

Changi**NG**ear

Winter 2018 –19

!!! It's Celebration Time — Come On !!!

**The 40th Anniversary Year of the NG Car
1979 to 2019**

*WELL !!! - they are obviously looking
forward to GREAT NGing in 2019*



SO WHAT ABOUT YOUR NG ??? — AND WHAT'S ON ???

Find out Inside

There's NO excuse for your NG staying in the garage THIS Year !!!

The NG Owners Club magazine

The NG Owners Club — Officers & Contacts

President : Nick Green

Chairman : John Hoyle
52 Reigate Road, Ewell, Epsom, Surrey, KT17 1PX
Tel: 0208-393-2555, email: john@hoyle-engineering.co.uk

Events John D Watson (JW)
Co-ordinator : 15 Braywood Avenue, Egham, Surrey, TW20 9LY
Tel : 07951-466206, e-mail: johnd_watson@yahoo.co.uk

Membership Bob Morrison
Secretary : 105 Battle Road, Hailsham, East Sussex, BN27 1UD
Tel: 01323-843769, e-mail: rmorri1847@aol.com

Treasurer : Teresa Goodbun
43 West Court Lane, Shepherds Well, Dover, Kent, CT15 7PT
Tel: 01304-830206, e-mail: teemgoody@aol.com

Magazine Chris & Su Hore
Editors : The Lodge, Hayle Farm, Marle Place Road
Horsmonden, Tonbridge, Kent, TN12 8DZ
Tel: 01892-329340, e-mail: ngoceditor@gmail.com

Technical
Liaison Refer to John Hoyle (pro-temp)
& Forum
Mediator :

Website Mike Peel (www.ngownersclub.org.uk)
Manager : mike@mikepeel.co.uk

Facebook Jeremy Evans (www.facebook.com/groups/NG.Owners/)
Mediator : e-mail : ngmrtoad@gmail.com

Local Area Contact Members :

Home Counties (north)	Refer to John Watson (pro-temp)
Home Counties (east)	John Watson : - as above
Midlands	Mark Staley : 01332-723927 mark.staley2@ntlworld.com
New Forest & District	Keith Baker : 01794-340490 keith.baker@roke.co.uk
Mid-Wales	Jeremy Evans : - as above
South Wales	Brian North : 02920-619796
South East	Su Hore : - as above
Yorkshire	Steve Tyler : 01751-476307 steve_62@talktalk.net

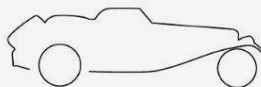


Contents ::

Chairman's Letter	2
Editorial	4
Events Secretary's Update.....	5
Future Events & Calendar	7 to 13
Event Reports	16 to 22
Articles and News	6, 14, 23 to 34
Techy Bits	40 to 41
Sales	42 to 44
Club Products & Regalia	Inside Rear Cover

Insurance tailored around you and your NG

At Adrian Flux we have over 40 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 916 1288** compared to online.



Ask our experienced staff about:

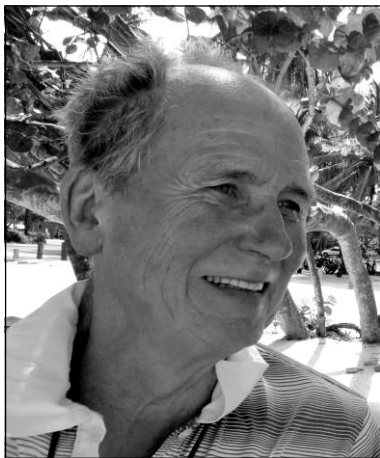
Club member discounts
Agreed valuations
Limited mileage discounts
European breakdown cover
Driving other vehicles

Car Club Quoteline: 0800 916 1288

Mon-Thu 9am-9pm, Fri 9am-7pm Sat 9am-4pm. Authorised & regulated by the Financial Conduct Authority

adrianflux.co.uk

ADRIAN FLUX



Chairman's Letter

I am not someone who tends to look back in life but this year, being the 40th anniversary of the first NG, I have been reminiscing somewhat, and realised that my NG years have been extremely varied and very happy ones.

My first encounter was at a Stoneleigh show in the mid 80's, I was dragged along by my close friend who was building a GT40 replica and thought I should be doing something similar. At that time the show was enormous and was supported by a large number of manufacturers producing anything from beach buggies to fake supercars. It took me months and a couple of shows later to decide that the sort of car I wanted to build was a traditional roadster. Evaluating the front runners at the time, Merlin, Marlin, JBA, and NG, there was no doubt in my mind that the NG won hands down. It was the prettiest, best engineered, and superb to drive; that was supported by Nick's TCV8 winning the national kit car race series.

Nick Green is a very talented designer, he developed a car that is straight forward to build and relied solely on one donor vehicle that was a "sports car".

So, I bought a TF body and chassis kit + headlight bowls, deciding that everything else I wanted to do myself. The following 15 months were extremely therapeutic and rewarding at a time when I had a fairly pressurised job. The next few years driving the car were as enjoyable as the build - the NG bug had bitten, so much so that I had the opportunity to buy the company in 1983.

Along with Dave Woolgar and Janice Cheetham's help we supported many new customers building their dreams. Much fun was enjoyed at various events - shows, track days, trips to LeMans, etc. Many challenges came our



way, not the least being SVA; my original grey TF went to Bristol to be evaluated by the guys writing the first SVA manual, a report came back saying it would fail an SVA test on many counts. Then came the real challenge, Dave and I had the first SVA compliant car in the UK..!!

Some 2000 kits have been sold and given their owners so much pleasure, so thank you Nick.

Sorry, I have rambled on a bit, but that's a reflection of my enthusiasm for the mark, so I hope you can all share in my enthusiasm and make this celebratory year one to remember; so please complete and return the form you have recently received and get involved — *Thank You*

John Hoyle

2019 - A Celebration Year 40th Birthday of the NG Car

Plans to celebrate the 40 years since Nick Green built that first NG car are continuing. There four major Activities so far to honour this Anniversary, being :

The Stoneleigh NG 'Big Picnic' — weekend of 5th & 6th May

See Page 10

NGers 'Do' Scotland Roadtrip — 18th to 28th May (*See Pages 12 to 14*)

See Page 11

The NG National Rally — weekend 22nd & 23rd June.

See Page 12

The 40 Car Museums 'Project'

See Page 7

There is more on these events, and others, in this issue, and on the website and will be in future editions of **ChangiNGear**



Editorial

We are already well into 2019, so it may be a bit late, but none the less we send our Very Best Wishes for a Lot of Happy NGing in this auspicious 40th Anniversary year for the NG Car.

By the time you read this, if you believe the 'doom mongers', we will

all be rushing pell-mell to the precipice that is Brexit !, - all the lights will go out and the World may stop turning.

But since we do not hold that belief, and are anyway of an age to be beyond caring, we are 'carrying on regardless' and planning our NGing this year unrestrained, and hope you are also.

With a fairly mild start to the year, and some really quite pleasant days, Rocket has already had three outings (though perhaps short) through the Kent Countryside.

But our NG Year will kick-off in earnest, in May, with us joining the NGer Scotland Roadtrip - which is building up to be a great event - and we expect to cover some 2000miles by the time we return home.

Rocket needs a few 'tweeks' before then, mostly minor, though the addition of a power servo on the clutch is foreseen,. Inching traffic queues and Rocket's heavy clutch are rather iffy for an arthritic left knee !!

As you will see from the Events section herein there is a lot on for the celebration year, so we hope you will manage to join in with a lot of that.

Being a Winter edition, with rather restricted NG activity, there is a modest reduction in the content this time, but hopefully what there is will be found entertaining.

As usual we send are thanks to all 'contributors' and our pleas to 'reluctant' scribes' to get penning something for the future Spring issue



Thank You. - Chris and Su



Events Secretary's Notes



Welcome to 2019 and the commencement of the 40th anniversary of the first NG to leave Nick Green's garage (1979). Since that date some 2000 car kits have been purchased, and even now there are kits preparing for the IVA test (and Good Luck is sent to them) The Club enjoyed a very vibrant 2018, what with the overseas as well as the many UK club outings. It was good to see so many NGers who made the trips to Stoneleigh and, of course, our National Rally at Stratford-upon-Avon. And as usual the year was celebrated with our Club's Christmas lunch, organised again, very professionally by Sue and Ray Bolton, finishing off with tea (and for the late stayers) supper also at Barbara and John Hoyle's (at last refurbished !) home.

