

# CHANGING GEAR

March 2006 (1)

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## Family NG



**NGOC National Rally 2006 ~ Details inside**

**Bigger Event Calendar and Web Sites**

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*the magazine of the NG owners club*

# THE NG OWNERS CLUB

Please send all contributions to *ChangeNGear* to the editor (Chris Humphreys)

The NGOC web site: [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk) is maintained by Mike Peel

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BH22 8PF (Tel 01202 573644)

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## Local Area Contact Members

Sheffield, Leeds, Yorkshire .....Dennis Roberts (01142 878515)

Midlands .....Mark Staley (01332 723927)

Ed Powell (01386 47374)

East Anglia.....Chris Wilson (01449 672527)

New Forest & District.....Keith Baker (02380 864310)

## Technical Contact Members (*willing to help on technical matters*)

TA (Marina based).....John Brand (01382 532420)

TC V8 (inc. conv. from 1800) .....Neil Taylor (01733 561492)

TC & TF (1800 conv. to V8).....John Hoyle (020-8393 2555)

TF (MGB 1800 based inc. SVA).....Chris Humphreys (020-8361 1863)

SVA (technical & non-technical).....Mark Staley (01332 723927)

*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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**NEW FEATURE**

Regular NG Meetings & Brooklands Club Monthly Natter—see page 7  
Membership Subscriptions—see page 11  
NGOC National Rally—see centre pages (16/17)  
Next issue: June 2006 - Deadline for submissions: 2nd May 2006

## Chairman's Letter

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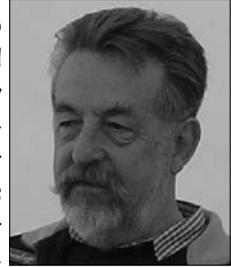
Once again, a Happy New Year to you all. At this point in time there is not too much to say except that, as I write, I look out of the window and see the real January gloom, depression could set in.

What to do? I'll go to the garage and tinker, you know all those little jobs that always need attention but never seem to get done. Having checked out the family car I turn my attention to the dear old NG quietly sitting there being no real trouble to anyone and I wonder how long it will be before I can enjoy some open air driving again. Then I am reminded that I did go for a drive just before Christmas but did I wash off the dirt and the salt? So starts the list of jobs for 2006.

I expect many of you will be going through the same process in order to get ready for the new season and I hope that everyone in the Club will have a really good NG year.

Last year ended on a high note for the Club, especially for those

members who regularly attend the monthly 'Noggin and Natter' evenings at Brooklands. As you know last year we inte-



grated our meeting with the General Car Enthusiast's meeting (held on the second Tuesday of each month). Their December meeting was a Prize/Award giving event and I was honoured to collect the **'BEST CLUB of the YEAR 2005'** Trophy awarded to the NG Owners Club. So well done everyone! It just goes to show that good quality kit-cars and a good Club Membership are appreciated by the purists.

Please keep up the good attendance, let's see if we can win again this year and show everybody that the Club is nation wide not just centred at Brooklands.

Peter Clark

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## Editorial

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I must first start with an apology. The print and binding quality of many copies of the last issue was appalling. Unfortunately, with Christmas imminent, I decided to send them out rather than wait for

a reprint. There were a number of sub-standard points which I won't go into now but suffice it to say that the printer is aware of the problems and has given his assurance they won't be repeated.

While I consider my proof reading skills to be normally adequate, there is one same deliberate mistake which eluded me last year many times over the last three issues. I wonder if you can be the first member to spot what it is and tell me how many times it occurred altogether.

To those of you who had a go at the Christmas prize crossword and are now (hopefully) recovered, well done - but you forgot to send in your solution didn't you? At least, you all did except one. See later in the magazine for the solution and winner - and no cries of "fix" please!

This issue seems to have slightly more of an emphasis than usual on the wide variety of events that one can get involved in with an NG. I make no apology for this on two counts. One, it is the beginning of the year (well the first issue anyway) and the plans are being made for all sorts of activities to enjoy throughout the year. Two, I haven't been sent enough other articles to be able to balance out the content! I have received a few articles (for which I am truly thankful) but would love to be inundated with contributions for ChangiNGear. Members, it is your magazine so don't leave it to someone else to do the writing - do some yourself! Please share your experiences on anything even mildly related to the NG including holidays, shows, events, stories (funny, sad or otherwise), driving, technical, build-

ing, modifications, repairs, etc. Sorry to sound like an old gramophone but we need your contributions if the magazine is to continue.



Perhaps this will help - a new competition (see p26)! Please send me your entries for "**A Day in the Life of an NG**". Your entry may be sent by post or e-mail and optionally include photos. It must be written by a club member or a member of his/her immediate family. Closing date August 31<sup>st</sup> 2006. So get writing! There may even be a wee prize!

You may have noticed one or two changes to our "Local Area Contact Members" and "Technical Contact Members" in the front of ChangiNGear. I have contacted all those listed and they are happy to continue to be listed in this way. This means you have someone you can ring who is not too far away or is able to help you with an enquiry. After all HELP is what the club is all about. If you were listed and are not now, it is probably because I have not been able to contact you so please feel free to contact me. Also, if you live in an area not already covered and would like to volunteer to be listed as a point of contact, please let me know. Further, if you have some regular local event (pub meet, get together, drive, etc.) which you

would like mentioned in ChangiNGear and the website, send me the details. Remember, for local events Bob Morrison can supply a list of members in your area so you do not have to plough through the full membership list.

Well, spring is nearly here and, if you haven't been using it over the winter as I have (a little), it is time to dust off, blow away the cobwebs and start up your NG. There are plenty of events coming up or just go for an exhilarating drive to bring that grin back to your face and remind yourself why you love your NG.

And finally, this was brought to

my attention by Paul Gray; April 23rd has been designated '**Drive It Day**' by the Federation of Historic Vehicle Clubs. The idea is that all owners of historic cars are encouraged to drive them to work, go shopping in them or simply park them in the drive - anything to be seen! Reason for the day is to raise awareness of historic vehicles. Apparently, it was on April 23rd 1900 that 64 cars set out from London on the first day of the 'Thousand Mile Trial'. See [www.fbhvc.co.uk/events](http://www.fbhvc.co.uk/events) for more details.

