

CHANGING GEAR

March 2007 (1)

Baitings Dam Hill Climb



2007 Events & NGOC National Rally

the magazine of the NG owners club

THE NG OWNERS CLUB

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

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Next issue: **June 2007**
Deadline for submissions:
14th May

Apologies to the member who supplied the cover photo—I can't remember who it was! Please remind me and I'll acknowledge it next time!

Membership subscriptions due—see page 12

Chairman's Letter

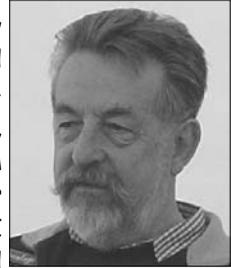
The New Year is now well and truly upon us and with the Calendar of Events already looking quite healthy, we can anticipate another good year ahead - so diaries at the ready please.

In the last issue, I referred to those few fine days that do occasionally occur in the winter months. Well there were some and yes I did get out in an N.G. NOT my faithful old white TD (referred to affectionately as "Sheen", very short for "the machine"), but my new acquisition, a very special red TF V8. I certainly blew the cobwebs away. Bright the weather was; cold it certainly was; fun no, just sheer ecstasy.

I am now looking forward to the new season's activities, the only problem will be which car to use. I know, I will drive one and Mary can drive the other. That should help swell the attendance at events. But don't leave it just to me, please do your best to support as many meetings as you can, after all they are good social occasions as well.

Enjoy your N.G.

Peter Clark



Editorial

Welcome to the first ChangiNGear of 2007. My editorial can be short this time (sighs of relief all round!) as I have received a good supply of articles to fill the magazine. Keep them coming though, or I may have to resort to some long ramblings! Bob Morrison's second V8 article is here at last (the first was Feb 2004) but I must admit it was given to me last summer - sorry, Bob - and I think the third one is waiting in the wings.

There are plenty of events to take part in this year (and I hope to

see you at some). If you are currently building your car, it is still well worth the effort to come along and meet other club members and enjoy the friendship and support that awaits you. The National Kit Car Show at Stoneleigh and our National Rally at Stratford are our major events and it would be great to see a record turn out at both of these. However, there are



also lots of other events to appeal so I hope we will all make the best use of our NGs in 2007. Several articles this issue refer to events from last year so hopefully these will whet your appetite to join in this year. Notice also the London to Brighton Kit and Sports Car Run on June 10th - see page 24. I have started 2007 by joining the MGOC on their Snowdrop Run on a lovely sunny day in February visiting both Wimpole Hall and Audley End House in the company of around 80 MGs.

Talking of MGs, many of you will have used MGB Hive for parts and this year they reach 25 years of service to MG (and NG) owners. Congratulations Nigel and Sandra! Maybe they will put on a special event - worth looking out for.

Congratulations too to John

Hoyle (earlier proprietor of NG Cars and current member) whose excellent suspension system features in the March issue of 'Enjoying MG' (the MGOC magazine).

Following Findhorn's success on Italia Sardinia 2006, I have had information on the España-Santiago 2007 Sportscar Challenge. It is a five day endurance rally which promises fast and testing roads for all makes of specialist sportscars. No racing licence is required, purely the ability of the driver, navigator and the reliability of the car to keep going! For more information see www.guildofmotorendurance.co.uk or visit their stand at Stoneleigh.

Happy NGiNG!

Chris Humphreys



NG Owner

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Secretary's Notes

I have just come to realise that in 2007 I have been a member of the NGOC for 25 years. I joined when the only models available to build were the TA Mk 2 and the all-new TC. The TC was too small for my needs, with two children at the time, so the TA fitted the bill.

There were a few other companies around, but Nick Green's company had a good report in the very first edition of the KIT CAR magazine (not the KC mag of today), which was produced quarterly. I still have issue 2 but issue 1 was lost, which is a pity because a write up on the TA, which was featured in it, persuaded me to go for the NG. The rest, as they say, is history.

Forthcoming Events

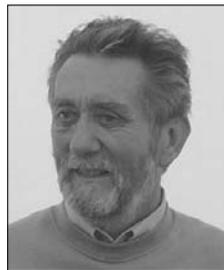
April 14/15 European Kit Car Show, Detling, Kent

This has been a much-improved show over the last couple of years and if the weather is good it is well worth a visit. The showground is just North East of junction 7 of the M20 on the A249 road towards Sheerness.

May 6/7 National Kit Car Show, National Agricultural Showground, Stoneleigh, Warwickshire.

This is the premier show of the year. Manda and I will be there on Sunday 6th in the club tent and with the tea and coffee on the go. (We

will be there this year, promise). We have the site we have used for the last two years which is stand number 40A. It is on the corner of 4th Street and Avenue H. Go straight from the gate entrance and then take 2nd right (4th St) and then 3rd on the right you will see our site.



If you wish to camp over night then give me a call on 01202573644 and I will send you a booking form. The price will be £5 for the NG and driver and £15 for any passengers. This covers the cost of getting into the show.

The N.A.C. is near Kenilworth. Leave the M40 at junc. 13 if coming from the south, or junc. 14 if arriving from the North. Both these exits are restricted juncs. so if you miss 13 you can go onto 15, but if you miss 14 it is 7 miles to the next exit junc. 12. From the M40 take the A452 towards Leamington and Kenilworth and lookout for signs to the N.A.C.

May 7 Aero/Auto Jumble & Classic Vehicle Rally and Fly-in, Pophams Airfield, Coxford Down, Winchester

This meeting is of course the same weekend as Stoneleigh but I will do my utmost to be there. This

is one of those where cars and aeroplanes meet and if the weather is good then a flying display is quite something with all the vintage aircraft coming and going.

I don't have any more information on this one but Keith Baker, our New Forest contact member, is in charge of this one for the club, so give him a call on 02380 864310 for more details. Pophams is off the A33 just south of where the A303 meets with the M3.

May 20 Rochdale Owners Club, Cheshire Kit Car Show, Macclesfield, Cheshire

This is a small show in a very nice setting so polish up your NG and have a pleasant Sunday out. Call our contact member, Dennis Roberts, on 01142 878515 for more details.

June 16/17 National Kit car Festival, Newark & Notts Showground, Newark-on-Trent, Notts.

This is another popular meeting and our contact member in Yorkshire, Dennis Roberts, has all the details of this show, so give him a call on 01142 878515 for more details.

June 17 Isle of Wight Classic Car Show, Brading Roman Villa, Brading, I.O.W.

This meeting is a new one for the club and because we have to take a sea trip to get there it might put a few people off. The ferry service, I understand, is the most expensive per mile anywhere in the world. I will be going, as it is the nearest meet-

ing of the year to me. Keith Baker & Chris Humphreys should have more details on this meeting.