This year has begun with a flurry of outings. The traditional January 1st visit to Brooklands, and Helen Garrett & Su Hore have engaged an enthusiastic group of NGers around Kent and Sussex in mid-week jaunts with a lunchtime stop off at suitable eateries.

Nationally we are organising three major events during this year in order to celebrate this special year for the NG car. By now you will have received a letter from John Hoyle, our Chairman, inviting you to take part. In addition to a Big Picnic at Stoneleigh and our Annual Rally there is the 40 Museums Challenge. I really hope you'll all get involved with this and help make the year end 40th birthday year book a great product. It will include a photo of your NGs outside each of the 40 museums along with a small write up to enthuse others to visit in the future.

So with all this and the various NG Road trip options (see diary page e ??) I hope that this Anniversary Year will be an even bigger success than last.

So My Very Best Wishes for safe and enjoyable NGING to come.

John Watson

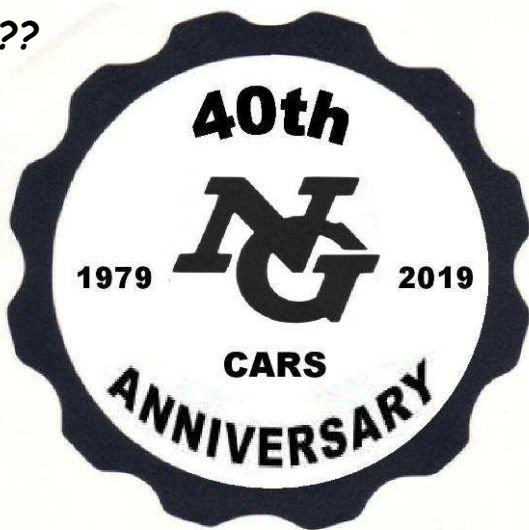


ARE YOU STUCK UP ??

You will have received your Anniversary Windscreen Sticker in the recent Club Mailout

We hope you will get it STUCK ON your NG for display thoroughout the year

If for any reason you do not have a Sticker then please contact John Hoyle



RETURNED YOUR FORM ???

Hopefully you have returned your form with your expected NG activities for the Year. This helps greatly with our ability to plan our various Club Events.

If not already returned then may we ask that you send your form as soon as possible

— Thank You - Your NGOC Committee

What's the Difference ??

- between an elderly gentleman with a severe gastric infection, and your local MP trying to explain his attitude to Brexit .

Answers on a postcard please, or by email, to ChangiNGear.

Any answers, which are both correct and polite, will be published in the next issue.

However if correct they probably won't be polite !?

Our Chickens are rather prudish - they really object to fowl language !



NG 40 Museums Challenge

Comprising visits to 40 transport museums in the UK
spread throughout the spring and summer.

The club challenge is to visit 40 different museums, by as many NGers and NGs as possible, during this celebration year.

There are no specific dates set as yet, but if you live close to one or more of the chosen museums and would like to visit, perhaps in a group with other local club members, please let me know ASAP.

We aim to keep a permanent record of these visits with details and photos, by publishing an **NG YearBook** in the autumn

You will have already realised that we would like to see as many NGers as possible at these Museums, and hopefully by letting you know this early in the year, there should be a day(s) in your diary when you can visit at least one of these.

You will have already received a Club Mailout which provides a list of the chosen Museums, and hopefully you have (or will) return the tickbox sheet with your chosen venues

I will be co-ordinating these museum visits and will contact each of you to organise timings, etc. in due course

Thank You—John D Watson

PS : The Museums List and a Google Map with locations and added details will be available shortly on the Club Website at www.ngownersclub.org.uk

Not fit for purpose ??

Our neighbour bought a rather nice old abacus from the local antique shop. He asked the dealer whether it was Edwardian or Regency period. The dealer said " -- probably Edwardian, but don't count on it "



NG EVENTS CALENDAR — 2019

Date	Event	Contact
Apr 21st	NG SE Run to Amberley	John D Watson
Apr 14th	Corinium Run, Cirencester	John D Watson
Apr 28th	FBHVC Drive it day	John D Watson
May 19th	Jorvic Classic Car Run	Steve Tyler
May 5th	Stoneleigh NG BIG Picnic (see Page 10)	John D Watson
May 12th	Wallingford Vehicle Rally	John D Watson
June 15/16th	Le Mans 24 hour	Charlie Killick
May 18/27th	NG Scotland Roadtrip (see Page 11)	Charlie Killick & Su Hore
May 19th	Spring Classic Breakfast Brooklands	John D Watson
June 2nd	London to Brighton Kit Car Run	John D Watson
June 21/23	NGOC National Rally (see Page 12) - 40th Anniversary of NG	John D Watson
July 13th	Dogmersfield Fete	Paul Gray
July 14th	Naunton Classic & Vintage Transport Show & Fete	Ian Adcock
July 14th	Epsom MGOC Surrey Car Run	John D Watson
Sept TBA	NGers Do Dorset (see Page 13)	John Hoyle
Sept 13/15th	Goodwood Revival	
Dec 8th	NG South East Christmas Lunch (Reigate)	Sue Bolton

These Events are either NG Specific or are Other events where one or more NGers will be attending.

If you know of others that we have missed out then please let us know.

This Events Calendar ,with additional details and a Google Map, is available on the Club Website



Brooklands Natters 2019

March 12th	Early Spring Natter & Chris Bass on Piano
April 9th	Motoring & General Knowledge Quiz
May 14th	White Overalls Competition
June 11th	Pride of Ownership, Concourse d'Elegance and Period Dress Competition
July 9th	Summer Barbeque
August 13th	Interesting and Obscure Models
September 10th	General Knowledge and Mororing Quiz
October 8th	16th Anniversartof Brooklands Natter & Chris Bass on Piano
November 12th	Rememberance Natter & Noggin
December 10th	Enthusiast of the Year Awards, Gentlemen & Ladies Competitions, Hot Sausage Rolls and Mince Pies & Singalong with 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 07951-466206

What's it All for ?

Funerals have become so elaborate these days !

So many eulogies, and the grave side prayers etc

-- and then there are all those pall bearers - what a carry on !



The NG BIG PICNIC — Sunday 5th May at Stoneleigh Kit Car Show

The kit car show is on for two days
(5th & 6th—Bank Holiday Monday)

ARE YOU COMING ??

The Sunday has been chosen for

The NG Big Picnic.

Our event has the added advantage that it is being held at the Stoneleigh show which has all the usual attractions and which makes it a very enjoyable day out. The layout of the show has undergone a radical redesign. Our site (51 WY) borders the 'Grand Ring, and is on the road from which all kit cars enter - Avenue M. --- so we will be having increased prominence .

Our BIG PICNIC will be held on the designated NG club site where tea and sticky buns will be served. Please bring your own sarnies etc or you can rely on the numerous food vendors on site.

We are expecting a big line-up of our NGs of all types — and we hope that we will get some coverage in Complete Kit Car magazine.

As usual car and driver gain free entry.

Adult passengers pay £10, and child passengers (8-16) £5

There are also thoughts about organising an NG Outing offsite for the Saturday, - perhaps including a visit to Coventry Motor Museum

We have excellent turnout at this eveny for the past two years and we are hoping to build on that this year as part of the 40th Anniversary Celebrations.

Hopefully I shall already know which of you I will be seeing at this event
- *as I am sure you will have responded to the recent Club Mailout !!*

But if not please let me know your interest asap
so that I can prepare for the numbers — *Thank You*

John D Watson



Scottish Proverb

A man becomes of little use when his Wife becomes a Widow

--- but some would claim not to notice any great difference !



NGers do Scotland West Highlands & Skye

**18th to 28th May (Friday to
Tuesday)**

This 'expedition' is well into the planned stage, being part of the celebrations of the 40th Anniversary of the NG Car.



The format for our, two centre, Roadtrip is generally as described in the previous issue of *ChangiNGear*

Currently Fourteen NGers, in Eight NGs, are firmly signed up. So it is going to be a **GREAT** outing for NGs.

There would still be opportunities for late joiners to, all or part of, our Roadtrip —though accommodation may then have to be split at each centre.



To Register your interest contact :

Su Hore at candshore@hotmail.com

Or Chas Killick

at chas_killick@hotmail.com



NATIONAL RALLY — June 21st to 23rd Riverside Park—Stratford upon Avon for the 40th NG ANNIVERSARY YEAR

Our rally will be held over 3 days, where you can stay for 1 or 2 nights, or just attend for one of the days.