Happy NGiNG!

Chris Humphreys

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## Secretary's Notes

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**T**he calendar for 2006 is already filling up with event dates which are listed under the Events Calendar. If you have any show near to you and would like it to be included then just let me (or Chris Humphreys) know.

### March 11/12

The first show of the year is The Car Craft Show, Bingley Hall, at the Stafford County Showground. Dennis Roberts is the chair of member for more information on this show if you are going to visit it. The showground is on the A518 Stafford/Uttoxeter road about 3 miles outside Stafford.

**Cancelled**

### April 8/9

Is the date for the European K.C.S. at the Kent County Showground, Detling, Kent.



This show has been improved during the last couple of years and last year's was the best yet. The venue is on an old airfield and can get quite windy and cold so wrap up warm if you visit. I have been every year since it moved from the old dockyard at Chatham, but this year I don't think I will attend due to the distance I will have to travel since my move to Dorset. If you are at-

tending, then let me know and I can tell you if anyone else is going and on what day.

## **April 30/May 1**

The National K.C. Show at the National Agricultural Centre, Stoneleigh, Warwickshire

This is the main KCS of the year and is very well attended by clubs and manufacturers. I have booked the site we had last year of 40B (see diagram on page 15 later in the magazine), as our old site has been redeveloped. The new site was welcomed by our members last year as we are now more involved with other clubs around us.

When you enter the site through the kit-car entrance turn immediately right into Avenue "A" and drive down until you pass a toilet block. (No comments about not passing a thing all day please.) Turn next left into Avenue "H" and we are on the corner of 4<sup>th</sup> Street & Ave "H". This route avoids all the traffic jam of vehicles and people down the main avenue "M". If you miss the 1<sup>st</sup> turn right then go down 4<sup>th</sup> Street on your right. This is a simpler route but more difficult because of the traffic.

Amanda and I will only be attending on the Sunday with the club tent and the tea and coffee.

If you are camping on the site you will require a camping form from me to send to the organisers. Please

state whether you are a kit-car camper or a non KC camper (kit-car campers are charged less).

The NAC is just east of Kenilworth off the A46 Warwick/Coventry road. The A46 is off junction 15 of the M40.

## **May 21**

Cheshire Kit & Classic Car Show & Rally, Capesthorpe Hall, Macclesfield, Cheshire

This meeting is organised by the Rochdale Owner Club and is held in the grounds of Capesthorpe Hall. The entrance fee is £5 per person but KC & driver are free. This gives you entry to all the Hall's grounds but entry to the Hall itself will be an extra £2. The Hall is only open from 12.30 to 3pm. Dennis Roberts is the contact member for this venue, so telephone him for more details.

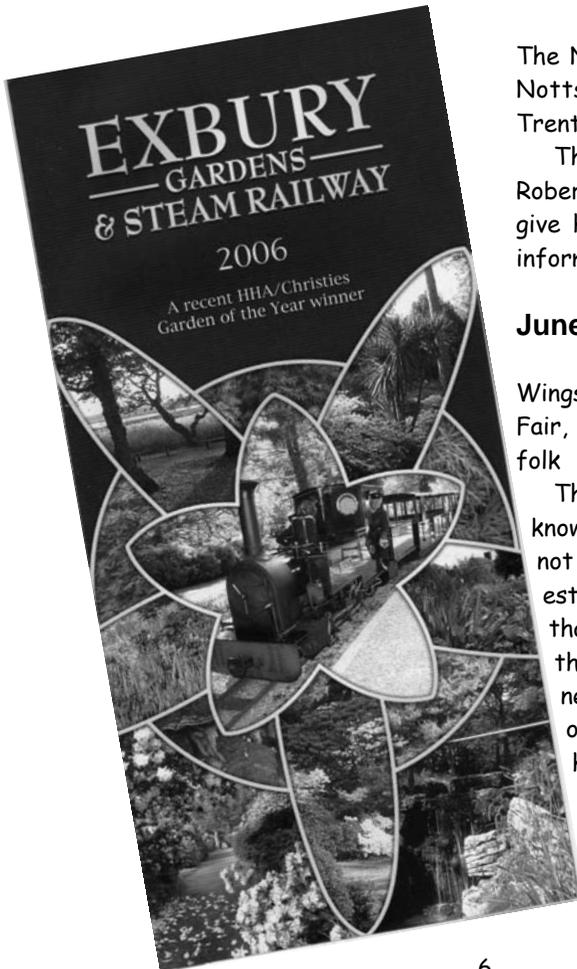
## **May21 or May 28**

We are proposing a visit to Exbury Gardens in the New Forest near to Beaulieu at the end of May when the Rhododendrons and Azaleas are at their best. A narrow gauge railway is available for a 20 minute ride through large parts of the gardens at extra cost. Lunches and teas may be purchased at the restaurant and tea rooms. If walking get too much then a chauffeur driven buggy for 7 people can be hired. A commentary can be heard whilst travelling in the

vehicle. At the time of writing this note a fixed date has not been made, but it will be on Sunday 21<sup>st</sup> May or 28<sup>th</sup> May.

Telephone me, Bob Preece, on 01202 573644 or Keith & Som Baker on 02380 864310 for the exact date and time of the meeting.

Exbury is a 20 minute drive south from exit 2 of the M27. Entrance fee is £7.50 per person, or £7 if you are of a certain age.



**JUNE 2/3/4  
NGOC NATIONAL RALLY**

**Stratford-upon-Avon**

**Please see centre pages  
(16/17) in the magazine for  
more details**

**June17/18**

The National KC Festival, Newark & Notts Showground, Newark-on-Trent, Notts

This is another show that Dennis Roberts is the contact member, so give him a call if you require more information (01142 878515).

**June 24/25**

Wings & Wheels & Steam County Fair, Rougham Airfield, West Suffolk

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

Bob Preece

## Regular NG Meetings

**Monthly evening pub meet:** every 2nd Tuesday, 7.30pm  
The Club Room, Brooklands Museum, Weybridge, Surrey  
(Peter Clark 01737 832367). See "Monthly Natter" panel.