June 29 - July 1 NGOC National Rally, Riverside Caravan Park, Nr. Tiddington, Stratford-upon-Avon, Warwickshire

This is our own large meeting of the year, so come along and meet old and new friends. We are having the same arrangements as last year as we had a good response from all those who met up.

We will have the marquee up in case of foul weather (but we won't allow that) along with the popular BBQs. Camping is allowed on the field with a tent or caravan and the cost will be £12 per unit per night. Fees must be paid to the NGOC and the club will settle up with the site owners.

The field is on the banks of the River Avon, and a river taxi will take you on a one-mile journey down the river to the Royal Shakespeare Theatre in Stratford. Fishing is also allowed from the bank of the river. There are many small villages around the area to explore should you wish to use your NG.

Our chairman, Peter Clark has recently been in hospital having undergone serious surgery. May I, on behalf of all members of the N.G. Owners Club, wish him a very speedy recovery and return to full health.

Bob Preece

Events Calendar 2007

<u>Date</u>	<u>Event</u>	<u>Contact</u>
14-15 Apr	European Kit Car & Builder Show Kent County Showground, Detling, Kent	Bob Preece
6-7 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire	Bob Preece
7 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester	Keith Baker
20 May	Cheshire Kit Car Show Capesthorpe Hall, Macclesfield, Cheshire	Dennis Roberts
2 Jun	Totalkitcar LIVE Brands Hatch, Fawkham, Longfield, Kent	Info only
9 Jun	Classic & Sportscar Action Day Castle Combe, Wiltshire	Info only
10 Jun	London ~ Brighton Kit & Sports Car Run Start: Hampton Court Palace	David Holland
16-17 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts.	Dennis Roberts
17 Jun	Isle of Wight Classic Car Show Brading Roman Villa, Brading, Isle of Wight	Keith Baker Chris Humphreys
22-24 Jun	Festival of Speed Goodwood, Chichester, West Sussex	Info only

Please note that a few dates have been changed from those published last time.

ChangiNGear March 2007

<u>Date</u>	<u>Event</u>	<u>Contact</u>
23-24 Jun	Wings, Wheels & Steam Country Fair Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
29 Jun-1 Jul	NGOC NATIONAL RALLY Riverside Caravan Park, Nr. Tiddington, Stratford-upon-Avon, Warwickshire	Bob Preece
22 Jul	Totalkitcar LIVE Snetterton Circuit, Norwich, Norfolk	Info only
25 Jul	Classics on the Common Harpenden Common, Harpenden, Herts	Chris Humphreys
18-19 Aug	SGR FM Air Display (inc. Sports Car Day on Sunday) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
26-27 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts	Chris Humphreys
31 Aug-2 Sep	Revival Meeting Goodwood, Chichester, West Sussex	Info only
8-9 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Mu- seum), Hampshire	Info only
15-16 Sep	National Kit & Performance Car Show Donington Park, Castle Donington, Derbyshire	Dennis Roberts
2-4 Nov	London ~ Brighton Veteran Car Run	Roy de Boise
17-18 Nov	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon	Bob Preece

Regular NG Meetings

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

Oxford - Monthly lunch-time meet: date depends on interest, 12 noon
The Six Bells, Warborough, off A423 Oxford/Wallingford
(Bob Morrison 01793 783105)

East Anglia area: 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 & District monthly lunch-time meet: every 1st Sunday, 12 noon
(Keith Baker 02380 864310 - Phone for current venue)

Cardiff (Sth. Wales) meet: by arrangement
(Brian North 02920 341671 - Brian also does engine reconditioning)

The Brooklands Club ~ Monthly Natter Meeting Dates 2007

March 13 th	Motoring Quiz
April 10 th	Jazz Evening
May 8 th	Noggin & Natter
June 12 th	Pride of Ownership
July 10 th	Walking Treasure Hunt
August 14 th	Barbecue & Summer Natter
September 11 th	Motoring Quiz
October 9 th	Bangers & Mash plus Music Evening
November 13 th	(Early) Museum Tour & Motoring Quiz
December 11 th	Christmas Evening & 'Enthusiast of the Year' Awards

(2007 is also the Centenary Celebration year for Brooklands with various activities going on throughout the year)

Events Web Sites

Web Sites for Venues

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

Other Web Sites

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

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

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

Next issue: June 2007

Deadline for submission of articles: 14th May

Club Accounts

NG OWNERS CLUB ACCOUNTS TO 31.12.06

Bank Balance as at
31.12.2005 £4,656.30

Income 2006

Subscriptions	3333.50
Club Sales	131.50
Advertising - C.G.	345.00
Bank Interest	2.67

Expenditure 2006

Stationery	122.58
Printing	1969.00
Postage	544.23
Club Equipment	-
Club Regalia	381.00
Trophies, prizes - and gifts	19.70
Event Expenses	1549.39
P.L. Insurance	150.00
Admin. Expenses	55.38

£3,812.67

£4,791.28

Bank Balance as at
31.12.2006 £3,677.49

£8,468.97

£8,468.77

Another year gone — another set of accounts!
A healthy bank balance at the year end although subscriptions are falling.
If you have any queries please contact me.

Susan Stretch
Treasurer



*Have you paid your 2007
membership subscription?*

Competition Results

As promised last issue, here is Paul Davis' winning entry for the 'A Day in the Life of an NG' competition.

A Day in the Life

Why do not men learn to leave well alone? There I was minding my own business when up goes the door of my home and in comes Mr P with his overalls on and carrying some cardboard boxes and plastic bags. I wish he would leave me in peace doesn't he know how tired I am after a weekend of racing around cones at auto tests.

Well the first thing he does is take off my bonnet with no concern for my modesty, and then he removes my water pipes and rocker cover what's going on?

Mr P finally tells me not to worry but yesterday I was making a bit of noise in the tappet area and as he had not adjusted them since the build that he thought it was time that he got his hands dirty, Dam Cheek I wash regularly.

Spanners and special adjuster in hand various bits are aligned and adjusted to what he thought was the correct setting and then with a new rocker gasket put in place one of the Cardboard boxes is opened and out comes a new shinny chrome rocker cover. Now some of you may

know that I am a bit vain about my external appearance but I have never really worried about what is under the bonnet but now it seems that I am to be made beautiful wherever you look, Mr P has even fitted a chrome water pipe along the top of the cover.

Up to this point every thing appeared to be going to plan and there was no bad language or lost tools, he needs glasses. The next Job was to fit a chrome water pump pulley wheel and this is when the trouble started. First of all he could not undo the alternator tension bolts and that caused a bit of reaction and a few strong words which I did not understand, still after a quick fag break and a beer Mr P returned to the fray and final managed to undo the problem bolt. Moving on and in an attempt to make up lost time, Mrs P had been promised some retail therapy, he tried to use an adjustable wrench on the four bolts that hold on the old pulley and guess what - too much pressure and too much haste and he shears off one of the bolts, now what?

