

# CHANGING GEAR

September 2008 (3)

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## Concours Winner



**David Thom wins the  
2008 National Rally Concours Cup**

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*the magazine of the NG owners club*

# THE NG OWNERS CLUB

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Ad & Joke Van Schaik from  
Holland with their superb  
left-hand drive NG TF

Next issue:  
December 2008

Deadline for  
submissions:  
15th November



## Chairman's Letter

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**I**n my last letter I mentioned that our Annual Rally, to be held at Billing Aquadrome, would soon be upon us. My goodness! How time flies, the rally has been and gone and could almost be a distant memory. Not so, I would like to thank all those who made the journey to attend despite unfavourable weather forecasts and conditions. I have to admit that the storm on the Saturday night was a real humdinger.

As usual the social side of the weekend was brilliant and the quality of the cars was so good that judging for the 'Best' in a category proved to be quite difficult for us all. So - well done everyone. All in all another successful event.

During our stay it was learned that the Billing site was under new management which could account for the apparent lack of general security and gate management. With this in mind the Committee decided that an alternative venue should be

sought.

F i n d i n g suitable places to go is not an easy task, however a new site has been found near



Upper Heyford in Oxfordshire. The site is within easy reach of several places of National Trust and other interests as well as the town of Bicester.

The site is smaller than those previously used but we will have the whole site for our exclusive use which means that from a social and security point of view we will be in control.

2009 will be the 30<sup>th</sup> anniversary of the NG car marque so the intention is to push the boat out and try to make the weekend a bit special.

The proposed date is the 3<sup>rd</sup> - 5<sup>th</sup> of July 2009. More details later.

Peter Clark

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## Editorial

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**O**ur disappointing summer weather appears to have been the subject of many conversations so I won't comment on it any further - oops I just did! Still, what I said last issue about the lovely May re-

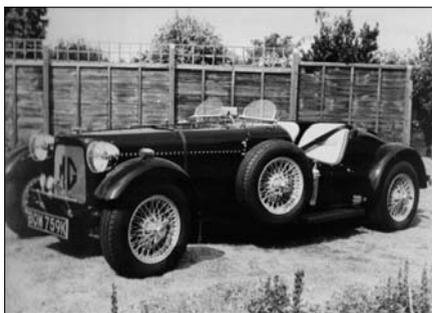
minds me that there are plenty of times we can still enjoy our great NGs. As I write this, the last two weekends have been outdoor invitations.

I must apologise for the lateness

of this issue. Somehow the start of the School Autumn Term always seems frenetic and the magazine gets put behind.

My NG took Lesley (my wife) and me to Cornwall in July and gave us a lovely time. There have been a lot of other occasions enjoyed this year by many members and some of these are written about in this issue (more contributions to come please!). The National Rally was, as usual, a really enjoyable event (see report on page 16) and I was most surprised to receive the most votes in the TF category, especially as there were many other deserving TFs in attendance. Our attentions now turn to next year's event when we shall be celebrating 30 years of the NG marque. Put the date (3<sup>rd</sup> - 5<sup>th</sup> July 2009) in your diary now and don't let anything get in the way!

Another highlight for me in August was a visit from Ad and Joke (pronounced Yoka) Van Schaik from Holland who joined Lesley and me on the MG Octagonal Run (organised by the Wycombe Area MGOc) finishing at Blenheim Palace. Ad built his NG about the same time as me and his



car appeared on the front cover of the first issue I edited back in March 2005. We have exchanged many emails but never until now managed to meet. We had a very enjoyable weekend which largely remained dry despite the wet forecast.



I have had an email from a chap called Martin Johnson asking if anyone knows the whereabouts of the NG he built back in the late 80s (see photo - BOW 759K). He sold it to a gentleman in Rochester in 1990 but would love to be re-united with it. Although it is apparently not one our club members' cars, if you know where it is or what has happened to it, please contact me so I can pass on the information.

The number of adverts in ChangiNGear has dwindled lately, although quite a few are removed before printing as they are sold through the excellent website which Mike Peel (our Clubman of the Year) maintains. Whether this is yet another symptom of the "credit crunch" I don't know but at least we are maintaining a healthy membership.

Finally a big "thank you" once again to all those who have contributed to ChangiNGear; without you there would be no magazine.

Happy NGiNG!

Chris Humphreys

## Secretary's Notes

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The end of the year beckons, so just a couple of events to mention in the south.

### **November 2** **The London to Brighton Veteran Car Run**

The suggestion is that you meet at the public car park at Tattenham Corner on Epsom Downs, to leave at 8am sharp. However it may be best to check with other members (e.g. via the forum on the website) as it has been less well attended in recent years.

### **November 15/16** **Great Western Kit Car Show West Point Exhibition Centre, Exeter, Devon, EX5 1DJ**

This is the last show of the year and a bit late in the calendar for many members. Sunday is the preferred day most people visit, so if you are interested in attending then give me call on 01202 573644 and I should be able to tell you who else is going and arrangements can be made to meet up. West Point is just east of Exeter off the A3052 road to Sidmouth.

### **December 14** **SE Christmas Lunch Kingswood Arms, Kingswood, Surrey**

Chairman Peter Clark has booked

this venue for us again as it has proved to be the most popular, judging by the comments received over the past years. Many thanks, Peter. We do not have a price this early in the year but I guess it will be similar to last year with a little adjustment for inflation. There is only seating for 40 people, so make your reservations with me on 01202 573644.



### **3-5 July 2009** **National Rally 2009 (30<sup>th</sup> Anniversary of NG)**

We have had to book a venue very early, as sites are becoming hard to locate. Fortunately Paul Gray has found one for next year, and I am just mentioning the date here for you to make a note of it on your 2009 calendar. The site is just off junction 10 of the M40 and is close to Upper Heyford.

More information in the first edition of the magazine of 2009.

Bob Preece



## Regular NG Meetings

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

**Midlands - Monthly evening meet:** every 1st Tuesday, 7.00pm  
The Boot Inn, Repton, nr Burton on Trent, Staffs  
(Mark Staley 01332 723927 - Venue adjustable, phone for details)

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

**East Anglia area:** various meets & activities  
(David Edwards 01284 788118 - Phone for details)

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

**Kent - Monthly lunch-time meet:** every 2nd Sunday, 12.30pm  
(John Jewsbury 01622 890992 - Phone for current venue)

**New Forest - Monthly lunch-time meet:** every 1st Sunday, 12 noon  
(Keith Baker 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 2008

Oct 14: Autumn Natter

Nov 11: Torchlight Walking Treasure  
Hunt

Dec 9: Enthusiast of the Year  
Awards, Waistcoat & Ladies  
'Feely Bag' Competitions,  
Jazz Evening, Hot Sausage  
Rolls & Mince Pies.