**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)

## The Brooklands Club ~ Monthly Natter

### Meeting Dates and Events 2006

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

# Events Calendar 2006

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<u>Date</u>	<u>Event</u>	<u>Contact</u>
Apr 8/9	European Kit Car Show Kent County Showground, Detling, Kent	Bob Preece
Apr 23	"Drive It Day" (see editorial)	Info only
Apr 30/May 1	*National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire	Bob Preece
May 1	Aero/Autojumble & Classic Vehicle Rally Popham Airfield, Winchester	Keith Baker
May 21	Cheshire Kit Car Show Capesthorpe Hall, Macclesfield, Cheshire	Dennis Roberts
May 21 or 28 TBC	Visit to Exbury Gardens Nr. Beaulieu, Hampshire	Keith Baker Bob Preece
Jun 2—4	<b>NGOC NATIONAL RALLY</b> Riverside Caravan Park, Nr. Tiddington, Stratford-upon-Avon, Warwickshire	Bob Preece
Jun 11	London ~ Brighton Kit & Sports Car Run Start: Hampton Court Palace	Info only
Jun 17	Classic & Sportscar Action Day Castle Combe, Wiltshire	Info only
Jun 17/18	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	Dennis Roberts

ChangiNGear March 2006

<b><u>Date</u></b>	<b><u>Event</u></b>	<b><u>Contact</u></b>
Jun 24/25	Wings, Wheels & Steam Country Fair Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
Jul 7—9	Festival of Speed Goodwood, Chichester, West Sussex	Info only
Aug 12/13	Great Northern Kit & Car Builder Show County Showground, Harrogate, North Yorkshire	Dennis Roberts
Aug 20	British Sports Car Day Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info Only
Aug 27/28	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts	Chris Humphreys
Sep 1—3	Revival Meeting Goodwood, Chichester, West Sussex	Info only
Sep 9/10	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire	Info only
Sep 16/17	National Kit & Performance Car Show Donington Park, Castle Donington, Derbyshire	Dennis Roberts
Nov 18/19	*Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon	Bob Preece

\*Findhorn Cars normally attend these events

## News from Findhorn Cars

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I expect that you have heard before from me that it has been a long learning curve and that I have been busy, busy, but both are true!!

At present we have a big variety of NGs here, from an ancient 1800 TC to our 3.9 TC demonstrator. These two cars are as different as chalk and cheese and it is difficult to believe that they are the same basic car. Then we have a pair of TFs, which we have built and a number of cars that we are working on. Included in these are two customers' TFs, one a V8, just about to go through SVA; a V8 TD which we have done up over the past few months and a Marina based TF that we are preparing for SVA. I am a bit ambivalent about the last one. There is a bit of me that wishes that I had walked away from buying it in, but again, once we have done the necessary to get it through SVA, we will know how we did it and will be able to help others.

So that is one of the main things I wanted to say this month. If you are worried that your lovely car may have to come off the road, because it is still registered as an MG or a Marina, we have the wherewithal to get it through the SVA test. Either we can supply what is necessary by way of parts to weld into the frame, seat belt mounts, seats, steering wheel and boss, dash board so that

you can up-grade your car or we can do it for you. A big problem has been the windscreen. In fact we are hopeful that we will get our Marina based car through with its original windscreen and a good deal of elbow grease and filing on the sharp corners of the aluminium.

One thing that has been trying my patience is the web site. I have been hoping to get a new website up for months. It keeps eluding me. However, I really do hope that it will not be too much longer in coming. Then you will be able to see pictures of our cars and many others. It will tell you about such things as the SVA parts I have just mentioned. Also it will tell you about what we can do in the workshop, from engine re-conditioning to repairs and rebuilds.

One car which we have worked hard on, and it is next on the SVA list, is a widened TF with doors. Hopefully we will have it on the road before long so that you can come and experience the ease of getting in and out, fitting your shoulders in and peering behind the dash board without being Houdini!

One of the engines that I am rebuilding is one of two that dear George has given a hard time. Not entirely his fault, since his father did fit a super-charger and lend him the car!! The plan is to build a wid-

ened TC with a super-charged 1800. The super-charger is not that expensive in comparison with the cost of conversion to a V8, much as I would like to sell you a set of down-pipes and exhausts to adorn the V8.

Widening the TC has caused me much thought, and I have a "cunning plan", but it will take a bit longer than most of Baldrick's plans and will I hope be a bit more successful.

Another area of development is the front suspension. I would dearly

like to replace the king pin with ball joints. Has anyone any experience of this? Or indeed, if anyone has any thoughts on front suspension enhancements, please do let me know.

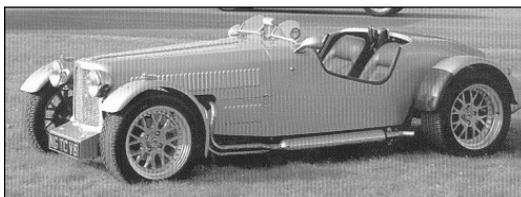
So we are busy, have lots of ideas and have many parts and can do many things that might surprise you. If you have a specific requirement, do please send us an email to [office@ngcars.co.uk](mailto:office@ngcars.co.uk).

Nigel Brooks

### Findhorn Cars Limited

Hill Hampton, East Meon,  
Petersfield, Hampshire  
GU32 1QN

tel : 01730 823647  
fax: 01730 823580  
web: [www.ngcars.co.uk](http://www.ngcars.co.uk)  
e-mail: [info@ngcars.co.uk](mailto:info@ngcars.co.uk)



All NG parts supplied  
from chassis to brake pads

### Membership Subscriptions

Membership subscriptions for 2006 are now due so please check that you have paid £12 by cheque or £10 by standing order to NG Owners Club. If you have paid, you should have already received your membership card.

**Cheques/details and queries to Bob Morrison please (01793 783105).**

If you do not receive the next ChangiNGear issue (June 2006) and pay by standing order, please contact Bob Morrison as he has a few unidentified S.O. entries.

Note that if you are still paying the old rate of £7.50 by S.O. you should send Bob a cheque for the balance (£2.50) and update the amount to £10. Please do not wait for Bob to write to you personally.