This will be our major event of the year, and our target is to attract as many NGs as possible to celebrate this important landmark.

40 NGs to line up in the 40th Year ?
(would be nice)

Please help us achieve this goal and be one of the cars in such a record-breaking line up. It will be a great social and fun event with lots to do, driving tests, run out to a museum, activities for the kids, BBQ, etc...

An event not to be missed

Please book the dates in your Diary and

If you have already responded in the recent Club Mailout
- then Thank You

But if not then please let us know asap so that we can cater for numbers

John Hoyle

Still Seeking New Editor for ChangiNGear A Volunteer please ??

Su and I will continue with ChangiNGear throughout this important year, of the 40th Anniversary of the NG car.

But we would seek to do a progressive handover in the later part of the year, so that the new editor can take on 2020 with a firm footing.

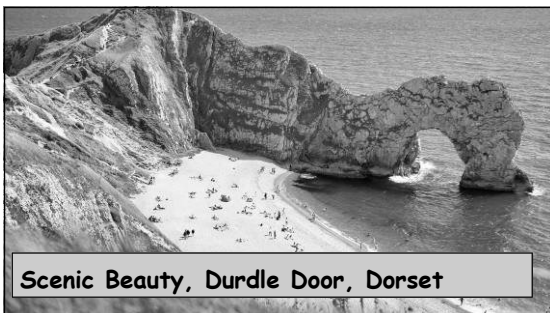
Thank You — ***Chris and Su***



NGers DURDLEing around DOORset

September 2019

**So will YOU be There ?
Come and Join In,
Why Don't You ?**



Scenic Beauty, Durdle Door, Dorset

The club is planning a Roadtrip/holiday in Dorset for 3 to 7 days, for some-time in September,

Before we can book accommodation and ascertain prices we need to have some idea of how many of you want to join us.

If you are interested in this event and would like to know more.

Please contact **John Hoyle**, ASAP (and before end of March)

john@hoyle-engineering.co.uk

Other Roadtrip Events :

For those of you who might be interested in some Scenic Roadtrips, then you might be interested in some of those organised by HCRC.

There are some 16 events spread thorough out some of the most scenic parts of the country from early April to early November,

See their website at www.hrcr.co.uk





News of Paul Bennett

Bernadette writes

" Dear All

A Belated Happy New Year ! Hope everyone is keeping well.

Paul is making steady progress. He is walking for longer, playing scrabble and we're investigating some exercise classes at the gym. Fatigue is a big issue still, but we try to pace ourselves .

Attached is a pic of us at Jeremy and Sarah's wedding on 5 Jan - it was a superb day. We stayed the night at Malmaison in Oxford so Paul didn't miss anything .

We then had Pauls 60th birthday on 16th so January has been busy "



It was Good to see Paul at the NG Christmas Lunch in December and equally so to hear that he continues to make progress. — Keep up the good work.

On behalf of ToAdy, Mr ToAd, Rocket and Crew and all the 2017 Irish contingent, to say nothing of all NG Members everywhere, ChangiNGear sends 'Ratty' our **Very Best Wishes**.

!!! 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



The Best NG 'Story'

Who will be the 2019 Winner ?

**There's Nothing like a Good Story !!
but we've had NOTHING like a good story so far !!**

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 prior to the next Annual Rally
Entries by email please to [ChangiNGear at ngoceditor@gmail.com](mailto:ChangiNGear@ngoceditor@gmail.com)

BACKFORD BLOOR

KIT, CLASSIC AND REPLICA VEHICLE INSURANCE

10% DISCOUNT FOR ALL CLUB MEMBERS

NEW INCREASED DISCOUNTS AVAILABLE FOR:
RESTRICTED DRIVING, LIMITED MILEAGE, AGE OF VEHICLE, PERIOD OF OWNERSHIP

NO PROPOSAL FORMS TO COMPLETE

GUARANTEED AGREED VALUE AT NO ADDITIONAL COST
(subject to self-completion valuation form)

FREE LEGAL ASSISTANCE

FRIENDLY PERSONAL SERVICE, NO CALL CENTRES, NO ANSWER PHONES

WITH US YOU ARE A NAME NOT A NUMBER

0151 356 7451 ::: admin@mrbloor.co.uk :::

www.insurance4kitcars.co.uk



South East Pre-Christmas

Helen and Rob Garrett had suggested the 30th November for our, pre-Christmas, NG (MG) get together luncheon meet (our group previously comprising Helen & Rob, Jane & Nigel



Speedy, Chas Killick and ourselves) and this time we were joined by John and Yvonne Hamilton-Smith. Unfortunately Graham and Sarah Lacey had other commitments, but our band is growing.

So off we went on a lovely drive to The Ash Tree at Ashburnham (this is a great helpful, friendly pub) for our gathering and luncheon.

John and Yvonne came in their 'tin



top' - however Yvonne enjoyed herself so much she even mentioned to John that she was willing to go in John's NG next time - she has not been in the car for 6 years! All I can say is Yippee A Result !!!

This was a particularly fun NG get together as Helen had the foresight to bring Crackers and a silly game to play after the meal which was a children's game of a cardboard frame and plastic wind up cars that you let go to go through the cardboard painted finishing line. It took place over heats all having chosen which coloured car you were and the first through the frame got to go to the next heat. This caused a great deal of laughter. The ultimate winner was Chas.

Thank you and well done Helen — you made it a very special luncheon, setting us all up nicely for Christmas. Bring on the next one Helen.



Su Hore



DOBBY's intimate Bits Exposed !!

Chris Humphreys recorded and illustrated the building of his NG-TF 'Dobby' in some detail

— and his website has been available for some years.

Now that Chris is (almost fully) retired he has found the time to tweek his website to an even higher degree of perfection.

(— some might say, enviously, quite sickently good !!!!)



So well worth having a look at www.ngkitcar.co.uk

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.



Advances in Molecular Science ???

Scientists have recently announced the discovery of the HEAVIEST element yet known to science. This new element is *Governmentium* (Gv).

It has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, — giving it an atomic mass of 312.

These 312 particles are held together by forces known as morons, which are surrounded by vast quantities of unskilled particles called peons.

Since *Governmentium* has no electrons or protons, it is totally inert. However, it can be easily detected, because it impedes every reaction with which it comes in contact.

A tiny amount of *Governmentium* can cause, often unpredictable, reactions -- sometimes taking less than a second to complete, but more usually from four days to four years.

Governmentium has a normal halflife of 2- 6 years. It does not actually decay but instead undergoes multiple re-organisations, in which a portion of the assistant neutrons and deputy neutrons needlessly exchange places.

In fact, *Governmentium*'s mass will actually increase over time, since each re-organisation will require more morons to become neutrons, forming dense isodopes. This characteristic of 'moron promotion' leads some scientists to believe that *Governmentium* is formed spontaneously whenever morons reach a critical concentration. This hypothetical quantity is generally referred to as the 'critical morass'.

When catalysed with money, *Governmentium* changes into *Administratium*, an similar 'heavy'element that radiates just as little energy as *Governmentium*, because although it has half as many peons, it has twice as many morons. Needless to say All of the Money is consumed in the exchange, and no by-products are produced (?? - see further)

More than one country claim to have first discovered Gv, and to be it's main producer, Australia and America have a good claim (- hard to discount the latter !!)

But when it comes to bureaucratic ineptitude, the Australians and Amercans are hardly out of short pants

The origin and major source is surely much closer to home - London, Strasburg or Berlin, perhaps ?, but more likely Brussels ?, but certainly within the EU.

However European scientist at CERN, near Geneva, have highlighted an error in the understanding of the process - they confirm that all the money is consumed, so not actually a true catalytic process - and there are in fact various by-products ---- for instances ***Bureaucratium***, --that comes from somewhere in copious amounts !!! -- and there are also substantial 'waste' product - usually referred to collectively as 'shite'

Never let it be said that ChangiNGear shys away from the important issues !?



NG South East

— Christmas Festive Lunch

2nd December 2018

About forty NGers (but only two NGs) met at the Best Western — Reigate Manor for drinks in the Study Bar prior to a festive menu lunch in the spacious Garden Room. The event was, as usual, very ably managed by Sue Boulton, and so thanks is due to her. .



And it was again attentively well catered by the hotel.

The earlier start time gave more opportunity to meet and chatter—so much so that the Bar was 'heaving' by the time lunch was served. John Hoyle making his 'speech' of welcome and encouragement for activities in the coming year.

