

# Changi**NG**ear

Autumn 2017— Part Two

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*NGers at Play Again !!*

*— Now in Ireland*



*So here are 'Second Helpings'  
of this Autumn Issue*

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*the NG Owners Club magazine*

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## CONTRIBUTIONS PLEASE

Contributions for the Winter issue of *ChangiNGear*  
by 10th January '18 — or Earlier, Please

A lorry-load of tortoises crashed into a trainload of terrapins,  
The Local Paper reported it as 'A Turtle Disaster !!'

The Pastiche Demonstrator while at the 'factory'  
in Rotherham, back in the day.

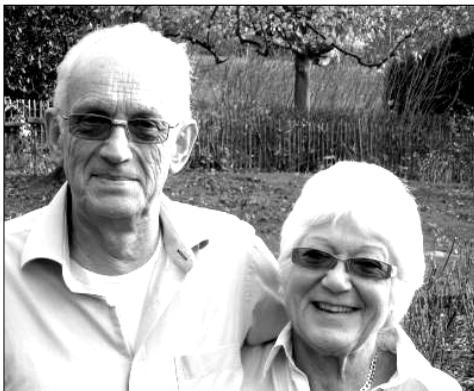




## **Editorial — Part Two**

As explained in Part One, the wealth of contributions for the mag this time meant that we opted to split this issue into two bits — and here is Part Two.

The events reporting in this section is dominated by the NGer's Trip to Ireland, a lot of people had a lot of fun with the outing, so we hope you will get a flavour of this by reading about it all. We hope it will encourage more NGer's to arrange and take part in similar 'Outings' in the future. Yes — it does take some organising but is well worth the input.



- Chris and Su

**!!! Book Now !!!**  
**If you haven't Already**  
**NGOC SE Christmas Lunch**  
**Sunday 3rd December 2017**

*See Part One—Pages 14 & 15*

## **NG Annual Rally - 2018**

A booking has been made at Riverside for next year for the weekend  
**22nd — 24th June.**

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



## Roadworthiness Testing (MOT)

Many moons ago I mentioned that an EU Commission were preparing a Roadworthiness Testing Directive, this has now happened and the DVLA have recently released a document entitled

### **Vehicles of Historical Interest (VHI): 'Substantial Change' Draft Guidance.**

The document is quite lengthy and talks about many factors which do not apply to us, but have a look if you want to be confused.

<https://www.gov.uk/.../roadworthiness-testing-for-vehicles-of-historic-interest>

Here is what does affects us:

Most vehicles first registered over 40 years ago will as of 20<sup>th</sup> May 2018 be exempt from periodic testing, — **unless they have been substantially changed.**

There are various criteria for the definition 'substantially changed', one being *'a kit conversion where old parts are added to a kit of a manufactured chassis and body changing the general appearance of the vehicle'*.

This most definitely applies to most NGs, which will therefore have to be tested annually even if the V5 has a 'date of first registration' that is more than 40 years ago. These cars will not then be considered of historical interest. Another criterion is 'cars with a Q plate', which fall into the category of "radically modified"; that will apply to a very small group of NGs, and these will also have to have to be tested annually. If you have a modified car but do not have a Q plate then you should assume that you fall into the first category.

The draft document does not say anything about those cars that are currently classified Historic and are tax exempt — as to whether they will have to pay tax in the future. That should be an interesting one as to which classification they are given. I am currently seeking answers to these questions, and if I have any news before the next magazine is published we will put the information on the NG Website and NG Facebook page.

**John Hoyle**

### **Father&Son Bonding ??**

A father is washing the car with his son.

After a while the mother comes out and says

"John! — Don't you think it might be better to use a sponge ??"



## Breaking News !!!

### Roadworthiness Testing (MOT) — The Latest

Since writing my 'bit' opposite, I have again, on behalf of the Club, been in touch with the Dept. for Transport and have received the following clarification:

*" In our consultation last year we proposed to use the DVLA's 8-point rule for determining whether a vehicle should be Q registered, to decide also whether a vehicle has been 'substantially changed'. I think this has led some vehicle owners to believe that any vehicle that has been substantially changed will be required to have a Q registration and an IVA test. This is not our intention; all we are saying is that any vehicle that has been substantially changed will not be exempt from MoT testing. "*

I also expressed our concerns about the possible change of 'Historic ' status . Where some Members may become liable to pay Road Fund Tax, for which they are currently exempt.

Their response was :

*" Yes, there has been some confusion.  
We are not proposing any changes to road tax."*

**John Hoyle**

**Thank you John, this all seems pretty Good News — Eds**

**LIVE** Well,

**LAUGH** Often

**LOVE** Much



## Historic Vehicles and LED Lighting

The FBHVC have published a definitive document on the use of LEDs in Historic vehicles

LEDs must comply with Road Vehicle Lighting Regulations. Unfortunately, the relevant regulations are quite complex and there is no simple overall yes or no answer to the question "is it legal to use LEDs in the existing lamps on my historic vehicle ?"

The situation is different for different lamps and also for different dates of first registration of the vehicle in question.

The regulations also include a requirement applicable to all lamps that they shall not cause undue dazzle or discomfort to other persons using the road. This should be borne in mind whenever a lamp is made to be brighter than it was originally designed to be. With particular reference to headlamps, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the optical design of the lamp and the risk of causing undue dazzle or discomfort becomes a very real one.

**Conclusions :**

**1) Lamps where the use of LEDs is legal, subject to the conditions noted above -**

**Front Position Lamps** (Side lamps).

Vehicles first registered before 1<sup>st</sup> January 1972

LED light sources in the original lamps are compliant.

**Rear Position Lamps** (Tail lamps)

Vehicles first registered before 1<sup>st</sup> January 1974

LED light sources in the original lamps are compliant.

**Rear Registration Plate Lamps**

Vehicles first registered before 1<sup>st</sup> April 1986

LED light sources in the original lamps are compliant.

**Stop lamps**

Vehicles first registered before 1<sup>st</sup> January 1971

LED light sources in the original lamps are compliant

**2) Lamps where the use of LEDs is not legal**

**Stop lamps**

Vehicles first registered after 1<sup>st</sup> January 1971

LED light sources in the original lamps are non-compliant.

This is because LEDs will not meet the minimum wattages specified in the regulations.

**Direction Indicators** (flashing type)

LED light sources in the original lamps are non-compliant.

➤➤➤➤➤➤



This is because LEDs will not meet the minimum wattages specified in the regulations.

### **Headlamps**

LED light sources in the original lamps are generally non-compliant.

This is because LEDs will not meet the minimum wattages specified in the regulations. However, in some particular cases it may be possible to locate LED light sources of compliant wattage.

*The Road Vehicle Lighting Regulations, in addition to specifying which lamps are obligatory and the provisions they are required to meet, also permit the use of additional lamps, which are referred to as optional. These lamps are required to meet some but not all of the provisions specified for obligatory lamps with the result that there are no wattage requirements for optional headlamps, either dip or main beam*

## **!!! You Are Hereby Challenged !!!** to uphold the *Good Name and Prestige of NG*

Following the bit in ToAdy's report on the Ireland Trip (Page 9), about him and Paul having the 'Morgan Identity' crisis.

ChangiNGear is launching the '**The ToAdy & Ratty Challenge**'

And it goes something like this.

Whenever you see a Morgan parked up anywhere, you are to stroll up non-chalantly, give it a quick glance over and say to the Driver, excitedly

**" Is that an NG !? "**

When the answer comes back, perhaps quite snootily,

**" No it's a Morgan "**

Then you put on a 'disappointed' face, and say

**" Oh " - with a downbeat inflection.**

Then stroll away in a manner to convey that you may perhaps have stepped in something unpleasant.