## Events Calendar 2008/9

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<u>Date</u>	<u>Event</u>	<u>Contact</u>
<b>2008</b>		
2 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only
15-16 Nov	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ	Bob Preece
14 Dec	SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey KT20 6EB	Bob Preece
<b>2009</b>		
10-11 Jan	Racing Car Show (Autosport International) NEC, Birmingham B40 1NT	Info only
11-12 Apr tbc	European Kit Car & Builder Show Kent County Showground, Detling, Kent ME14 3JF	Info only
3-4 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
3-5 July	<b>NGOC NATIONAL RALLY (30 years of NG)</b> Heyford Leys Camping Park, Camp Road, Upper Heyford, Bicester, Oxon OX25 5LU	Bob Preece

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

Next issue: December 2008

Deadline for submission of articles: 15th November

## 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>
Brands Hatch	<a href="http://www.brands-hatch.com">www.brands-hatch.com</a>
Brooklands Museum	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Castle Combe Circuit	<a href="http://www.castlecombecircuit.co.uk">www.castlecombecircuit.co.uk</a>
Goodwood	<a href="http://www.goodwood.co.uk">www.goodwood.co.uk</a>
Harpenden Common	<a href="http://www.classicsonthecommon.com">www.classicsonthecommon.com</a>
Heyford Leys Camping Park	<a href="http://www.heyfordleyspark.co.uk">www.heyfordleyspark.co.uk</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>
Lavenham	<a href="http://www.lavenham.co.uk">www.lavenham.co.uk</a>
Mercedes-Benz World	<a href="http://www.mercedes-benzworld.co.uk">www.mercedes-benzworld.co.uk</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	<a href="http://www.shrivenham.org">www.shrivenham.org</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

Autosport Int. (Racing Car Show)	<a href="http://www.autosport-international.com">www.autosport-international.com</a>
Greenwoods Exhibitions (L2B etc.)	<a href="http://www.greenwoodsexhibitions.com">www.greenwoodsexhibitions.com</a>
Grosvenor Exhibitions (Stoneleigh)	<a href="http://www.grosvenorexhibitions.co.uk">www.grosvenorexhibitions.co.uk</a>
Hampshire Pageant of Motoring	<a href="http://www.hpom.co.uk">www.hpom.co.uk</a>
Historic Sports Car Club	<a href="http://www.hsccl.org.uk">www.hsccl.org.uk</a>
Kit Car Shows (Detling & Exeter)	<a href="http://www.kitcar-shows.co.uk">www.kitcar-shows.co.uk</a>
London~Brighton Veteran Car Run	<a href="http://www.lbvcr.com">www.lbvcr.com</a>
Total Kit Car (General Kit Car Info)	<a href="http://www.totalkitcar.com">www.totalkitcar.com</a>
West Lancs MG Owners Club	<a href="http://www.wlancsmg.homestead.com">www.wlancsmg.homestead.com</a>

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

## News from Findhorn Cars

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### Findhorn TX - Design and Development of a Car

This is the story of the design and development of a car, the Findhorn TX.

#### PART I

The Findhorn TX is envisaged as the successor to the NG TC. This was the second of Nick Green's MGB based cars, conceived as a traditionally styled sports car. It was a real success, with its simple construction, MGB running gear, a strong chassis and a one piece GRP tub for the body from the bulkhead back. The MGB enjoyed predictable rear wheel drive handling, which the NG TC inherited. Nick was soon installing the MGB V8 engine and going racing with the TCR V8. 28 years later, the TC is still in production.

A number of factors have caused changes to the TC car over the years:

In the late 90s, the SVA test was introduced. This cannot be regarded as anything other than a "good thing". However, fixed seat backs and a high upper seat belt mount severely restricted access to the rear luggage compartment;

The SVA test also caused upwards pressure on the price, for instance in the price of the collapsible steering wheel boss;

At first many 1800 TCs were built. The car that is popular now is the V8, and there are some pretty potent ones at that. Sadly the suspension was not really equal to the task. Big tyres removed the self-centring and big torque wound up the leaf springs;

John Hoyle developed improved suspensions and lowered the car, which helped the TC to move with the times.

Two years ago we took our TC on Peter Davis's Guild of Motor Endurance rally to Sardinia. We had installed an EFI 3.9 and the car flew, but the shortcomings of the suspension were beginning to become evident.

I had already been thinking of a bigger car, the TCII. This was conceived to use MGB axles, but was rebuilt with XJ40 suspension. She is a great car, but again showed up some shortcomings of the flat chassis and tub concept. The scuttle shook and shook. This has been cured with a massive steel hoop. The TCII has a rear boot, which is a good thing and a re-styled rear end, which is not!!

In effort to regain lost luggage space, we have cut open an old TC and raised the boat tail, giving it a hinge. Exposure will tell us whether it looks right.

So this year's Findhorn Cars

team on the Italia Roma rally will comprise these three cars all of which incorporate some improvements - what next then?

The Findhorn TX...

This is a clean sheet of paper exercise, although its suspension developments will be available for the TC. Midnight oil has gone into:

The Chassis. The traditional NG chassis is strong, simple and easy to build the car on, so I have been reluctant to depart from it, and have designed up from it. Intuitively, nicely triangulated upper longitudinals above the exhaust manifolds should provide missing torsional stiffness. Space frames work when

the nodes are interconnected by triangulation, but the engine and passengers have a habit of getting in the way!! Suffice it to say that we plan as rigid a bulkhead frame as possible with triangulation extending for and aft. The aft extensions will double as side intrusion barriers.

Front suspension. The MGB real king pins provide an intractable obstacle to a combination of wide tyres, self centring and anti-dive. The TCII scores on all of these points. So a new upright was needed. Looking to the future, a current production upright in the form of Wilwood Pro-Spindles has been chosen. May be XJ 40 parts would have



Team Findhorn NG TCs—Pleased to finish the Mallory Park Guild of Motor Endurance event

been as good but the availability of Wilwood brakes to go with the Pro-Spindles clinched the design. After a few false starts with the CAD, a promising, bump-steer free geometry has evolved.

Rear Suspension. The Hoyle suspension is a big, big improvement, but has some shortcomings, not least huge cost. A more conventional double wishbone system with integrated chassis mounts should allow anti-squat, better wheel location and longer tyre life. A limited slip diff will not be forgotten.

Beyond the chassis, the plan for the engine compartment is supercharging and possibly LPG in view of present huge fuels costs. A modern engine would be a nice idea, but the

Rover V8 is the better "devil you know" for the time being, to say nothing of the SVA advantage of an older engine.

Changes to the body can be summed up very simply - more elbow room!!

This story may take some time to tell. Doubtless there will be pitfalls and financial stumbling blocks along the way. Suffice it to say that the chassis jig is in preparation. If the TX is as iconic as the jig's origin, I shall be well pleased. It was a transport frame for an Olympus engine as used in Concorde!!

To be continued...