This all started as a quick job to correct a little rattle and to fit a few new shiny parts and now he had to remove the water pump to drill and tap out the bolt hole. We are now 5 hours into a supposed 1 hour job or that is what he told Mrs P

and the temperature is rising and Mrs P had a quick peep round the door to see if it would be prudent to ask if they were going out, she made a quick retreat.

Finally he managed to put everything back in place and it did look quite nice even though I say it myself, but now mistake number 2 he refitted my bonnet and had not tried to start me up, these men will never listen to a woman. What do we know?

The first thing that appeared was a little water leak. Shiny rubber and shiny chrome do not make a good seal so the clips all had to be retightened - not too much of a problem but the worst thing was a black oily streak that started to drip onto my exhaust. Rapid tightening of the two nuts on the rocker

only seemed to make things worse and so we were now faced with undressing me again and taking off the rocker cover to look for the problem. Result: a warped face on the rocker cover which would need to be refaced. So much for buying off of Ebay.

Thankfully Mr P decided that it was time to call it a day and try to gain some brownie points with Mrs P and take her shopping.

So at the end of a frustrating day I was left in a completely undressed state with bits of me lying all over the bench and an oily rag just covering some of my working parts. What a come down. Hope Scooby does not come home and see me.

Ruby
(Entry by Paul Davis)



Membership Subscriptions

Membership subscriptions for 2007 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 or email rmorri1847@aol.com).

Members' Letters & Articles

Going V8 – part 2

It seems a very long time since part 1 of this article. Indeed it is! Work and travelling seem to have got in the way. As I left off last time the block was assembled and on the stand. New guides were acquired for the heads and fitted by Paynes. New valves and springs followed and the heads were tightened down with some ARP studs. I did not like the look of the squared off SD1 rocker covers so these were put in the back of a cupboard and some of the rounded P6 ones sourced on E-Bay for next to nothing. After a quick sandblast and clean they accidentally went to the powder coaters with a batch from work. The rocker covers came back gleaming black and were fitted with neoprene gaskets and the engine was nearly complete. Clive Wheatley supplied the new P6 water pump and alloy pulley, new blue

silicone plug leads, again from E-Bay and a refurbished distributor completed the package.

Carburation

The standard Rover SD1 manifold has a pentagonal lump in the middle with the carbs inclined across the engine. This is far too tall to fit under the NG bonnet. Original MGB V8s had a modified manifold and plenum chamber to bring the carbs towards the rear of the engine where there is maximum height under the bonnet. I decided to follow this route and avoid the expense of buying a Holley or Weber. After some deft application of a hacksaw and then the milling machine the inlet manifold was reduced in height to be level with the inlet ports. The maximum of metal was milled away leaving just enough thickness for the threads needed for the bolts, which would hold the



Figure 1 - Engine nearly finished

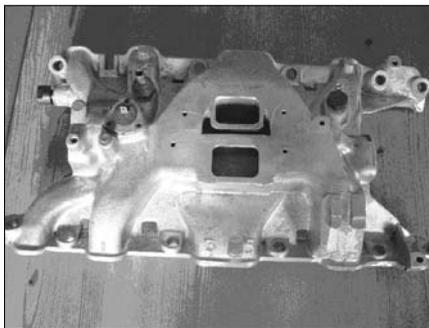


Figure 2 - Machined inlet manifold

adapter plate to the manifold.

A replica MGB plenum chamber was bought from Clive Wheatley and used along with the machined inlet manifold as a template for the adapter plate. The plate was milled and then screwed and glued with special oven glue to the inlet manifold. The whole was then fly cut to ensure a completely flat surface. The bores of the inlet ports were then milled to be of equal cross section as the Rover casting leaves a lot to be desired. The hole in the centre of the inlet manifold, which allows some water into the pentagon, was sealed off with oven glue before the



Figure 3 - Plate fitted to manifold

adapter plate was glued in place.

The plate thickness had been selected to bring the carb float chambers as close to the manifold as possible in the hope that there would be enough clearance under the bonnet. That could only be checked much later!

The carbs and inlet manifold were now fitted to the engine along with the exhaust manifolds. The oil

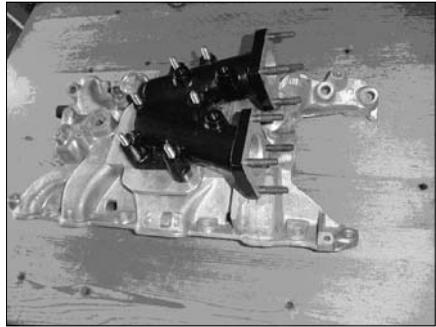


Figure 4 - Plenum fitted to manifold

filter was mounted on a bracket on the nearside cylinder head and pipes run back to the oil pump. During the build the oil pump had been filled with Vaseline so now was time to see if the engine had oil pressure. An oil pump drive shaft had been made up in stainless steel and was used with an electric drill to spin the pump via the distributor drive hole. A healthy 25psi was obtained. Phew!! The distributor was fitted and once the timing was roughly set the engine fired up first time. I did this wearing ear plugs as the engine is somewhat loud without any exhaust!

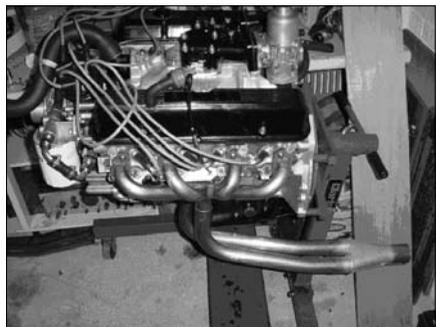


Figure 5 - Engine ready to fire up

Transmission

The V8 engine was bought with an LT77 gearbox. On draining the oil (the wrong type of course!) from the box, about half the internals came out in the form of iron filings. Looks like the box is in the same state as the engine. I was just about to start stripping the box down when fortune shined on me and a friend at work gave me a TVR Griffith 500 T5 gearbox that had been taken out of a car by a company by mistake, as they thought it had a major problem. The problem turned out to be the diff but the customer had already bought a new box. The box had only 20,000 miles on it and when opened up looked absolutely perfect. Not a damaged tooth in sight. This was obviously the way to go, I thought. The T5 is the same as fitted to the 5l Mustangs and Camaros and is good for 500bhp. It also weighs about half of the LT77. Some of you may have spotted the one slight problem here. The T5 has completely different mountings to the LT77 and will not fit on the back of the V8. A quick survey of the Internet provided a wealth of information and soon it was clear how to proceed. There are standard Buick bellhousings, which will do the trick, but near impossible to find the UK. The standard LT77 bellhousing is too long to be modified without machining off a huge amount of metal. As it turns out the Rover SD1 automatic gearbox has a shorter bellhousing