You must of course keep a perfectly straight face up to this point. But you may now smile, wet a finger and 'chalk' up a point for NGers everywhere

There's no prize involved, just the satisfaction of 'one-upmanship'

***So you are duly challenged***

***— ChangiNGear will love to hear how you get on.***



## Dogmersfield Fete 22<sup>nd</sup> July 2017

What a wet afternoon, but what a great turnout of superb cars and bikes ! Last year was a bumper year for Enthusiasts' Cars with over fifty attending but this year, despite the heavy rain, we still had over forty cars. How nice to see such wonderful cars being used rather than residing in garages and only being used on sunny days ! Motor-cycle riders also turned out in large numbers which was pretty amazing considering that they had been on a 50-mile charity run in the morning and it would have been very understandable if they'd decided to head for home, instead of attending our fete, particularly once the heavy rain started !!



This year, for the first time, we had a selection of old commercial vehicles. And we were also hoping for an ensemble of old military vehicles from a re-enactment group— but the poor weather mitigated against it. A particularly striking vehicle was an old O-Series Bedford lorry manufactured in

1939 together with a delightful coach of a similar vintage, both had been beautifully restored.



Although the vehicle count was impressively high, the public were mostly reluctant to plod through the rain to view the cars, let alone try to vote for their favourite vehicle in such soggy conditions -which was a great shame. However, we did have a reasonable number of voting slips submitted and the winning car was a very nice Jaguar XK120, and the choice of favourite motorbike was a delightful 250cc Royal Enfield Crusader Sports, manufactured in 1965.

However, our personal award for braving the weather and getting thoroughly wet



and cold goes to our esteemed editors Chris & Su in Rocket (see pic). We were delighted to see them and grateful for their support but were not able to provide much solace other than pointing them in the direction of the 'tea tent'. It was good to see Charlie Killick, who also braved the atrocious weather conditions in his NG, and John & Barbara who dropped in with Bryn en-route to 'foreign parts'. (if you can call Wales 'foreign' ?)



It was great to see some friendly NCOG members and we hope to be able to provide more welcoming weather next year

Please reserve the date - **Saturday 14<sup>th</sup> July 2018.**

**Paul Gray**

### **Thoroughly Wet and Cold ??**

Well we knew the weather wasn't going to be up to much. The forecast was pretty dire, but we thought we would risk it anyway. So Chris put the hood up but left off the sidescreen as it wasn't actually raining when we set off. All was fine until we got half way there—and



then we hit standing water, we couldn't avoid it because of oncoming traffic. We seemed to be in a 'tidalwave' for a moment or two and my left arm and shoulder got completely soaked. !! - which did not help keeping warm.

Traffic in the Guildford, Farnham, Basingstoke area seems to be a 'nemesis' for us. Whenever we go that way in Rocket we are held up for one reason or another. And that day was no exception. Having sat in a jam for 10-15minutes getting colder and colder we decided to head for home, but no sooner had we turned off at the next junction than the satnav 'pinged up' a cross country route to Dogmersfield , only 6miles away — so we pressed on, and were glad that we did. We quickly got there, parked up, met Paul his son, Tom, and also Chas Killick was there (we felt slightly guilty at having suggested to him that this was a good day out !! — but Chas is a 'hardy type' and took the weather in his stride).



So then to the TeaTent for sustenance and a warm-up.

The Dogmersfield Fete is a delightful mix of new and traditional with something to amuse everybody—it was just such a shame for all the organisers that the

weather truly 'pissed' on their parade this year.

Still we enjoyed the short time we spent there and had a dryer and warmer run home, with Chas for company — leading the way as far as Sevenaoks..

We were glad that we stuck it out and waved the NG Flag.

Next year can only be a lot Better

*Su Hore*

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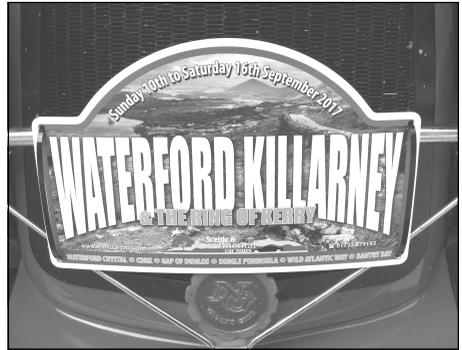
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## NGers to Ireland

### Day minus 1 - Friday

Rumour had it that NG's were mobilising and were travelling in a westwards direction - despite the awful rain! Progress was reported to Aberaeron HQ by text. One text said "stopped to change wiper fuse but it blew again shortly after - fortunately weather improved", the next one said "do you have a switch?". The rain was causing stress to wiring, however despite the difficulties at the end of the day everyone was in their respective hotels and homes.



### Day Zero - Saturday

With the new day the weather was - well , still awful ! NG's continued to flock (is that the correct collective for NGs ?) towards Wales. Some of the progress updates were positive, others less so. Paul's text read "No Sparks - drowned in a monsoon, awaiting recovery". We discussed options and in the end Paul had his car recovered home to Oxford - just don't mention 'it' - or the white oak stake !! (?) However Chris and Su were at John and Barbara's and Alan and T were at T's old college friend's house in Llandovery. Oh - and in case you had forgotten Paul was back in Oxford where he started - but we won't mention that again - will we?

### Day 1 - Sunday - All Aboard

Sunday dawned a little brighter, Paul had made a very early start and driven over in his modern box, arriving in Aberaeron at 8ish. I added his suitcase to the load in Mr ToAd and at the appointed hour we set off for Fishguard - hood down of course!

One of those conversations Paul and I had on the way down was about the comments from people about our cars. Paul said the most common question he had was—"is it a Morgan". I laughed as I don't tend to get that, perhaps the TA with its cycle wings doesn't suggest that to people.

Fishguard is only about 40 miles from Aberaeron, we arrived early and went for a cuppa whilst we waited the arrival of the rest of the gang. The rain started - typical Welsh rain, a fine rain that seems to get everywhere. The flock arrived, in OJ and Rocket, and we grouped up, filled up with petrol and joined the queue for the ferry.

We had to wait quite a while to board - not like Dover I heard one or two mutter,



it was raining of course so not only a long wait but a wet one too ! — We gave in and the hood went up. We got chatting to a chap on a Harley who was in the queue next to us, he was probably the only one wetter we were !

While we were waiting the inevitable had to happen - "is it a Morgan" came from one car in the queue - Grrrrr !- NO ! it's an NG. This pretty much marked the start of Paul and my laughter, a state which pretty much carried on for the whole week ! In the end so many people asked "is it a Morgan" Paul and I would just look at each other and laugh - much to the bemusement of the questioner!

The crossing was ok - I'm not the best sailor but its only just over 3 hours and a few walks around the deck provided some fresh air at appropriate intervals.

We made light work of the drive to Waterford, finding the hotel was quite easily - Sat Nav assisted. We were soon admiring the recently recommissioned NG-TF of Kevin and Norma (Milligan) from Belfast, in the hotels secure covered parking. The welcome dinner that evening really marked the beginning of the holiday, and we all got to know Kevin and Norma and hear some of their stories. We soon realised that they both had a brilliant sense of humor !!



### **Day 2 - Monday - Westward Ho!**

Breakfast came and went and we were all soon gathered in the garage stowing cases, or asking Alan and T to stow them in the back of the Skoda - what a huge luggage space that car has !

We set a route which stopped for the first point at Dungarvan, an old coastal fortified town. Here we visited the old castle and had a video presentation about the castle's history — including its latter use as a police station.

From Dungarvan we drove to Kinsale - as recommended by Norma. This was another pretty coastal town, and we soon found our way to a lovely cafe and set the 'tea and cake' benchmark for the trip.

From Kinsale we headed northwest towards Killarney, following a combination of the Sat Nav and my nose - although at one point the road did rather run out - literally !! - the Sat Nav said 6 miles to the next turn - the tarmac - or rather the lack of it said 'don't be daft turn around!!' - so we did. These interesting rural routes were then christened 'Toadarisms' by Su !



Later, whilst waiting at a set of traffic lights around some roadworks, Paul pointed out the clouds in the sky in front of us. Now it's one thing driving in the rain, another entirely sitting in a traffic queue in the rain. Without further debate I jumped out and put the hood up. Easy !! - well you can in a TA you see. Su in Rocket behind us was waving at me, although I'm not quite sure what the gestures meant !!