Then he and Barbara, inviting, those that could, back to their 'newly refurbished home' for tea and natter.

So a good rounding off to the NG SouthEast activities for 2018.

With a lot to look forward to in the coming 40th Anniversary Year.





Busy Brooklands on New Years Day



John Hoyle said — Wishing all you NGers Happy Motoring in 2019.

" took OJ to Brooklands today where they only allowed classics that were more than 30 years old. It was manic, I would guess there were over 1000 cars...!!!

Here's a pic can — you spot my TF? " (— it was there somewhere !!) and Ray Boulton with his NG-TC V8 was also among the throng.

— and in Kent

Chas (Killick) came over and after a spot of lunch (first course) persuaded us out for a 'drive' - we were a bit sceptically as it was quite chilly (we are 'total wimps' compared to Chas, and reckon 10oC is our bottom line) - it was 9oC but no wind and low humidity, though no sun, so it was actually quite pleasant and Rocket led Chas thorough the Kent countryside for about 35miles or so. Very little traffic so we could 'press on' nicely' through the twiddly flowing section of our route. Then back home for dessert and a cup of tea. A rather unexpectedly nice outing — regrettably we did not

see one 'classic car' of any note.

Judging by the above photo they were all at Brooklands !!

Thank you Chaz for suggesting and encouraging the drive around. Was a brilliant start to an NG driving year, especially as it's the 40th NG Anniversary

- May we have many more



Su Hore



The Streets of London **

Have you seen the old man
in the closed-down market.
Kicking up the paper
with his worn out shoes ?
In his eyes you see no pride,
hands held loosely at his side.
Yesterday's paper telling yesterday's news.

So how can you tell me you're lonely,
and say for you that the sun don't shine ?
Let me take you by the hand and
lead you through the streets of London. **
Show you something to make you change your mind.

Have you seen the old girl
who walks the streets of London ?
Dirt in her hair and her clothes in rags.
She's no time for talking,
she just keeps right on walking,
carrying her home in two small carrier bags.

So how can you tell me you're lonely,
and say for you that the sun don't shine ?
Let me take you by the hand and
lead you through the streets of London.
Show you something to make you change your mind.

*** or any others large city any where in the World, for that matter !!*

The Streets of London was written by Ralph McTell in 1969, being a hit single for him in 1974. Numerous other singers have made 'cover' versions, not the least, but the most recent, being Annie Lennox last year.

A poignant message, most would agree, but seemingly falling on deaf ears.

So you think a lot has changed in the 50 odd years since it was penned ??

**Well — let me take you by the hand and lead you through the streets of London,
will show you something to make you change your mind !**

They don't write songs like that anymore, do they ?

Have people forgotten how to pen decent lyrics ?

Or have singers today such poor diction that you can't hear the words ?

It wasn't like that in Our day !!!



The Vehicle Clubs Conference

I felt quite privileged to attend the Federation of British Historic Vehicle Clubs (FBHVC) conference. Titled 'Club Expo 2019', it was held at the British Motor Museum, Gaydon, and was sponsored by the Museum and Peter James Insurance.

The purpose of the FBHVC is to uphold the freedom to use old vehicles on our roads. It

does this by lobbying politicians and Government officials. It represents some 540 member organisations, of which the NG car club is but one.

130 delegates represented a number of vehicle clubs, including steam traction engines, motorcycles, commercial vehicles, and of course cars. The common denominator being not only passion for vehicles and the maintenance thereof, but they all drive on our roads and so are bound by certain regulations.

The agenda items were both relevant and extremely interesting. I hope to expand on the issues raised in the next issues of *ChangiNGear*. Here are some of the topics to, hopefully, wet your appetites.

Introduction and update on the historic vehicle scene given by David Whale
Chairman - FBHVC

Development of the Heritage Apprenticeship Scheme housed at Bicester given by FBHVC's Skills Director Karl Carter

DVLA question time with FBHVC's Geoff Lancaster, Communications Director, and Ian Edmunds DVLA Liaison Manager. Did you know the DVLA receive daily on average 86,000 letters!!!!.

Risky Business running clubs given by Greg Nock of Peter James Insurance

Cost of Historic Vehicle Ownership - survey by Paul Chasney, FBHVC Research Director

Planning for the future- preparing Classic Car Clubs for the future presented by Bruce Kelsey, Director of Development, Morris Minor Owners Club. It has 8,500 members supporting 60 regional clubs!

The Data-Driven Vehicle Club. Exploring the data we already have and how to benefit the club from it by Ian Quest from Next Step Heritage.

PR and Social Media for Vehicle Clubs, hosted by Wayne Scott, Classic Heritage PR & Media, and Hannah Thomas, National Street Rod Association

I confess to understanding none of the last presentation. However, next year up to 4 delegates per vehicle club will be invited, so among us we should find media techno wizard.



John D Watson



Chris Bolt - In Memoriam

ChangiNGear has the sad duty to inform members of the recent passing of Chris Bolt.

The following has been penned by his brother Simon as a tribute to Chris's various NGings.

Was Chris Bolt's NG-TA project the longest ever?

Last century, some 39 years ago, circa 1980, my brother Chris Bolt (a.k.a. Hansel), who was an adept DIY person and whose passion was tinkering with cars, told me of a new pet project that he had to build his very own kit car based on an NG body/kits and a donor MGB-GT.

He lived in Ramsgate at the time, where he was a Collision Avoidance/ Navigating Officer on the Ramsgate to Calais Hovercraft run, while I was living and working as a teacher in France. In those pre-internet days he did his research by buying magazines, making lots of phone calls and consulting manuals, no 'search' engines, for Chris, in those days, only 'car' engines! He was completely enthused with the prospect of building his very own car. At the time he owned a clunky old Triumph Herald Estate but he meticulously calculated that the main fibre glass body shell and chassis of the NG would **just about** squeeze into the rear of the Triumph Herald estate (albeit with a fair bit of it poking out of the back). He asked me to come over from



France to accompany him to the NG works to pick it up. He had thought of everything and we **just** managed to squeeze all it in and to lash the protruding part to the Herald Estate so that it didn't fall out on the way home. I don't think that any Herald Es-



tate had ever been quite that full before, but, after an epic and draughty journey, we made it back to Ramsgate (*some 175 miles !!! - an intrepid lot us NGers — Eds*)

The donor vehicle, an old chrome bumper MGB-GT, was a real rust bucket, *but* with a really rather nice Gold Seal reconditioned engine with less than 10,000 miles on the clock. The stage was set for the project to begin when tragedy struck, at only 35 years of age, Chris was diagnosed as having terminal Hairy Cell Leukaemia.

Suddenly the future, if there was going to be one, did not look bright at all. Against all adversity, and chemotherapy, he struggled to continue with his NG project. The disease took its toll and progress was slow, but he did manage to move things forward until it was *almost* ready. I remember attending a discussion he had with an official, or fellow member of the NG Car Club, a couple of years after starting the project who was also suffering from cancer. They compared notes regarding their respective projects and both expressed their desire to get the project finished before their time was up, sadly the person Chris talked to didn't make it. Chris too very nearly died that summer, but, thanks to the timely availability of a treatment programme of Interferon, he *just* managed to pull through.

Although weakened by the illness, he thankfully went into remission and was, to all intents and purposes what most people would consider to be "cured". His enthusiasm for the project never waned, but, as he was no longer able to work on the Hovercraft (for Health and Safety Reasons - linked to climbing a steep ladder to access the Hovercraft cockpit) he went on long term sick leave. He finally managed to get the car on the road in August 1986 after a 5-year build process and the car was featured on the cover of the NG Owners Club Christmas edition magazine that year. He made a number of modifications to the car including lowering the bonnet line 1 ½ inches which involved cutting across the grill surround and retrimming the alloy panels to suit. Another major change was to remove the scuttle "Pods" in front of the





screen giving an extra 20mm of height to the windscreen.

Finances were very tight and, strapped for cash, heartbreakingly, he had to part with his NG, registration number **WHM 903**, around 1990. He sold the car to a certain gentleman called Norman and then moved on with life.

However, the story does not end there....

With the advent of the internet all sorts of exciting research and information possibilities became available, and Chris embraced the new technology.

It must have been about 2009/10 that he mentioned to me that he had never stopped thinking about, or missing, his beloved NG.

