

Changi**NG**ear

Winter 2017-18



This smart Yellow TD certainly brightens up a dull Winter day !!!

the NG Owners Club magazine

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CONTRIBUTIONS PLEASE

**Contributions for the Spring issue of *ChangiNGear*
by Mid-April :: or Earlier, Please**

Findhorn Cars Limited

Hill Hampton
East Meon
Petersfield
Hampshire
GU32 1QN

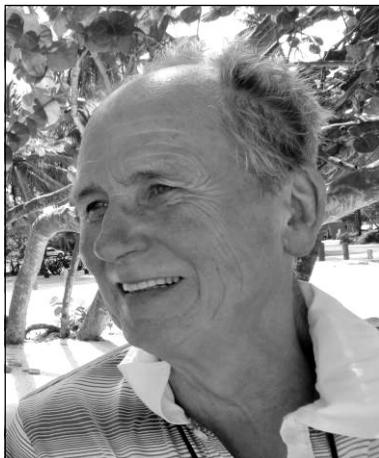


Contact:

Nigel Brooks

01730 823 647
office@nbpat.co.uk

Findhorn Cars holds an extensive stock of parts for NG TC, NG TD & NG TF, including SVA & pre-SVA hoods, carpets, dashboards & windscreens (to order), chassis, & 101 miscellaneous parts. Widened TF bodies with doors also available.



Chairman's Letter

I think you will all agree with me that 2017 has been a very busy year for the club, and also a very successful one. You only have to read the last few magazines to appreciate all the interesting and enjoyable events that have taken place.

Times are changing - we now have many new owners who have bought second hand cars, and our overseas membership is increasing as cars are finding their way across the water; this becomes more challenging for the club with the

membership being spread even wider and further apart. We have also seen the rapid development of the "NG Kit Car Group" on Facebook, thanks to Jeremy Evans who set it up and manages it.

I have been a dinosaur when it comes to social media; whilst I recognise it's strengths and advantages I also fear its potential pitfalls. However I have joined , but kept my membership simple by viewing and commenting where appropriate, but not responding to any "friend requests"; so I don't get bombarded as I have no friends.....!!

There are almost daily postings, and the topics are various, ranging from a member posting a greeting or photo to some very interesting technical questions. It is now a really useful part of our club communications and it can only get stronger; so here is an opportunity for you to make comments and have questions answered. Due to the "groups" success the club forum is hardly used, but is still functioning for members who do not wish to join Facebook.

The Events Calendar for the year ahead is filling rapidly, so I do hope that you can find something that is convenient for you to join in, have a look and put it in your diary now before it fills with all those other activities. Planning has also started on next year, it is the 40th anniversary of NG Cars and is an important event which we want to celebrate in appropriate ways. John Watson will be talking more about these early plans.

I wish you all a great year ahead with motoring that puts a smile on your face.

John Hoyle



NG Annual Rally - 2018

A booking has been made at Riverside Park for next year for our Rally Weekend
Friday 22nd to Sunday 24th June.

Please make a note in yours diaries NOW – It's never too early !!

General Details and Booking Form in the Centrefold
Please try and be there this Year

The Best NG 'Story' ???

Who will win The NG Bent Valve Award this Year ??

Your 'story' should be between 500 and 2000 words, to include pictures/ photos to suit, and should have it's focus upon NGs, Ngers, or NGing. The 'story' may be historic or current, factual or fictitious and will be judged solely upon it's entertainment value.

Ian Clark will judge the entries in June and will nominate the Winner.

Entries by email please to ChangiNGear at ngoceditor@gmail.com

Well ?? - we're waiting –Thanks Eds

!!! Contributions Please !!!

*Been anywhere or done anything " newsy" in your NG ??
Or have an entertaining Story to Tell ??*

Please send in a few words and pictures for ChangiNGear

***Contributions for the Spring Issue by Mid-April Please
to ngoceditors@gmail.com***

Thank You



Editorial

We must start with our late New Year Best Wishes to Everybody, and continue with our Thanks to All Contributors to this issue.

Often it can be hard to find enough 'stuff' for a 'winter issue' since NG activity at this time of year is necessarily a bit sparse. On an optimis-

tic note this issue has quite a lot of 'Futures Events' information. So we hope there will be plenty for everybody to ponder upon and choose their activities for the coming year. Also we hope that this will mean lots of future feedback to coming issues of ChangiNGear.

For our own part, we must admit that Rocket has not ventured out thus far in 2018. There was one potential mild January day but something else got in the way of a trip out.

But we do have quite a few 'excursions' in mind for the coming year. Probably none as lengthy as our Normandy and Ireland trips last year but these will be entertaining nonetheless.

Rocket has a longish list of 'tweaks' to be done before the Season. Mostly all quite simple and not very taxing, — at least that what we think until we make a start ?! The most onerous is probably that of repacking the exhaust silencers. Rocket has never been one for 'hiding his noise under a bushel' but we feel the time has come to quell the monster, — just a tadge. Once apart we suspect we shall find that there is very little packing remaining — or may be there never was any !?

So once again we hope that you will enjoy a read of this issue and that it will encourage you to make the most of your NGs in the coming year.

We should mention that the Rally Details and Booking Form for this year are available on the centrefold. It is never too early to get this in your diaries , before something else gets in the way ?!

Wishing Everybody Happy and Safe NGING in coming Months

- Chris and Su



Events Secretary's Notes

A good year gone, and an even better year to come.

For those of us fortunate enough to have benefited from having our NGs on the road in 2017, what a marvellous time we enjoyed.

I'll not dwell on it because the many visits made by our members have been well documented in ChangiNGear, including the four 'overseas' trips.

Now for a plea. — I NEED YOUR HELP !!

.If you're planning to go to a local show or an organised vehicle tour that is not part of our NG Event List, please do let me know. I would like to make these known to other members near by. PLEASE email me on johnd_watson@yahoo.co.uk or text me on 07951-466206. It will then be publicised in the various places members go to for info, whether that be on the NG Website, in ChangiNGear, or on the NG Facebook Page.

Thank you, — it would be so helpful.

But before leaving 2017, there were two major events yet to be mentioned. The first is the NG SE Christmas Lunch, which was organised with military efficiency by Sue and Ray Bolton and as a result was well attended. More of that on Page 29



And the second is the famous Boxing Day gatherings throughout the UK. We will all have our stories, but for me it was the classic vehicle meet on Sarratt Green (near Hemel Hempstead). Though you might be disappointed to read that I didn't arrive there in an NG, both of mine were wrapped up warm and cosy. No, I



drove there in a 1953 Green Goddess — Not the easiest around narrow lanes, but great for looking over hedges, and having a warm engine in the cab was wonderful !!

Now to the exciting diary of 2018. —

Firstly, I'm delighted to report that Jeremy Evans has accepted my invitation to co-host the Events Calendar. Just one of his contributions to the 2018 season can be found on Pages 18-19

We're also building momentum for the 40th NG anniversary in 2019. More of that in the Spring issue.

Back to the present, and the New Years Day Meets were aplenty, for me it was Brooklands Museum in Weybridge, beyond my own car BOW, a professionally built silver TC-V8 was spotted, being that owned by Andrew Brook-Holmes. In total almost 1,000 vehicles were there to celebrate the new year.



We have a number of Events to bring to your attention this year. One of the improvements and opportunities going forward will be the link up with other car club events including those of regional MGOs. The Yorvik Run being a case in point (See Page 18) The two main NG Club Events to look forward to are the Stoneleigh Kit Car Event (May 6&7th) — **and our National Rally Weekend (June 22ndto24th)**

But before that we have the following to look forward to:

- The Winter Classic Breakfast at Brooklands :: Feb 18th
- Paul Bennett's Tea and Natters:: April 8th & June 10th
- and the important FBHVC Drive it Day :: April 22nd See Page 16
- and more besides

For a fuller picture of the early part of the year see our Events Calendar on Pages 12&13

We wish you safe and fun driving in 2018 and beyond

— John 'D' Watson

A guy walks into a garage and says:
" I'd like a petrol cap for my KIA. Sportage"
The owner thinks for a few seconds and says:
"Ok !! — that seems like a fair trade."



Membership Mutterings

Firstly, a belated Happy New Year to you all.

Secondly, Thanks to all of you who have paid your 'subs' by Standing Order or bank transfer. The number of cheques has dropped considerably this year ! - which is much easier.

If you have not yet sent your payment, please do so as soon as possible (otherwise you may miss future issues of ChangiNGear !!)

Details of the Club's bank account are on the club website on the STO Form page. The weather here has been awful apart from one sunny Sunday when we managed a tour around Beachy Head and Seaford seafront. Quite cool but good fun. Let's hope things improve soon.

Bob Morrison



To which Angela Adds

Sunday 14th January -

When I saw what a lovely morning it was, I persuaded Robert to get 'Belle' out of the garage and take us on her first outing of 2018.

It wasn't overly cold but warm hats and gloves were certainly needed !

A chap in Alfriston asked if our NG was a 'special', to which we replied

" YES—Very special !! ". — At least he didn't ask if it was a Morgan...!!



Sunday, 4th February

Great joy - a second outing in 'Belle'. She misfired a little to begin with but, once warmed up, behaved well. Lots of layers of clothing, sheepskin hat and mittens were required as the wind chill factor was high. Lovely run around the local lanes but no admirers today

Perhaps we're cultivating the habit of monthly outings

-- but those hoses still need replacing...!

And talking of Outings — > > > > see opposite



New Members - Welcome

We are always pleased to welcome new members.

Membership Fee : £15 per year (reduced if you join mid- year).

Membership includes quarterly issues of *ChangiNGear*

and some Insurance Companies offer reduced rates for NGs.