# Club Accounts

## NG OWNERS CLUB ACCOUNTS TO 31. 12. 05

Bank Balance as at 31.12.2004    £3949.42

### Income 2005

Subscriptions                    3924.00  
 Club Sales                        233.50  
 Advertising - C.G.            220.00  
 Bank Interest                    4.48

### Expenditure 2005

Stationery                         32.30  
 Printing                         1733.20  
 Postage                         363.50  
 Club Equipment                -  
 Club Regalia                    -  
 Trophies, prizes -  
 and gifts                         121.91  
 Event Expenses                1263.70  
 P.L. Insurance                 150.00  
 Admin. Expenses               10.49

£4381.98

£3675.10

Bank Balance as at 31.12.05

£4656.30

£8331.40

£8331.40



Susan Stretch  
 Treasurer.



Have you paid your 2006  
 membership subscription?

# Xmas Crossword Solution

1	L	O	U	D		3	S	C	O	T	L	A	N	D	7
	U		N				H		U		N			A	
8	T	R	I	P		9	H	O	G	M	A	N	A	Y	
	Z		F		10	S	I		B		U			1	
11	M	O	I	S	T	U	R	E	L	E	S	S			
	A		E		A		S		E						12
13	N	O	D	U	L	E		14	M	O	U	S	S	E	
	N				A		16	D		V		T		S	
		17	18												
		L	A	R	G	E	I	C	E	D	A	L	E		
19	H		S		M		N		R		N			M	
20	E	A	S	T	I	N	G	S		21	C	L	U	B	
	A		A		T		L				E			L	
22	R	E	D	E	E	M	E	R		23	B	Y	R	E	

Cheers:-1a-19d-14a 7d = Loud Hear Mousse Day1 (Laudamus Dei)

Winner: Chris Humphreys (the sole entrant!)

NGOC National Rally 2006

Friday 2nd June to Sunday 4th June 2006

Riverside Caravan Park, Near Stratford-upon-Avon

See centre pages for details

## Events Web Sites

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### Web Sites for Venues

Beaulieu Motor Museum	<a href="http://www.beaulieu.co.uk">www.beaulieu.co.uk</a>
Capesthorpe Hall	<a href="http://www.capesthorpe.com">www.capesthorpe.com</a>
Castle Combe Circuit	<a href="http://www.castlecombecircuit.co.uk">www.castlecombecircuit.co.uk</a>
Donnington Park	<a href="http://www.donington-park.co.uk">www.donington-park.co.uk</a>
Goodwood	<a href="http://www.goodwood.co.uk">www.goodwood.co.uk</a>
Harpden Common	<a href="http://www.classicsonthecommon.com">www.classicsonthecommon.com</a>
Kent County Showground	<a href="http://www.kentshowground.co.uk">www.kentshowground.co.uk</a>
Knebworth House	<a href="http://www.knebworthhouse.com">www.knebworthhouse.com</a>
Newark & Notts Showground	<a href="http://www.newarkshowground.com">www.newarkshowground.com</a>
Popham Airfield	<a href="http://www.popham-airfield.co.uk">www.popham-airfield.co.uk</a>
Rougham Airfield	<a href="http://www.roughamairfield.org">www.roughamairfield.org</a>
Shrivenham Village	<a href="http://www.shrivenham.org">www.shrivenham.org</a>
Staffordshire County Showground	<a href="http://www.staffscountyshowground.co.uk">www.staffscountyshowground.co.uk</a>
Stoneleigh Park	<a href="http://www.nac-stoneleigh-park.co.uk">www.nac-stoneleigh-park.co.uk</a>
Westpoint Arena, Exeter	<a href="http://www.westpoint-devonshow.co.uk">www.westpoint-devonshow.co.uk</a>

### Other Web Sites

Racing car show, NEC	<a href="http://www.autosport-international.com">www.autosport-international.com</a>
Kit & Car Builder Show, Harrogate	<a href="http://www.car-shows.co.uk">www.car-shows.co.uk</a>
London~Brighton runs & Knebworth	<a href="http://www.greenwoodsexhibitions.com">www.greenwoodsexhibitions.com</a>
Kit & Perf. Car Show, Donnington	<a href="http://www.limelight-exhibitions.co.uk">www.limelight-exhibitions.co.uk</a>
General Info	<a href="http://www.totalkitcar.com">www.totalkitcar.com</a>

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

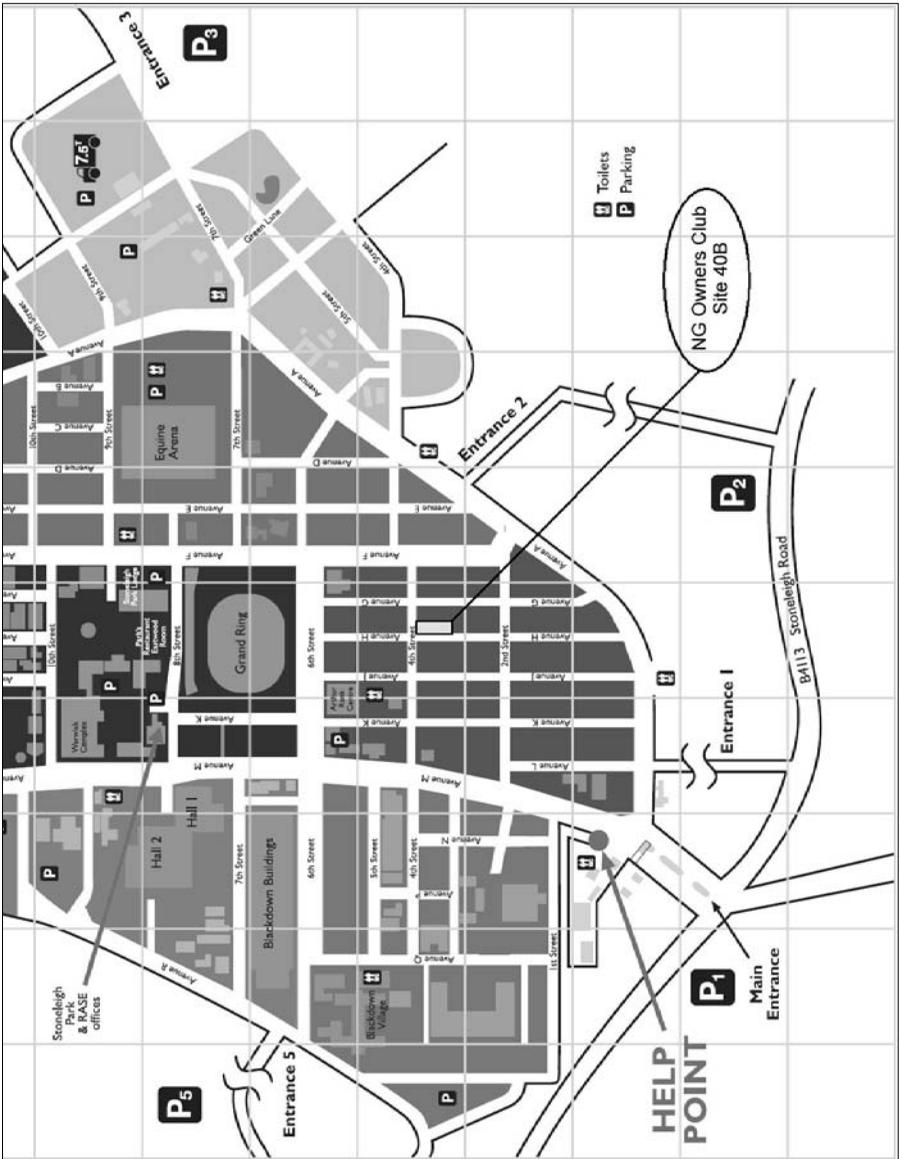
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### **Directions to NGOC site 40B in Stoneleigh (see map opposite)**