At some point he also heard that it was possible, though the DVLC, to trace whether the car was still around. They confirmed that it had not been scrapped, but were reluctant to disclose the contact details of the owner. Chris was not a quitter and, eventually, after some two years, although the DVLC said that they could not reveal the name of the current owner, they said that it might be possible to simply forward a letter to the current owner who could choose, or not, to communicate with him. Chris wrote the letter, it was forwarded to latest owner who decided that he did, indeed, want to get in contact with Chris.

It transpired that, back in 1990, only a short while after buying the car from Chris, the buyer, this certain gentleman called Norman, had had a serious health issue and had been able to do virtually nothing with the car at all. In short, for some 20 years after buying it, it had lain untouched in Norman's garage!

As Chris's financial circumstances had improved over the years, he was able to buy back **WHM 903** in 2010 and reignite his passion! After having it delivered back to Ramsgate on a trailer and painstakingly checking everything out, he carefully re-commissioned his old faithful NG and got it back on the road!



He spent several more very enjoyable years tinkering with his NG, working with his son Robert Bolt to get the engine running again, lowering the headlights with his own design of headlamp bracket, having a custom-built driver side door fitted and participating every year in the annual Ramsgate "Bucket and Spade" Kit and Classic Car show. It was a real passion for him.



Time was, however, marching on. He had always said that, after surviving Hairy Cell leukaemia, he would be happy if he made it to his 70th year. He did, but sadly, was then diagnosed with a different type blood cancer - multiple myeloma. He faced the end with courage and stoicism and passed away, or as he poetically put it, "went to the kit car show in the sky" at the end of January this year.

His son, Matthew Bolt, is however continuing his father's never-quite-finished project and has moved things towards completion by having a hood and side screens fitted to that cherished British Racing Green NG-TA, registration number **WHM 903**.

Mathew, and his brother, Robert, are now all set to drive **WHM 903** in the NG Car Club Excursion to Scotland in the Spring, thus keeping one truly passionate man's dream NG project alive.

So nice to see that an NG project provided Chris with so much focus and determination, even in the face of his adversity. And nice that his Sons can continue with NGing in this same TA, after what must surely have been a remarkable reunion - Eds

CONTRIBUTIONS PLEASE

Contributions for the Spring issue of ChangiNGear
by 15 April ::: or sooner, Please



MY NG Story — by Mike Manners

I purchased my NG back in 1996 from a chap in Epsom. It had started life as a red MGB first registered in 1963. It was now a rather nice Bugatti blue NG TD. My wife and I both went for a test drive. My wife's only comment was "we have got to have that".

My previous car had been a Ford Orion. We had had a repeating problem that the Ford main dealer could not put right. His only solution was to change the whole carburettor. The first time this was done was under warranty. When exactly the same problem returned two years later, I had to pay. Enough was enough. I wanted a car that I could understand and maintain hence the purchase of the NG.



The NG became my everyday transport for both work and pleasure and did a significant mileage all over the Thames catchment. My job as a telemetry engineer meant I was out on site in the NG two or three days a week right through the year come rain or shine.

In 1997 the NG became tax exempt and was re-registered as an NG-TD Roadster and classed as a Historic Vehicle.

In 1999 with the imminent withdrawal of unleaded petrol the engine was changed to a stage II tuned version with hardened valve seats and an increase capacity of 1995cc. My wife and I had great fun driving the NG with the nice new engine down to Le Mans and taking it for a blast down the Mulsanne Straight.

In 2003 changes at work meant that the use of private cars for business use was discouraged and lease cars were organised for employees working out on site. I had always wanted a Golf estate and now had one as a lease car. I really enjoyed that car and we still have it now. It has been the work horse for the family. I have lost count of the number of washing machines, tumble driers and other such things we have moved around the country.

At about this time I began to notice that things with the NG were not quite as they should be. I was getting occasional bursts of white smoke from the exhaust and occasionally the engine would completely cut out. On one occasion on a long downhill stretch of good road I looked in the rear view mirror and was horrified to see the cloud of white smoke I had left behind. Increasingly I was having more and more



trouble with the engine running on when the ignition was turned off.

What was going on? and what to do. After a while I began to suspect that I was getting oil from the crankcase breather accumulating in the inlet manifold and under the right conditions this was being sucked into the engine and burnt. This may have also explained why the engine tended to run on when the ignition was turned off. There was a lot of carbon black on the spark plugs and I suspected in the combustion chambers. After some thought I decided to fit an anti-run on valve wired to the ignition switch and a separate crank case breather, not plumbed into the inlet manifold. The anti-run on valve did not seem to make any difference but the crank case breather was a revelation. The first time I took the car for a run I thought the engine was on fire. Every time I stopped in traffic a haze of smoke would drift up from the engine compartment. Very embarrassing.

I could not understand why I was getting so much vapour out of the crank case breather. Eventually I had a long conversation with one of the engineers in the technical department at the MG owners club. His thoughts were that I had a glazed cylinder or cylinders and this was allowing combustion gasses to escape past the piston rings and into the crank case.

At this point (2003) I became a bit disillusioned with the NG. It was left in the garage and put on SORN awaiting work to be done. The thought of what was involved in sorting things out was just too much at the time.

Things moved on. I was given the opportunity of purchasing the Golf at the end of its lease and this I did. I was then issued with another lease car, a Ford Focus. A very good little car and completely trouble free! We now had two cars so even less incentive to get the NG going.

Things moved on again. I retired. The Ford Focus was returned and we were back to just the faithful old Golf. In October of 2017 I decided that I would do whatever had to be done to get the NG back on the road. I re-joined the NG owners club and started work.

Early one morning I tried pushing the car out of the garage but no way was that going to happen. I jacked up one of the front wheels and tried to turn it. No way. The brakes were seized on solid. It took me most of the rest of the day to get the two front wheels to rotate. The rear wheels were fine. I still could not push the car out of the garage. There was just too much drag on the front brakes. In the end I put a tow rope between the NG and the Golf and hauled the car out using that. The next day was spent freeing off the front brake callipers and cleaning the rust off the front brake discs. I found that a sanding disc in an electric drill did the job and gave a nice machined look to the discs. I now had an electric winch installed in the garage



and that made short work of hauling the car back up the slight slope into the garage.

Over the following 12 months a whole host of little jobs were completed including the replacement of all the number plate, indicator and brake lights. The old ones had become a rusting mess. I then started the job I had been dreading. What to do about the rather sick engine. The head had to come off as a first step and what I found was both pleasing and worrying. The pleasing part was that three of the cylinders looked in very good condition. The worrying part was that the fourth cylinder did not look good. It was very discoloured and looked to be pitted on its surface. Now what to do?



This was either going to be a replacement engine, or serious engine work, or I did wonder if I could do anything about it in the way of a DIY job. I had nothing to lose so I would try the DIY approach first. It would either work or it would not. I got together a few tools and borrowed a cylinder hone. I packed grease around the top edge of the piston in the bad cylinder to catch the results of my work on the cylinder walls and proceeded to use fine emery paper and the cylinder hone to try and clean up the cylinder walls. I made good progress. It was by no means perfect but considerably better than when I started. I wound the piston up and down in the cylinder removing as much of the contaminated grease as possible and liberally oiling the cylinder and cleaning the bore at every revolution.

Eventually I was happy that I had done all that I could do so put the head back on and turned the engine over on the starter. I had disconnected the fuel pump and did a compression test on all 4 cylinders. I was very surprised and rather pleased that there was not a lot of difference between any of them. I had cleaned up the rather black and crusty cylinder head while I had had it off so it was time to try starting the engine but first I had to sort out a slight fuel problem. The fuel in the tank dated back to 2003. I took a sample out of the tank and it looked more like cider than fuel. I then had to drain the fuel tank and refill it with fresh 97 octane petrol.

Now to start the engine. Oh dear, the fuel pump rattled away and there was petrol all over the garage floor. Now what? Back in 1999 when I had fitted the new engine



I had replaced the fuel hoses in the engine bay. What a load off rubbish! Petrol was weeping out of them all over the place. New fuel hoses needed. Once this was done I was hopeful but no. More fuel on the garage floor. Now problems with carburettor floats.

Eventually I got the fuel system sorted out and manage to start the engine. Now I felt I was getting somewhere and so far no sign of oil vapour from the crank case breather and when I turned off the ignition the engine stopped. Over the next few weeks I tweaked the carburettors, reset the ignition timing and did all the tappets and still the engine started and stopped and ran with no vapour from the crank case breather.