these are quite easy to find. Yes another E-Bay special and I had a BW box complete with bellhousing. Interestingly, the part number cast into the housing is a GM one, so they must have been sourced in the US by Leyland. The bellhousing was removed and the rest junked. Luckily, talking to John Hoyle, I discovered that he had a genuine TVR V8 to T5 bellhousing, and was able to borrow it. This gave me the dimensions needed to make an adapter plate to fit to the automatic bellhousing. I could also bolt this to the T5 and see how it fitted in the NG chassis. It looked as if not too much would have to be chopped out of the transmission tunnel and the gear lever position was quite close. All that was needed now was some aluminium for the adapter plate. Metalfast in Highworth near Swindon specialise in all types of aluminium. As they are just up the road from my house, I called in one day on the way home to see if I could get an off-cut. They were very helpful and found a suitable piece in bin 141. As I paid for it the salesman went to collect it. The delay in his return seemed somewhat ominous. "Sorry" he said as he came back, somewhat red faced, "It's not there!". As my plastic card had been debited already, he went back to the computer to look for another piece. After some searching another off-cut was found, somewhat thicker and twice the size. I could have that for the same price. (If anyone wants

to make an adapter plate I have a chunk on billet aluminium for sale!).

The gearbox adapter plate

The bore of the automatic gearbox bellhousing is quite small so needs to be enlarged. The bellhousing was clocked up on the milling machine and the centre bored out to the same diameter as the T5 input flange.

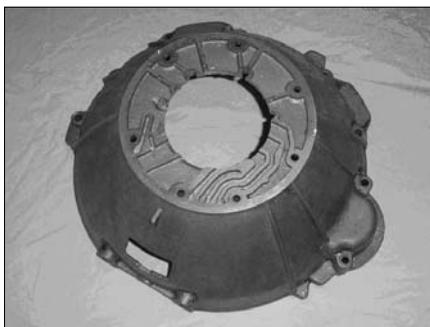


Figure 6 - Bored out auto bellhousing

Next a cardboard template was made up from the T5 and laid on the aluminium to give a rough idea of final size. The centre was bored out on the mill again to the same diameter as before. The outside was roughly cut on the band saw to remove as much excess metal as possible. The bellhousing side was flycut flat. A piece of scrap tube was turned to the diameter of the holes already bored and used as a centring piece to align the bellhousing and aluminium plate. The rather oddly positioned holes in the bellhousing were spotted through to the plate and drilled and tapped. The plate

was then put on the lathe and thinned down so that the combined bellhousing and plate thickness was nearly the same as the TVR bellhousing. The outside of the plate was then milled to its final dimensions and the plate then fitted to the bellhousing. A final flycut was taken to ensure the two faces of the complete unit were parallel.

The T5 was then placed on the



Figure 7 - Completed adapter plate

adapter, aligned rotationally, and the mounting holes marked, drilled and tapped.

All that now remained to do was to bolt the gearbox to the plate and try the assembly on the back of the



Figure 8 - Completed bellhousing

engine. This went painlessly and the whole unit was ready to be lowered into the NG to see how everything would go together. The original MG engine mountings had previously been taken off with an angle grinder.

Initial trials showed that the fit was not too bad. The drivers side transmission tunnel side would have to be moved outwards as this is an 1800 body tub not a V8 one. Once the radiator, cooling fan and front cowling were in place it was obvious that the engine would have to go further back. The V8 bonnet is 1" longer than the 1800, so an extra inch had to be found. All that is needed is a small amount to be cut off the corner of the footwells. This done, the engine and box fit in well. The gear lever is now further back as well and not much further forwards than the standard B position.

Next time I'll continue with the body mods and welding on the new mountings.

Bob Morrison May 2006.



Figure 9 - Gearbox fitted to engine

I recently received the following e-mail—if anyone is interested. Note it is for 2008, Ed

It's a pleasure for us, a famous Old-timer association from Flanders (Belgium), to invite you to one of our trips.

In **2008** we organize for the 2nd time a Remembrance Tour.

This time we have chosen for a weekend.

On **August 22, 23, 24 2008** we organize a VIP weekend for "**British Classics and Exclusive Cars**" (kit cars are welcome).

Because you probably plan your foreign trips a long time on beforehand we dare ask you to have a look at our proposal now.

We have worked out a budget VIP weekend "in Flanders Fields" in memory of the fallen British Friends.

If you are interested or if you want more information, please contact us. Don't wait too long because we can reserve only a limited numbers of rooms.

We hope to welcome you and/or your club at our trip.

For more information please have a look at www.kemmelhistoric.be

KHC-Team

(and you are welcome on 29th April 2007)

(See the web site, Ed)

National Rally 2007 (Jun 29-Jul 1)

Riverside Caravan Park Nr. Tiddington, Stratford-upon-Avon, Warwickshire CV37 7AB.

By popular demand, we are returning to Riverside for our second visit. As it's name suggests, the site is beside the River Avon and adjacent to the village of Tiddington, one mile outside of Stratford-upon-Avon.



We have a large level field for the club's use and the usual marquee will provide shelter from the scorching sun (or perhaps less clement weather). Gas barbecues and a tea/coffee urn will be to hand to make for a relaxing time. The on-site shop sells a limited supply of food but several members last year discovered an inexpensive and hearty breakfast was also on offer! We are allowed to camp on the field with a tent or caravan (£12 per unit per night). There are also plenty of Bed & Breakfast places nearby.

A river taxi runs from the site to the Royal Shakespeare Theatre in Stratford or, for the more energetic, there is a riverside walk. Fishing is allowed on the banks of the river and Tiddington has a Post Office stores and a pub which serves food. There are also a number of villages around should you wish to explore the countryside in your NG.