Nigel Brooks

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## Members' Letters & Articles

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### TCV8 Progress Part 6 (May '08 - June '08)

Having run up & primed the oil pump with an electric drill attached to the oil pump shaft, the final check before attempting to start the engine was to add the plugs and make sure that the old starter motor was capable of turning the engine over at a respectable speed under full compression loads. So far, so good.

Now to the fuel supply. Having installed the pump in the n/s wheel arch (for better access), the piping was connected from the pump to the engine via an in-line filter near the carbs. The fuel tank was not fitted at this stage so a short length of fuel-pipe was led from the pump inlet to a can of petrol on the floor. A pressure-check was then carried out with the pump running. Disaster! Fuel poured out of the overflow on the n/s carb! This was extremely disappointing after recently replacing the needle valves. Switched off the pump and then, after a short delay, switched it on again and the overflow was dry. I assume that, with an empty float chamber, the fuel had been pumped in so fast that the float hadn't had time to seal off the needle-valve before the fuel poured out & that the flow was so great that the float and valve couldn't seat itself correctly. Would have

expected such a result if using a high-pressure pump but this was using the standard SU pump that is rated at the correct pressure for SU carbs without an in-line regulator.

Next step was to try starting the engine. Impatience dictated that we would try to fire it up without adding any coolant. First attempts with full choke didn't show any evidence of firing. Tried again with no choke and throttle half open and it roared into life. Ran for about 20 secs and established that we had 40 psi oil pressure. After stopping engine, felt all headers and found that all 8 were warm indicating that the engine was firing on all cylinders, although not necessarily very efficiently.

Next day added coolant. Firstly opened the bleed-valve in the top of the radiator and removed the temp sensor from the front of the inlet manifold. With no filler plug in the top radiator hose, it was necessary to add all the coolant via the feed/expansion bottle. For this reason, we had configured the bottle mountings such that it could be readily detached from the front bulkhead and raised higher than the rad etc to create sufficient pressure head to fill the system. We expected it to be a slow process adding about 7 litres of coolant through a half-inch

bore hose but it only took about 10 minutes. Once coolant was seen to pour out of the temperature-sensor mounting, the sender unit was screwed in place and the filling process continued until the radiator was full, evidenced by coolant pouring from the bleed screw. Having been worried that the heater, now positioned inside the car and higher than the radiator/engine, would be difficult to bleed, I was pleasantly surprised when the heater pipes started to warm up fairly soon after the engine was fired up. After these initial runs, removed the dizzy and sent it to a specialist who re-builds old Lucas units for the classic & vintage car world. A replacement vac unit is required but more importantly, the springs/bob weights need changing to suit a light car rather than the mud-plugging advance curve inherited from the Range-Rover.

Next major job was to fit a mounting-plate with the relays and fuses and then to make a wiring loom to suit. Some of the ancillaries were more 'difficult' than others; for example, the speed sensor unit for the



electronic speedo. The electronic speedo has a number of advantages over the cable-operated devices, not least because there is no need to find the space to route a large-diameter unruly cable through to the back of the dash. The other major advantage of the electronic types is that they are infinitely settable on a DIY basis when it comes to calibration & if you need to change tyre sizes in the future it is equally easy to adjust again. The difficult bit is how to mount the speed sensor. The earlier versions of such instruments needed a series of magnets to be glued to the propshaft and the sensor mounted adjacent such that it detects the passing of the magnets. One of the issues with these devices is that it is sometimes difficult to get the magnets to stay attached. The later types use a proximity sensor that doesn't require magnets as 'targets' but does need to sense the passing of ferrous items, such as bolt heads, nuts etc. There is no specific recommendation on where to fit but the suppliers provide a 'look-up table' whereby you can work out, from your diff ratio, number of wheel revs/mile etc, a factor to input to the speedo for calibration purposes. There is also the option of whether to sense from one to four targets depending on resolution required at either the lower-end or higher-end speeds. Sounds complicated but it's all explained in the instructions. My

initial preference was to use the rear-end of the prop-shaft. Because the Sierra diff is attached to a sub-frame, and hence doesn't move, it would be possible to attach the sensor to a bracket on the body-tub to view the 4 prop-shaft attachment bolt heads. Difficulty was that the sensor needs to be approx 2mm from the target and the prop-shaft bolts screw into threads within the diff flange and hence it's not possible to readily align the bolt heads such that a flat rather than a point of the hexagonal bolt head would be presented to the sensor. We therefore looked at the wheel hubs (after all, mainstream manufacturers use the wheel hubs for their ABS sensors) & made a bracket to mount to the hub carrier with the sensor looking outwards at the back of the four wheel-mounting studs (see photo). The sensor very cleverly has a tiny LED built into its rear end that can be viewed through a plastic window, used for setting distance. To set the distance, the sensor is connected to a 12V battery and one of the targets brought into line. The sensor is then moved towards the target until the LED lights and then a further half-turn inwards. The hub was then rotated through 360 degrees and the LED checked for operation when each of the 4 bolt heads passed. The signal cable from the sensor is then routed to the speedo unit & the calibration procedure followed. A minor complication



with this mounting position for the sensor is routing the sensor cable along the wishbones but this was no more difficult than doing the same for the brake flexis, etc. When it came to the actual calibration procedure, everything worked perfectly. We marked the tyre & garage floor and measured the distance for one wheel rev in feet, divided this figure into 5,280 for number of wheel-revs per mile, multiplied this figure by 4 for the number of pulses per mile and entered this 'calibration figure' into the speedo. Incidentally, the speedo comes with a short 'flying lead' with a miniature push-button on the end so that you can mount it on a bracket just behind the lower edge of the dashboard. The switch is used for initial programming and then, in normal use, is used to toggle from overall mileage to trip mileage and also to zero the trip. For the final test, we borrowed a satnav and checked the accuracy on a straight and level road & found that the speedo was virtually spot-on at all the speeds we tried - most impressive.

The next job was a real pain and shouldn't have been necessary. Having bought a very-nicely finished dash panel from Findhorn Cars, we found that an old set of MGB C/B Smiths gauges fitted perfectly in the dash recesses. However, we then went on to buy a set of electronic gauges that were supposed to be replicas of the original Smiths gauges; however, the dial bezels were approx 1.5mm deeper than the original Smiths items. If the gauges had been intended to fit flush with the front of the dash as in an MGB, it probably wouldn't have mattered but with the counter-bored NG dash they just didn't look quite right. The only solution I could think of was to laboriously use a Dremel and small tapered grinder attachment to c'sink each hole the extra amount. Needless to say this was a fairly time-consuming task!