When you enter the site through the kit-car entrance turn immediately right into Avenue "A" and drive down until you pass a toilet block. Turn next left into Avenue "H" and we are on the corner of 4<sup>th</sup> Street & Ave "H". This route avoids all the traffic jam of vehicles and people down the main avenue "M". If you miss the 1<sup>st</sup> turn right then go down 4<sup>th</sup> Street on your right. This is a simpler route but more difficult because of the traffic.

# Stoneleigh Map (April 30/May 1)

Note the position of the NGOC site—same as last year but different to previous years.



# National Rally 2006

# June 2nd - 4th



## *Riverside Caravan Park*

Nr. Tiddington, Stratford-upon-Avon,  
Warwickshire

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



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



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

Campers will be charged £7 per unit per night, but camping can only be over the Friday & Saturday night. This is a caravan site only ***so tents are allowed out of the rally field.***



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

# National Rally 2006

# June 2nd - 4th

## *Riverside Caravan Park*

Nr. Tiddington, Stratford-upon-Avon,  
Warwickshire

There is a shop on site but with Stratford close by a trip into town for food to go on the BBQ may be another option.

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

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

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

Finally: every member **MUST** visit the reception office on arrival. This is a request by the site management.

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

Bob Preece

*Photos of NGOC National Rally 2005 and  
Stratford-upon-Avon*



## Members' Letters & Articles

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### NG TF on the Box!

Did anyone see the first episode of the new series LEWIS, a follow on to Inspector Morse? The plot revolved around a small sports car manufacturer called Griffon and the injection of Japanese money after the proprietor was mysteriously killed when his car left the road. The "Griffon" car featured appeared to be a very smart silver Merlin kit car. There were two extremely brief shots of the proprietor's car going off the road and this car was a green NG TF complete with chrome wires and a luggage rack.

I wonder if it was a member's car or even perhaps the company demonstrator? Should the owner read this perhaps he could give us a short article on how his car came to be featured in LEWIS. I am sure it would be much appreciated — after all it's not often an NG is seen on the box!

Jeff Stretch

---

### NG TV

No, the NG TV is not a new model. But, did anyone else see the ITV drama Lewis? It was Inspector Morse without Morse. But more importantly, a TF was shown in a piv-



Kevin Whately who played the title role in the recent ITV drama 'Lewis'

otal role to the story! OK, it was shown crashing, an accident in which the fictional racing driver John Griffon of Griffon Cars died, but fame is fame. And the TF appeared to come away relatively unharmed.

Look closely on the wall of the promotional conference and there was the NG Cars leaflet - showing the blue TF demonstrator and a (very familiar to me) TC V8! The 'Griffon' in the drama was also a thirties-style kit, a re-badged Merlin.

Mike Goodbun

*Although I watched this drama (which I thought was rather good), I have to admit that I failed to notice the NG at all. If any member can throw any further light on the subject, I am sure we would all be interested so please pass on your information to me.*

*Ed*

## NGOC South East Christmas Lunch

One charmingly bright, clear but raw day, just a week before Christmas, around 40 of us found our way to the Kingswood Arms in Kingswood, Surrey to celebrate the season with a traditional lunch. We met in the bar for a convivial drink and then were ushered in to our tastefully



decorated room with 5 tables and NG personalised menus.

After our choices of starter and main course were taken, it seemed no time at all before we were being served. Whether this was due to the enthralling conversation or the excellent service, I am not sure - probably it was a combination of both. Having engulfed a delightful meal with mouth-watering sweets we



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were supplied with coffee & mince pies which enabled us to enjoy further conversation.

Peter Clark then thanked everyone and reminded us of the importance of belonging to the club, attending events and making it what it is - a really friendly group of like minded enthusiasts. The change of venue for the SE group's regular meet to the Brooklands Museum had been a great success with NG club members joining other enthusiasts for their Monthly Natter. Peter proudly showed us the shield which had been awarded to NGOC for the best supporting club and encouraged us all to continue to show our support by attending the interesting variety of events planned for each



month of 2006.

John & Barbara Hoyle then kindly invited any who wanted to join them at their home for another cuppa.

All in all, a very enjoyable day out.

Chris Humphreys

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## Dashboard Re-vitalisation

*I recently received this email inviting members to have their wooden dashboards, steering wheels etc. restored.*

*Ed*

My name is Norbert Gutowski, and I am the Programme Leader of the Conservation - Restoration Programme for Antique Furniture here at West Dean College near Chichester in West Sussex.

My reason for writing to you is that I am looking for tatty looking walnut or similar veneered dashboards, much handled steering wheels or other wooden surrounds usually found within or as part of a cockpit of a classic NG car.