Once I had the car moving on the front drive I tried out the brakes. What brakes? They were virtually non-existent. As a result of my initially trying to get the car out of the garage I had soaked the front brake pads with WD40 and oil. I now had super slip brake pads so changing them was the next job. The rear brakes were also rubbish. That turned out to be seized rear brake cylinders so they were replaced. I took the opportunity to replace the brake fluid with a silicone type while I was at it. I had to replace the two front tyres but once that was done I had run out of things to do. Oh well, insurance and MOT time.

On the day of the MOT I was fairly confident that all was going to be well so I drove the car to the local petrol station and filled up the tank and then on to the MOT station that was some 9 miles away. It was great to be back on the road and all was going well. I dropped the car off at the MOT station and went to the local pub for lunch. Back at the MOT station I was fairly confident that all would be well but was soon disappointed. It had failed on two items. The first was a very noisy rear wheel bearing that was classed as "Do not drive until repaired (dangerous defect)" and the second was one of the front brake pads had been fitted back to front. Again classed as "do not drive until repaired (dangerous defect)".

It was me that had replaced the front brake pads. How had I managed that? This was a job I had done many times before and never managed to make such a stupid error. Just goes to show the MOT test is worth having done even if it's not a legal necessity on some older vehicles.

The front brake pad problem was easy to put right but I did not fancy replacing the wheel bearing so left the car with the garage for them to sort it out. Two weeks later I had a call. The work on the NG had been done and the car was sitting waiting for me to collect with a nice new MOT certificate.

Yippee, at last I was back on the road. Just SORN to sort out and job done. SORN was done over the phone so now we have one more NG back on the road. I still have a



few more things to sort out but they are mostly cosmetic so roll on next year and some nice sunny weather. On good dry days I will take the car out for a spin just to keep things moving.

Things still on my "To Do" list — in no particular order.

They will not prevent me from using the car.

Replace some broken hood clips

Get the fuel gauge working

Get the main beam warning light working

Change the engine thermostat for one with a higher opening temperature (the engine is currently running a bit on the cool side)

Replace the bonnet seat strips

Sort out the small differential oil leak

Sort out the slight play in the near side front king pin

Arrange a glove box door stop

Sort out some door restraining straps

Sort out some door pockets for maps and things

Get the passenger door resprayed

Touch up all the minor scratches, chips and dents in the paintwork (caused by many years of children pushing their bikes past the car)

General improvements to the carpets and internal finish

General improvements to the side screens and hood

Chrome wire wheels

A new dashboard

That should keep me busy for a day or two!

— and hope to see some of you some time this year - *with any luck!*

Mike

NHS in winter crisis

-- blaming the elderly for shortage of beds.

Headline reads : 'Patient Blocking - 30beds all last week'

-- surely the problem would seem to be obesity - not age ??!

"I cried because I had no shoes, - until I met a man who had no feet."

- Helen Keller



This Aussie Rules --- OK ??!

As you will have seen from the Autumn issue Rohan Robinson has recently joined the NGOC, and has kindly penned the following for ChangingGear

Thanks for reaching out. I would be more than happy to be included in the newsletter as I think we may be the most distant NGers (?) And as I am the only member of the Australian chapter, it would be great to let the other members know that the world coverage continues to grow.

I will give you a little bit of my background and also that of the car which is affectionately known as 'Millie'

I am a retired Olympic Track and Field athlete (400m Hurdles), so I may be the only Olympian in the NG club (?) I have always been interested in Classic cars and my previous collections have included:

1979 Alfa Romeo Sud-Sprint

1968 Alfa Romeo GTV 105 1750 Series 1

1971 Alfa Romeo 2000 Spyder

1968 Alfa Romeo GTV 105 1750 Series 1

1981 NG-TF 1800 MGB bases 4 speed

I have been driving these sorts of cars since I was old enough to buy one(24 years old) and have never been without at least one of them. I now have Millie (NG-TF) and my 'Little Boy' the Red 68 Alfa 1750. They make a great looking pair of stable partners and I smile every time I get into either one.

The way I came to own Millie was that I was looking through a car sales website here in Australia, while on a weekend away in Perth, when I stumbled across the advertisement. As no one in Australia knows what an NG is there is not even a heading for them to be listed so the previous owner had it posted under 'Custom' which is usually full of crazy things like Drag cars and Hot Rods. I don't think anyone looking in this segment would be interested in anything like an NG. It was reasonably priced and open to negotiation so I started working





on my wife (Magdalena). I had had a good year with my business, and felt I might have earned a little reward, so I reached out to the then owner, who was a retired British serviceman, who lived in Australia working as an art dealer. The NG was his wife's love and her name was of course Millie. I arranged a time to go and view the car and instantly fell in love. The owner was a complete gentleman who had a good file of docs from when they imported the car from the UK to Australia, along with a great service record history. The couple were moving to Singapore and, sadly for them, lucky for me, could not take the car with them. Although I felt the car wasn't going as well as it should I knew it would be easily sorted as my knowledge of the classics has always taught me that the engine is usually the last of your concerns when buying these things. I made him an offer which he happily accepted and she was mine !! She was named Millie after his wife, and my 4 kids adore her (Rhys 8, Nadia 6, Cecilia 5 & Heidi 2 -- although only a one-year-old Heidi reckons Millie is HER car, and argues over the driving). They feel like the 'kings of the kids' when I pick them up from school in Millie.



We can't all get in Millie at once, of course ! The most has been Magdalena and I, Rhys and Nadia, but I can be seen regularly picking up the 3 big kids from school and child care

I had a few issues with Millie to start with, which I discussed with Jeremy Evans, and eventually the guys at MG Workshops were able to achieve outstanding results for me.

She is now being used regularly and only last week I took her for her first hit out long run, down the world famous Victorian Great Ocean Road. One of my fellow classic car enthusiasts had recently moved to a coastal town on the GOR, so I took Millie for the run on a beautiful 26th spring day. She loved the run and was happy buzzing along at 100 Kph without any concerns at all. I rendezvou'ed with my friend in Anglesea, where we swapped cars, and I drove his 2008 Maserati Gran Turismo (yes, the one with the 4.2l Ferrari V8) for another 30 minutes of scenic driving. The Maserati was scary powerful and I was more than happy to get back in the cockpit of a more traditional enthusiast vehicle for the drive home.

Millie is such a wonderful little car and even at 6'2" I feel comfortable driving her. She has an amazing ability to spread joy and happiness everywhere you take her. I'm sure you all know this already but the little kids all love her, smiling and



waving as we drive past, the oldies look at her and cast their minds back to the days when this type of motoring was everywhere, and the fellow enthusiasts wrack their brains trying to work out what she is, not to mention that the ladies all seem to love her also, which is saying something as I usually find them all nodding off when the conversation moves to discussing cars..... !!



In summary, Our 'Millie' has become the newest member of our family and I can only thank Mark and Millie (the real person, not the Car) for bringing her 'down under' to Australia where she now runs like a dream and continues to spread joy to the driver (me) and all others around her.

I must admit feeling very special to be able to say that she is the only one in Australia, perhaps the Southern Hemisphere (?) I live in Melbourne, so the Great Ocean Rd starts about an hour out of Melbourne and is one of the greatest drives of the world. Earlier this year I drove the Pacific Highway 101, from San Francisco to LA, in a convertible Mustang which was wonderful, but the Australian beaches and scenery on the Great Ocean Road, I believe, are far more spectacular (-- so I'm a biased Aussie !!).

If any of the NG club members find themselves in Australia and want to experience it, as they would in their NG I'm sure we could arrange something, we would love to meet up.

It has always struck me as funny that there are not many convertible cars on the road in Australia, in the UK there are far more. One would've thought we had the weather for it, but perhaps the 'Englanders' have more of an appreciation of the classic style and open top motoring.

Kind Regards to you all, and Best Wishes for 2019

Rohan Robinson

rohan@silkprojects.com.au — www.silkprojects.com.au

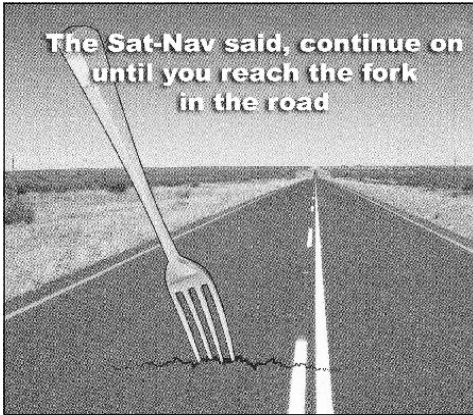
PS : Incidentally, I am looking for another 'project' - and another NG - Why Not ? What I'm potentially looking for ??