*(Editor's Note—Su says the gesticulations accompanied by matching verbal abuse, was all to do with 'wimping out' and shows a totally lack of solidarity with your open topped road buddies, whose hoods take longer than 60second to put up.)*

The rain eased but with darkening skies we reached Killarney and after a little exploring found Randles Hotel, our home for the next four nights. Again the parking was great - undercover and secure. It was good to see Eanna and Danute (Byrne) from Galway, and their TF in the garage when we arrived. We were now up to our full complement.

The evening was very social, we welcomed Eanna and Danute to the group and enjoyed a good meal and chat. We were split over two tables which was a shame but the setting was nice.

### **Day 3 - Tuesday - Chasing Rainbows**

Tuesday was Dingle day - the Dingle peninsula runs out into the Atlantic but our first stop was at Inch and the glorious Inch Beach. It was quite busy and the cars quickly gathered a crowd.

One of the striking things about Ireland was the welcome we got, the waves, the beeps of horns, the conversation from passers-by - all amazing and much more than we were used to.

Inch beach is a beach that you are allowed to drive on, but we chose feet as the mode of transport and our resident beachcomber soon had us searching for driftwood and was paddling happily in the surf.

From Inch we drove to Dingle, a pretty route but quite busy. We parked up and headed for a cafe - tea and cake (of course). This cake did not rival the Kinsale



cake, but Dingle is a lovely seaside town, still with a working harbour with trawlers and boat trips to see Fungi the dolphin.

The weather started to close in as we left, we drove the short distance to Ventry Bay but did not stop long or really get out of the cars - hoods up by this stage. From Ventry we drove out along the peninsula to Slea Head, a beautiful road with stone build ancient houses with stone roofs - referred to as beehive roofs due to the shape. If the weather had been better we might have taken a photo! We stopped at the Blasket Island visitor centre next - more tea and cake - well Rhu-barb Pie - but not a good choice ! - Kinsale 1, Dingle 0, Slea Head minus 1

The visitor centre has a glass wall so whilst sipping your tea you can look at the Blasket islands - Well, all we could see was foggy rain - although at one point it did lift a little and if you used your imagination you could just see the outline of an island ! - perhaps.

As we turned northward the rain was blowing onto the rear of the car, giving us a little respite but all too soon we were heading east and it was coming straight in the side (My Side !!!) - No, no side screens on - now I understood Paul's earlier comments about getting wet! However we continued to laugh and continued to drive. For me revisiting places I had been to before when the kids were little, but for Paul all new. The route took us back to Dingle, and instead of heading for the hotel like most normal sane people we thought the Connor Pass at 618mtrs above sea level was a good idea. And what an amazing road !, narrow twisty ascent, wet, with craggy rocks sticking out, superb ! - Well, what we could see of it - Oh Yes, and plenty of sheep — isn't that right Su?

After the Connor Pass we headed towards Tralee, the sun breaking through the rain a little and amazing rainbows forming, wide and bright, we chased rainbows for the rest of the day, seeing complete end to end arcs and pots of gold everywhere not to mention Leprechauns of course! (*— in Your dreams , but not in Ours !! - not a golden glimmer or little person anywhere ! - Eds*)

We were the last back I think - soaked it must be said, at one point I had water dripping off my elbow — inside my coat ! But to be honest we could not have cared less - we had had a great day - I think Paul and I were getting a little bit of a "Likely Lad" reputation, Paul being nicknamed 'Ratty' to match the Wind in the Willows theme of Mr ToAd !

This evening we went to Killarney Brewery, just over the road from the hotel. We had beer and a pizza - all very good with a great atmosphere.



**Day 4 - Wednesday - Banter in Bantry**

Before we set off for Ireland I had hoped that we would get down to Mizen Head - the most southwesterly point in Ireland. I had been there in 2004 with a Mini trip and wanted to go again in the NG. We talked over options and with a more promising weather forecast we set off southwards.

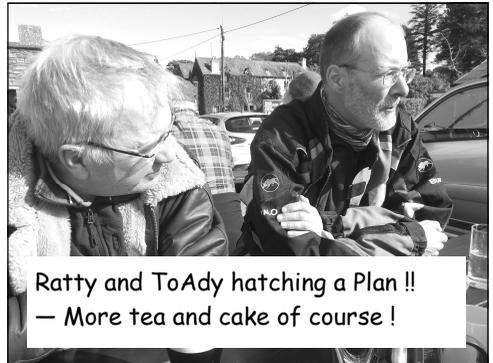
Our first stop was at Ladies View - so names because one of Queen Victoria's ladies in waiting remarked that the view was 'surely Ma'am the best in Your Empire' - it certainly is stunning. We made a mental note to return with all the cars for a group photo the next day.

We set off at intervals and continued to motor south towards Kenmare. At one point the road went through a rock tunnel, from bright light to pitch black in an instant, a bit scary - similar to the tunnels in the Alps. The exhaust made a good sound too!! excuse for much 'blipping' of throttles! We headed to Glengarriff and Paul was busy with the camera and the GoPro with some good shots of Eanna and Danute's TF as they followed us. Eanna stopped in Glengarriff while Paul and I continued on towards Bantry.

We had a long conversation about why Bantry Bay was famous, adding it to the list of things to Google later! Bantry is a wild place funnelling the weather in from the Atlantic, it was chosen by the French as a gathering place for their fleet in 1796, but bad weather scuppered their plans and they returned to France. The bay has seen many shipwrecks and in 1979 an oil tanker was added to the tally, then whilst attempts to off loading it, it caught fire and exploded killing 50 people.

We weren't too impressed with Bantry town, so motored on under the sun, turning onto smaller and smaller roads as we headed south and west.

We took the scenic route into Mizen and as we pulled into the car park noticed the black sky just out to sea. We quickly jumped out, popped the hood up and ran to



Ratty and ToAdy hatching a Plan !!  
— More tea and cake of course !



All lined up at Ladies View  
— and See Page 33



the cafe just as the heavens opened!

Now I have to turn to the cake debate again - Guinness Chocolate cake this time - need I say more! It was superb and I washed it down with a cup of tea. Mizen had just shot to the top of the Cake league table!



More NGs arrived - not having been so lucky as us with the weather, but everyone was in good spirits as we explored Mizen Head. Paul, Chris, Su and I walked down to the old radio station taking in the bracing sea air and the wonderful views - nothing then to the East between us and the Americas.

After we had waved John and Barbara off, we too retraced our steps to Glengarriff where we stopped for another cuppa- it was tea wasn't it Paul? The sun was still shining as we turned westwards, deviating from our outward route in order to take in the Healy Pass.

The Healy Pass was built in as part of the Peel plans of public works to provide jobs for the stricken citizens of Ireland during the Potato famine. Originally it was called the Kerry Pass, but renamed the Healy Pass after a local politician who died shortly after the road was improved in 1931.

This really is a stunning drive, only rising to 300m but with hairpins and switchbacks - oh and more sheep - isn't that right Su? We got some photos of the front of Rocket as we turned a hairpin and ran back on the next leg. When we stopped at the top Chris had the biggest smile on his face I had ever seen (*Editor's Note—Chris says it was the most fun he's had while fully clothed and the most fun that Rocket has had on a gallon of petrol !!!!*) - it was worth it for that alone, and then some!. After taking a couple of pictures we headed onwards. The whole route was one 'Toadarism' after another with single track roads, many with grass growing down the middle.



We rejoined the main road network and saw some people on motor bikes, and we



got the biggest wave yet - it was the chap on the Harley from the ferry queue in Fish-guard !

We were soon through Kenmare and sweeping down towards Killarney just as the weather broke, - again

We ate in the hotel and this time sat around a big table sharing stories and enjoying lively banter and humour.