These item(s) could be sent to us and any damage such as lifting or lost veneers and or fractured/lost surface made good. Although my students are here to focus their time on their careers as future antique furniture conservator - restorers, I would welcome such items in small numbers to be dealt with on

our programme. It would make students realize that their skills can be transferred onto other items and make them look into other making techniques such as laminating and veneering dashboards, steering wheels and appropriate surface sealants.

Regarding cost we would have to make a small charge to cover our expenses; but our cost would not compare to the pleasure and pride NG owners would have with their much beloved vehicles.

You are most welcome to visit our general website, [www.westdean.org.uk](http://www.westdean.org.uk), and press the conservation - restoration tabs.

Norbert Gutowski

E-mail:

[norbert.gutowski@westdean.org.uk](mailto:norbert.gutowski@westdean.org.uk)



These two photos were sent in by John Butler. They are of a self-propelled saw bench in Covasna, Romania. Some kit car, eh?



## Backford Classic Replica Insurance. Beware of imitations.

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

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### Backford Bloor & Co

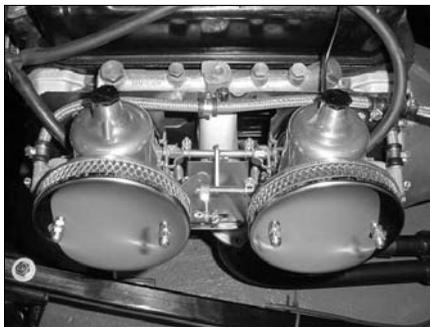
Underwritten by Ecclesiastical Insurance - with over 10 years specialist experience.

## Tech Tips

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### SU (Skinners Union) Carburettors Part 1 - Description

The beauty of the SU carburettors lies in their simplicity. Almost no moving parts to wear out. No accelerator pump to leak or malfunction. No flooding when starting due to over-zealous pedal pumping! A fuel passage that has only one path to clog and only one jet to worry about. They are extremely light (being aluminium die-castings) and compact. Being side-draft (air and fuel flow sideways) designs they sit at the side of the manifold instead of on top of it allowing for a large air filter and a very low bonnet line.

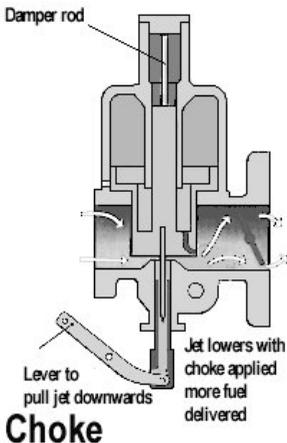
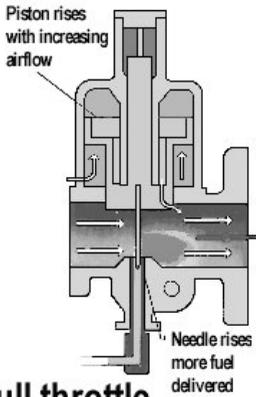
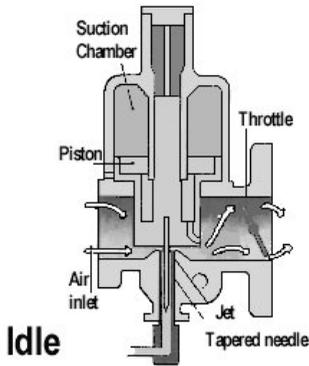


Fuel flow into the float chamber is controlled by means of a needle valve that is fitted to the float cover. Because of the precise fit necessary for the valve (a tiny needle and corresponding machined seat) to function, an in-line fuel fil-

ter should be fitted in the fuel supply line. Fuel flow is turned on and off by a float that rises and falls with the fuel level and activates the needle valve by a small arm. When it falls it allows the valve to open; when it rises it closes the valve.

The control of proper fuel level is critical to the running of the engine. Too little fuel in the float bowl and the engine could possibly consume it under hard running and have a starvation problem since the fuel would not be replenished soon enough. Too much fuel can cause flooding since the fuel could become pressurized in the float bowl and force its way through the metering jet at too high a rate for the engine to handle.

The proper float level is such that the top surface of the float is 9/16 inch (14-15mm) from the gasket sealing surface of the float bowl lid when the float arm just contacts the needle valve stem. Notice that this dimension is not taken with the needle valve stem depressed - it is taken just as the float arm touches the needle valve stem. Careful bending of the float arm will allow this dimension to be adjusted. Be careful not to bend it too hard, since it is rather fragile and when the fuel level is properly adjusted it will stand below the top of the metering jet (nozzle). This is appropriate



Diagrams courtesy of www.roverstd1.nl

since the movement of air through the carburettor throat literally 'sucks' fuel out of the float bowl via the metering jet.

When the engine is started the action of the pistons on the intake stroke draws air in through the air filter and down the carburettor throats. The flow of air through the carburettors is regulated by a round plate attached to a horizontal shaft. This is the throttle valve and throttle shaft. The throttle valve is fully closed in the vertical position and fully open in the horizontal position. The throttle valve is connected to the accelerator pedal via mechanical linkages and cable.

The bottom surface of the carburettor throat has a small raised area around the location of the metering jet (nozzle). It is shaped like a little ramp across the bottom of the throat. When air flows through here it is forced to speed up since the ramp cuts down the throat area. As you know, when air flows down a tube, if the tube gets smaller, the air must speed up so the same amount can get through. When the air speeds up over this little ramp it drops in pressure much as air flowing over an airplane wing drops in pressure. In the carburettor, the drop in pressure in the carburettor throat is less than the atmospheric pressure in the float bowl. The higher pressure in the float bowl pushes the fuel out of the bowl and through the metering jet. As it is

pushed (or drawn depending on your perspective) out of the metering jet it is immediately mixed with the airflow and drawn into the engine with the opening action of the intake valve.

The metering jet has a partner - the jet needle. The jet needle fits inside the metering jet and, when properly adjusted, does not touch the sides of the opening. The needle is fat at one end and pointed at the other end, a fact which becomes quite important, as you will see. The metering needle fits into a round piston that moves vertically up out of the carburettor throat under certain conditions of airflow. The piston almost completely blocks the throat when it is in the down position with the engine shut off.



The top of the piston is enclosed by a large chamber, or 'dome'. The piston fits inside the dome with extremely tight clearance on all sides, much the way a piston fits in the engine cylinder block. In this case, however, there are no piston rings.