Most of all you will be joining one of the most friendly car clubs around !

Contact Bob Morrison, Membership Secretary — details inside front cover

The following have recently joined the ranks of NGOC :

Jim Pailing (1626)

Mayland, Chelmsford, Essex,

George Valler (1627)

St. Mary's Gate, Staffod, Staffs.,

Gordon White (1628)

Longwell Green, Bristol,

Roger Yates (1629)

Castle Gesley, Swadlincote, Derbys,

ChangiNGear extends a warm NG welcome to these new Members and hopes that they will get out and about in their NGs and meet many others NGers during the coming Year.

We look forward to hearing from you in due course with 'your news' to publish in *ChangiNGear*

- Thank you and Welcome Chris & Su : The Editors

> > > > NGers to Dorset — Anybody ?? - 8-11th June

Our recent short outings prompted us to think about a proper RoadTrip that we might do this year.

And we thought that rural Dorset would be a great place to try. It's not somewhere we have been for sometime. A weekend around there seems to beckon.

We reckon early June would be a good time and we would love to hear from any of you who might like to join us then.

— Please drop me an email at — angela@bobmorri16.plus.com

Thanks Angela



What's In A Name ??

In the last issue of *ChangiNGear* it was suggested that we should 'collect' the nicknames of our beloved NGs. So far we have had two 'inputs' -

Firstly -

Hi Bob, I was reading the latest edition of *ChangiNGear* and noticed the paragraph on vehicle names. My NG TF was christened with a name on the day that I collected it from the factory, and the name remains with it to this day, to the extent that it has even appeared on many of the MOT certificates.

There is a famous comedy show on television, still being shown, called *Last of the Summer Wine*. In one of the Christmas episodes, Wesley Pegden raved about his discovery of a Loxley Lozenge with its smooth flowing body. When the three main characters were coerced into assisting with its collection, they viewed nothing more, than a rolling chassis and engine with about a foot of the famous body remaining.



When I collected my kit from Nick Green and brought it home, I opened the van door to have my father look at the kits components and announce – "its a Loxley Lozenge !!".

Ever Since then it has been known as the "Loxley". During a quiet period at work I set about manufacturing a rudimentary badge for the grille displaying the name Loxley.

On about 5 of my MOT certificates the MOT tester has identified the make of vehicle as a Loxley.

A sad tale possibly, but never the less fact, 28 years on the road and still known as the *Loxley*" :: Regards – **Steve Miles**

**A GREAT TALE – and there must surely be many more ??
Where are you all ?? – Eds**



and Secondly -

" Hello Bob, I have owned my NG TA for 30 years and am still tinkering with it. However it is known as MONTY by my family.

It's registration number is 888 SHW. Some say that stands for

S* Hot Wheels !! "**

Regards - **Laurence Clifford**



— and it is a great shade of 'hot' Red — Eds

(better than Brown, - no matter how hot !!)

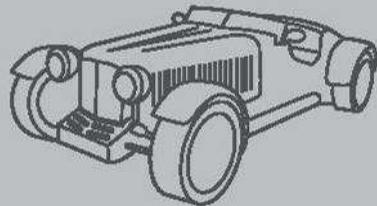
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- Limited Mileage Discounts

The Vicar and his Housekeeper — have been having an affair for years. They kept it a closely guarded secret for ages.

But it eventually slipped out, when they found his Vest in her Pantry, and her Pants in his Vestry !!!



Q Registration Number Appeals

Q registration numbers were introduced in 1983, and over the years the DVLA have been relaxed about how far back an appeal can be made.

They are now saying, "with immediate effect, any appeal against the allocation of a Q registration number must be made by the first keeper within 12 months of the date of registration. We will not be considering requests for age-related numbers for vehicles issued with a Q registration number that fall outside this criteria".

I cannot imagine this affects any of our owners..??

John Hoyle

The ToAdey & Ratty Challenge' (is there's a mole in our midst ??)

The 'Challenge' issued in the Autumn Edition-Part Two, on Page 5 has prompted the following amusing and quite appropriate response :

Guten Morgen,

*I am a member of the NG Owners Club and I also drive a Morgan.
Here is some advice to other Morgan drivers -*

If you are approached by an amiable gent who comes toadying up and asks -

"Is your car an NG ?"

The correct answer, with an air of genuine interest and suitable Morgan deference, should be -

"What is an NG?"

At this point your questioner will risk exposing the whole 'Ratty' plot by disclosing his knowledge of the marque and will therefore walk away with an air of disappointment apparently looking for something unpleasant to step (back) into.

Then and only then may you raise a finger, with natural Morgan modesty, and chalk up another victory for the gentle art of the 'putdown' - (as also in hood and foot).

Yours Respectfully, Mr Mole (aka Robin Hill)

— **Nice One Robin !! - Eds**



ChangiNGear — a News Snippet

At the Christmas Lunch we were asked, as Editors, whether there was a full Archive of 'Back Numbers' of ChangiNGear.

When we inherited the Editorship from Chris Humphreys in 2012, we also inherited two document boxes of assorted 'stuff', which we knew contained, among other things, various old copies of the mag.

We have now had a closer look and can confirm that there is a copy (we think an unbroken record) of ever Newsletter/Mag since June 1981.

We say 'think unbroken' because at various times the newsletter seemed to be randomly/ monthly and then the mag was 4,5 or even 6 time per year, so it would be impossible to be sure. (Unless anybody know better ??)

The first 'newsletter' appears to have been just that , - a single sided, single page A4 Letter to a total of 9 members ! - from Ian Peacock, in June '81

The first appearance of ChangiNGear as a 'named magazine' (but still only as stapled, probably 'Gestetner-ed', A4 pages rather than in booklet form) would seem to be in 1985

Next year we might perhaps celebrate ChangiNGear's belated 30th Birthday, along side the NG's 40th Anniversary

Iconic Confusion ??

Wife : — on mobile phone to Husband.

"Hello Darling I don't know what to do.

It's so cold and the car won't turn on.

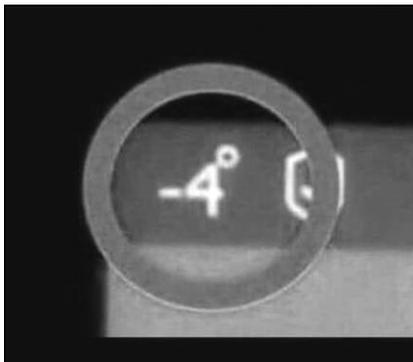
*And now the dashboard shows a picture of a
someone sitting on a Lu !*

Please come quickly !

Husband :

"Really Darling !? - sitting on a Lu ??

Can you send me a photo ?



NGKitcar—Website Revamped

Many of you will be familiar with Chris Humphrey's excellent website, centred around his building of 'Dobby'.

Chris clearly doesn't have enough to do !! - he says that : "It had to be revised, it was about 10 years old ! All the build detail and modifications from the old site have been included and added to, and presented in a more modern and easier to use format.

The address is still :: ngkitcar.co.uk — *It's quite impressive — Thanks Chris — Eds*



EVENTS CALENDAR 2018

Date	Event -- What, Where	Who
18-Feb	Winter Classic Breakfast at Brooklands	John D Watson
8-Apr	NG Tea and Natter Teapot Tearooms SN7 7QJ	Paul Bennett
15-Apr	Corinium Run, Cirencester HRCR—Cirencester Car Club <i>(various NGers are going—will you be one ?)</i>	Jeremy Evans
21-22Apr	NG SouthEast Weekend Folkestone to Eastbourne and area	John D Watson
22-Apr	FBHVC Drive-it-Day	John D Watson
6&7 May	Stoneleigh Kit Car Show Kenilworth CV8 2LZ — <i>Please be There</i>	John D Watson
12-May	Glossop Car Show, SK13 7SH	
13-May	Wallingford Vehicle Rally Start point (TBC)	Paul Bennett
13-May	North Leics MGO—Charnwood Caper Quorn & Woodhouse Station (Loughborough) to Rufford Abbey (Notts) <i>NGers are Invited</i>	John D Watson & Peter Wilmot
20-May	MGO Jorvik Classic Car Run Castle Howard, Nr. York YO60 7DA	Steve Tyler & Jeremy Evans
Big NG attendance this Year COME & JOIN US — See Page 18 to 20 of this Mag		
3-June	London to Brighton Kit Car Run Starts at Greenwich Park	Graeme Lacey
8-11 June	NGers RoadTrip to Dorset <i>See Page 7</i>	Angela Morrison
10-Jun	NG Tea and Natter Teapot Tearooms SN7 7QJ	Paul Bennett
16&17 June	Le Mans 24 hour France	Charlie Killick



Brooklands Natters 2018

- Feb 13th Competition. Ladies and Gents flying and driving Jackets with goggles, cravats, silk scarves etc.
- Mar 13th Early Spring Natter and Noggin with Chris Bass on Piano.
- Apr 10th Quiz. All questions pertaining to Brooklands.
- May 8th Treasure hunt in Clubhouse.
- June 12th Pride of Ownership, Concours with period dress.
- July 10th Summer Barbecue.
- Aug 14th White overalls competition.
- Sept 11th General knowledge and Motoring quiz. with Chris Bass on piano.
- Oct 9th 15th Anniversary of Brooklands Natter.
- Nov 13th Remembrance Natter and Noggin.
- Dec 11th Enthusiast of the Year awards, Hot sausage rolls and mince pies. Various Ladies and Gents Competitions. Chris Bass on Piano.

Meets in The Brooklands Club Bar at The Brooklands Museum, Weybridge
(use the Campbell Gate Entrance, off Brooklands Road — KT13 OQN)

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814
or NG Owners Club — John Hoyle, 0208-393-2555, or John Watson 07952-466206

A Rather Wet Response ?