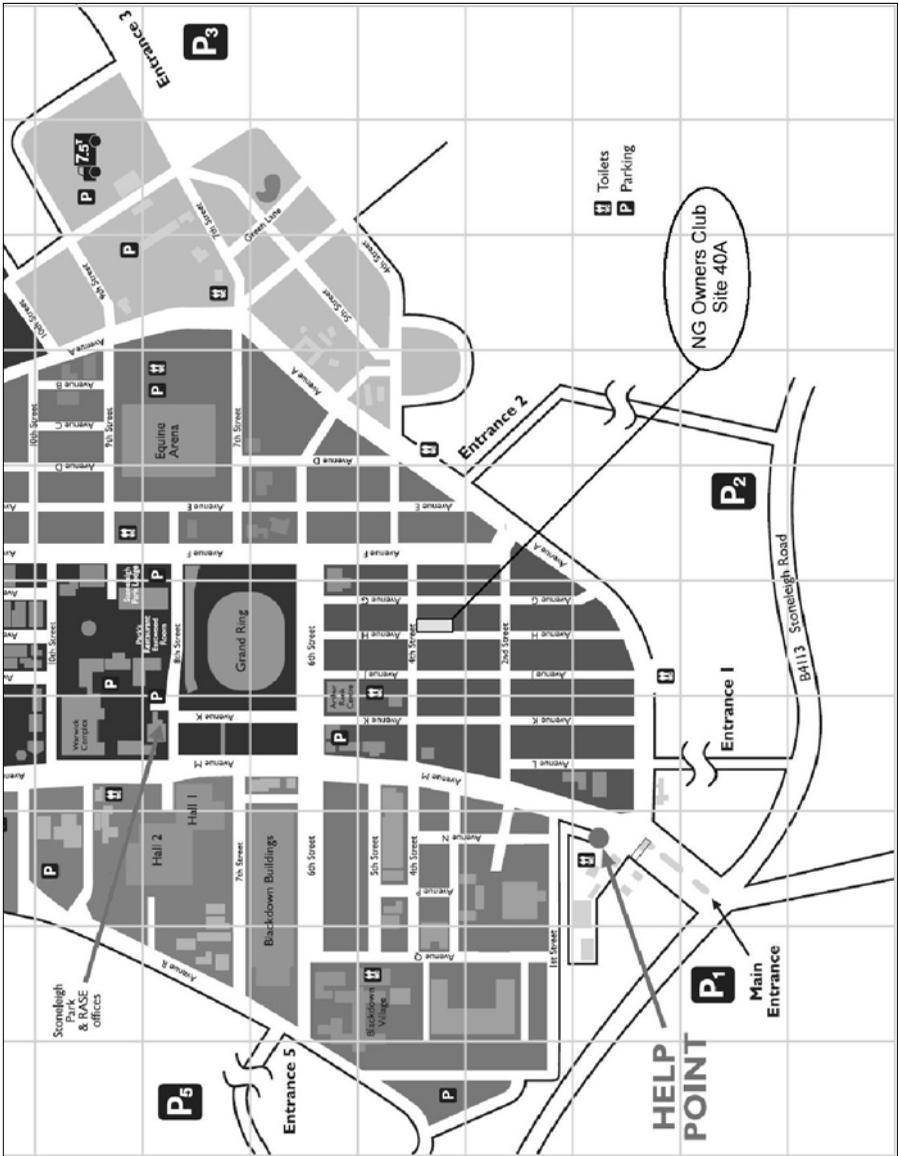
There will be more details in the June issue of ChangiNGear but, in the meantime, put this date in your diary and let's see if we can make it a bumper year for attendance - I do hope to see you all there!

Chris Humphreys



Stoneleigh Map (May 6/7)

Directions: Go straight from the gate entrance and then take 2nd right (4th Street) and then 3rd on the right you will see our site 40A. It is on the corner of 4th Street and Avenue H (same site as last year).



Courtesy of www.nac-stoneleigh-park.co.uk

Members' L & A cont.

Goodwood Breakfast Club 1

I wanted to share an experience and snapshot from the Goodwood Breakfast Club last Sunday (1st October). And what an experience!

I came by my TC a few years ago and to date never had the chance to turn up at an NG event. Either fam-

zarre seeing I was sandwiched between Italian & German exotica. It was also a pleasure to meet a few more people from the club, chat and share views about the marque and cars in general. If this is what owning an NG is like, I'll definitely attend more events with the V8 in the future. Especially if there is a chance of capturing a memento like the one enclosed (permission cour-



ily commitments or the fact I had it in bits doing "something else with it" has always prevented me rolling it out. So it was a real surprise from the moment I stepped out of the car, to when I left the event 2 hours later, the effect of being at a motor event in a TC! I didn't get a good chance to look at the other great cars in the paddock; I was simply inundated with people asking questions - from little kids right through to the bigger ones! Even more bi-

tesy of a very kind track marshal).

The reaction at the Breakfast Club to my TC left me with a buzz that's lasted the week. And that's in no small part due to the advice and help I've received by club members and Findhorn as I've modernised and reworked the car.

I'm already looking forward to the next event (if I've not got it in bits again!).

Andrew Brook-Holmes

Goodwood Breakfast Club 2

Thought you might like to mention in the next issue of the NGOG magazine that the Goodwood Breakfast Club, launched in 2006, was considered such a success that it will be continued in 2007. As a reminder to NGOG members, it is a monthly gathering at Goodwood Motor Circuit's Vitra Cafe for those who ap-



preciate interesting vehicles (and a good breakfast). Staged from 08:30 to 12:00 (ish) on the first Sunday of each month from March to October (except September). Each meeting is themed, with appropriate vehicles



parked at the Vitra Cafe and a wide variety of others on display in the paddocks. All are welcome - you are just asked to bring an interesting vehicle. Further info, including monthly themes, can be found on www.goodwood.co.uk/breakfastclub or call 01243 538016. We made two visits last year and on the second, in October, we found that the organisers had opened up the paddocks, where the entries are prepared for the Goodwood Revival, for the more interesting of the visiting cars. It was great to see several NGs had been directed there including Jeff Stretch's superb TF and Dave Woolgar's immaculate TA. There

was also an excellent red TCV8 (apologies for forgetting the owner's name) & all three fitted in very well with the general ambience of the Goodwood scene. We intend to attend several of this year's meetings but not, perhaps, until our TC has been finished!!!

Paul Gray

Exeter KC Show (18 Nov 06)

The venue used for the show is the Westpoint Exhibition Centre just off the M5 near Exeter, this being the 12th year of the show at this site. The venue is spacious with plenty of parking and good facilities. We were rewarded with a glorious sunny day that meant that lots of visitors turned up in their kit cars to add to the spectacle. We arrived just after the 1000 hrs opening time and joined the fast-moving queue and were soon inside the main building where over 50 manufacturers were present.

We had a number of items to research for our TC mods, the first one being to survey methods used for mounting and sealing wind-screens to body tubs and, apart from looking at a number of cars, we were able to review the stocks of rubber sealing sections that were on sale in abundance, with at least four suppliers of such trimming items at the show.

Within a short time we felt the need for some caffeine and headed for a coffee in the sunshine only to find that Bob & Manda Preece and Mike & Hils Bond were already occupying a table - what a small world!

It was good to see Findhorn Cars at the show and to catch up with Nigel's son George who was 'holding the fort' during our visit. Findhorn had their very nice dark green TF demo car on the stand and Peter

Sergeant had his red TF also on display. You might remember that Peter's TF is converted to run on natural gas & apparently this works extremely well. The Findhorn TCV8 demo car took pride of place on the stand complete with side decals from the recent Endurance Rally in Sardinia. According to George the rally was enormous fun and both Nigel & George have said that the TC couldn't be faulted throughout the rally. Talking to one of the other competitors later, they remarked that the TC exhausts could be heard rumbling away in the distance during most days of the rally. On the subject of endurance rallies it was good to see Bill & Nicky Davenport arrive in their splendid maroon TA. Bill & Nicky are regular competitors at such rallies although not in their precious TA. We later met Nicky, next year's rally brochure in hand, considering the endurance event planned for mid-September 2007. The rally starts in Spain - how about some more NG competitors? For more feedback on this year's event, I believe that Ian Hyne has written an article on the rally that will be published in the next edition of Kit Car magazine.