Making up the wiring loom was done 'in situ' and was fairly straightforward although somewhat fiddly at times. The first job was to list all the components in the car that would need to be connected to the loom. An overall circuit diagram was then drawn incorporating a handy block of fuses and relays purchased from one of the kitcar specialists. This module was fitted in front of the glove-box on the inside of the front bulkhead. The rear half of the glove-box grp housing was cut off and a new back moulded such that a smaller glove-box could be fitted

between wiring module & dash. Crude drawings of the plan and side views of the car were then drawn and from this a list of the interconnects was made and a table drawn up listing each length of wire together with it's colour-code (from Lucas data) and current loading (to determine CSA of cable). Most of the cables were 28/030, i.e. 28 conductors each of 0.3mm diameter with a few 7/030. The cables were ordered from a motor-supplies specialist with a few additional items such as an in-line 60 Amp fuse through which all the power for the car would be taken other than the starter motor load. This fuse was fitted as a final 'if all else fails' safety-switch for the loom. In fact, although it is not obvious, all mainstream production cars have a large fuse buried deep in their system although there still seem to be alarming number of electrical fires occurring in modern cars.

Whilst waiting for the wire to be delivered, a couple of installation diagrams were drawn from the wiring diagram for the engine bay and rear end of the car. These diagrams made it easier to crawl under the car and make up the loom in-situ, covering the resulting wire bundles in the non-adhesive loom tape as the loom was created. Having previously suffered from poor earth connections and the resulting strange earth-loops in old cars, it was decided that multiple earths would be

used to minimise such risks. This meant that the chassis was drilled at the outer end of each rear rail for the lamp clusters etc and the same was done at the front end for the front lights etc. One large earth cable was connected to the chassis and brought to the dash area and connected to a bus-bar so that the various behind-dash items could be wired to the bus-bar.

The rear loom was routed inside the body-tub to minimise exposure of the wiring to the weather. Having brought the front and rear looms together behind the dash, the next challenge was to wire everything for the dash panel including wipers, washers, horn etc. Rather than wire the dash and fit a plug/socket to the loom, it was decided to fit the dash and bring individual bundles of wires through the dash so that each instrument could be connected in front of the dash and then fitted in place.

Although the TC doesn't need to be fitted with a hazards switch as a 1970 vintage, we decided to incorporate this feature for extra peace of mind by hiding a switch behind the dash. I have not been impressed with commercially-available hazard switches and am told that their reliability is not good either. Such switches also seem to be over-complicated for the function that they provide. We have therefore used a simpler system that employs a double-pole, double-throw (DPDT)

switch, i.e. a switch that doesn't have an OFF position. A second flasher relay is employed, that is powered from the battery, i.e. not ignition-controlled. With the DPDT switch in the up position, the output from the flasher switch is connected through the switch directly to the flasher lamps. With the switch in the down position, the second flash relay is connected to the flasher lamps with the simple addition of an external bridge linking the input terminals such that both left & right sets of lamps (& dash tell-tales) are energised.

On the subject of electrics, we have fitted the traditional style chrome side-lamps to the front-wings but this time bought the recently introduced type from SVC that have a translucent glass on the front and 2 bulbs, one being orange for the flashers. Both bulbs are the P-type. What we hadn't thought of was that such bulbs apparently have a lower resistance and hence provide a lighter load to the flasher unit. This results in a faster flasher rate, in our case 104 flashes/min. The MOT regs tolerance is 60-120 flashes/min hence we should be OK. If not, a resistor will have to be added in series where it can dissipate heat safely. Apparently, this is a common method used when LED-type indicators are used in place of filament bulbs.

One of the final jobs was to set

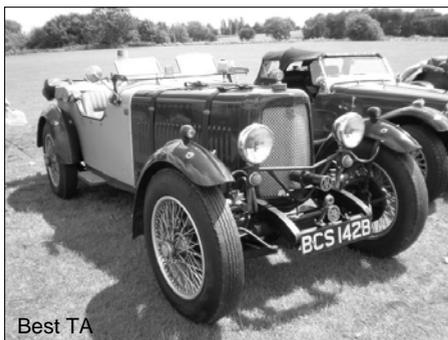
*continued on page 18*

# NGOC National Rally 2008

This year's NGOC National Rally was held at Billing Aquadrome on 20th to 22nd June. As usual a great time was had by all, although the weather was less than co-operative and caused one or two sleep-deprived nights. Around 30 cars attended and the winners of the various award categories are listed below. "Best of" and Concours categories are decided by votes of those present, whereas the remaining trophies are decided by the committee.

## NGOC National Rally 2008 Prize Winners

Best TA (cup)	Bill Davenport	BCS 142B
Best TC (shield)	Alan Goodburn	SKN 372M
Best TF (shield)	Chris Humphreys	DBY 897M
Concours Cup (see front cover)	David Thom	FTM 646L
Cheetham Cup (best modifications)	Leslie Arnold	ABW 215K
Peacock Trophy (Clubman of the Year)	Mike Peel (for running the website)	
Editor's Cup	David Holland	



Best TA



Best TC



Best TF



Cheetham Cup

# NGOC National Rally 2009

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Next year's NGOC National Rally will celebrate 30 years of the NG marque. We hope there will be an especially good turnout of NGs to mark the occasion. So that you can be sure of attending, the date has already been fixed so **put it in your diary NOW** before you forget!

**Friday 3rd July  
to  
Sunday 5th July 2009**

We have booked a site exclusively for our use. It is quite centrally located and situated in an interesting area. The site is close to junction 10 of the M40 near Upper Heyford in Oxfordshire.

We do hope you will make a special effort to support your club at this event as there will no doubt be a variety of activities to enjoy. You will be able to camp on site or use one of the B&Bs in the vicinity (list to be published later).

**This is an event not to be missed!**

Ed



## Members' Letters & Articles (cont.)

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*continued from page 15*

up the suspension camber & toe angles. With the John Hoyle independent suspension system 4 wheels are adjustable for camber and toe. Other members told me that they had managed to obtain a good 'set-up' using a simple 'string-box' arrangement without the need to pay for expensive 4-wheel alignment at one of the (few) tyre specialists that have such a capability. For those interested in the detail, the string-box is basically constructed using cross-bars ahead-of and behind the car with strings stretched fore/aft along each side of the car a few inches outboard of the wheels. It is essential to ensure that the 2 string-lines are parallel with each other and equi-spaced with respect to the centre-line of the car. From the strings, the toe-in can be ascertained. The steering rack is adjusted in the normal way using the adjustable track-rods and the rear is adjustable using shims inserted



between wishbone mountings and chassis sub-frame.

When it comes to setting camber there are a number of affordable DIY gauges on the market but they generally attach to the brake-discs with a magnetic base. This complicates matters a little because, with the wheels removed, the wishbones need to be supported at exactly the same height as they would have been with the wheels attached. Note that it is essential before carrying out any of the adjustments that the desired ride-height for the car is set otherwise a change in the ride-height will affect all the relevant adjustments.