With rainfall having been a lot less than expected in the Autumn the fear of wide-spread drought in 2018 is very real. Government has been accused of doing nothing about this.

However a Ministry spokesperson has this week said -

**" As much as we'd like to, we have NOT washed our hands of this matter.
-- We've just not had the water available to do so !! "**



The Corinium Run Sunday 15th April



HRCR — Cirencester Car Club

Start and Finish at

The Corinium Stadium, Kingshill Lane, Cirencester, GL7 1HS

Starting and finishing near Cirencester, the run takes in the pretty villages and the dry-stone walled majesty of the Cotswolds as it covers approximately 120 miles on a tulip roadbook. Normally split into several sections, with route checks and a lunch halt, opportunity to stop and pose for photographs or stop for a picnic.

The Corinium Run has grown to become one of the most popular events in the Scenic Tours calendar; a prompt entry is advised to avoid possible disappointment

*contact Martin Saunders, by email
at corinium.entries@gmail.com — quoting 'Corinium Run'*

***A number of NGers will be there this year.
Let John Watson know if you fancy this too***

Historic Rally Car Register

Many local Car Clubs arrange local Rally Outings under the HCRC Banner

See Page 16 for more information and comment

Why not try one in your area ?

and if you do please be sure to write-in and tell us about it.

Thank You — 'ChangiNGear'





**FBHVC ::: Drive It Day
Sunday 22nd April**

Is designated Drive-It-Day by the Federation of Historic Vehicle Clubs. The object being to get us out on the road and be noticed. Which aids the Federations objective of making sure that our historic' vehicles are not 'left behind' in modern legislation.

So Please do your bit to Wave the Flag on that day

Perhaps make a weekend of It ??

John Watson is looking to arrange an NG SouthEast Coast Weekend, – provisionally a Folkestone to Eastbourne Route taking in visits to places of interest and including the Sunday Drive-it-Day.

***Please let John know if you would like to be include in the Outing
johnd_watson@yahoo.co.uk***

HRCR - Scenic Day Tour – What Jeremy Evans has to Say

Hello All, – Please see the link to the Historic Rally Car Registers Scenic Tours events. As you may know I quite like these and did the Taith Cymru run last year and will probably do it again this year.

Some of the dates clash with other NG outings but I am more than happy to try others - the Black Mountains outing looks good although the timing of that might be awkward too.

NGs are more than welcome and most events take the form of a 100 - 120 mile run with a cuppa/bacon roll to start and a sit down meal to finish. They cost about £80 to enter but are a good day out or weekend.]

See www.hrcr.co.uk/hrcr-championships/scenic-tours-series/#championship-event

Cheers – Jeremy

and John Watson has a thought –

I quite fancy the Corinium Run (Cirencester) 15th April myself.

(StopPress: There are already three NGers signed up for this one –Any More ?)

Have a look at the HRHC calendar, there's a lot on offer nation wide for a good motor-ing day out. Please let John Watson know your plans so that he can co-ordinate any multiple NG attendances, to get the most out of the events – Eds



Wallingford Vehicle Rally & Parade Sunday 13th May

This has been a popular and successful event in the past with NGers coming from far and wide to take part (See the write-up of the 2017 event in the Autumn Edition of *ChangiNGear*)

From the initial interest I have received about this event it looks like there could be at least 15 NGs attending.

[www/wallingfordcarrally.bigcartel.com](http://www.wallingfordcarrally.bigcartel.com)



The tickets (£10 approx) will be going on sale some time in February so I need to keep a sharp eye on their website. Please let me know quickly if you are interested to join us this year.

For those travelling and wanting to stay overnight the accommodation used for the last few years has been the Kingfisher Barns that can be booked online at www.kingfishersbarn.com .

The last couple of years we have had a pre-rally meal on the Saturday night at the Nags Head (www.the.nagsheadonthethames.co.uk) which is within easy walking distance of the accommodation). I suggest we do the same this year.

All the best and look forward to hearing from you.

Paul Bennett

StopPress: Paul has now bought a block of Tickets — RING HIM ASAP

A Matter of Opinion :

So the guy two ranks below me at work bought a used 5series BMW, and another guy one rank below, bought a newer 3series.

So I go into my boss, explain the details, and tell him I believe it justifies a raise. I said "I've worked here twice as long as them, and rank higher. If they're driving BMWs, I should be driving a Bentley !! "

My employment record now says — 'dismissed for lack of judgement.' !!!!



Jorvik Run 18th - 26th May 2018

As the Germany/Stelvio trip didn't get enough support to make it viable I have been working on a more local long weekend/week in the UK instead. I have roped in our resident club expert in the Pickering Area, Steve Tyler, who is instrumental in organising the **MG Owners Club—Jorvik Run** in May.

For a number of years I have been trying to get to the Jorvik run which starts and finishes at Castle Howard. The first year I had a conflict of diary appointments and the second I got as far as Leeds only to breakdown, due to a dropped carburettor needle which caused an exhaust valve to burn out on the M62! And the year after that I again had a diary clash.

Ryedale and York MG Owners' Club presents
The 21st Jorvik Run
Sunday 20th May
Entry £20
Start and finish at Castle Howard. Approx 100 miles taking in the spectacular Yorkshire Moors and other scenic areas. All proceeds donated to the Yorkshire Air Ambulance.
For more information or to book contact:
Steve Tyler Tel: 01751 476307 Email: steve_62@talktalk.net
or download an entry form from our website.

So this year I shall keep my diary clear — **and I'll check the carburettor needles !!**

The Jorvik Run is on Sunday 20th May and is a scenic tour of around 100 miles in the company of other MGs—and this year lots of NGs ?? Steve and his son, Toby, always take part, flying the NG flag. The run costs £20 to enter with the proceeds going to Yorkshire Air Ambulance. The entry forms are available to download on the Ryedale and Yorkshire MG Owners club website — www.ryedaleyorkmgoc.co.uk/yorvik-2017, these need to be returned to Steve.

However—Rather than just run up for a single day, > > > >

As there is so much to do in the local area I thought it was easily possible to extend the trip. Driving up on the Thursday/Friday before, say, and staying for up to a week. Steve has offered to help us with some interesting driving routes and pointed out a number of local attractions we might like to visit during our stay.

These include:

North York Moors Historic Railway - Services run north from Pickering to Whitby, via Levisham, Newton Dale, Goathland and Grosmont. The railway isn't cheap but it





goes through some lovely countryside. Or, to avoid the cost it is possible to drive to the stations and watch the trains. The end station Whitby is an interesting fishing port, famous of course for Whitby Jet. See — www.nymr.co.uk

Goathland — is where TV series 'Heartbeat' was filmed, and whilst in places a little tired you can wander around the village and visit many of the buildings and take refreshment in the village pub, - all strangely familiar, having been seen frequently in the TV series. See — <https://en.wikipedia.org/wiki/Goathland>

Robin Hoods Bay — is nearby and offers coastal walks and being on the dinosaur coast the potential for fossils - good for all beachcombers!! See — www.robin-hoods-bay.co.uk

Ryedale Folk Museum — has an interesting collection of historic buildings which take the visitor on a journey from Iron Age to the 1950s . See — www.ryedalefolkmuseum.co.uk/collection/buildings

Beck Isle Museum - is in Pickering and brings the victorian period to life, exhibits range from agricultural and industrial machinery to clothing and textiles. www.beckislandmuseum.org.uk

Rosedale Chimney Bank - is another interesting landmark sharing the title of 'The Steepest Road in England' with the Hardknott Pass in the Lake District. The average gradient is 1 in 8 (13%) but the steepest section is 1 in 3 (33%) climbing 568 feet (173 m) in 0.81 miles (1.3km)

Whilst it is known as the Chain Breaker by cyclists will it prove to be an NG breaker !!
— *certainly hope NOT !! - Eds*

Matthewsons — Are classic car dealers based in Thornton le-Dale which is another very pretty village. There is a small car museum at Matthewsons which welcomes car clubs (with advance notice). See — www.matthewsons.co.uk

These are just a sample of what's available — there is much more and of course (Castle Howard of brideshead revisited fame, Helmsley Castle, Pickering Castle, and Eden Camp to name a few.) **and there are many pretty village and walks to be had in the locality.**

> > > > >

And — Where to Stay ??, you might ask - Well that's Sorted !

There is plenty of accomodation in the area - and a number of us have already booked 'The Chapel' at Sands Farm Cottages for the week.

See — www.sandsfarmcottages.co.uk

— and there are 2 Double Rooms still available at present — *Where are you ??*

And there other cottages available at Sands Farm, for any overflow.



I can help link interested people together if they want to share accommodation. Cottages range from ones that accommodate 2 people to those that have three double rooms. ***The cottages are booking up so if you are interested please let me know ASAP — so we can get your accommodation sorted quickly.***

If Sand Farm does fill up or you can't spare the whole week please let me know as there are a number of local B&B's and small hotels that might suit you better. So don't be put off.

And for those of you that live within easy reach — then we hope you will come and join us for the Yorvik Run and/or various of the 'days outings'

Jeremy

Contact Jeremy at :: ngmrtoad@gmail.com

Or Steve at :: steve_62@talktalk.net

Come on Guys & Gals — get Booked Up ! , for this is going to be a 'Ripping Outing'.

— it Might even rival the 'NGers to Ireland' of last year !?? - Eds

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Brooklands - more than just a place !