Paul Gray

Totalkitcar LIVE

Organised by totalkitcar.com, the event was held at Brands Hatch on the 14th October 2006. The idea

behind the event was to organise an alternative event for kit cars that would allow potential buyers the chance to experience the ride and performance of the cars on offer. This is in marked contrast to the normal kit-car event where the cars are arranged for static display but one is left to guess at how good the vehicle dynamics might be.

Steve Hole, who runs totalkit-car.com, has to be congratulated for organising a splendid day out with attending manufacturers bringing a large cross-section of the very best cars that the industry has to offer. The format for a demo ride is that, on arriving at the circuit, you sign in at reception and are given a wristband to wear. You then walk along the paddock garages and arrange a test ride with your selected kit-car manufacturer. As far as I could see, the majority of manufacturers present were not charging for the rides except Caterham who were asking for a small sum.

The whole event was very open with excellent access to all the cars in the paddock (not like BTCC type events where the interesting bits are screened off from public view). The manufacturers seemed to be having a great time showing potential buyers just what their cars could do. Watching the track action was itself very entertaining. On arrival at about 08:30, the whole of Kent seemed to be immersed in thick fog and this didn't bode well

when we parked and walked towards a race circuit that was completely invisible at that time. However, within an hour the fog had burned off and the day stayed dry providing ideal track conditions.

Not being very familiar with the Brands Hatch circuit, I think that the cars were using a shorter version that was ideal for spectators. There were various excellent spectator viewpoints where you could virtually see the whole track. It was fun watching a gaggle of cars driving past and not having to wait long before they roared past again having swapped positions depending on car & driver performance. I did feel sorry for some of the sevenesque cars because there was a huge disparity in performance between the various models. Not surprising when you see that Caterham were running their Superlight car that weighs very little and has a 0-60 mph time of 3.1 secs - truly supercar performance. Another fascinating car was a 60's Minim with a 230 bhp engine in place of the back seats that was making a good job of keeping up with the stunning Gardner Douglas T70 with a mere 500 bhp!

Quite a large number of kit cars turned up during the day, with drivers paying £5 on entry and parking close to the stands. Being currently NG-less, we had to park our tinny in the public car park just outside the gates - definitely the poor relations! There were two NG TCs in the car

park, namely Alan Goodbun's and a green car that I didn't recognise.

There were a few accessory stands in evidence with some tempting price reductions. We bought some nice ally switches for the TC's dashboard from Car Builder Solutions - an excellent supplier of specialist items for kit car builders.

All-in-all a very pleasant day out and, if I haven't mentioned it before, I strongly recommend you to become a regular reader of Steve Hole's excellent kit-car website www.totalkitcar.com where the news is updated every Friday.

Paul Gray

STOP PRESS... **London to Brighton Kit & Sports Car Run.** **Sunday June 10th 2007**

<http://www.classiccarrun.com>

This is a well organized run for Kit, Replica and post 1981 Sports Cars. The first London ~ Brighton kit car run in 2001 attracted over 200 kit, replica and sports cars from across the UK. Last year there were 47 kit cars, 8 of those were NG's.

So far we have Jeff and Sue Yardley, Chris and Lesley Humphreys, and my family cars making 5 NG's from our club. Discounts are available for group bookings of 6 or more. If we book 5 vehicles we get one free. If you are interested in joining us we can share the savings.

The entry fee for each vehicle is **£75.00**. The entry fee includes free entry to Bentley Wildfowl and Motor Museum (<http://www.bentley.org.uk>) on Sunday 10th June for the driver & navigator. This provides a stopping point en route. For additional passengers (interesting in all but a TA?) reduced price entry tickets can be purchased in advance. Bentley offers something for everyone. A Motor Museum, formal gardens, Mansion House, wildfowl collection, craft demonstrations and steam railway and makes an ideal lunch stop.

The beautiful east front of Hampton Court Palace is the start point. Gathering at our appointed time we leave every 20 seconds and are ceremoniously started with a wave of a Union Jack and photographed. Copies of the start, en route and finish photographs are available to order. If you are a long drive from Hampton Court, rooms have been reserved at a nearby hotel as part of special package, including a discounted room rate and secure parking. Numbers are limited and I have been advised that you



should make early reservations to avoid disappointment.

At the combined finish of the London to Brighton Classic Car Run and the London to Brighton Kit & Sports Car Run, autojumble, trade and craft sites are available under cover, underneath the arches adjacent to the display of participating vehicles. I wasn't too impressed with the stalls last year and spent my time chatting with other car owners.

All entrants receive:

- Commemorative numbered Rally Plate
- Commemorative Brass Rally Plaque
- Comprehensive Route Book
- Listing of all cars taking part
- Personalised Certificate of Par-

ticipation for the Driver

- Free entry passes for driver and navigator for Hampton Court Gardens & Bentley Wildfowl & Motor Museum
- Reduced entry to Hampton Court Palace on Saturday 9th June

Last year we had a great day out and a superb family picnic at Bentley. If you are interested in joining us for the run please contact me for additional information. You are also very welcome to come and join us for lunch.

Go on - join us and treat your NG to a great day out. I look forward to hearing from you.

E-mail: david@hollandfamily.f2s.com

Tel: 01420 542966

Dave Holland

Book Review

How To Build & Power Tune Distributor-Type IGNITION SYSTEMS

Author: Des Hammill

ISBN: 1-903706-91-2

Publisher: Veloce Publishing

Price: £ 14.99

(I paid: £ 10.23 inc delivery from www.thebookdepository.co.uk)

I can't quite recall exactly how I volunteered to do a series of book reviews. The idea was the result of a conversation with our editor while

relaxing at the Exbury Gardens autumn meeting organized by Som and Keith Baker.

I found it quite intriguing on how a complete book could be written on the humble distributor. Well it is not the biggest of books but it immediately had me asking questions and I purchased a copy.

The twelve chapters are more akin to short sections than full chapters and are in consequence quite brief but to the point and there are numerous good quality, close up colour photographs in al-

most every chapter. The book is a "hands on" guide to pulling your distributor apart, modifying it for optimum performance for your particular engine by experimentation and then testing the results.

The author begins by exploring the fact that most engines modified for higher performance require more ignition advance at idle revs but not necessarily more total advance at full revs. So don't take literally the data given in your workshop or DIY service manual. They are by no means optimum.