Another way of measuring camber, and one that I adopted, was to make a very simple gauge for holding against the outside rim of the wheels. An aluminium 600mm ruler and 2 similar material but 150mm long rulers were purchased cheaply from a high-street shop. The 2 shorter rulers were riveted to the longer ruler at a distance of 57mm apart. Towards the outside of the upper ruler, a pointed fishing weight was tied such that the pointer on the bottom of the weight was close to, but not touching, the lower ruler. With 573mm between the rulers, a distance of 10mm represents an angle of 1 degree, 5mm 0.5 degree etc., i.e. it was fairly easy to achieve

a reasonable degree (forgive the pun) of accuracy. Time, and tyre-wear/handling, will tell whether such simple set-up methods have been effective!

At the time of writing we were still aiming to get the car finished for a trip to France early in July - more of this next time.

Paul Gray

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## Murder at La Chenaie

It was a Wednesday evening at the French farmhouse in Brittany. The guests were arriving for dinner when alas, mon ami, it was announced that one of the guests, Rex Motors, was missing.

Rex was head of Team Rex at the Sin Bin motor racing circuit in the Sultanate of Muchodosho... and the reason for his absence?

He had been found dead in his car. A length of hose was found attached to the exhaust. Was it suicide or murder?

The dinner guests were given the task of finding out who the possible murderer was. During the course of the meal it became apparent that no less than 8 of the guests were suspects. Who would want to kill Rex? Who or what was their alibi? And more importantly, what was their motive?

Well mon ami, I can tell you this. Over the next couple of hours all the suspects were to be questioned

by the remaining dinner guests. Each suspect retorted with an alibi in an effort to prove their innocence. By the time that the dessert was served, the conclusions were drawing near.

The team sponsor Sheik D J Luvmee, of Do u luvmee Air, was let off the hook and was allowed to return to his 62 wives. Ladies man, Slik Tirez, the flamboyant taxi driver, smooth talked his way to freedom. Shapely mechanic Gracie N'Ippelle put up a strong defence along with mechanic Ivor Bigend. You only had to look at his face to see that he was indeed a slimy character. What about the unsuspecting steward Marsha Ull? Was she guilty of tampering with the lap times? So... who did kill Rex? And why?

It was revealed that the murderer was none other than that vivacious blonde Minnie Cooper. Sacre Bleu! How could this be? The reason was simple. She wanted to be the top racing driver in Team Rex; no longer satisfied with being reserve driver to that suave champion Max Speed.

The murder mystery evening had been a great success, giving much amusement. The finger of suspicion had been pointed at Minnie and even myself, timekeeper Penelope Bust Op on more than one occasion.

Those of you who were there and took part will agree, I am sure, that it was a fun evening during our

*One of the guests, Rex Motors, was missing.*

stay at La Chenaie. The characters got into the part by some last minute costume making and make-up. Thanks to Donna and Paul Gray for hosting the game.

Teresa Goodbun  
(alias Penelope Bust Op)

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## Le Mans Trip (from Mrs Petrol Head's point of view)

When John Hoyle suggested last year a trip to Classic Le Mans to coincide with the annual trip to Brit-tany, the sun was shining and I thought "sunshine, hotels, great company, and wonderful open top driving along long deserted roads, with fantastic food and wonderful friends" and it seemed a wonderful idea, especially for my husband who had never been to Le Mans before. So the plans were made.

The day of our departure arrived along with torrential rain which did not stop but, hey ho, it's only water. So we packed up our little TC, covered the cases (note plural!) onto the rack at the back all wrapped up in a black newly bought BBQ cover, and we were ready for the off. Our little car looked like it was going to travel to India and back with the amount of stuff we had but, hey, needs must.

Hoping the rain would desist a little (it didn't) we left home at around 8pm much to the amusement of our two daughters as we were both dressed in all-in-one motorbike



suits, Colin complete with crash helmet and myself in scarf, hat, goggles and umbrellas (note plural again!).

Our trip to Portsmouth was very good and, as long as we kept moving, the rain sort of goes over the top of you. We just used the chamois to wipe goggles and suits and dash, etc!

We made great time and decided to grab a bite to eat in Portsmouth before going to the docks. After a brief stop and in great spirits we noticed a Tesco garage just across from where we had eaten, so we didn't bother donning all our gear until after we had filled up. The garage was closed! Colin suggested we just drive round the corner where he was sure there would be another garage. Not knowing Portsmouth well, we ended up back on the short stretch of motorway for the docks (complete with road works) with no wet weather gear on. And it started again, stair-rods of rain... with wind! There was no hard shoulder to pull over due to the works, so we got soaked. We couldn't see or speak, it was very traumatic and it hurt!

Anyway, we managed to get to

the docks in one piece (just!) and met up with the other three cars, Mike and Hils, Jules and Chris, Dave and Liz and we sat... and sat... and waited in the torrential rain with one of the brollies up. The rain was so strong it made a hole in the brolly, it blew inside out and it was horrible but, hey, it's only water and we were not the only ones at the dock with no roof! It was so bad we couldn't even get out the new cover which Colin had made for us to keep us dry just in case it rained! But I kept smiling... it was only water!

Eventually we boarded and I went straight to our cabin to sleep. Col and the others went for a drink in the bar. After a fitful night we were awoken at 5:15 by very loud opera music (the ship's alarm), fell out of the bunk with shock as I could not remember where I was, showered, dressed, then I felt a bit more human and went to the car to await disembarking... into more torrential rain! It must have followed us from England. Still, it was only water and things must get better, I thought (it's at times like this you need a really good sense of humour!).

We got off the ferry and met up with the others and our little convoy set off towards Le Mans. We just got out of the docks and there had been an accident so we then had to sit in a traffic jam for about an hour in the torrential rain with our brolly

up being laughed and jeered at by lots of French lorry drivers ("why are you in zis leetle open top car in zis weather" kind of thing). Eventually we hit the road and made up some great time, we stopped and had coffee and croissants. The rain had eased and was just down to a

*why are you in zis  
leetle open top car  
in zis weather?*

miserable drizzle by then! We got fuel and set off towards Le Mans.

I was feeling decidedly miserable inside, wet, headache, and just wanted to get to the hotel for a shower, a nap and a little glamorising. Things can only get better, I thought to myself, the worst is over and we are on our way. Our little convoy set off, Hils and Mike up front, Jules and Chris, Dave and Liz, and us following up the rear. We went through a set of traffic lights and *honestly* they were on green when we started going through them. They changed to amber half-way through the junction and next thing there's blue flashing lights and we were flagged down by a truck load of burly French policemen. Dave and Liz had noticed this, they thought it was them being pulled over and so they pulled up ahead of the policemen and notified the others. Two very large policemen got out of their vehicle, hands on hips (leather trousers!) and guns. They did not speak English and our French vocabulary is not good to say the least but the gist of it was they had

stopped us for going through a red light. I explained it was green, etc. but to no avail. He asked to see all our documents for the car so I produced them. Now the night before we left I had asked Colin to put the NG log book with all the other paperwork (*just the one thing I had asked him to do!*). Where was the log book? Still at home, he hadn't got it out. I was slightly ticked off to say the least, especially when I then had to explain to the policeman that I had inadvertently left it at home and it was all my fault, etc., etc.