### **Day 5 - Thursday - The Ring of Kerry and the Macgillycuddy's Reeks**

We couldn't go to south west Ireland without doing at least some of the Ring of Kerry. This route needs to be driven anti-clockwise, otherwise it is a constant fight against the flow of coaches (convention has it that they go ant-clock, because of the narrow roads and few passing places) The road on the south side of the peninsula is the better part, but we set off in convoy towards Killorglin and the northern part following the anti-clockwise convention.

The sky was really threatening, Paul was not keen on a soaking tagain oday and made several 'hood up' requests - but luckily the rain stayed stuck to the hills and we stayed dry as we skirted around the bottoms.

Our first stop was Glenbeigh Beach. This is the beach opposite Inch Beach on the Dingle peninsula. Our resident beachcomber was again soon collecting and Barbara found some lovely bits of driftwood and seaweed (she has a project to make driftwood Christmas Trees !?? The beach here was rocky in contrast to the sands of Inch. As the weather was a bit iffy we drove on westward. We stopped next in Waterville and the cars quickly attracted a crowd. We escaped to a cafe - Irish Tea Bread this time - warm of course— and was a close second to the Mizen Head Guinness Chocolate cake!

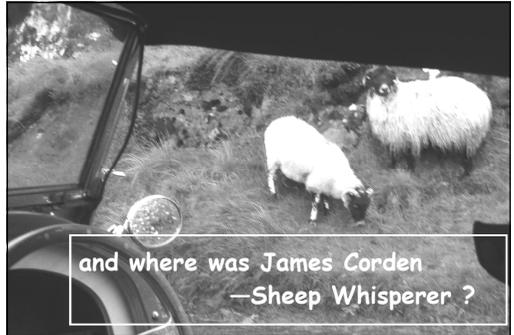


From Waterville Chris, Su, Paul and I decided to turn inland and cut through the middle of the peninsula and drive through the Macgillycuddy's Reeks - taking in the Ballyhbeam Gap. This is again an excellent 'rural' road, although we did come up against



a little traffic in the form of a funeral procession (twice ! once going and then back for the wake !?). The pictures speak for themselves - it was a magical place.

We dropped down, avoiding the goats and sheep, to the road which runs from Sneem to Molls Gap - where of course we had to try the tea and cake ! This time it was Ultimate Chocolate cake - well it nearly finished me off! - it was that ULTIMATE ! Tea was certainly needed to assist the eating process - all I can say is thank heavens the piece of cake was no larger !



and where was James Corden  
—Sheep Whisperer ?

As agreed the previous day we all gathered on the way back at Ladies View for a group photo, we managed to line the cars up together (despite the best efforts of a confused french tourist) and we got some good shots, some with people and some without.

John fancied driving the Gap of Dunloe, so most of us set off behind John and Barbara in 'OJ'. What an amazing road this is too, it twists and turns down into the valley bottom running with the river. There were a couple of water splashed that caught out the unwary - John and Barbara caught one fair and square! If you have every tried a water splash in an NG - well first you see the water in the puddle, then you see the water rising vertically in front of the car, then you drive into the wall of water and Yes quite a lot of it lands in your lap ! - a right good laugh, - as long as you aren't the one in the lead.

I would say it is worth doing this drive either early or late in the day so as to avoid the site seeing pony & traps and



*Beach Comber Extraordinaire !!!*



other tourist traffic. And as it was we got snarled up in the traffic going into Killarney. This tested Mr ToAd's cooling system and we could hear Rocket's fans running on Fast (reminiscent of a low flying Jumbo jet !)

We regrouped at the hotel and again most of us ate in the hotel, our last night in Killarney, tomorrow we would start the first leg of the journey home.

In good NG tradition Paul and I had been planning an awards ceremony, so had gathered some goodies over the course of the day. We gave these out while we sat in the lounge before drifting off to bed.

The first award was for Barbara who was the very worthy recipient of the 'beachcomber' award. At every opportunity Barbara had collected driftwood for her Christmas tree project and paddled despite the coldness of the Atlantic. Paul had found a most excellent, and large, piece of driftwood on Glenbeigh Beach - it only just fitted in Mr ToAd so would never fit in a TF - thank heavens for Alan and T's Skoda which came to the transport rescue for this prestigious award.

The next award went to Kevin. Over dinner one evening (well every evening) we had been entertained by Kevin's sense of humour and little stories. One comment, just a throw away line, said in passing as Kevin reached to fetch the butter dish referred to his 'lodgers arm'. We had found the best extension to Kevin's arm to help him in those situations where his arm was not quite long enough! It was a telescopic fork that stretched out 18 inches or so - Paul and I hope that Kevin will put this to good use in the future.

Our next award the 'friendship award' went to Eanna and Danute - we wanted to extend the NG welcome to them, being fresh to NH outings, so presented them with a coaster that captured the essence of the NG Owners Club - whilst we might not be close in distance we have formed a friendship that will endure and to remind them that whilst we might not see them every day or every year that the club and its members are there to support and help where we can.

The next award was for Su. Su had suf-





fered from 'sheep panic' all week. Often spooked by Mr ToAd's passing sheep were inclined to take a daft turn in front of Rocket following close behind— giving Su the 'frights' - sheep are unpredictable and may do the most unexpected things. (*Editor's Note: Chris's main concern was that any useful 'roadkill' would not have fitted in Rocket, and wouldn't have stayed fresh during the journey home anyway !!*)

So Su won the "Sheep Award" a fluffy magnetic sheep for their fridge at home.

The last award was another fridge magnet - Paul and I mulled over who to give this too - it was easy really - the only car on the trip that a fridge magnet would work on was the Skoda - so the "TinTop Award" was therefore presented to Alan!, in recognition of the available 'Bootspace'.

### Day 6 - Friday - Homeward bound

Friday morning saw us saying Goodbye to Eanna and Danute heading north for their home in Galway, the rest of us heading east in a couple of groups. Mr ToAd was followed by Rocket and Kevin and Norma's TF. We set a gentle pace heading for Dungarvan for a second time. We fancied going again to take another turn around the castle. We stopped for petrol in Lismore and queued for an age for the loo! Paul talked Norma out of the passenger seat in the TF so he could ride with Kevin and talk TF things. So Norma had a Mr ToAd trip for a few miles, and survived the experience.

The castle at Dungarvan lived up to expectations, we explored the old part which has been renovated so that the public can wander inside the tower. There is a good view out to sea as well as inland from the top, a good cannon emplacement. Easy to see why the castle was built on this spot.

From Dungarvan it is a short hop to Waterford and the hotel. The traffic was





heavy going into town and again we could hear Rocket's fans at top speed. Rocket was pretty close to boiling (if not actually boiling) by the time we parked up.

We enjoyed our end of trip meal, although missed Eanna and Danute. Overall the food was better at the hotel in Waterford and we were automatically seated together on a single table which suited us better. To my surprise the group turned the tables on me and presented me with a knitted ToAd (*Editors Note: given as a big thank you for organizing the outing with such great success*) - I have no idea how Barbara had managed to find a knitted ToAd but he now has pride of place in the glove box and will travel wherever the roads and our fancy takes us - thank you all and particularly Barbara and John it can't have been an easy quest!

### **Day 7 - Saturday - Two ferries**

We had a bit of a lazy morning not needing to rush anywhere as the ferry was quite late in the day. We gathered around Rocket to check cooling system, water levels etc - a top up was needed and as is the case several heads were soon deliberating the water loss and high temperatures, and suggesting improvements to the plumbing and topping up process.

John asked at breakfast what the plans were for the day. I suggested the roll-on roll-off river ferry at Passage East and a trip to the JFK Arboretum just south of New Ross. So off we set saying goodbye to Waterford for the second time.

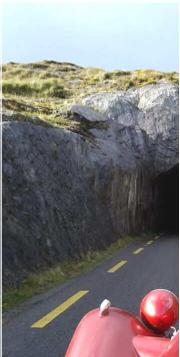
Roll on roll off ferries are fun, there are so few in the UK it was nice to be able to travel on one. It crosses the river, well Waterford Harbour inlet and only takes 10 minutes or so but was fun nonetheless.