The bottom surface of the pis-

ton is exposed to atmospheric air pressure via passages in the carburettor body that exit around the carburettor intake where the air filter mounts. There are two threaded holes where the air filter mounts to the carburettor and then two more unthreaded holes just above these and slightly closer together. These are the air passages that lead to a chamber formed by the dome and the bottom of the piston.

The area above the piston and inside the lower portion, which is hollow and blocks the throat, is isolated from this atmospheric air by the very close fit of the piston to the dome. There is a small opening on the engine side of the piston that opens into the carburettor throat just a short distance downstream from the metering needle and jet. This little hole is exposed to the same low pressure, or partial vacuum, as the metering jet. This opening allows the vacuum to bleed into the 'sealed' chamber on top of the piston. Because the pressure on top of the piston is lower than the pressure on the bottom of the piston (when there is air flowing through the carburettor), the piston rises into the dome. As the piston rises it raises the jet needle up and out of the metering jet.

When the throttle valve is almost closed (such as at idle) the airflow is low. The flow over the little ramp is relatively slow, so the

pressure drop is also low. Because the pressure drop is low the fuel flow is low and the piston rise is also low. Since the jet needle is tapered, as it rises out of the metering jet, it allows more fuel to flow. The higher the piston (needle) rises, the greater the fuel flow. At idle the piston is only rising a little bit so the needle remains almost fully inserted into the metering jet.

The throttle valve controls the flow of air through the engine. The air-flow controls the pressure drop in the carburettor which controls the height of the piston, position of the needle, and flow of fuel. When opening the throttle valve and letting more air into the engine more air flows in, the pressure drop increases, and the piston rises higher. As it rises higher the needle comes up farther out of the jet. Because the needle is tapered, as it comes up farther out of the jet, the taper lets more fuel flow into the engine. Open the throttle valve all the way and the air flow rises to its maximum, the pressure drop reaches its maximum, the piston rises to its highest point, the needle rises until only the thinnest part of the tip is still in the jet, and

the fuel flow reaches its peak.

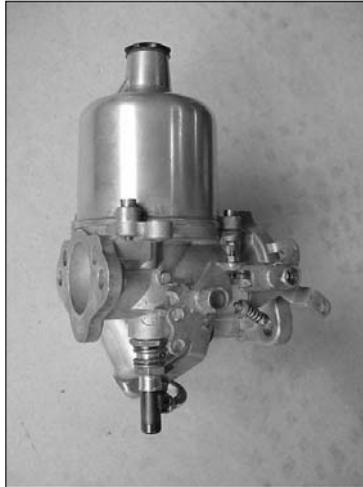
To prevent sudden fluctuations of piston movement due to minute (or extreme) changes in air flow, the ingenious designers built a little shock absorber into the top of the piston. The plastic cap that fits into the top of the dome has a little brass plunger on the end of a shaft.

The little plunger sits in a small reservoir of oil in the top centre of the suction piston. This is SAE 20W oil that is filled so its level falls between the two tiny grooves in the narrow shaft when the plunger and cap are screwed into the dome.

When the throttle valve is closed and the airflow is reduced, to ensure that the piston and needle drop to their starting positions a spring is put into the dome on top of the piston to push it down.

All these parts are carefully designed and balanced to operate in unison. Any changes made to one of the parts will drastically affect the efficiency and proper operation of the carburettor(s). Maintenance and repair using only the proper parts is a cardinal rule.

Provided by Paul Gray  
(Source unknown)



## Observation on Needle Roller King Pins

Further to Nigel Brooks' article last issue (December 2005) on the use of needle roller bearings for king pins, John Butler would like to make the following observation. After a comparatively short time, it is usual that the bearing tends to pit in the fore and aft direction. This is one of the reasons why plain bearings often continue to be used for this purpose.

John Butler

*(I have heard this elsewhere. If anyone has first hand experience of the longevity of these bearings, we would be pleased to hear from you. Ed).*



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

*Next issue: June 2006  
Deadline for submission of articles: 2nd May 2006*

## Competition Time

### 'A Day in the Life of an NG'

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

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

## Late Adverts

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### For Sale

(Photo on previous page)

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

Feel free to e-mail for further details.

Tel: 0121 353 8160

E-mail: dickgorton@btinternet.com



### For Sale

**Henley Pastiche** red, based on a Ford Sierra 1998cc. First registered May 1998 with the engine modified for unleaded fuel. Only 7500 miles on the clock since built, always garaged, a bargain at only **£5000.**

Tel/Fax: 01737 213406

E-mail: jr\_williams@ntl.com for more photos etc.

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## New Members - Welcome

---

MR DENIS BAGGALEY (1344) (ASCOT)  
STOKE-ON-TRENT, STAFFS

MR AD VAN SCHAİK (1345) (TF)  
ZEIST, NETHERLANDS

MR STEVE WOODHOUSE (1346) ()  
GLEMSFORD, SUFFOLK

MR MARTIN COLTON (1347) (TA)  
EASTWICK, HERTS

## Sales & Wants

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

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## For Sale



**NG TA (MGB 1963 based)** Red with black seats. Tax exempt, MOT until February 2007, will go on sale on Ebay from 10 February, reserve **£1500**.

Tel: Mark 020 8325 3328 (Bromley, Kent)

E-mail: markc.burgess@o2.co.uk

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

Tel: Paul Rutherford 01329 319447

Mobile: 07813 968898

E-mail:

paul.rutherford2@ntlworld.com

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

Tel: Graham 01322 346444

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

Tel: 01527 525927 (Ken Dove)

**NG TF Chassis pack and Body pack** including chassis, support braces,

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

Tel: 01945 700500 (MGB Hive)

#### **New MGB alternator £15.**

Tel: 01793-783105 (Bob Morrison)

E-mail: rmorri1847@aol.com



**NG TF V8 2+2.** Rich metallic blue, beige interior, walnut burr dashboard and centre console. Built 1986, 30,000 miles, MGB based, fully refurbished up rated SD1 engine and 5 speed gearbox when built, dual port Hoffenhauser inlet manifold and 390 Holley carburettor. MGC back axle, modified springs and

dampers, 72 spoke 15" wheels, full and half tonneau, stainless steel fuel tank and alarm system. Correct registration documentation, current MOT, tax exempt. All build documentation available. Very little use past 5 years. Excellent drive, in need of a little tender loving care to give hours of enjoyment next summer. Reluctant sale, space needed, sensible offers only please.