For every car enthusiast Brookland is an intrinsic part of car folk law. Stories of heroic racing at Brooklands and pictures of cars with all four wheels off the concrete appear frequently in the motoring press. Familiar names such as Parry-Thomas, Count Louis Zborowski, Doreen Evans, Barbara Skinner and of course the Bentley boys including Tim Birkin are names we have all heard of, their fame comes, in part at least, from their association with 3 miles of concrete in Surrey.



I remember as a teenager riding around in the back of an Alfa 6 piloted by Bill Boddy esteemed editor of Motor Sport and author of the Brooklands story (Brooklands: The Complete Motor Racing History, William B Body) listening to anecdotes and stories of what Brooklands was like and what racing was like there as well as a detailed explanation of how handicapping worked. The Alfa 6 (Six carburetors on a V6 engine) was the current staff car at Motor Sport and Bill was trying his hardest to see if it would accelerate fast enough on the Welsh roads to reach 100 mph before needed to brake to take the next corner safely. On arrival at our destination, parking in a field, the car soon showed it was not cut out for wet grass!!

Okay back to the main point of this missive - how come at my ripe old age (But YES, I'm still enjoying the delight of our chairman describing me as a 'lad' at the Christmas lunch !!) I had not yet been to visit the museum and remains of the track? In honesty there is no reason, perhaps distance or perhaps the lack of a suitable excuse. However, when Chris and Su suggested that I combine my trip to Surrey for the Christmas lunch with a visit to Brooklands the pieces fell into place and a date and time set.



In the early days of motor racing, just before and after the turn of the century, most races were held on public roads and over long distances. Britain was a bit conservative in its view, of motoring having only just repealed the red flag act and replaced it with a blanket national speed limit of 20 mph,



so France pretty much led the way. With races like Paris- Bordeaux some 732 miles on unmade roads! By 1901 there was Paris-Berlin, and 1902 Paris-Vienna and in 1903 Paris-Madrid which attracted some 270 cars. With large engined, relatively fast cars with limited brakes, on unmade roads kicking up large clouds of dust and grit there were the inevitable disasters. At the end of the first day of the Paris-Madrid race several fatal accidents had occurred, two drivers, one mechanic and five spectators were dead and many more injured and in need of hospital care. In the end the race was cancelled and point-to point races in France were banned.

However undeterred the Edwardian racers looked towards America and other European countries to continue the racing, even France continued with special circular routes on modified roads. In 1905 the Coppa Florio was on the Italian race calendar. It was Italy's longest race, 231 miles, over three laps. It went through Brescia, Cremona and Mantua. Dropping from the Italian Alps, across the Po valley and back. The 1905 race was won by an Itala and amongst the crowd was an Englishman Hugh Locke King. Locke King was a car enthusiast and had travelled around Europe watching the development of motor racing. He was upset by the fact that there was no British entry in the Coppa Florio, Mercedes, FIAT, Itala, de Dietrich, Issotta-Franschini and Darracqs formed the bulk of the line up. In fact in addition to no British cars there were no British drivers either. I think this was just coincidence as there had been British car and driver entries in other events but Hugh Locke King returned home with somewhat of a bee in his bonnet about this.

As he pondered the situation Locke King determined to create a place for British marques such as Napier (winner of the 1902 Gordon Bennett race) to test and develop their products. With the national speed limit and the ban on road racing in the UK (hence the reason the Gordon Bennett race was held in Ireland) the solution had to be a race track. Locke King therefore proposed to build a race track on the land around his home Brooklands House, near Weybridge.

Thus the idea of Brooklands was born and Locke King roughed out a 3 mile long, 100 feet wide track, bound on the north western edge by the London and South Western main line railway. The track had also to avoid the Itala works (built in 1906 to assemble Itala cars in the UK) and the local sewage works and contend with the river Wey which wound its way through





the Locke King estate.

The project was started in the summer of 1906 and Henry Holden and Alexander Donaldson experts from the rail industry were appointed to support and oversee the project. Holden and Donaldson quickly pointed out the need to bank the track to enable the cars to continue without reducing speed, this change immediately doubled the cost of the project.

Hugh Locke King struggled to keep a focus on the project, he was worried by the increases in costs and issues played on his mind and ultimately affected his health. However, his wife Ethel was a much more determined character and as Hugh resigned from the day to day work Ethel took up the mantle. The cost of the project continued to rise and it was clear that in order to avoid bankruptcy and humiliation amongst their peers the track had to be finished.



It was quite an engineering feat, some 80 truck loads of gravel and cement arrived every day. Half a million tons of earth was moved to build up the banked sections. Reinforced concrete was used to make the banked bridge. The shortage of money is one of the reasons the tracks top surface remained concrete. In addition the tarmac surface planned could not have been laid on the banked sections which were some 30 feet high on the outer edge. The road rollers needed to flatten the surface would simply have slipped off !!

So the world's first purpose built race track was opened in June 1907 with a procession of cars, headed by Ethel Locke King in her Itala. Without Ethel's determination Brooklands would almost certainly never have been completed.

The first public race meeting was held some three weeks later on the 6th July 1907 with a crowd of about 20,000. The premier race of the meeting was the Montague Cup, attracting prize money of 1,400 sovereigns. There was a good line up including S.F Edge in his Napier. The race was won by a Mercedes with the Napier well down the field.

The track was still far from finished, the planned for grandstands were missing and the inner circuit areas still looking like a building site. The concrete surface ripped the cars tyres and needed frequent repair. However racing at Brooklands

NGOC National Rally Friday 22nd to Sun 24th June 2018

Riverside Park, Tiddington Road, Stratford-upon-Avon, CV37 7AB.

Once again your Rally Committee are hoping for the support of as many members as possible for this important weekend in the Club's Event Calendar

To assist us with the planning - Please help us by completing the form below (in block capitals please) & return it with your payment (cheques made payable to the NGOC) - as soon as possible.

Bookings by the end of May - Please.

Please post your Booking Form to Teresa Goodbun, NGOC treasurer, at the address on the form below.

There will be a **Rally Fee** charged, per family unit, for attending the event. The rally fees are a small contribution to help cover the costs of hiring the site, marquee, tables, chairs, tea-urn, gas BBQs, teas/coffees, plus food for the Friday & Saturday evenings, & Sunday Lunch.

The balance of costs is met from Club Funds

(as usual you provide your own meat for the Saturday BBQ) .

Rally Fee : £25/family unit for whole weekend (3 days) or £10/family unit (1 day).

Members attending the rally sometimes wish to invite extra family and friends.

They are most welcome and the same daily/weekend costs apply.

Please contact Teresa Goodbun for details.

Camping Fee :

In addition - for those camping on the rally field, there will be a fee of £17/night/family unit

There is no extra charge for separate children's tents.

Note that camping is available for Friday, Saturday & Sunday nights.

There is an additional charge for electric hook-up via swipe-card - see a committee member on site.

For those that do not want to cut their magazine the Form is available on the Club Website — Eds



Complete in BLOCK CAPITALS Please

BOOKING FORM : NGOC National Rally Friday 22nd to Sunday 24th June 2018

Name: Membership No:

Address:

.....

Email: Phone No:

Number of Adults attending :

Number of Children attending : Children's Ages :

Rally Fees: I / We shall be attending for: please circle (A) or (B)

A) for the weekend (3 days) at a cost of £25.00 per family unit

B) for 1 or 2 days at a cost of £10.00 per day, per family unit.

Please indicate which days you will be attending : **Friday Saturday Sunday**

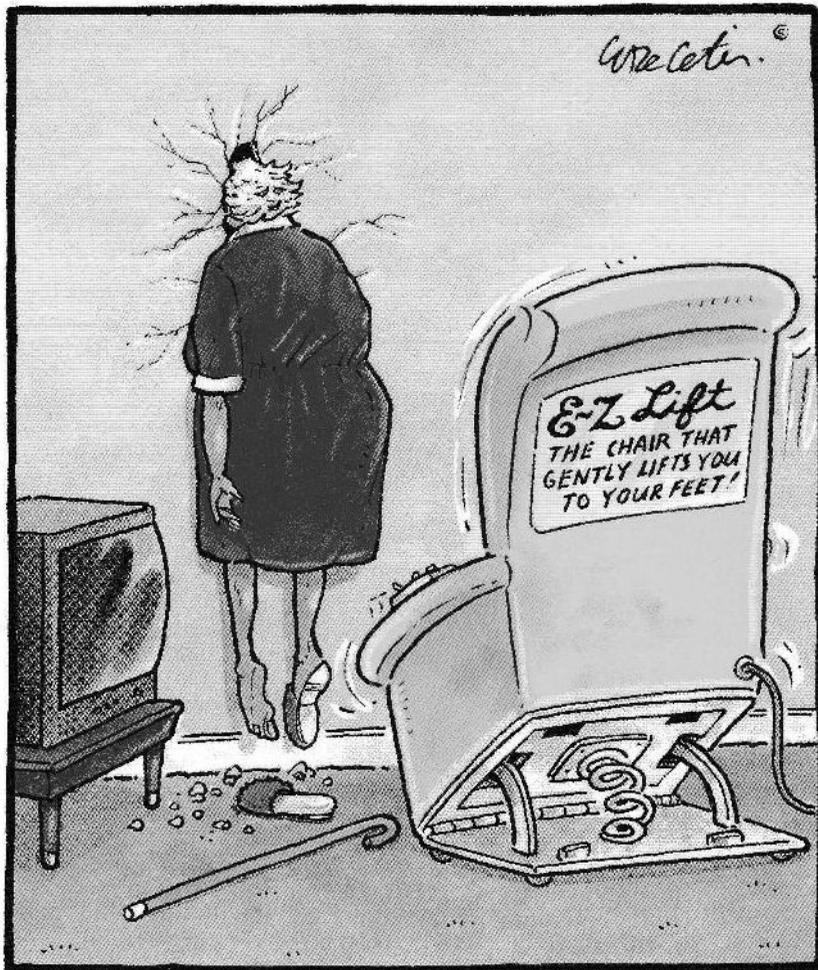
Camping Pitch Fee: I / We shall be Camping at a cost of £17.00 per night per family unit.