The arboretum was lovely, 500 acres of ground to explore - so of course we quickly found the café! Tea and yes the obligatory cake was had - Mizen Head remained the winner though - nothing has yet rivalled that Guinness Chocolate Cake! - and possibly nothing ever will !!

As we were leaving the cafe I spotted a late 1920s Rolls-Royce 20/25, this was soon joined by a lovely 1926 Bentley 3 litre with a rather amusing sticker! It transpired we had stumbled upon the Irish Wolseley Club's 22nd Annual Rally who were using the Arboretum for this event. (*Editor's Note: we did wonder why we had been waved in on arrival without paying—they obviously thought we were part of the party!*) Fifty five cars were entered, all pre 1940, although the Morgan looked newer to me?! - we didn't have the nerve to ask its owner if it as an NG!! Needless to say we had to stop a while longer to watch the convoy of cars. They had a timed section within the grounds of the arboretum, it was a regularity so

# Ireland Photos

See Ireland Event Report



# Ireland Photos



— and More Pics on the Rear Cover





they had to go pretty slowly to score well. It was a treat to see a variety of Alvis, Talbots, Vauxhalls, Triumphs and Lancia - I'm sure I have missed some off the list but impressive at any rate!

We finally tore ourselves away and travelled the remaining distance to Rosslare. Taking a scenic route avoiding the main N25 road, don't ask me where we went as I couldn't repeat the turns and twists again! - yet more Toadarising

We grabbed a cuppa in the ferry terminal before joining the queue. Again it seemed to take ages, and Alan and T got carted off to customs - but it might have been warmer in there!

Once on board we learnt from T, amongst much eye winking, that all the driftwood had been confiscated by customs (something to do with ecological contamination) - Barbara was stoic - Alan and T kept up the leg pulling for quite a while, we were all in on it by this stage! All the wood was in fact safe and since its return has been transformed into the most magnificent Christmas tree(s) - each piece with its own story to tell.

Barbara and John had raided Lidl's and prepared a lovely picnic for us all on the ferry - we sat around chatting and munching on cheeses, breads, olives etc a fabulous spread. Thank you Barbara it really was a lovely way to mark the end of the trip.

From Fishguard we were to go in two separate directions, Alan and T with John and Barbara towards Swansea and Paul, Chris and Su back with me to Aberaeron. While we set off to Aberaeron in the dry it soon started to chuck it down. It was about 9:30pm so dark, and rain made visibility extremely poor but we battled on - hoods down of course!

Once back in Aberaeron, Paul quickly said his goodbyes - having to dash back to Oxford straight away, as he was going to Portugal the next day. Chris and Su were staying so we just went and had a cuppa before calling it a day.

Our Irish trip was over, and what a great time we had had. I don't think this collection of words conveys the fun we had - it was a total blast! A fabulous country, fabulous cars, fabulous roads and but above all fabulous people and great company.

Many thanks to everyone who came and made the trip such a success, I hope everyone enjoyed it as much as I did - thank you all.

**Jeremy Evans**



## And a Message from Kevin and Norma

Dear Chris and Su, Thank you for the e-mail and invitation to pen a few words. We made it back to Belfast uneventfully and on the Sunday took the NG along the coast road back to Portstewart. Sun shining and can definitely recommend the scenery.

I have started the Winter Upgrades on the TF. At vast expense a reliable starter motor has been fitted, the wobbly back wheel sorted and plans are afoot to replace the exhaust and fit a brace to stop the wings flapping at speed. That just leaves the front suspension, underseal and dodgy electrics. I am thinking about an improved gearbox but this is starting to look complex and expensive. On a more positive note I signed up for an evening mechanics class and having acquired a spare Marina engine this has been stripped and is being rebuilt. Please find attached a short article about our trip attached.



## And Kevin's Bit

I'm based on the North Antrim Coast and a relative newcomer to NGs but when Jeremy Evans suggested an Irish tour there was really no excuse for not signing up. But suddenly there was only a couple of weeks to go - after 15 years off the road the TF had done less than 400 miles, was rattling and overheating, had a temperamental starter motor and no MOT. I could foresee marital grief if my wife Norma had to spend her holiday pushing an NG around the Republic of Ireland!

Despite a fresh MOT certificate and upgraded radiator fan I 'wimped it'. We loaded the NG onto a trailer and drove to Waterford - the tour starting point. There (in a nice hotel) we met the other





NGers who all seemed to have effortlessly covered vast distances Norma and I were reassured by the warm welcome. The expertise available and Alan Goodbun's stock of spares in the "support car" were a great comfort.

Next day we successfully nursed the NG through stops in Dungarvan and Kinsale (thanks to the guy at the petrol station who gave me a push) and got almost as far as Killarny before the fuel gauge started dropping like a stone. I floored the accelerator and made a run for the hotel - the temperature gauge immediately raced off the clock, but the fuel gauge jumped back up to almost full. That night over beers the 'technical committee' (i.e the entire group) considered the problem and decided that the solution was to disconnect the gauge and learn to chill out ! I was delighted to meet Eanna and Danute - the only other Irish Marina based TF! We took it in turns to trap Paul Bennett and grill him about interesting things like gearbox upgrades and suspension angles etc .etc.

The next day saw us circling the Dingle peninsula - stunning scenery in the morning but heavy rain in the afternoon. Being tall this makes for uncomfortable driving for me, with the hood up. So much so that Norma and I decided to skip the trip to Mizen Head and explore Killarney instead. We had been assured that the outings were entirely voluntary !

Thursday was the Ring of Kerry day - sun shining, spectacular scenery all the better for being seen from an open topped car. The suggestion was made that we attempt the Gap of Dunloe., My NG was rattling badly, and refusing to start, the map showed the road as a dotted line but John Hoyle seemed a confident and competent 'point man'. While deciding to go I noticed a loose headlight unit - 10 secs with a screwdriver and a wad of paper finally eliminated the rattle. In return for the attention the NG decided to start first time and run flawlessly through what to me was the highlight of the tour.

Friday saw a leisurely cruise back to Waterford followed by a farewell dinner. And on Saturday morning the team had my car loaded back on the trailer in record time before turning their attention to review Rocket's cooling system. We both had a great time - a totally different holiday, the car behaved almost perfectly, good fun with good people and ample payback for the nights in a freezing garage wondering if the car was worth the trouble.

So Many Thanks to everyone !

**Kevin Millgan**

*What is the last thing to pass through a fly's mind as it splats against your windscreen ???*

**It's Bottom !!!** —



## The Getting There — and the Getting Back

For us a 'Rocket' holiday has to mean that the journeys there and back should be just as enjoyable as the 'bit in between'.

### So what about the Getting There ?

For us it was a 300ish mile journey to Fishguard, so we aren't doing that in a day ! Only Alan & T had further to go, from Dover and they had sensibly decided to go in their Skoda, the NG having no wet weather gear of any sort.

We booked at a Premier Inn on the outskirts of Gloucester for the Friday night and set off in late morning. The forecast was not at all good so the hood was up, and it was raining lightly as we left.

Well— Rocket has two speed wipers, but ever since we have had him the wipers have not self-parked—a nuisance more than a problem. But as Ireland could well be quite wet we thought this should be sorted. So Jason, Rocket's personal mechanic up at the local garage, was duly asked to sort this out, and he rebuild the parking switch in the motor. This lasted a while but after a further failure the wiper motor was changed and all was fine (or was it?)

So back to Friday en-route to Gloucester—we got about 40miles and the wipers failed !! Oh! \*\*\*t! - anyway the rain was light or intermittent so we drove on wiperless. The bigger problem was that indicators (and fuel gauge) were also not working. But all was fine until we were unable to avoid a long wide puddle, Up went the Spray—total Washout ! Can't see a thing ! Can't stop because of traffic behind ! Carry on blind for probably 5seconds (but seemed like forever !) then clear and OK. Quick sigh of relief, lowering of heartrate and on we go.