A TC, or another TF, would be great, V8 or 1800, I'm not overly fussy .

I don't mind finishing off a project that someone doesn't have time or space to complete. As long as all the parts are there. Being on the other side of the world, even minor absences can makes life difficult

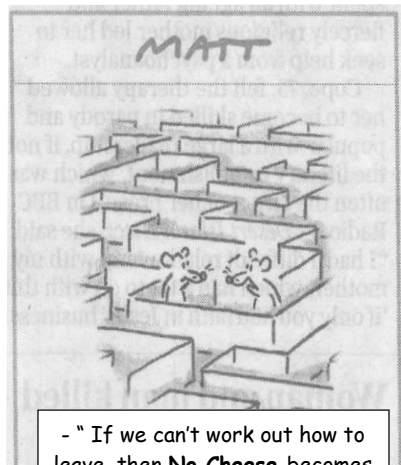
I would be interest to hear from any body with something suitable - Thanks - Rohan

Highway Hazard



Fork in Road ??

If said quickly might equally refer to the lack of highway maintenance, perhaps ??!!



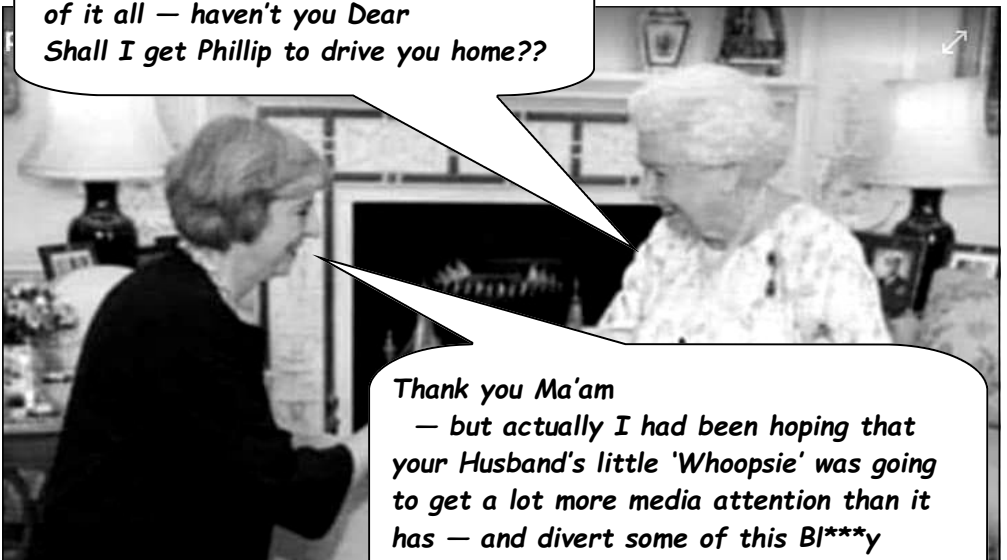
- " If we can't work out how to leave, then **No Cheese** becomes a very real possibility "

Hard Cheese !

Presumably a non-native species

I nice bit of 'Mousetrap Cheddar' has never been a food import — so 'no real worries' for the Good Old British Murine

*Well !! you've really made a right mess of it all — haven't you Dear
Shall I get Phillip to drive you home??*



Thank you Ma'am

*— but actually I had been hoping that your Husband's little 'Whoopsie' was going to get a lot more media attention than it has — and divert some of this Bl***y Brexit Sh*****rm away from my door !!!!*



Mr ToAd's Winter Maintenance - Part 1

When I bought Mr ToAd back in 2011 the gearbox has a broken first gear - there was a tooth missing from one of the gears and it made a clunk as it skipped across the gap. I just didn't use 1st gear and all was well. Over the course of last year, the clutch gave increasing trouble, not disengaging properly. It got quite bad in Yorkshire but never quite failed completely.

So add to that an engine that came from a scrap MGB and was now quite "smelly" and quite leaky the winters tasks looked clearly mapped out.

Replacement gearbox, new clutch, rebuild the engine - easy!

The gearbox in the TA was a 3 syncro box with overdrive. Other than the faulty first gear it was quiet, and the overdrive worked well. However, I decided that I would "upgrade" to a 4 syncro box with overdrive. I sourced a suitable second hand box from the Welsh MG centre in Wrexham. The box came with the assurance that it all worked well. I also got a later starter motor.

MG fitted two types of gearbox to MGB's. The early 3 syncro box was derived from the MGA gearbox. It had a few weaknesses including a layshaft that struggled with the extra power from the MGB's 1800 engine. This could be had with or without overdrive. If over drive was fitted a different propshaft was needed as the two boxes were different lengths.

The 4 syncro box then came along with 18V engine I believe again with or without overdrive. This time MG made both gearboxes the same length (well within $\frac{1}{2}$ inch of each other) so the same propshaft fitted both versions.

As an aside MGB's had two types of rear axle - the early banjo axle and the later tube type. These axles had different nose lengths. This also meant different propshafts.

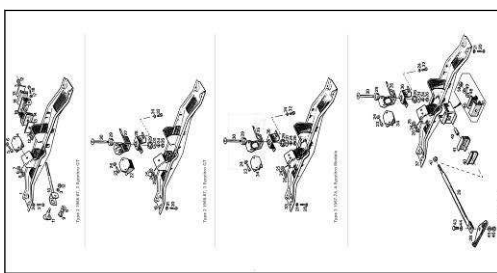
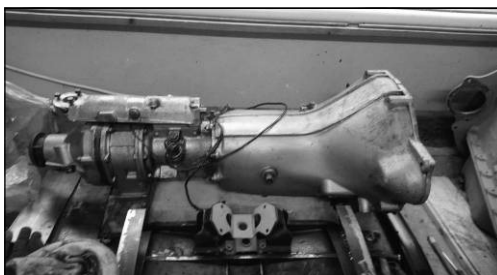
Having worked out what propshaft I needed, what other parts were required for the swap? It is not as simple as I hoped!

The engine backplate is different, as is the flywheel. The afore mentioned starter is added to the pile. Is that it? No - you also need to check the gearbox mounts. These changed several times !!





Gearbox	Axle	Propshaft length
3 synchro non O/D	Banjo	30 inches (76.2cm)
3 synchro O/D	Banjo	31 1/8 inches (78.9cm)
3 synchro non O/D	Tube	31 1/8 inches (78.9cm)
3 synchro O/D	Tube	32 inches (81.3cm)
4 synchro either type	Banjo	Never fitted by MG - but others have used the 30 inch propshaft as there is enough movement on the slide to accommodate the difference (or a $\frac{1}{4}$ plate on one flange).
4 synchro either type	Tube	31 1/8 inches (78.9cm)





The 3 syncro gearboxes have a fore/aft stay bar that fixed to a cast on lug on the gearbox casing. The bar then passes back though the gearbox crossmember to a rubber bushing on the back.

The early 4 syncro boxes have a yoke arrangement and the later 4 syncro boxes revert to a fore/aft bar but this time it is fixed to the

lower bolts on the bellhousing and passes back to a rubber block on the front of the gearbox crossmember.

I also need to point out that as well as the 4 syncro gearbox being longer in over all length than the 3 syncro overdrive box and shorter in length than the 3 syncro non-overdrive box, the gearbox mounts are further back on the casing. However, NG made the chassis bracket for the gearbox crossmember suitably long to allow for this variation.

Oh yes before I forget you will need a different gear lever as they are not interchangeable, and you will probably have to cut a bigger hole in the floor as the lever is slightly further back.



What sounded like an easy swap is rather more extensive than I thought !!

— but now I have unravelled the parts I need I can get on and try to put it all back together,

I'll let you know how I get on in part 2! — Jeremy Evans

"Have you heard the saucy joke about the aeroplane ? "

"No ?" - - " Well perhaps it went way over your head !"

Just Desserts ??

Friend of ours has just got through a very messy divorce.

— She got the Goldmine

— He got the Shaft !!!



It's Cool to be V8 - Or NOT !!??