Please indicate which nights you will be camping : **Friday Saturday Sunday**

Please enclose a cheque for the total, payable £ to NGOC, and post with this booking form to the Treasurer:

Teresa Goodbun (NGOC), 43 Westcourt Lane, Shepherdswell, Dover, Kent CT15 7PT.

If you prefer to pay by BACS please contact Teresa - email: teemgoody@aol.com or telephone: 01304 830206



Red Hot Stockmarket Tip !!!!

As a result of the above cartoon it is rumoured that the E-Z Lift Chair Company may become the victim of an aggressive takeover approach from The Martin Baker Aircraft Company (Martin Baker have been suppliers of ejectors seats for military aircraft for many many years)

Insiders information indicates that Martin Baker has for sometime been seeking outside input to upgrade it's technology

– it seems that E-Z Lift may just have exactly what they need !



gradually took off and the track brought in the 'right crowd with no overcrowding' and became the mainstay of British motor racing and record breaking until the outbreak of the second world war.

The Junior Car Club ran many races at Brooklands, popular was the 200 mile trial.

This was developed, prompted by the popularity of the Le Mans 24 hr races, but tailored to the restrictions placed on the Brooklands track. Notably the restriction on racing at night. The result was the J.C.C Brookland Double Twelve, which as its name suggests was two twelve hour races, with the cars being held in a secure compound over night. The first of these races was held in 1929.

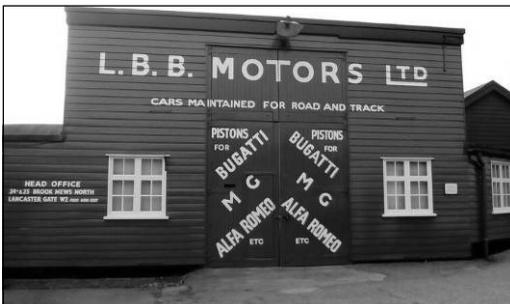


To compete in the 1930 race MG developed two teams of cars, large and small. The large cars based on the MG 18/80 with special touring bodywork and renamed the 18/100 Tigress, and the small cars the MG Midget. These cars were the first MGs to use the brown and cream colour combinations used by MG for competition cars for many years. The 18/100s had cream bodywork with brown wings, whereas the Midgets had brown bodies and cream wings.

The Midgets were in a higher state of tune than the standard road going Midgets. They had a downdraft SU carburettor (venturi vertical rather than horizontal) fed by pumped fuel (required as the downdraft position of the SU was higher up than the sidedraft), and an external exhaust pipe. The body was modified with deeper cutouts along the door tops and the glass was replaced by gauze screens.

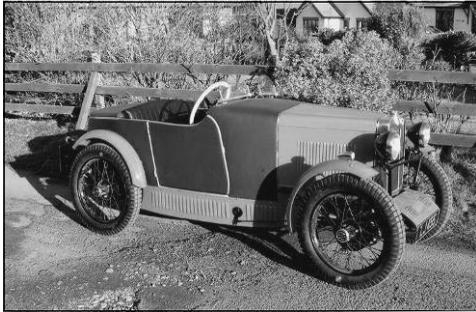
The MG 18/100s had dry sump lubrication and were soon struggling with bearing problems, it was clear they were not going to survive the distance. The team of Midgets held up the MG flag and surprised the crowds with their speed. Four of the five cars that started the race finished and the MG Midget team secured the team prize. The following year MG Midgets managed the same achievement, with all five cars finishing and again winning the team prize. No doubt contributing greatly to MG's position as a reputable small sports car manufacturer.

My visit to Brooklands rather unexpectedly turned into a bit of a pilgrimage. I took time to walk across the





start finish straight and up the Members Test Hill and then out on the old entry bridge which overlooks the Members Banking - a key part of the surviving track. I then walked down an onto the Members Banking itself. I was surprised at how



steep the track is, and wondered at the strength of the drivers holding the cars at speeds of up to 100 mph as they skimmed across the bumpy concrete slabs of the track surface.

The track has an atmosphere that holds echos from the past. It is a surprisingly emotive place, so easily possible to imagine the noise and smells of Brooklands racing, to ponder the sheer

bravery of the drivers, in cars that are more like trucks to drive than most modern car drivers can imagine. (As Ettore Bugatti once said of Mr Bentley - he builds fast trucks!). To reflect on the pictures of the racing, the big fast cars going over the top crashing out, the little cars nipping up the inside lower down the banked surface. The drivers being bounced by the rough surface, tyres scrabbling for grip and throwing up dust and stones from the concrete. All striving to be first, to win and bask in the glory or endure the disappointment of a lower position or a break down.

*As I say all too easy to imagine and it's very much **more than just a place.***

Jeremy Evans

Who are We ?

We have just discovered our age group ! We are Seenagers. (Senior teenagers)

We have everything that we ever wanted as teenagers, only 50-60 years later.

We don't have to go to school or work

We get an allowance every month.

We have our own pad.

We don't have a curfew. -- anyway it's irrelevant -- we're in bed by 9:30pm

We have a driver's licenses and our own car.

We have ID that gets us alcohol at the Supermarket

The people We hang around with are not scared of getting pregnant, actually they aren't scared of anything !! , they have been blessed to live this long,

--- why be scared ????

-- And We don't have acne.

So Life is B****y Good!

Continued on Page 30 >>>>



NG South-East Christmas Lunch

Sunday 3rd December

Once again the Best Western Reigate Manor Hotel was the venue for last year's Christmas Lunch for NGers in the South East.

Once again we were well catered for by the Hotel and well organised by Sue Bolton. And many thanks are due to her and Ray.



Reigate Manor provides our own private bar for pre-prandial chitchat and a spacious restaurant for the forty-two of us that attended to enjoy an early festive meal. During the after meal coffee John Hoyle said a few words and wished everybody seasons greetings and a 'look back' to a successful NG year and a look forward to another one to come.

John made a special word of welcome for Jeremy Evans (Mr ToAd) , being 'the winner' for the furthest travelled - some 260 miles all the way from Aberaeron.

(See Jeremy's account of his weekend on Pages 21-22)

John and Barbara kindly invited those that could to join them at home in Ewell for the afternoon, and wished a 'safe journey' to those that needed to make an earlier start for home.

Originally Chris and I were not going to be able to attend this function. Having a double family birthday 'do' that day (Daughter being 40 on the 2nd and Son 50 on the 3rd) However a last minute illness enforced a postponement of that celebration - and Sue was very kindly able to squeeze us in at the last moment.

- Su Hore

As with any Christmas Meal the festive crackers are somewhat 'de rigeur'. So there was the usual collection of paper hats and fairly dreadful 'one liner' jokes.

However, almost as if someone knew that Jeremy was going to me with us, this one was amongst the 'funnies'.



**What does the Frog do when his car
breaksdown ??**

He has it 'toad' away !!!



News from America

EMail—Ian Clark to Chris and Su

Thank you very much for the Christmas card.

Sheen is ready to take over from Rocket on the North American deliveries although Rudolf and his gang may have sobered up by then, 5 hours later
Last trip this year was -4 degrees C for a 50 mile highway run followed by 2 hours with some light rain and snow



(Can anybody claim tougher than that !!?? & Minus 4 eh? - See Page 11- Eds)

Cold !! ? I even drove with the wrong foot on the throttle and the other big toe stuck in the heater vent ! They have salted all the roads now so I will store Sheen until the spring. Salt eats everything

Just finished up a new ignition for the car and new brakes. I did about 3000 mile this summer in Sheen. I have been enjoying it but... there is a line in a movie "Good Will Hunting" said by Minnie Driver who plays a rich trust fund kid. Which says she would give up all her money for another day with her father. The car has some of that feeling. I was torn taking Sheen to the US, and I know it was difficult for Mary, but I think it is to be used and enjoyed like Rocket. I am heading to the UK Friday to visit with Mary (for Christmas). I also hope to visit the NG rally in the summer — I am not sure whether the games can be done in a rental car?

Any way the card was a nice surprise — Ian

Continued from Page 28 > > >

Also, if you are a Seenager , you will realise that you are much more intelligent than you thought after reading this :

Brains of older people are only slower because they are packed with so much knowledge.

People do not decline mentally with age, it just takes them longer to recall facts because they have so much more information in their brains to sift through.

Scientists believe this also makes you hard of hearing as it puts pressure on your inner ear. So it is not that you are going deaf !

Also, older people often go upstairs to get something and when they get there they stand there wondering what they came for.

This is **not** a memory problem, it is just nature's way of making older people do more exercise.

SO THERE!!



NG-TA Reg EGU 772H

Thank you for including the photo of my TA in the last issue of *ChangiNGear* (Page16) — taken upon our return from passing the IVA.

Once through IVA I then needed to register the car and this took me about 5weeks. Then another 10days to get the pressed 'ally' number plates, which I wanted. These plates are yellw/white reflective, because although the my TA was built from a single 1970 MGB-GT donor I was not allowed to retain the donor's



Reg number. I was allocated an unused age related 1970 number

However the V5C shows it as a 2017 car, but for IVA emission test was an engine age of 1970 -- so just a smoke test (Phew !) - though for tax purposes it is a 2017 car (which is a shame !!)

The history of this car really started when I was 12 (60years ago !) when I bought a book on Ford 'Specials' (before the kitcar era). And I then decided that I wanted to build my own car one day.