We were fined 90 Euros but I couldn't argue too much with them as we were now actually illegal without the correct documentation required in France. I couldn't even flirt my way out of it as I was looking so haggard, wet and awful. So we paid up and set off again. I now decided that I hated France, the weather and Colin and I wanted to go home.

We caught up with the others and got nearer to our destination. About  $\frac{1}{2}$  hour from Le Mans the sun came out (black clouds around though) and the convoy stopped for lunch. By this time I was feeling so desolate, my head and neck were thumping, I was totally fed up and I wouldn't get out of the car. I had a really good cry (proper girly miserable strop) and made myself look even worse, totally not me really!

We arrived in Le Mans, the Ibis Hotel - sanctuary! A bath, a nap, some nice clothes and make up, a giggle with friends over dinner and a few glasses of vin rouge and life's not so bad really.

Oh yes, nearly forgot the reason we went to Le Mans!!! There were thousands of fantastic cars, far too many to name. The racing was exciting, very noisy and exhilarating, the night racing was particularly spectacular and we spent our time there with some great friends. Apart from the racing, we spent lots of lovely time sitting at roadside cafés, people and car watching and generally enjoying ourselves.

The trip to Brittany and the stay at Cedric and Joyce's at Le Chenai with all the others was wonderful, the company fantastic, the food brilliant as always. The sun shone for most of the time but no more rain and so we managed to visit some lovely places, get in lots of open top motoring and had lots of fun. We had some great times, it was totally relaxing.

We finished our trip with two nights staying with Paul and Donna in a wonderful farmhouse (booked by Mike and Hils, who were staying just up the road with Chris and Jules). The eight of us had a fabulous end to our holiday, with lots of sunshine and posing around in our cars. We visited some fantastic places. We

*About  $\frac{1}{2}$  hour  
from Le Mans  
the sun came  
out!*

came home on the daytime ferry from St Malo to Portsmouth in the sunshine and spent most of our time on deck. We had a fairly uneventful journey back to Oxford (oh, apart from leaving the docks and heading the wrong way on the motorway for  $\frac{1}{2}$  hour), still that's another story - I never said I was a navigator did I!!!

Would I go again? You bet I would!

Greeba Padbury

(Please note it is still Mrs Padbury - I didn't divorce him!!!)

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## French Hols - July 2008

Having finished & MOT-tested our TC a week before the planned departure date we had only managed to clock up about 50 miles in short runs before the French trip. In fact, we were still 'tweaking' on departure-day and only managed to make the ferry 5 minutes before they shut the gates.

With a 12-hour overnight passage to St Malo ahead, we were soon comfortable in our tiny cabin, arriving in St Malo on Friday morning (11<sup>th</sup> July) feeling quite refreshed & ready for the next stage of our journey.

During the run to Portsmouth the previous evening, we had stopped to tweak the rear damper settings after 'bottoming' a couple of times. Once in France, it became apparent that we also needed to raise the rear ride-height by a small amount. I

was also anxious to stop and check various fixings for tightness and so, after about 30 miles, we parked in a quiet corner of a car park and got out the tools.

Our subsequent run to Brest, of approximately 150 miles, passed smoothly although not much fun on a fast & busy dual-carriageway. As we entered the outskirts of Brest, we were greeted by fellow NG-owner Pierre Sabatier & his wife Mireille who had kindly offered to escort us to our hotel. In convoy with Pierre's beautiful TF we negotiated the labyrinth of local roads to arrive at our hotel. On arrival we were able to park in the covered area of the hotel's car park with the intention of leaving the NG parked for the duration of our stay. Reason for not using the NG was that Brest would be inundated by 50,000+ visitors for the Festival-of-the-Sea and we knew that all parking spaces would be taken and roads grid-locked, hence a hotel within reasonable walking distance of the harbour. This brings me to the reason for our visit to Brest, namely to visit the festival. This is a celebration of the sea held every 4 years and is a must for enthusiasts of old wooden gaffers (sailing vessels, not elderly gentlemen!); hundreds of boats descend on Brest from all over the world, providing quite a spectacle in celebration of 'all things nautical'.

In the evening, Pierre & Mireille kindly drove us to a creperie in Finis-

terre for a very pleasant meal overlooking a pretty beach. We arrived back in Brest circa 11pm just in time for the start of the opening-ceremony fireworks.

Saturday was our day for visiting the shore-based festival and we walked to the harbour after first giving the NG a good check-over. We had also made sure to fill the fuel tank in preparation for our next long



trip on the 14<sup>th</sup> July having been warned that most of France, including petrol stations, would be shut on Bastille Day. During the day we saw visiting boats flagged with ensigns from all over Europe including Scandinavia and Russia. There were also quite a number of British-flagged vessels, the smallest being a group of Drascombe Luggers that had been trailed to the event behind 4x4s. After many hours of walking we were wined & dined at Pierre & Mireille's house - a very convivial evening.

After an early breakfast on Sunday we drove with Pierre to the pretty harbour of La Fret where it

had been arranged that we would go sailing in an old Breton fishing vessel. Unfortunately, the auxiliary engine was U/S and we boarded a modern 10-metre sail-boat instead. During the festival, all the old-gaffers are encouraged to leave the harbour and sail around in the bay to provide a spectacle for visitors. Pierre's recommendation was that it would be much more fun to view these vessels from another boat. After about an hour's sailing we arrived near the festival site and the sight of hundreds of traditional sailing boats was quite remarkable. Not only were there several of the famous 'tall ships' but also many ancient working boats & some of the most beautiful sailing vessels ever built.

Our skipper, a good friend of Pierre, was a very spirited Frenchman who took great delight in sailing a converging course to a large vessel and then turning to run parallel for a short time until it had sailed away from us. We got some good photos and a great fun day out.

Monday morning was departure day and we were escorted by Pierre & his daughter to the outskirts of Brest, the two NGs, as ever, eliciting lots of attention from the locals. Our destination was southern Brittany where we planned to meet up with other NGOC club-members returning from the Le Mans Classic race. After an uneventful trip, we arrived at the Gite to find that 3 NGs had already arrived over the

weekend having elected for a more restful holiday by driving straight to the Gite from the UK. A few hours later, the Le Mans contingent arrived and we had our full complement of NGs, a couple of euro-boxes and an ancient Morgan.

20 people sat down to an evening meal that evening with much chatter & comparing of experiences from the previous few days. Tuesday turned out to be a rest day with most people taking the chance to tinker with their cars and relax after a hectic few days. Some of us even had a swim before breakfast - very bracing!

On Wednesday we went for a 100-mile round trip to the Quiberon Peninsula & home via the Hunnebont Equestrian Centre where Donna & I struggled to park the TC but cheekily drove into the back entrance. As on previous occasions, it's amazing how you can get away with parking an 'interesting car' where one wouldn't get away with it in an everyday euro-box.