Tunbridge Wells is not the best location for road access to West and North, especially on a 'No Motorway' option. So we take the A25 West towards Basingstoke then country route for Newbury and rural back roads to Swindon. A petrol stop and check the wipers, blown fuse (why?), changed the fuse and it is fine (odd? But thank you). Nice to have the indicators back.

So on again and there's little choice but to take the A419/A417 past Cirencester to Gloucester. A functional but rather unpleasant dual carriageway, a lot of it noisy concrete ! A bit more rain on the way, and Yes—wipers fail again after a some minutes !

So we reach our overnight stop, check-in, unpack what little we need. Then a coffee in the adjacent Costa and have a look at the wipers again. Blown fuse (again why ?), change the fuse and all ok again (still odd !)

Decide to jury rig the wiper circuit direct to the battery with its own fuse (fortunately have necessary bits 'in the back' - at least now the indicators won't be affected.



So after an evening meal at a nearby MacDonalds, sound sleep and breakfast snack at the Costa—we are off again Saturday morning.

John and Barbara (Hoyle) had very kindly offered us a bed for the night at the Farm-house Cottage on the outskirts of Pontardawe. Being within easy reach of Fishguard for the Sunday midday ferry that was ideal. Thank you Both

Well it did rain a little to start with and the wipers worked fine. Then it cleared, then the wipers would start randomly of their own accord! Turn them On then Off and they stopped! - and so this went on. Getting on well until just outside Abergavenny, major roadworks! Head of the Valleys road is closed!! No Prior Warnings, No Diversions— \*\*\*\*dy Great!" - quick squizz at the map—nothing for it but a 30mile detour up to Brecon and down again! - Still, not in any hurry and the weather had cleared, a quick text to J&B to keep them in the picture.

So we arrive at Pontardawe and find 'Cwmbyn' without problems, - thanks to John' explicit instructions—and we did need these! Barely a mile outside the village Cwmbyn is beautifully tucked away well off the beaten track. You'd never get there by accident!

After a late snack lunch John kindly 'surfed the net' to see the multifarious options for MGB wiper circuitry. The safest bet seemed to be to connect direct from the switch to a single motor connection—would only be single speed and no self-parking but so what. I was a little dubious about the switch (John pointed out that it had neither terminal numbers nor makers name—so clearly a cheapy Lucas lookalike foreign import! No spare switch available and the other metered out OK so easy reconnection, it worked. Texted ToAdey to see if he could bring a toggle switch with him tomorrow. So all set for Sunday and spent a pleasant evening with J&B and watched 'Strictly'

Sunday morning after a good nights kip and a bit of breakfast. We all set off for the ferry, J&B leading the way in OJ for the 40odd miles to Fishguard. And Yes, you probably guessed the wipers started up unwanted from time to time—so at least we know it's the switch all along — and not the park circuit.

Going down the hill into Fishguard we can see MrToAdey parked up by the seawall ToAdey and Paul waving us in.

Once at Waterford on Sunday afternoon it was a simple job to fit the switch that ToAdey had kindly brought—and that put paid to that problem—Thank You Very Much. Looked at the old switch, seems Ok, gave it a shake—sounded like a baby' rattle!! - must have started coming apart inside—so no wonder the problems.

— So we had made it to Ireland pretty much unscathed.

### The 'Bit in Between'

Jeremy (ToAdey) has ably reported on the 'Bit in Between' in earlier pages, so there is little more to say on that subject. Other than to confirm that it was for us far and



away our best 'Rocket Outing' to date. A 'Blast' from Beginning to End ! So many incredibly broad smiles I'm surprised that the top of my head didn't split off and blow away.

Rocket performed faultlessly throughout apart from a 'driver negligence' problem on the return journey from Killarney to Waterford. The traffic was heavyish and Rocket's engine temp started to raise. So high speed fan on manually and it stabilised — for while—but then rising slowly and remorselessly. We were more than a little glad to get into the hotel carpark with just a whisp of steam.

After a cool down it was clear that I had let Rocket's coolant level reduce too far in the previous days.

Rocket's cooling has been a 'bit of an issue' in the past and bleeding all air out of the system has been a problem , - as reported in these pages on more than one occasion.

However after some remedials—fitting a large two speed fan, connecting the heater the right way round, a bleed nipple in the top hose, etc temperature stability under all driving modes and weathers had pretty much been achieved.

However, and there is away a 'however', - Rocket's cooling has always been quite marginally in respect of coolant level. If it's too full it just gets spat out, but if it's too low then circulation is impaired and thus overheating. And the margin is small, probably as little as half a pint.

Silly Me !! - with all the excited distraction of Ireland I had not checked the coolant for some 1100miles—What did I expect !! What a Prat !!

So a substantial coolant top up on Saturday morning was all that was needed. But with the air bleed issues remaining. With thanks to Alan and ToAdy a good result was achieved and a number of ideas received for further cooling system improvement.

Later in the day, while queuing at the ferry, I mentioned to ToAdy that Rocket would need fuel fairly soon after offloading. He said that he had a gallon in Mr ToAd, and since ferry regs banned full spare cans, we put that into Rocket.

### **And Yet Another Story to tell about the Getting Back !**

ToAdy had very kindly offered Su and I a bed for the night and so after a short but wet and dark drive from Fishguard to Aberaron, and waving goodbye to 'Ratty' Bennett, we bedded down.

Sunday was a 'chill out' day, and we enjoyed this with ToAdy who drove us around some of the locality, having Coffee and Cake (of course !) and an icecream by the seaside. Then a walk to the local shops for provisions before ToAdy cooked a great risotto and crumble for the evening. At which time we met his lovely daughter Kitty, who is just at that 'turning point' of starting University. So we wished her well with that.



ToAady being a bit apprehensive of 'loosing' his last of the brood. But at least she will not be far away at Cardiff, and siblings Wilf and Tilly are already there for support.

### **Monday morning,**

Up bright eyed and bushy tailed making an early start for an overnight stop at Newbury on the way home. We were aiming to fill up at the Shell station, Rocket seems to like Shell's VPower, in Lampeter some twelve miles on.

We got half way and going up a long steepish hill—Splutter Splutter—Oh No!—But Oh Yes, we were out of juice! - how embarrassing!

And we weren't in a particularly safe spot, the road being quite narrow and a lot of fast commuter traffic, so we phoned ToAady to see if he could help, hoping that he would be quicker than waiting for the AA. And Bless Him, he changed his office clothes for his White Knight outfit and came whizzing to our rescue. We felt thoroughly guilty that we had set his day off to such a bad start.

So, having wished him Goodbye, for the second time in about an hour!, on we went again. And all smoothly to our overnight stop.

### **Tuesday**

After a fair night at the Travelodge and breakfast at the adjacent Costa we set off, retracing our route back to Tunbridge Wells. Weather was OK and the traffic pretty fair. So made quite good progress through the busy bits of Basingstoke, Guildford, Reigate etc and as we bowled along in the traffic Su pointed out that the Fan indicator light was not On. Strange, engine temp was OK perhaps a little high, dud bulb?, switched on the manual high speed fan switch—Nothing!, Zilch! - So now what ??!! Presumably a fuse failure—loads of spare fuses but all behind the luggage in the back (so there's a lesson!! - put some under the bonnet why don't you!)

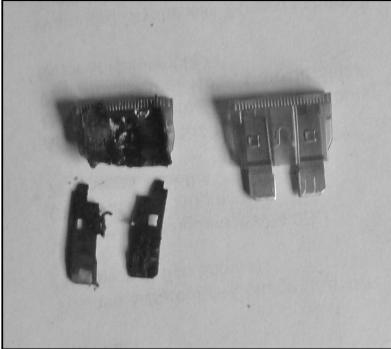
Anyway at 50mph the temp was about normal, at 30mph was 100 up, but stop at lights, or in slow traffic—not so good. However we had passed the worse of any congestion with only 40 miles to go, and much of this dual carriageway, so we decided to press on. And it was fine, even the one notorious traffic spot was completely clear, and we arrived home with no further incident.

The following day I investigated the fan issue and indeed found a blown fuse.