In later years my parents retired to Highcliffe near Christchurch (not far from New Milton and Nick Green's base at that time) and that was when I became aware of NGs and the TA.

Later, in 1999, I saw an advert in *MGOC* magazine 'Enjoying MG' (yes, I am also an MG 'Nut') for a NG-TA Kit in Coventry. It turned out to be a 1990kit bought as a 'retirement project' by a former Jaguar engineer, but he had never even found the time to start it ! (he had five other MGs as well !!).

He had however stripped a 1970 MGB-GT of all the necessary mechanicals and thrown away the rusty bits. The MG had had 96,000miles on the clock but all the bits were in reasonable order. I was able to buy the NGkit and MGparts for £1000.

The NGkit included chassis, tub, nose cone, alloy bonnet and a box of nuts and bolts. It also came with a 30page typed 'instruction' manual - (I 'filed' this quite quickly !!! - typically helpful advice was like -- "now fit the bonnet" !!)

The kit was originally ordered from the TA Motor Co. but delivered under the Pastiche name (mid 1990)

I visited John Hoyle at his Epsom Works shortly afterwards (we lived in Sussex at the time) and spent some cash (quite a lot !) on seats, Motolite steering wheel, bonnet hinge etc. unfortunately he did not have much information about the TA model but was able to provide a chassis number.

Later I sold on the seats to Paul Bennett for his project, with the change from SVA



to IVA I then needed seats with head restraints.

So I was then at a stage when I realised that I was pretty much on my own for parts. Even though my original passion was to build my own car and to make 'everything' my self, I now had to design quite a bit as well !!

Not unlike the first kit owner 'other matters' prevented me from doing much for some years (rebuilding my son's midget, moving house, 5 grandsons, etc, etc - all good excuses !). So I did not really start the build properly until 2010, shortly after my first visit to the NG National Rally in 2009, - where I bought an NG polo shirt.

With the photo in the Summer edition of ChangiNGear the editors wondered "what hoops did I have to jump through to pass IVA" -- Well in all honesty Not Many. I had bought the SVA manual and (thanks to my daughter) downloaded the full IVA manual also, and I was a regular reader of Total Kitcar Magazine - which in early year had a lot of SVA/IVA advice. What I learnt was the need for attention to detail, in the extreme ! Every part I made I first checked with the manuals for requirements/measurements and how it would affect other parts. Even then at the IVA test I had problems with rear lights. I had fitted the rear fog lights and reversing lights as a matched pair but omitted to check the distances between fog and rear side/brake light. It should have been 100mm, I had mounted them at 80mm apart !!!!!.

Also I had used silicone brake/clutch fluid with the correct Automec label in the right place. However the current IVA manual at the time required a purple sticker with white letters. I could find nobody that stocked these at the time - so I made my own using my wife's purple nail varnish !!!

All this attention to detail is frustrating, aggravating and sometimes extremely annoying - but if you have to stick with it if you want to pass the test.

Or of course you could just buy a completed kit - as my son did with his Caterham - but for me that not the point !

Paul Bennett summed it up well in the last issue of ChangiNGear with his article "*So you want an NG ??*"

Andrew Clements (NGer 1088) from Hereford

How many men does it take to change a Toilet Roll ??

Nobody really knows for sure.

It's such a rare occurrence !!



The latest TC-V8 review..??

A Post on Facebook from Andrew Brook-Holmes (late December)

SouthWays Automotive dyno'd my TC not long before I decided to sell her to another NG enthusiast. After seeing Richard's very complimentary post on Facebook I felt very chuffed to have been one of it's custodians.

And this is what Richard said -

"Here's one that will leave a lasting memory. This NG TC V8 remains, to this day, the best-driving kit-car I have ever driven. We've had many, many kit-cars in over the years (as you can probably imagine), and though some of them drove really well, this thing was on a different level.

The feel of everything; The brakes - perfectly weighted; The steering - perfectly geared and full of feel; The gearchange - a Rover R380 gearbox that shifted as well as a T5! And the engine? A 4.6 Rover V8, but the sound it made something far, far more unique. We hear Rover V8s all day long, but this....I can't put into words how good this car sounded, or how nice it was. Any car that has ash veneer AND carbon fibre on the same dashboard is worth looking at. It went up for sale last year, and I was so taken with it, the owner was thoughtful enough to even ring me and offer me first refusal on it. Only the attention you got while driving it put me off. That and the small issue of not having enough money to buy it...."



Richard - Southways Automotive.

Just one of many such reviews, but it's nice to know that after nearly 40 years NG is still top of the pack.

If you have not previously seen the "young" Richard Hammond in a TC-V8 take a look at this YouTube clip, the TC bit is approx 4 mins into the clip.

www.youtube.com/watch?v=1AgOHdZynp0

John Hoyle



News from Peter Wilmot

Email 7th Jan

I'm also a member of a very active MG club (North Leicester). We are a large and very sociable club of mostly grey haired couples and each year we organise a large number of events and holidays. At the annual New Year dinner yesterday (62 present) we reviewed three club holidays for 2018 presently in the planning stage.

As both an MG and an NG owner, I couldn't help notice that the NG national rally coincides with our club outing to the Cotswolds 22-24 June. The proposed base for our MG holiday is at Evesham, about 25 mins away from the NG rally field.

Our MG club is very inclusive and not at all precious about the marque, several members, for example own other interesting cars. My guess at this early stage is there will be 10-20 cars on the 'Cotswolds Dash' - including myself in the NG! Light banter, yesterday with the organisers explored the idea of maybe doing something together during that weekend. We will certainly be organising a tulip run on the Saturday and willing to extend the invitation to any NGers who might like to come for the ride. There are, of course other possibilities and so far we have no planned activities for the Sunday.

I would love to gauge opinion if there is any interest in this embryonic idea at NGHQ, and if so, put the two organising teams in touch.

Peter's message was passed on to the Johns (Hoyle and Watson) who responded, and will be bearing this in mind in their NG Rally plans.

And this further from Peter

Hi Chris

Thanks for such a positive response to my 'flyer'. John Hoyle has already been in touch and I really hope we can work together to make this year's rally something special for the enjoyment of everybody. I agree with your comment about the need to spice things up - I was unable to come last year, but came the year before after many years' absence and I noticed that little had really changed since the late 90's - early 00's. Let's see how things develop amongst the organisers but with the apparent willingness already shown by both clubs, we may be able to nail on some enhancements.





Quite apart from the National rally - as magazine editor, you might consider including the N-Leics MG club's annual charity event in the NG calendar

The website at www.northleicester-mg.org.uk/caper_13.html has all the details including application forms and a flyer that you are welcome to reproduce. As you will read, the May event is open to all and NGs would be very welcome. The location is centrally placed in the country.

Best wishes Peter

**Basic details from the website are -
North Leics MGO—Charnwood Caper:**

The date for this year's run has been set for SUNDAY 13th MAY 2018, and will, once again, start at QUORN & WOODHOUSE STATION on the Great Central heritage railway line. The end venue is to be RUFFORD ABBEY COUNTRY PARK in Nottinghamshire. There will also be a half-way stop. — Eds

A 'Bit' from Ken Warrilow

Hello Chris, Just a bit of background. After some years of MG ownership and then 17 years of 1976 Jaguar XJ6 Coupe, In my 70s I decided to sell the XJ6 and have a real fun car. Some 3 or so years back. The "dreaded" Morgans were too dear . So I looked at kit cars Seven/Westfield/Locost not my style so decided to look at Marlin or NG(TF style). Found an Henley on Ebay ,fairly near, at Warrington. I live near to Buxton. Had a test run and made offer etc., Owner was NG member so I joined and was sent the latest ChangiNGear. That mag was probably couple months old then and the car I had bought was advertised there. The main thing, it was properly registered as a Challenger Henleyhad MOT but needed some TLC, been left in garage and not used for past 3-4 years (MOTs showed this up).



Anyway as you know the Henley is the Ford Sierra based car. Not many made as Pastiche went under and Triple C Challenger who took over and only made a couple before they wound up. Was a little confused by an item on Page 34 of the last mag which was headed NG Henley — but appeared from the article and Reg. plate to be MGB based?

What I really want to relate is that in refurbishing my Henley one problem I had was again the fuel gauge. Last Winter I took the tank off to treat and paint it (very rusty) and removed the sender unit. As outjigged, the problem was that it was bent as



suggested to read the lower/empty reading but when full was of little use. I have no idea if the Henley tank is same as the MG based ones but it is rectangular and holds approx.,40litres/9gallons. My tank is divided into 3 compartments to prevent petrol surging from side to side. I considered that this could possibly preclude an aftermarket long arm/adjustable sender, it would probably foul the baffle partition. Also I had no clue if the original sender came from the 1985/6 Ford Sierra donor car. Certainly the Gauge could not have, as Sierras had a composite instrument panel with all gauges incorporated, no separate gauges. The CBS matcher would be only of use to me to calibrate my sender if it had the full Full to Empty swing cannot get over it recording full all the time once it is in its maximum up position. As the tank is perfectly symmetrical I opted for a VDO gauge and VD Dip Tube Sender, Cut a disc out of stainless steel sheet to match the existing sender hole , new seal and new holding ring and permanently sealed it off. . Decided were the dip tube was to go in tank top, few measurements and cut hole in the floor of the boot area. Offered up the tank ,marked where hole to be cut, slightly smaller than one in the boot to the size VDO stated , drilled for fixing screws etc, and fitted dip tube sender, Made spacers with stainless steel washers(superglued together) to allow space between tank and base of boot floor for wiring to run. Used wire from original sender to dash area.