During Wednesday evening we all played a murder mystery game that Donna had arranged. At breakfast that morning, Donna had assigned roles to 8 'willing volunteers' and, to our surprise, everyone had managed to find some items of clothing during the day to fit their new 'character'. Played over dinner, with much ad-libbing & theatrical acting, a great time was had by all.

Friday was our last day at the

Gite in southern Brittany and, after an early morning swim and leisurely breakfast it was time to retire to 'the pits' where we all spent some time tinkering with our NGs before setting off in different directions for our various outings. A useful adjunct for me was to swap cars with Alan Goodbun to make comparisons of spring rates & damper settings. An immediate difference I



noted between the two cars was that our steering was much 'heavier'. Increasing the tyre pressures from 20psi to 25psi improved things dramatically.

Later on Friday morning, most people made their way to a village close to the coast, about 45 mins drive away, where our hosts, Joyce & Cedric, are thinking of moving later this year. As regular customers of Joyce & Cedric during the last 6 years, J&C were keen to get our opinion on their prospective purchase, their main aims being to down-size slightly and to move nearer to the coast for the 'passing trade'. During the afternoon, Donna

& I extricated a couple of ancient bikes from the deepest recesses of Cedric's barn & went for a cycle-ride along the banks of the River Blavet - very pleasant.

Friday evening has traditionally been BBQ-night at La Chenaie but the weather was not conducive & hence we enjoyed an evening meal in the Gite interspersed with jokes from our very amiable host.

Saturday after breakfast was departure day for all of us and the various contingents headed in different directions, i.e. towards Rouen & Calais, or staying local for a few days, or directly to St Malo and the overnight ferry. Four cars headed to a couple of Gites in northern Brittany. Donna & I were in the latter group, having decided to extend the holiday by a couple of days. Our Gite was deep in farming country but only a few miles from the north coast - a delightful area. Due to it being peak season for holidays, the 4 cars had to be split into 2 Gites about a mile from each other. Our host, Mme Carre, was a wonderfully kind grandmother who had even baked a cake for our arrival & very trustingly, left us alone in the house within 10 minutes of our arrival. On the Saturday evening, 4 couples met for an evening meal at a restaurant called 'Le Chateau d'Oh' with a view 'panoramique', the restaurant having been built on top of a disused water-tower some 300 feet above the ground. The views from the restau-

rant windows were superb and the meals weren't bad either.

Sunday was our last full day in France & we had originally intended to spend the day in the magnificent walled town of Dinan. However, we learned that over the weekend there would be no cars allowed in town due to their annual medieval reconstruction event. Rather than leave the NGs in a field somewhere & take the park-and-ride option, we decided to head for the north coast and Cap Frehel, a beautiful stretch of coastline where we enjoyed a cliff-top walk before driving around the bay to Fort La Latte. The views from the battlements were superb & it would have been even better if we could have understood more of the guide's commentary! After a meal in an out-of-the-way creperie where the food was excellent, we headed back to the Gite. Our host was waiting with her 6-yrs old granddaughter Marie to make us hot drinks whilst Marie showed us a few of her children's books.

Monday 21<sup>st</sup> July was departure date & we headed for St Malo, a pleasant half-hour drive from the Gite. We met the other 2 crews at the ferry port and all 4 cars embarked together. The ferry trip took 9 hrs but in great comfort and superb weather. Being a Monday the ferry was only part-filled and hence there was plenty of room to wander around the ship and take in the views of the Channel Islands as we

passed by. Arriving back in Portsmouth in daylight made a pleasant change from the usual and we enjoyed the final leg of the trip in glorious sunshine.

Thanks are due to John & Barbara Hoyle for organising the Le Mans trip, Mike & Hils Bond for organising the Brittany accommodation, Pierre & Mireille for making our stay in Brest so memorable & everyone who came on the trip for being such good company.

Nothing fell off the NG during the trip and we averaged 25mpg over about 800 miles. Needless to say, I now have a snagging-list of minor improvements to carry out, not to mention getting round to making some carpets and side trims etc - plenty to keep us occupied during the winter months!

Paul Gray

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## Enjoying NG Ownership

I have owned my NG TC for almost 10 years with only the occasional problem and had yet to be trailered home by the RAC.

Going to Stoneleigh one year I whizzed banged my way there and back due to distributor problems but that was all. I'd journeyed through France and Spain one year with overheating being the only problem. However, last week I made up for all those trouble free journeys. I broke down 4 times!

Overheating has always been an

issue with subsequent fuel evaporation. I had just installed a good second hand engine that had been bored out to 1950 cc. Whist the car ran beautifully, if I stopped for petrol, the chances were I would have difficulties starting again. Waiting a few minutes with the bonnet up enabled me to restart the car.

I decided to get louvres fitted on top of the bonnet to enable some of the hot air to escape. This appeared to help but I had not put the car through a real test.

On driving over to Hampton Court I was stuck in a traffic jam approaching a cross road. It was a real crawl for about 1 mile. I finally reached a set of lights and suddenly phutt! The car just conked out. This was a real embarrassment as no car could overtake so I added to the general chaos.

Fortunately, a motorcyclist helped me push the car round the corner (no other b...r helped) and I waited for the engine bay to cool down. The car started and I drove for 10 minutes before approaching a really complex roundabout. You've guessed it...

I waited for about 20 minutes but could not restart the car. I called the RAC and a really helpful chap came along. The car restarted and he followed me back to Wallington about 10 miles. I broke down once more but managed to restart quite quickly. The general consensus with the RAC man and a friend was

that an electric fan was needed to help with the cooling.

A Kenlowe fan from Europa was fitted without too much difficulty. I started the engine and bang... the radiator exploded and water gushed out everywhere. I had poked the plastic prongs that are supplied to fit the fan on to the radiator and damaged the fan. The radiator was not suitable for that kind of fitment.

Fortunately, I had been given a much bigger radiator when I purchased the engine and this was fitted without the same problem as before. A chap down the road helped with fitting the electrics and everything seemed fine.

The new engine had come with a Lumination set up and when the engine was fitted the wire to the coil was very long but I had not got round to shortening it. On leaving my friend I drove down the end of the road, turned left into a busy narrow road when the engine completely cut out!

In true Victor Meldrew style I shouted out 'I don't believe it!'

By now I had got used to leaping out of the car and pushing it so I got the car off the road.

Quickly I discovered the cause of this breakdown. The wire leading from the coil to the Lumination had got wrapped around the steering column and had become disconnected! This problem was easily solved.

I decided to reduce the amount of heat in the engine bay by fitting a largish plate from the bulkhead to the carbs to stop heat from the exhaust system rising up and cooking the petrol pipes, carbs and fuel filter. I took the car out for a 90 mile run and it behaved perfectly. Great... wonderful... no more kicking the dog or growling at my wife. That was until I took the car out to visit Brooklands for an evening meeting a couple of weeks later!