Well!, not so much 'blown' as completely melted! - and it a 30amp fuse!!!

On reflection I suspect that the issue is probably quite simple.

Rocket's large two speed fan is fed direct from the battery via a single 30amp fuse in a rubber fuse holder with waterproof cap. The Kenlowe fan takes about 12amps on slow speed and slightly over double on high. So the fuse probably gets



quite warm on high speed especially having little cooling in a rubber enclosure. I guess that over time the fuse/holder contacts have heated up enough to start to oxidise, thus increasing the contact resistance and thus increasing the heating effect still further. Setting in train a vicious circle until failure. Solution ? - run separate feeds to the two speed fan, each with a 15amp fuse and leave off the weatherproof caps—should do the trick and easy to achieve.

So all in all another Very Enjoyable NG event for us. We covered just over 1495miles door to door, more or less faultlessly, and Rocket can be forgiven the two or three minor excitements. Our thanks to our all NG friends on this outing, we greatly enjoyed your company.

*Chris Hore*

### **Channel Hopping ??**

An elderly couple were at home watching TV.  
Phil had the remote and was switching back and forth between a fishing channel and the porn channel.  
Sally became more and more annoyed and finally said,  
"For God's sake, Phil... leave it on the porn channel...you already know how to fish !!!"

### **Time and Motion :**

Apparently it takes four times longer to look for a item in your jacket pocket if you are not actually wearing it.  
So if you need to find something and you jacket has more than four pockets, it would be quicker to put it on first.  
— not sure what happens if someone else happens to be wearing your coat.



## Vintage Sport Car Club Welsh Trials

The VSCC have been running trials and the Welsh trial in particular since, - Well FOREVER!. I used to go as a teenager and had some amazing rides in big Vauxhalls.



As a kid I aspired to owning a vehicle that I could 'trial' but such a car remained a dream, — now my ideas have moved on but it is still fun to go and watch.

So what is a trial I hear you cry - well you take a track, muddy hillside or similar. You know the sort of thing that if you were in a Land-Rover you might have a go at, or even in some cases might still think twice about. You put marker posts up one side with numbers from 0 to 25 on them. Then you put marker posts up the other side to mark a track. Then if it looks too easy you set out a box and put a stop sign up or create a loop out to one side onto grass or something equally slippery.

Then you take a vintage car and see how far up that track or muddy hillside you can get. The further you get the more points you get - up to a maximum of 25 for cleaning the hill. There are some variations to the theme but you get the gist of it.

The VSCC Welsh weekend starts in Presteigne. It is a two day event running through Saturday and on into Sunday afternoon. This year there were 18 hills to test man, woman and machine.

I went to Whitton to watch the three hills at Cwm Whitton farm. There is ample parking and a good turnout of spectator cars. Usually a lot of these are drawn from the Scatter Rally also held this weekend - so much shiner and much more standard - proper vintage cars if you will.



Over the years trials cars have become more and more modified. Some are simply a collection of vintage parts put together in much more recent times never existing in the vintage era - really not in the spirit of it



at all !!! It will be interesting to see what becomes of these cars under the Vehicles of Historic Interest (VHI) rules, currently being debated. But I digress — that is a subject for another day, and one I'm sure our club chairman will keep us in the loop about. (See Page ??)



There are two classes of car, short and long wheelbase. Within each class there are standard and non-standard cars. Class 1a standard short wheelbase, 1b modified short wheelbase etc. There we 13 standard short chassis cars and 14 standard long chassis cars. The rest of the large field was taken by modified entries. The rules are the same for all cars, get as far up the hill as you can without stopping and without hitting a marker post (and without killing a marshall or yourself !!)



For a stop restart the driver has to place the front wheels inside a marked box - the centre line of the axle has to be in the box although parts of the wheels may project from it. The marshall then lowers a red flag and you can move off. You may roll back, but not so that you leave the box.

I hope the pictures provide a good illustration of the day's activities as well as

a sample of cars taking part..

A good day out with near perfect weather, for me 130 mile round trip, just pushing Mr ToAd's monthly mileage over the 1000 mark, the most I have done in a month for a few years.

**Jeremy Evans**

### **David Fairbairn — Do you know his Whereabouts ??**

The Club had lost touch with David. He has moved from his St.Neots address and we have no email or phone for him..

So he will be missing his copies of *ChangiNGear*.

If you know his whereabouts please ask him to give Bob Morrison is current contact details — Thank You — Eds



## Marina TFs Torsion Bars ??

I've had my Marina based TF on the road since 1994. When I built the car I used the standard torsion bars from the 1800cc TC as this was the base vehicle I started with. Over the years I have got used to the harsh ride on the front and tended to drive around the bad road surfaces where I could. I was aware that Marinas had different diameter sized torsion bars on the front but never really thought it was worth the effort of changing them.

During a recent visit to the Teapot tea rooms I was parked next to another Marina based TF belonging to Terry, who also came to the Wallingford Rally. We got talking and comparing certain elements of the two cars. Terry commented on how much softer the suspension felt on the back of my car compared to his but how much harder mine was on the front. Looking at the torsion bars you could clearly see mine were a larger diameter. Terry told me that his car travelled quite well on the front and didn't 'crash' so much on bad road surfaces. This was quite a 'light bulb' moment for me. After all these years that I had put up with the hard front end, perhaps I really should do more than just think about it !

So on returning home I had a delve into the spares department that my wife calls a 'mess and a lot of old rubbish'. The Marina 1800 TC was fitted with 20.63mm diameter torsion bars to stiffen up the suspension., while the 1300cc cars were normally fitted with 19mm diameter torsion bars. There under the racking was a pair of 19mm diameter bars complete with the arms attached both ends, Success !! my stash of bits was not rubbish after all, but contained vital spares. Being of the smaller diameter these will hopefully improve the ride of my TF.

A quick phone call and visit to local shot blasters had them in for cleaning. After 3 visits to get them back (- least said about that the better !!). A quick spray of paint and on they went. Sounds very easy when you say it fast, - but for some unknown reason the car and its suspension fought me all the way but I did manage to overcome all in the end. I don't know why such difficulties happen sometimes — maybe because I had it in my mind that it would be an easy job, which it should have been.

The other thing I can't quite understand is this. Having done the first side in garage, with the sun shining. As soon as I moved the car out to access the other side and got it into a position where I couldn't move it — **the heavens opened !!! Why is that ???!** I had to cover the car until the rain stopped before I could continue — I guess this is one of Murphy's Laws.

Anyway it is all done now and it has made a significant difference. The car definitely feels more compliant on the front end and doesn't feel so harsh on bad road surfaces. Would I recommend this change, Yes! It does make the car more com-



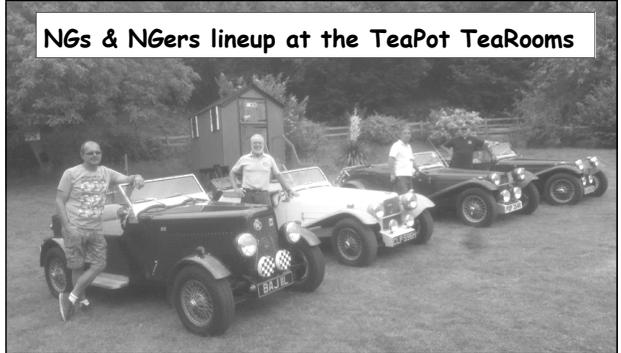
fortable. This was definitely worth the effort.

So for those of you with Marina based cars, have a measure of your torsion bar diameter. If you have the larger diameter, a swap will change the ride characteristics of your car for the better.

It has also proved to me that regular meetings with other owners are very useful to exchange thoughts and ideas. With this in mind I will continue to encourage other NGers to come to the Teapot Tearooms (Uffington, SN7 7QJ) on the 2<sup>nd</sup> Sunday of every month.