Chapter 2 is straight into hands on mode and this continues through the book. The timing marks are modified and extended up to full advance so that later you can test the full mechanical advance is working and at which rpm it has reached full advance. We look at how to alter the rate of mechanical by changing the advance springs and how to set the total advance by physically changing the stop positions of the weights. After optimizing the rate of advance the final two chapters describe how to set the correct amount of advance required at idle and last of all establishing the optimum amount of full advance by going out and test driving the car - the rewarding part.

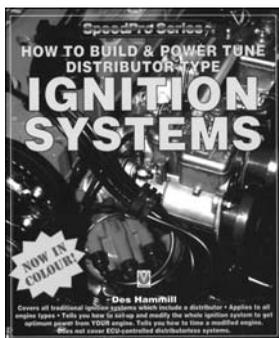
While individual engines are not covered in the book typical values

for the MGB 1800 are 14 degrees at idle and 20 degrees of mechanical advance giving a total advance of 34 maximum for leaded and super unleaded 97. Back off to 11 degrees at idle for unleaded 95. This data is from another book I'll review on tuning MGB engines by Peter Burgess. The 3500V8 will vary between

10 to 16 degrees at idle and 36 degrees of total advance. This data is from Des Hammill's excellent book on the Rover V8.

Chapter 4 describing vacuum advance is noteworthy. The vacuum advance is simply an economy device and will give

somewhere around 10 % better fuel economy when used. Many people fit the Holley carburetor to their V8's and hook the distributor vacuum advance to the side of the Holly. BEWARE. This chapter highlights a major problem - this connection method gives maximum advance at idle which the standard SD1 Lucas 35D8 and 35DE8 distributors are not designed for. This can lead to a difficult to trace misfire at idle, when driving the car it will be fine because the vacuum will be much lower, but again at motorway cruising the engine may start misfiring again. The engine can become dangerously over advanced - with some very serious consequences. I had been experimenting with the ad-



vance settings and the same Holley vacuum set up. My V8 disintegrated very noisily and quickly after a con rod broke. It smashed the camshaft and then cam followers and pushrods spilled out in no particular order along the road. Having later purchased and read the book it went a long way to explaining my shattered V8. I now no longer use a vacuum advance and am a lot more careful with maximum advance settings.

There is an alternative way to do all this and that is electronically. I met an NG owner in his TC1800 recently one Sunday morning at the road side near my home in Alton. I went over and introduced myself and enquired if he required any assistance. We were soon chatting and the conversation led to distributors - he had recently fitted an elec-

tronic distributor to his TC 1800. He gave a hearty thumbs up to a Dutch electronic distributor manufacturer 123 Ignition (www.123ignition.nl) They include a small light to assist with setting the static timing and a choice from 16 pre-set advance curves is selected by a simple rotary switch. I'm not quite sure how simple the price will be though -£€!

The book has been a great source of information and interest for me and I will soon be experimenting with my trusty Lucas. If you are interested in this book and others, I'll bring them along to the shows and events I attend during the year. I'll be a Detling with the children for starters and look forward to meeting you there.

Dave Holland

New Members - Welcome

MR CHARLES RONE (1369) (TC)
NARBERTH, PEMBS

MR MICK WEIGHT (1370) (TF)
YATELEY, HANTS

MR RAY BLANKS (1371) (ASCOT)
NEWHAM, DERBS

MRS LINDA BARKER (1372) (TF)
REPTON, DERBS

MR HYLTON SHARROCK (1373) (TF)
RAINHAM, KENT

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 TA Special - 1800cc (MGB-based 1968). Tax exempt, 12 months MOT. Green with aluminium bonnet and brass racing-style grill, aero screens, classic wood-rimmed Moto-Lita steering wheel. The car is currently a two-seater but could easily be converted to 2+2. In last 12 months has had engine swap with unleaded head, new custom-made radiator, new starter motor, new starter ring gear, new clutch and reconditioned dynamo. Approximately five years ago the car went through a full, body off rebuild. Since I have had the car I have also fitted new seats, seatbelts, new headlamps, indicators, safety cut-out switch and mirrors. I believe the car to be mechanically sound and all that remains to be done is the inte-

rior trimming - there are currently no carpets. Have just acquired an NG TD and sadly no room to keep both cars. **£2,995.** For further details and photos please see www.cjnelson.btinternet.co.uk
Tel: Chris 01704 570252
Mobile: 07970 892581
E-mail: cjnelson@btinternet.com



NG TF 1800 correctly registered non Q historic vehicle. Maroon/Oatmeal. Professionally documented build from new parts in 1986 with suicide door, wires, burr walnut dash, Motalita, weather gear & tonneau, servo. Special 18V unleaded engine, overboard, lightened, with large valves & strengthened rocker gear, alloy rocker cover + H6 carbs.

Overdrive gearbox & oil cooler, MG chrome headlights & fog lamps, etc. Summer use only, 7000 miles.

£3950 ono + spares

Tel: 01403 741385 Dave

E-mail: bykilner@aol.com

NG TD. My name is Alan Morgan and I used to work on Kitcars and Specials magazine during the 1980's. I became friendly with Nick Green and in 1985 Peter Coxhead and I built an NG TD as a project car. The build was fully documented in the magazine (I've got many copies!) and the car was displayed on our stand at Stoneleigh several times. I used to be a club member but my membership lapsed in the 1990s. I have owned the car since new but regrettably now has come the time to sell her.

The car has a 5 bearing engine, big valve head, overdrive, rebuilt wire wheels and more recently had the front discs renewed and a new exhaust. It is red with matching wire wheels and tan interior. It also has short and long tonneau covers and hood in tan double-duck fabric.

The car is in excellent condition and although she has not been taxed since 1994 she has been regularly started and run. She has always been garaged and is currently kept in dehumidified storage in Kent. She is correctly registered as an NG TD and has a nice no. plate - NMG 601. She will be sold with a fresh MOT. I would like this car to go to some-

one who will look after her and appreciate her special history. I'm open to sensible offers in the region of **£4750.**

Tel: 020 8660 2280

Mobile: 07712 588819

E-mail: alan@clublotus.co.uk



NG TF (1973 MGB Based) V8, 5-speed. Very good red painted bodywork with doors, cream interior. NG logo radiator and spare wheel caps. New chrome wire wheels plus spare set of wires. New propshaft, new battery, new waterpump. Tonneau cover, wood dash, Mota-Lita steering wheel, fold-down screen and aeros. MOT Dec '07, Tax Feb '08. **£5000 or sensible offer.**

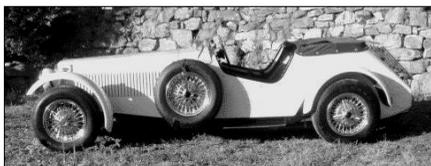
Tel: 02392 649127



(Photo on previous page)