Driving down the A3 the engine started cutting out. The engine restarted straight away as I had previously cured the overheating problem. However, after the third time of cutting out I felt it was too risky to continue. The A3 is rather like a motorway and it would have been dodgy to continue and then find myself in a difficult area to pull over.

Whilst waiting for the RAC (2½ hrs) on the hard shoulder I had the pleasure of watching other vintage and classic cars pass by on their way to Brooklands! Eric Cheetham and Janice, in their TA, stopped to check out if they could help, which was very much appreciated.

It was dark before the RAC tow truck arrived and it was getting pretty cold. Chatting to the RAC man in the comfort of a warm cabin he suggested I checked out the electronic system.

I took his advice and removed the electronic system and went back to the tried and trusted mechanical

system. With much trepidation (thoughts of being surcharged by the RAC was one cause for concern) I decided to test the car on a challenging 60 mile run. It went like a dream, it was given some welly and also was exposed to the usual subur-

ban crawl without missing a beat.

The dog has returned to the household, my wife and I are on good terms and I am feeling, once again, pride of ownership!

Roy De Boise

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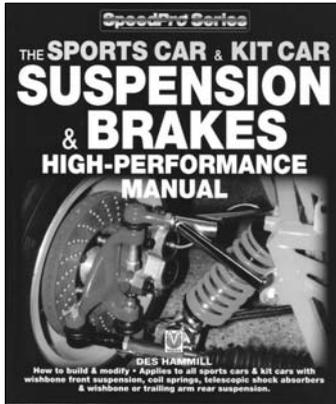
## Book Review

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### The Sports Car & Kit Car Suspension & Brakes High-Performance Manual

Author: Des Hammill  
ISBN: 1-903706-73-4  
Publisher: Veloce Publishing  
SpeedPro Series ([www.veloce.co.uk](http://www.veloce.co.uk))  
Price: £18.99 (I paid £15.08 inc delivery from [www.bookdepository.co.uk](http://www.bookdepository.co.uk))  
Physical size: 250x 2085x10mm

Not every purchase in life is a fantastic success and here is one of those more moderate disappointments. Having enjoyed other publications in the SpeedPro Series from author Des Hammill, I was expecting a thoroughly good read and lots of useful technical information backed up with not only useful diagrams but some straight forward simple physics, some useful formulae and some worked examples.



But this publication is sadly shy of anything really technical. Now what is the point of a 2/3 page size diagram showing two hubs, one with a castor angle of 3 degrees and one with a castor angle of 6 degrees, captioned "Comparison of stub axle positive castor of 3 and 6 degrees." On the preceding page a similar diagram showing two king pin inclinations and with another over

obvious caption. Space wasted that could have been used for some real engineering description. It's all just a little too close to the instruction manual we get with a new kettle these days with foreign English describing how to boil water in it, clean it

and maintain it.

Inside you will find 10 chapters of mainly text and an excessive amount of space filler diagrams. Do we really need a diagram of a car

raised up, pivoted on the rear diff with a triangle and captioned "Rear of car is raised until both rear wheels are off the ground"? No we really do not Des!

But as a consolation we have six photographs for the whole book, five of shock absorbers and one of a 'C'spanner. Seven if you count the front cover.

Chapters cover The chassis; Ride height; Suspension geometry; Springs & shock absorbers (all 6 photos in this chapter); Negative camber, castor & kingpin inclination; Ackerman angles, toe-in, toe-out, bump steer & anti-roll bars; Rear

suspension; Brakes; Setting up the car; Vehicle testing and adjustments. Far too many words giving lots of advice that just cannot be applied if you want to actually do anything useful to your car suspension setup.

I have two other excellent publications on chassis design and suspension and I'll review them with you another time. For now all I can conclude with this book is that I found it poor value for money, a very disappointing experience and I feel it is just a "gap filler" in the published series.

Dave Holland

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## New Members - Welcome

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MR IAN BARNES (1407) (TF)  
WATERLOOVILLE, HANTS

MR CHRISTOPHER FARTHING (1408) (TC)  
BURY ST EDMUNDS, SUFFOLK

MR ALFRED KAUFMANN (1409) (TF)  
ALTEA, SPAIN

MISS JOANNA BROWN (1410) (TC)  
NORWICH, NORFOLK

MR BRIAN FENN (1411) (TA)  
COVENTRY, WARCS

MR MICHAEL PAYNE (1412) (TF)  
COVENTRY, WARCS

MR DAVID EVANS (1413) (TD)  
BURBAGE, LEICS

MR GERARD GILLESPIE (1414) (TF)  
ERROL, PERTSHIRE

MR PAUL DALES (1415) (TA)  
BROMSGROVE, WORCS

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## **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.*

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## **For Sale**



**MG TA Unfinished kit car.** It only

needs a little work to finish and almost all of the components needed are there, including hood bows but no hood. The kit is MG based and has a new engine and clutch, new prop shaft, walnut laminate dash and large chrome headlights. I have so far spent nearly £3000 on the car and have to reluctantly sell it after recently getting married and need-

ing the space for all of my other hobbies. **£2250**

Tel: 01908 614676

Mobile: 07986 550767

E-mail: [cliveatjetage@aol.com](mailto:cliveatjetage@aol.com)

**Unstarted** original Nick Green 1985 **NG TA kit**. Comes with front and rear suspension, wire wheels, a good MGB engine and a complete but very rusty 1971 MGB with no docs or registration number. Any **offers** considered. For more information phone.

Tel: 01508 470594



**NG TF**. This immaculate NG TF was made to order in 2001 by NG Cars for my father. Since then, it has covered less than 8000 miles and has been maintained to the highest

standards, latterly by Tipton Garage. Available from August 2008. See [www.guastel.org.uk/NG](http://www.guastel.org.uk/NG) for more details. The car is currently located in Devon. **£6,500 ono**.

E-mail: [dquastel@iee.org](mailto:dquastel@iee.org)



**NG TA Roadster** (1968 donor), 1800cc, navy blue, excellent condition. Documentation including build manual, DOT pass sheet, all MOTs, receipts and info about the car. Californian imported engine, reconditioned, unleaded. Four speed gearbox, stainless steel exhaust, 15" wire wheels, 4-seater if required, new full hood and half tonneau cover. Tax exempt, MOT to Jan 2009. **£4500**

Tel: Malcolm 01708 688044

Mob: 07721 415227

## Wanted

**I am looking for a hood for my NG TF**. The car is an older version and does not have the slotted windscreen to accept the hood, but has the older type where the hood has holes which clip onto little spigots all

around the windscreen and other edges. Many thanks,  
Tel: 01639 768049 (David Glinn Davies)

E-mail: [davies352@ntlworld.com](mailto:davies352@ntlworld.com)

## 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)



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£12 + £2.50 p&p\*

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£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

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## 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](http://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

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## *NGOC National Rally 2008*



*Photos courtesy of  
Peter Clark  
John Hoyle and  
Chris Humphreys*



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*the magazine of the NG owners club*