Made cover to sender using a heavy duty electric connection box lid bedded on silicone sealer . Fits with 4 self tappers,standing less than 15 mm height in the boot, Can be removed in couple of minutes to access sender. VDO gauge replaced whatever 52mm diam gauge was there. Now have an accurate fuel gauge.

Trust this may be of interest, Regards to All **Ken**

— and a little bit more -

Hello Chris/Su,

You did ask if I had a photo you might like to use in the NG Mag. This one attached is with me and Diane, my wife of umpteen years, 55 at last count. She is not a big fan of my car hobby, — she's into Ponies and Donkeys.

Think it may go back to returning on a low-loader from Taunton a few years ago on way back from Torbay, the old Jaguar I then had spun the cooling fan into the radiator!! A 10p roll pin failed ,such is life with these cars. Regards again,

Ken



Email Nov'17

Hi Chris & Su,

Here is Gerard Coing , a french member of the NCOG, who appreciates very much your magazine... when I receive it as today there was only an empty envelope in my letter box, with the apologies of the french postal service saying that the automatic dispatching machines had destroyed the contents of the envelope. So for your next sending please be sure to tape both sides of the envelope to prevent the contents from being lost. By the way your previous sending (ChangiNGear Autumn 2017 Part 1) arrived with the envelope also open but by chance its content was not lost. I hope I can download part 2 from your website... (- which he was able — Eds)

Best regards Gérard

Blood Out of a Stone ??

There are occasions when many of us might need to find some NG details, and hope that DVLA might help. Paul Bennett suggests

"You could try www.gov.uk/government/publications/v888-request-by-an-individual-for-information-about-a-vehicle -- this is the DVLA site for asking for information about vehicles. They may give it to you or they may not as your reason may not listed — but might be worth a try." — **Paul**

Steering Wheel Boss

from Facebook by Dave Keen

He gave this to a friend > > >

And then says



" Just had this come back. My friend made it for me on his 3D printer for the centre of my NG steering wheel . He has kept the program if any one is interested and would like one made up .



Let me Know Dave



Email 19Jan

Hi from Hong Kong!!

Was lovely and sunny yesterday but today was more Welsh!

Place is full of Teslas ! - you can often see three or four at any one time.

Not seen a single NG though!! - No Class !?

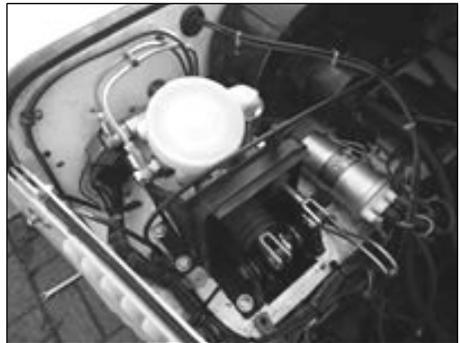
Cheers ToAdy. (Jeremy Evans)



New Brakes for 'Sheen.'

From Facebook ::: Ian Clark (from USA)

Old Master cylinder was just about done. I now have a dual circuit system. A few parts were not available so I made them. The pedal box had to be modified. Otherwise fairly straight forward.



Horsepower meets Horse Power !

from John Hamilton-Smith

Today (6th Nov) was the last day's carriage driving for 2017.

Now going to re-fit the wind deflectors so the NG can be driven throughout the winter on brighter days.

John





Ahem... I was only going to give it an oil change !!!

From Facebook :: 16th Nov

John Watson (Calne not Egham)



A Refusal from the NG !!!

from Facebook ::

Steve Tyler 19th Nov

Went to move it to the new garage, turned over fine but not an offer to fire, petrol pump ticking away, B****r. One plug out, dry, not a sniff of petrol. Pulled the fuel pipe off rear carb, ignition on, good flow of petrol then Mrs T reminded me that we were going for an afternoon walk with the dog. Locked the garage and had a lovely five mile walk. Had half an hour to spare this evening so I nipped back out to the garage, good spark with plug out so I dropped a little petrol in two cylinders. Started and ran briefly on two. Surely not both carbs, whipped the top off one float chamber and sure enough the float valve was jammed shut, free'd it off, reassembled and turned the ignition back on. Pump ran for a few seconds then changed note as the chamber filled, tapped the other chamber with a screwdriver handle and got the same change in tone from the fuel pump. Started and ran straight away.

Modern fuel or just plain bad luck? **Steve**



Not the first time that 'modern' petrol has been blamed for 'dirty' performance. Lower octane, Supermarket and 'lesser' branded fuels supposedly contain a higher proportion of ethanol. Perhaps better to use Leading Super fuels, even if the higher octanes is not strictly necessary, as these little or no ethanol, apparently — Eds



Department for Transport Press Release 18th December 2017

Guidance on Substantial Change of Historic Vehicles.

The *Guidance* sets out the definition of a Vehicle of Historic Interest (VHI), vehicles which will, from May 2018, be entitled to be exempt from taking a vehicle (MoT) test.

The *Guidance* reflects the outcome of intensive discussions between the DfT and the Federation of British Historic Vehicle Clubs (FBHVC). FBHVC wishes to express its appreciation of the open and collaborative manner in which the DfT approached these discussions.

In the discussions FBHVC was careful to take account of all possible members of the historic vehicle family.

The *Guidance* supersedes all previous potential criteria released for discussion by DfT.

The *Guidance* makes clear that it does not in any way affect DVLA's registration criteria and processes which remain unchanged.

The Government included motorcycles in the Motor Vehicles (Tests) (Amendment) Regulations 2017. As the *Guidance* implements the Regulations, DfT could not accept FBHVC's representations, based upon the requirements of the EU Directive, regarding historic motorcycles, so they are included in the *Guidance*.

Following **STRONG** representations by FBHVC, a vehicle may generally be a VHI if relevant changes were undertaken more than 30 years previously. This will be a rolling 30 years and replaces the fixed 1988 date previously proposed by DfT.

Major points of note are:

The process is one of self-declaration.

Owners will only be required to declare their vehicle to be a VHI if they wish to be exempted from an annual MOT Test.

All vehicles will still be able to be tested if their owners wish

The criteria are generic and permit changes made, less than 30 years prior to the declaration, which improve efficiency, safety, preservation or environmental performance.

Those vehicles registered on a Q plate, as kits or built up classics are not entitled to be declared as VHIs until forty years after they were registered.



For motorcycles only the criteria of Q plates, kits and built up classics prevent declaration as a VHI.

The Guidance refers to "a marque or historic vehicle experts". A list will be published on the website of the Federation of British Historic Vehicle Clubs by 30th April 2018. Vehicle owners wishing to confirm if they may declare their vehicle as a VHI, may choose to contact the appropriate nominee from this list

FBHVC says that will be explaining the Guidance in full in its first Newsletter of 2018 and as soon as possible on its website at www.fbhvc.co.uk

Text of the Guidance is at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/668274/vehicles-of-historical-interest-substantial-change-guidance.pdf

Fortunately for Us—John Hoyle has taken the trouble to review this 'Guidance' from an NG standpoint and has sounded out his many contacts. So John now provides his own thoughts, as follows

Eds — and Thank You John

I am sure you all getting rather bored with this continuing saga, but there has been some confusion over the latest guidance notes issued by the Department for Transport,

I find this very frustrating, but it's probably not surprising when a local Government has to understand and comply with a European Directive.

There appears to be a grey area which I am currently discussing with the DfT, but the outcome should not affect my comments below.

To summarise how this new legislation, which comes into effect on 20th May 2018, affects NG owners.

Most vehicles that are first registered or manufactured over 40 years ago will be exempt from being MOT'd unless they have been substantially changed. NG's fall into the category of "substantially changed", so "will not be exempt" from being tested annually. No NG is currently more than 40 years old anyway, although in many cases the V5 will have retained the date of first registration of the donor MGB. In these cases the vehicle will still be eligible for Zero road tax.

So currently ALL NGs STILL NEED TO BE MOT'd

I think we probably all agree that our cars should be MOT'd anyway, especially as many only do a few miles each year, which can have adverse effects on brake systems for example.

John



Wine or Coca-Cola?

from Facebook ::: Mel Clark 5th Jan

Well !! — after this experiment better drink wine and use Coca-Cola for cleaning.

The pics are of the inlet manifold where the thermostat goes and the first shows the condition after many years in the garage.

The second shows it after being soaked in Coke for a few hours !!!

Mel

Nice, or Worrying ? To think that one's gastric tract can be kept so nice and shiny ???! — Eds



from Facebook ::: Mel Clark 5th Jan

Hi all, hope you had a great Christmas and new year, we did. Her indoors banned me from the workshop during the festivities so I'm just getting into gear again.

After finding it was impossible to remove my valve guides after making a proper tool to draw them out centrally rather than using brute force I decided to bite the bullet and hand them to the professionals and glad I did, even they struggled to remove them. They fitted the modified guides (bulleted with reduced height for a high lift cam) re cut the seats and valves and fitted them for a very reasonable price.

I now have the heads refitted and have spent some time measuring the tappet pre-load, it averaged out needing 0.064" shims at the rocker shaft. Made them today and clearances checked.

Inlet manifold etch primed and started to clean up the rocker covers to paint them and polish the ribs.

Only time will tell if the company did a good job on the heads (pressure test) but I'm happy to pass on a link to them.

www.weirstreet.co.uk/cylinder-heads.php

Mel

**If the Glutens FREE,
— - why is the bread so EXPENSIVE ?? !! ??**



Slobbering and Piddling

Some notes on fixing water leaks on "Sheen"

First Piddling :

Bringing an old car out of hibernation is a labour of love. As stuff ages, issues around fluids and leaks can become a problem. Most of the readers will already know this. I have about 50 years of fiddling around with old cars. I have made some mistakes and



learned from them. I just thought I would pass on this information. The large temperature range where Sheen is now living makes things worse, we have seen -20 to +40 Degrees C. Excitement exacerbates the problem. Sheen piddled everywhere when meeting, her muscly American friends, embarrassing at best.