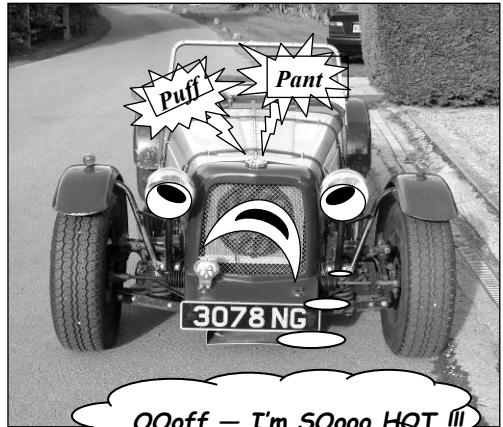
Given the ongoing cooling problems with Rocket, I am always interested in bits of relevant info that surface from any source. Over time our problems have gradually been reduced from 'extremely problematic' to, as it is now, 'manageable'.

So I was interested to see reference to a V8register 'link' popping up on the NG Facebook page.

Though long and very detailed it did not, unfortunately, help me with Rockets remaining issue(s) - *(being bleeding the bleeding air out of the bleeding system !!!)*

But it may be of help to others - if so Google this

<http://www.v8register.net/subpages/V8NOTE374.htm>



Chris Hore

FTC Additive Pellets — Any Information ??

George Valler (gvall123@icloud.com) is asking,
He says :

I have seen an advert for F T C additive pellets for improvement of old and new car engines. Does any NG Member have any experience ? are they any good ?
My NG is MG based 1800cc



FTC is available from Amazon, and elsewhere. Googling FTC provides a wealth of contradictory info, comment and review. Among which is :
FTC Fuel Tank Catalyst and Additive for engines up to 4000cc.
The miracle additive for both PETROL and DIESEL engines.
FTC is a specially formulated mix of rare earth metals cast into solid micro cones.

Do your own research and make of it what you will.
ChangiNGear will be interested to hear of any first hand experiences



Ultra Low Emission Zone — London

-from Mick Greenland

I had been reading about London's expansion of the ULEZ to a boundary being inside the north and south circular roads. Both my scooters 1986 and 2001 I will have to pay !! - but then I thought of the cars of London to Brighton Veteran Run; what about them and others, so I typed in my NG Kit car — and this is the answer I got :

You are currently exempt from the ULEZ.

Your vehicle does not meet the emission standards for ULEZ.

However, as of June 2017, its tax class means that it is exempt from the ULEZ.

However, from 8 April 2019, you may be charged to travel in the ULEZ , if:

- Your tax class has changed since June 2017, or
- Your tax class changes in the future

(I can't see how it can change but DVLA do like writing rubbish)

My NG is registered 1963, so, check yours out and if tax exempt then you and your car can sit in London traffic (7mph av) enjoying diesel and petrol fumes with no extra cost.

And there's more from Mick, who says :

If I have to go to the 'smoke' (as it was called in the sixties, for goos reason) I use my motorbike, even using the bus lanes, wrong side of keep-lefts bollards (shouldn't say that), overtaking to get to the front of the traffic lights its still slow but; I don't have to pay the congestion charge which is the only reason I may have a smile !

To be honest having been riding since 16; driving around London has improved my skills, trail braking, avoid vehicles that jump lights and pedestrians cutting between cars which are bumper to bumper.

*One day in Deptford a woman walking between cars got to the centre of the road, looked left **not** right, I stopped 'quick' and when she did look right my head was almost touching hers !!!*

- no doubt one or both being in need of fresh underwear !!! — Eds

" I was cleaning my library the other day and some huge books fell on my head !! — but I only have my shelf to blame !! "

If there's one reliable thing you can still count on these days,

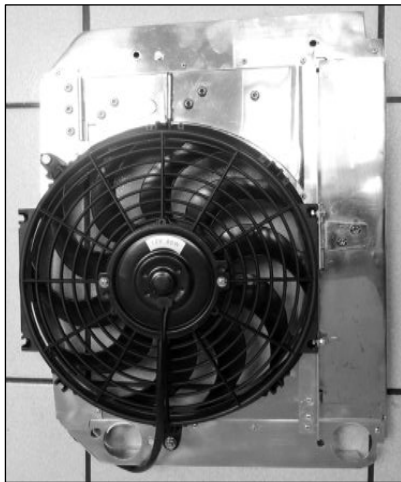
-- it's your fingers !



Mel Clark has Woes, he says :

For the want of a nail the shoe was lost,
For the want of a shoe the horse was lost,
For the want of a horse the rider was lost,
For the want of a rider the battle was lost,
For the want of a battle the kingdom was lost,
And all for the want of a horseshoe-nail.

I have just had my Benjamin Franklin moment.
After making a full enclosure for the rad with a
rear mounted fan and after fitting the alternator
it looks like my calculations were out by 22mm. !!
I Can I resolve it maybe, I can overcome it if
necessary — but really annoyed that I have messed up. !!



*Not an unfamiliar problem we think.
Mis-measurement you say ? - How Dare You !!!
Probably down to a cheap 'elastic' tape measure from the Far East !??
It just doesn't pay to scimp on your tools — Eds*

The only thing going out today — Is My Hat !!!!!!!
said Paul Strickland— 1st Feb





: 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 V8 :: Regn. B9BOC (2006)

No expense spared build (mileage 5080)
Rover V8 3.9litre, stage One tuned and fast road cam,

Lightened and balanced flywheel and clutch, New 5-speed gearbox and clutch, high torque propshaft and limited slip differential Hoyle double wishbone suspension all round,

Disc brakes all round with ventilated discs and four-pot callipers in front,

Electrics designed for maximum reliability, with alarm/demobiliser, and full instrumentation,

Red paintwork with Ivory leather upholstery and trim,

5 MGC wire wheels with knock-off hubs, Stainless exhausts and fuel tank,

Folding screen plus aero screens, and full wet-weather gear.

Detailed specification available



Price £15,900

Contact : Brian O'Connor at ngv8bod@gmail.com

Hang About !

Boozy New Year parties may be great fun.

However the problem is ' -- the moaning after the night before ' !!



NG-TA :: Regn. RMG 209F

MGB - based, 1800 engine & running gear.
Four speed box with overdrive.

Twin SU's with custom air intake.

Tartan redpaintwork with black interior
with 2+2 seats.

Mountney wood rim wheel., Brooklands
aeroscreens. Rear mounted covered
spare wheel. Full/half tonneau. (plus
original screen/hood)

New diff in 2015, New battery/tyres/
brakes/ignition in 2017.

Always Garaged. Sunny use only. MOT to Aug '18. Much loved car. Beautiful to drive,
show-stopper. **Now Reluctantly for Sale**

Offers over £7500 :: Contact: Steve Wells, Woodbridge Suffolk

Phone : 01473-738214 Mobile: 07810-132318

Email : steve.wells@bridgeco.co.uk



Pair of Rear Wings for TF Henley

I am clearing out bits and pieces and
have found this pair of rear wings

These are wider than standard TF
wings and have the little bump between
the running board and the wheel sec-
tion .

Shop soiled but new with no drillings

£100.00 (to be collected)
located in Devon just west of Exeter

contact **Graham Hester**
07792-939876



I have a Flying Jacket for sale.
It is gent's size 44, branded
"Bygone Era". Price £250.

Contact: Geoff Quantock
(South Pilsip) 0750-8381409



NG-TF: Regn. 878 GWU

MGB Based. 1800 cc with overdrive
Stainless steel exhaust.
ReUpholstered
Registered as NG.
Kept garaged. Very low mileage.
First registered 1969
MOT'd, (not road tax)

Price £7,500 ono.

Contact: George; 07970 -171286; Location — West Wales



NG-TF :: Reg. RUX 231H

1800cc, MGB based, 1995-96 build
(1970 donor)
Metallic Green with polished Al Bonnet
4speed plus Overdrive,
Stainless Exhaust
5 Good tyres on Wire Wheels
Correctly Registered as NG with DVLA

Price: £6000 or sensible near offer

Contact: Tony Pearce (Twickenham)

NG - TF

1970 MGB based

1800cc engine, 4 speed gearbox
with Odrive on 3rd and 4th,
Currently mileage is 5850, with
MOT Certs going back to 1998
Red paintwork and cream leather
upholstery, has tonneau and hood
with full wet weather kit and a

cover for the hood frame. I've owned it since April 2013, all round condition is pretty good, some build history available, will be MOT'd prior to Sale completion

Price £ 6,650 or very near offer

Contact : Tim Udell (West Wickham)

Email : tim.udell1452@gmail.com Phone : 07968 330942



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) (temporarily No Stock)	£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



Contributions to this magazine contain only the personal opinions of the individuals concerned. The Club accepts no responsibility for such opinions nor for any advice or information in this magazine or any other item of Club literature. Nor does any featured advertisement imply an endorsement or recommendation by the Club