley, Surrey)

Wanted

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

**Please send your NG adverts
to Chris Humphreys**

**(contact details inside
front cover).**

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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.

CHANGINGGEAR

SE Area Christmas Lunch at the Kingswood Arms — delicious!



the magazine of the NG owners club