Tel: 01633 680932 (Mark Ebbutt, Cardiff)

E-mail:

m\_ebbo@stomp.freemove.co.uk

#### **Ladies flying jacket, brown, size 14.**

Absolutely immaculate condition; worn less than a dozen times. Can be seen on the Holden website as the Bygone Era jacket retailing at £360.

#### **A bargain at just £200. Men's flying jacket, brown, size 40.**

Absolutely immaculate condition; worn less than a dozen times. Can be seen on the Holden website as the Bygone Era jacket retailing at £360. A bargain at just £200.

Tel: Clive 01732 365879

Mobile: 07773 151796

E-mail: tigerdog@tiscali.co.uk

**NG TC.** Built in 1987 on 1966 MGB running gear. Tax exempt, MOT until mid March, Moss Green. **£3000 ono.** Tel: Steve 01903 775483 (East Preston, West Sussex)

**NG TF (MGB 1973 based) V8, 5-speed, red with cream interior, new**

chrome wires, new prop shaft, tonneau cover, wood dash, tax & MOT to December 2005. **£6750 ono**  
Tel: Paul Clarke 02392 649127

**NG 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**. 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. 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

**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

**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

**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.

**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)

## Wanted

Hello, I'm searching for a NG, doesn't matter what type, it must only have a Registration before 1981.  
E-mail: Jochenx@wanadoo.fr

NGTA sought to love and cherish and to keep a NGTF on the TD V8 company. She must be tax exempt, correctly registered on V5, MGB based and preferred without doors.

Running or non-running. Our NGs are not concourse pristine, not hidden away all year behind the domestic junk in the garage or polished as often as some might. They do collect mud and miles and are enjoyed by the family on the Hampshire roads in all weathers apart from the salty weeks of high winter. Yes we get our NGs wet and dirty - but most of all we use them and enjoy them.

Tel: David Holland 01420 82774 (evening)

E-mail:  
davidholland@c-products.co.uk



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

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## Can U Help???

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I have recently heard from Steve Woodhouse (a new member) who wanted an NG 7 years ago. Unfortunately he had a motor cycle accident which left him paralysed from the chest down. However, his desire to own an NG (preferably a V8!) is undiminished as he is able to drive a suitably adapted vehicle but he must have one with an *automatic* gearbox.

Please is there any member who has had experience or knows of any NG with an auto transmission or if you think it is a likely possibility? Please contact me and I will pass on your information or put you in touch with Steve.

Ed

### Appeal from Bob Preece

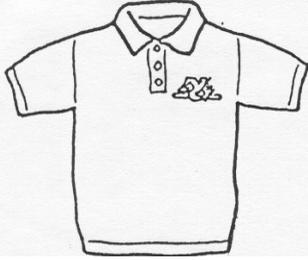
I have been dealing with the club's products and regalia for a number of years and I think a fresh approach is required by another member to revitalise the sales. All the products are at a low level at the moment and new suppliers need to be found, so this seems to be the right time for a change.

If you think you would like to get involved in the smooth running of the club then give me call on 01202 573644 or the chairman Peter Clark on 01737 832367. We look forward to hearing from you.

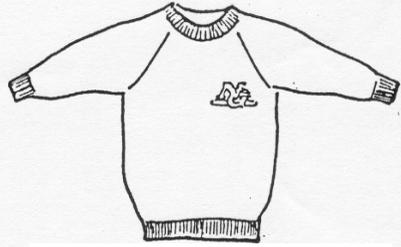
Bob Preece

## Club Products & Regalia - available from Bob Preece

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



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

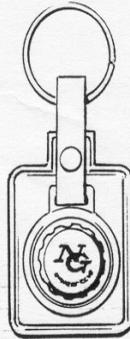


**SWEATSHIRTS**  
£12 plus £1.50 p&p

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)

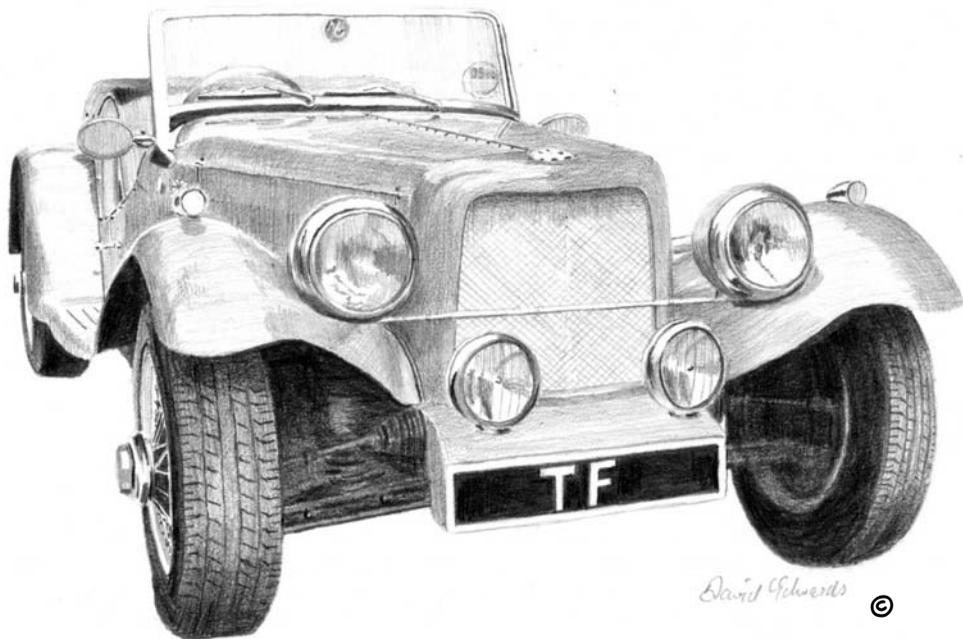
Compilation of Hints & Tips for Marina-based NGs (63 pages) - £5.00

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

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

# CHANGING GEAR

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*the magazine of the NG owners club*