**Paul Bennett**

*( Editor's Note : Teapot Meetings are finished now for the Winter but will re-start in the Spring — see details in the Events Calendar)*



*Shortly after we NGers had been at the very same spot for a Photo Lineup at Lady's View, Eanna Brynn spotted this is the Irish Times. Apparently a young Taiwanese couple had had a bit of a 'moment' , but were very luck to escape unharmed. — Probably a certain amount of refurbishment was needed in the Toilet Dept !?*



## NG Henley Fuel Gauge problem

**Stephan Rose, an email to The Editors**  
Hi Chris, My name is Stephan Rose from Germany and I am driving a NG (build 1971) since two years. It was the best decision in my Life!!!

Just this morning I found a website describing the build of an NG-TF. Thank you very much for that.

I have a question — It seems that my Fuel Gauge Sender is not working correctly and I do not know where I can get a new one. Do you know ?

Thank you very much and congratulation for your excellent site.

**Best Regards, Stephan**

**We replied :**

*Hello Stephan*

*This webpage is from Chris Humphreys who built a very tidy NG-TF (called Dobby) I have copied him in on this email - so hopefully he may be able to offer you some guidance.*

**All the Best - Chris Hore**

**Chris Humphreys replied :**

Hi Stephan

I think I understand your problem and it is quite likely that you have a standard MGB fuel tank sender unit. These are held in the tank with a ring in the collar which is in the end of the tank, in my picture (at [www.ngkitcar.co.uk/docsextra/x114tank.htm](http://www.ngkitcar.co.uk/docsextra/x114tank.htm) ) it is the left hand end but this will be behind the offside rear wheel on the car. As the sender is designed for the MGB tank and not the NG tank, the float arm reaches the bottom of it's travel and is thus suspended in mid air when there is still quite a lot of petrol left. It is possible to bend the arm down a little (as I seem to remember doing) so that the movement continues to a lower petrol level. This does mean, however, that the float is held in the "full" position for longer. For example, my gauge show full for the first 50 or so miles, then gradually drops to empty over the next 100 or so, then stays on empty for the last 50 or so. I find this a better compromise. Ideally, I suppose, it needs to have a longer arm which would reduce the angle of travel. Your gauge is clearly working and I suggest so is your sender but it could be 'adjusted' as above to give a more acceptable reading. To remove the sender, you need to tap the ring anti-clockwise (it has lugs you can get a screwdriver on and then tap it round). You





may find it is best to purchase a new seal and ring before you do this and, in fact, a new sender unit is really cheap (about £15) so it may be worth getting one anyway in case the old one is punctured and letting in fuel or simply worn. You can get one from MGB Hive ([www.mgbhive.co.uk](http://www.mgbhive.co.uk)) or Moss ([www.mosss-europe.co.uk](http://www.mosss-europe.co.uk)) or any MGB specialist (part no. AHU1027 or AHU1027Z). See — [www.Moss-Europe.co.uk/shop-by-model/mg/mgb-c-V8/fuel-system-induction-controls/tanks-pumps-pipes-fittings/fuel-tanks-fittings.mgb.html](http://www.Moss-Europe.co.uk/shop-by-model/mg/mgb-c-V8/fuel-system-induction-controls/tanks-pumps-pipes-fittings/fuel-tanks-fittings.mgb.html) — for exploded diagram.

I hope this helps in some way and I look forward to meeting you at one of our meetings at some point in the future.

*Regard Chris Humphreys*

## Editor's Note :

*CarBuildersSolutions sell a 'little black box' which can supposedly 'iron out' the differential between sender output and gauge reading*

*Here's what CBS has to say -*

### **Multi Fuel Gauge Matcher. Ref: #GMATCH**

This latest version of our gauge matcher can match virtually any resistive sender to any gauge designed to read resistive senders.

Your sender signal can be calibrated to your gauge at five points on the scale which can compensate for unusual sender characteristics and mis-shaped fuel tanks.

The matcher also has a dual-stage output for a warning light - steady first, then flashing)

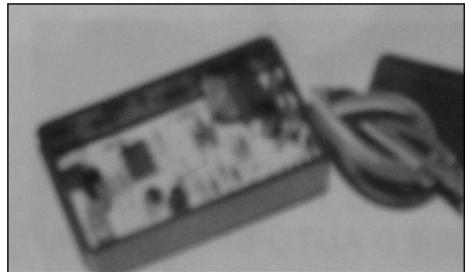
There is also an auxiliary, programmable output that can operate a relay to switch on a cooling fan at a specific temperature.

Each matcher includes a miniature, 22-turn variable, 0 to 500 ohms, resistor.

All this in the size of a matchbox - 38 x 80 x 22mm. Weight 30 gms. £50ish

Full instructions included. Basic electrical knowledge and a multimeter would be helpful. See this link for more details.

<https://www.carbuildersolutions.com/uk/multi-gauge-matcher>



*Rocket has long suffered from an inaccurate fuel gauge. Reading empty when at least one-third full. We have got used to going on 'ready reckoning' which is fine most of the time, but occasionally our 'reckoning' has been not that 'ready' !!! And that can be a real pain !!! See Page 28*

*Fitting one of these 'gizmos' is on Rocket's winter jobs list.*

*It would be helpful to know if any NGer has experience of this device*

**Thanks — Chris**



## : 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 - TC :: 'Volcano'**  
**Reg. No. WHJ 471M**

Boat Tail style, MGB donor  
Colour Red, beige seats

Professionally built 1997/97  
SVA and 1st Regn 1st Sept '98

MGB 1800 engine, 4speed gearbox  
with Overdrive



Recently recommissioned with Service and MOT- March '16  
Complete with Black Hood and Tonneau  
Low mileage, 1500 since build. Dry garaged

**Price : £8500** (or near offer)

**Contact : Del Collar** (Wokingham area)

Email to [derekcollar@yahoo.co.uk](mailto:derekcollar@yahoo.co.uk)

Or Phone 0775-960-7498 (note number correction)

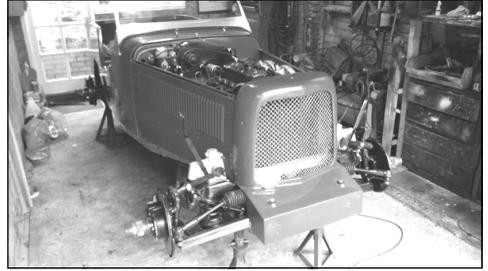




## NG -TF : Part Finished for Build Completion :

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,**  
1800 engine + 3 sync box + overdrive.  
This car is in very good condition and up to MOT standard. The engine has good oil pressure when hot and good compression.  
It has wire wheels and 5 x good tyres. The body tub is white.



There is no V5 document for this vehicle.  
It was bought as a donor vehicle for my NG TF but it is too nice to break for spares. Hopefully there is someone out there who can put it back on the road and enjoy it.

**Offers around £4250**

**Contact Mick .** Redditch, Worcestershire.  
Phone : 07593-424-385

**NG-TF**

**MGB based,**  
1.800 engine, overdrive gearbox,  
new starter motor and battery  
full hood and tonneau,  
Good runner, full service  
37,700 miles, with MoT

**NOW SOLD**



**Reluctant sale**

**Contact Nick**  
Phone : 07793 414437  
Email : nrhodeskpi@aol.com

**For the Love of Dad !!!**

Last Father's Day my son gave me something I always wanted -  
-- - **the keys to My car !!??**



## 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

Email : [sondar@postmaster.co.uk](mailto:sondar@postmaster.co.uk)

## 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 waxoiled.

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)

## 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: [ggvendition@gmail.com](mailto:ggvendition@gmail.com)





## 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](mailto:cafnod@gmail.com)

### **Facial Recognition ??**

Three ladies are chipping up to the fourth hole at Little Turtle Golf Club when a naked man wearing a paper bag over his head jumps from the trees, runs to the back of the green, and stands facing them from afar  
The ladies stand in awe at the sight.

The first lady says " *He is definitely not my husband !!* "

The second lady gazes wistfully at the man and says "*He is not mine either !!* "

After a further considered inspection, the third lady says

" *He's not even a member of the club !!* "

# 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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— and More Ireland Photos