NG TF 2+2. Built in 1998 SVA tested, single donor vehicle, non 'Q' plate. Lipara Blue and magnolia/dark blue trim. Folding screen, aero screens. Unleaded 1800 with over-drive. All weather gear, boot rack. New MOT, sold with 6 months tax. Reluctant sale of ultra-reliable fun transport. Recently serviced and tidied. **£5995 ovno.**

Tel: 07951 777674 (Surrey)



NG TD 1800 based on standard MGB running gear. Fully rebuilt 1800 engine, 4 speed gearbox with over-drive, alloy rocker cover, chrome wire wheels (including 2 spares) with Goodyear Grand Prix tyres, stainless steel exhaust, stainless steel 10 gallon fuel tank, burr walnut veneer dash, hood, full tonneau cover, ½ tonneau cover, Mota Lita steering wheel, chrome luggage rack. All receipts for parts are available, many new parts were used in building this car. 12 Months MOT, tax exempt. **£4995.**

Tel: Pete 01736 797463

Mobile: 07866 164719

Information from a member (J E Broad) is that various **Marina parts** are available from John's Car Spares

(English and Foreign from 1950s to 1980s).

Tel: 01992 522820 (Essex)



Excess to requirements: **NG Ascot rolling chassis** as per photo pre-SVA with Marina 1800 engine etc. It has a new exhaust system and various spares, the chassis is unregistered.

Offers.

Tel: Dave 01159 328889

Mobile: 07973 636996

E-Mail: dave.giffard@ntlworld.com



Useful for those who are building a kit or converting: **Wooden dashboard** with cushion surround, **offers. New radiator** with deep copper core for V8 conversion of a NG TF, **offers.**

Tel: John McMurray 01384 287864

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

NG TF converted to aeroscreen racer so... NG TF pre SVA **aluminium framed windscreen** + brackets, useable condition £50 (good to have a spare). NG TF Hood and rear support hoops, windows slightly yellowed but otherwise VGC £200. NG TF pair side windows + frames (zipped) reasonable condition but windows slightly yellowed £150. NG TF windscreen wiper motor (worked when it came off car but no guarantee) + 2 chrome wipers, good condition £20. NG TF pair perspex side wind deflectors (attach to windscreen) VGC / never used £40.

The hood/windows/deflectors, etc. all attach to the pre SVA windscreen, but I guess can be made to fit the new SVA windscreen easily enough. Buyer to collect, Reading, Berkshire

Tel: Neil Blagden 01189 133718 work

E-mail: neil_blagden@fwuk.fwc.com



Very good condition **NGTD** based on 1800 MGB. Finished in British racing

green with brown and beige interior. Registered as NGTD Roadster on V5 13.6.1994. Years MOT, full set of weather gear, including tonneau cover. MGB wire wheels, mileage 3270. Registered on Q plated due to lack of original documentation when registered by original owner, this car is not tax exempt. Quite a rare car. Full online gallery at <http://www.hcfc.co.uk/ng> Some minor paint work and interior repairs needed hence, competitively priced at **£5,500 ono**.

Tel: 07973 878634

E-mail: frank@hcfc.co.uk



NG TF based on 1800cc MGB. Only 1500 miles since build. Cream upholstery, walnut dash, hood & side screens. Immaculate condition. Cup and shield winner at Gaydon 2001. Cost £13,000 plus to build and it shows. Reluctant sale but other interests take priority. **Sensible offers only please**. Based Cotswolds.

Tel: Mike 01451 821455





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

Wanted

Written off/wrecked/rough/cheap NG wanted. Preferably TA, must be correctly registered.

Tel: Bob Griffiths 01934 834585

E-mail: rob.lingr Griffiths@btinternet.com

I'm re-building my neglected NGTF and I need the following bits: Hood and side screens, Tonneau, Windscreen - the new style rather

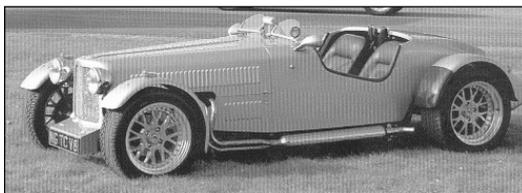
than the older aluminium one I have at the mo, Engine compartment side panel (left hand). I've looked at new parts from Findhorn Cars but the prices they're charging almost makes it worth buying a used car and stripping it for parts. Does anyone have a dead NG I can butcher?

Tel: Phil 07775 822128

Findhorn Cars Limited

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

tel : 01730 823647
fax: 01730 823580
web: www.ngcars.co.uk
e-mail: info@ngcars.co.uk



All NG parts supplied
from chassis to brake pads

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

Club Products & Regalia - available from Mark Staley

7 Loxley Close, Oakwood, Derby, Derbyshire DE21 2PU

Tel: 01332 723927 or 07711 124153 Email: mark.staley2@ntlworld.com

The following items are now available (logo is contrasting silver/black)



Sweatshirt (navy, dark green) L, XL

£12 + £2.50 p&p*

Polo Shirt (red, black, navy, white) M, L, XL

£10 + £2.00 p&p*

Baseball Cap (navy)

£8 + £1.50 p&p*

Beanie (navy)

£7 + £1.50 p&p*

*p&p charge up to a maximum of £6.00

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

Club Literature - available from Chris Humphreys

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

L1: MGB/NG Electrics (Brian Baggerly 1985)

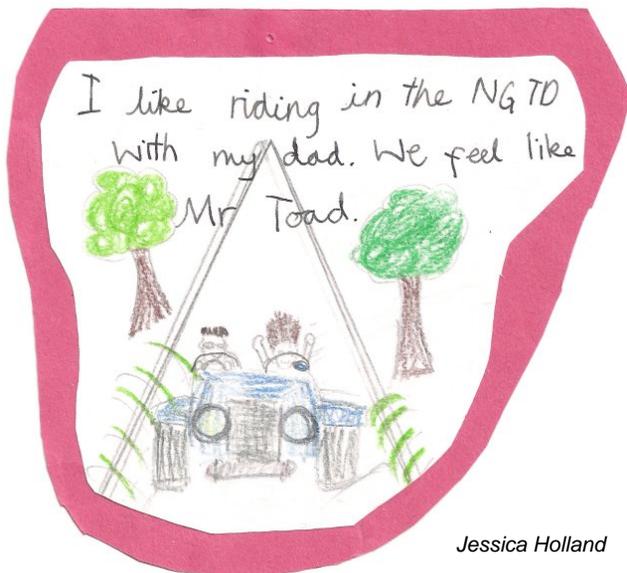
L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

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

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

CHANGING GEAR



Jessica Holland



Line-up at Exbury Re-visited 2006

the magazine of the NG owners club