Solutions :

First to fix slobbering. A Nalgene brand bottle was modified by drilling a hole which was a loose fit around the radiator overflow pipe. The bottle fits nicely in place. The radiator cap has to have a thin rubber washer installed (many come with one). The water and bubbles will blow into the bottle when hot and suck back only water when cold.

This system will keep the radiator full at all times as long as the bottle is kept about half full. If the head gasket fails



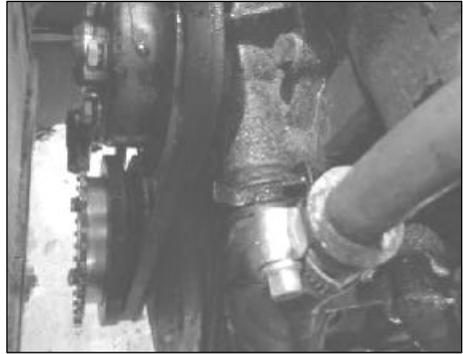
this system will not work and this gives an early warning of that condition. The overflow hose end is cut at 45 degrees and reaches to the bottom of the bottle.

Notice that the radiator is nice and full.



Next Piddling :

Here we can see a typical worm drive hose clamp and the leak they cause. The temperature outside had just swung from -10 to 16 degrees C at 100% humidity. The engine is all sweaty. It can make you cry. (in the background is my top secret new ignition system,-- more on that some other time)



Modern cars use constant tension, spring



hose clamps. These seem to work well. You have to make sure you use the correct size for each joint. The one for the top hose were a little difficult to find. The boffins at BMC chose to make the bottom hose different sizes at each end. Don't they know that water is fairly incompressible? The picture shows typical spring clamp. Many owners are terrified of cars overheating. It is very important that engines get hot enough. Oil must get to 100 degrees C somewhere in the engine to boil of any water that gets in the oil.

Every gallon of fuel burned makes a significant amount of water. A good pressurized cooling system with proper coolant will provide the margin between the water boiling off the hot oil and the cooling system boiling. The hotter the radiator runs the more heat it can dissipate, there is more temperature difference between the fins and the surrounding air.

I hope this is helpful.

Ian Clark - Watertown, Mass., USA

**With only one hand One-Arm Bandits are inherently at a disadvantage
Must be difficult to point the gun AND take the money**



Points Problems Pointers

In the Summer issue (page 17) Ken Smith gave vent to some of the problems he faced in a change to 'electronic' ignition. Jeremy Evans kindly responded by email with some thoughts, as follows :

Hi, Ken — Reading about your ignition issues in the club mag - the impulse rev counters can cause havoc with electronics - I have had one literally blow a coil up just before it destroyed itself. I'm not surprised it now does not work. As they are in the main power line to the coil the power wire is also very long and when cranking over can result in a low voltage at the coil and a weak spark.

Thinking about it further - if your car has a ballast resistor then the ignition system basically runs at 9 volts - the Accu Spark will need 12 volts to work - anything below this and it won't function at all. One of the problems with bump starting electronic ignition cars with weak batteries has always been that there was not voltage available to run the ignition modules !

I would replace the wire from the ignition switch to the unit/coil with a new wire - avoid the rev counter completely and see if that works. This will also remove the ballast set up - if you are using standard MGB loom. You will therefore probably need to replace the coil with a coil compatible with the Accu Spark unit - certainly a 12v one rather than the one you have. Perhaps you have an old spare somewhere just to use as a test to start with.

I hope this helps, happy motoring — **Jeremy**

Editor's Note;

See also about 'electronic' points in John Hoyle 'Chairman's Letter' & about Mallory 'points' in the last issue on Page 2&3

Relics & Rust ???

from Steven Charlesworth
on Facebook.

**Not referring to my NG
— Surely !!!! ???**





: Sales & Wants :

Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are notified that you wish to re-advertise, (For non-members there is a charge of £10 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 us by post or email. Eds

For Sale

NG - TF Reg. No. UWJ 129

Correctly registered as an NG TF Roadster.

First registration 1978.

Colour Brooklands Green, cream seats, piping.

Morris marina 1800 engine, 4 speed gearbox manual, twin S.U. carbs.

Complete with Black Hood, side-screens and cream tonneau (split but repairable)

Dry garaged. Chrome spotlights. Moto Lita woodrim steering wheel.

Proper 'knock-on' wire wheels with spinners and rear mounted spare. New tyres.

Mileage 73790. New MOT will be provided. 2 sets of keys .

Wind deflectors. Fuel gauge sticking/needs new sender.

Lots of bills, invoices for parts etc. Drives beautifully. Reluctant sale.

Price : £8950 (or near offer)

Contact : Peter (NW London)

Phone: Send text to 07879477995 or

Email to : pmcgee0212@gmail.com



Leaving it All Behind

Grandad was always keen on old clocks and watches.
By the time he passed away he had an enormous collection.

Trouble was it took forever to wind-up his estate !



NG -TF : Part Finished for Build Completion :

An original Nick Green showroom model with stainless steel chassis which was built up into a TF by the late John Butler. This is an incomplete project although 75% of the work has been done.



It currently has no V5.

- 1) The chassis is as new and has been correctly modified to SVA standards for seat belts and seat anchorage.
- 2) New fuel and brake lines correctly spaced and fitted.
- 3) Engine reconditioned and run.
- 4) All mechanical work completed, engine, gearbox, axles, brakes and suspension.
- 5) Stainless fuel tank, exhaust system and bulkhead/chassis supports in stainless steel.
- 6) Body tub, side panels, nose cone sprayed tartan red and fitted.
- 7) This is a complete rolling chassis finished to showroom/concourse standard.
- 8) All fitted using new stainless steel/zinc nuts and bolts.
- 9) All chassis work completed to SVA standard.
- 10) To finish it requires wings (four wings/bonnet top/instruments etc. are supplied with the vehicle) to be fitted and then sprayed, plus interior and electrics. Paint supplied.

This is now for sale due to unforeseen circumstances and would make a great winter project for someone to finish off. All the work completed has been done so to a very high standard.

Photos can be provided to serious enquirers only.

No reasonable offer refused for the vehicle.

Contact Mick on 07593 424385

Find us on , at

<https://www.facebook.com/groups/NG.Owners/>

This is a 'closed' Group, but it is easy to join and

Jeremy Evans, the Group Mediator , will be happy to sign you up.

The Group has now over 200 Members and the Facebook Page is very active with news and technical oddments.

facebook



NG—TD,

MGB based, the original showroom model (with original receipts from Nick Green supplied). Body tub is stamped TD000 - Reg No: LOX 518F. This is registered as a NG TD and has 12 months MOT on. The car belonged to the late club member Ian Robinson who built the car from new in 1983 (MGB donor). It is fitted with a competition tuned MGB 1800 engine and has been used for hill climbs and sprints etc.

It has been recommissioned and now back on the road and ready for use. The car is in nice condition and comes with full history/documents from new.



£6750 ONO

Contact Mick . Redditch, Worcestershire.

Phone : 07593-424-385

NG TF: Regn. 878 GWU

MGB Based. 1800 cc with overdrive
Stainless steel exhaust.

Registered as NG.

Garaged. Very low mileage.

First registered 1969

MOT, (not road tax)

Price £7,500 ono.

Contact: George; 07970 -171286;

Email: ggvention@gmail.com



NG TC starter kit.

Includes chassis, body, bonnet, radiator cover, wings etc.

All parts are as they left the factory, except the chassis which is waxoyled.

Has been kept in the garage ever since I bought it from the factory.

Not so much an 'unfinished project', more of an 'un-started' one!

Open to offers

Contact Kev on 07796320460 (Gatwick area)

FOR SALE: Hood, Hoodframe & Tonneau for TA—Etc, etc

Hood is a bit scruffy & faded but no holes or rot.

Frame for the above will require a paint job

Tonneau cover, condition as hood

I'm sure there is a product that restores the colour on the 'double duck'.

Also available a 'ratty' vinyl covered wooden trunk for the rear end.

Naturally I am looking for huge offers for these beautifully 'patinated' items of enormous provenance, in line with the general thinking employed by the motor trade !

Rush now, before it's too late, get your offers in.

Contact : Michael Saunders

Phone : 01794323513 or 07587178085

Wanted

Wanted ::: A nice well made NG-TF

1.8 preferred and would like a car with wet weather gear

Peter Gilbert :: 07585-553580

Wanted NG sports car V8 or 1800

Any model but must be tax exempt (on the road or not)

Don't mind a bit of work

John :: 0797-6555737

Tonneau Cover wanted for NG-TF

A good one would be marvellous, but even a decomposing one suitable for a pattern would be acceptable.

Plus Hood Bag, preferably black and in good condition. Or again anything to use for a pattern is fine.

Richard Fox :: 07968 599882 or 01432 353235

Email : cafnod@gmail.com

What car does a Proctologist drive? — A brown Ford Probe !

Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00 + £3.00 p&p*
Polo Shirt S, M, L, XL	£12.00 + £3.00 p&p*
T-Shirts M, L, XL	£9.00 + £3.00 p&p*
Baseball Cap (navy)	£9.00 + £1.50 p&p*
Beanie (navy)	£8.00 + £1.50 p&p*
NG Car Badges (unpainted)	£20.00 + £3.00 p&p*
Brollies (last few)	£22.00 (only at The Rally)
Fleeces	temporarily No Stock

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

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

*p&p charge up to a maximum of £6.00 per order

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

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