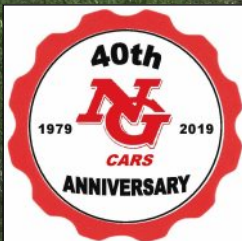


Changi**NG**ear

Late Spring 2019



NGs out for FBHVC Drive-it-Day



— and NGers just out for a Good Lunch



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
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Magazine	Chris & Su Hore
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Technical	
Liaison	Refer to John Hoyle (pro-temp)
& Forum	
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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



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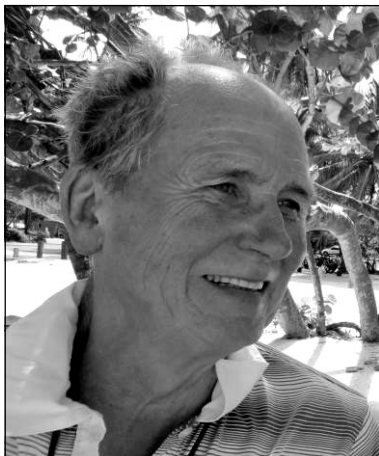
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Chairman's Letter

I would like to thank all of you that have returned the 40th Year activity forms; however, I am extremely disappointed that only about a third were returned to John Watson. John will be giving an update following his analysis of the responses.

The 40th celebrations are well underway, already museum visits have taken place, and by the time you read this the Big Picnic at Stoneleigh will also have happened. I do

hope that many of you will have attended that.

I realise that being a national club, with a membership spread far and wide, that it is difficult to attend many of the planned meetings, but hopefully we will see some of you at the various museum meets. Sorry, I ought to remember those of you who are international members too, a group which is growing quickly.

Don't forget to use the NG Facebook page. To find out what others are doing, or to let others know if you are attending local events so that others who live close may be also be interested.

The 'Big One' is nearly upon us and as Stratford is situated fairly central in the country, please help make this a bumper turnout.

It ought not be too difficult to achieve at least 40 cars—should it ??

See you there....

I have been somewhat frustrated not being able to get out in OJ during this superb weather period, unfortunately Barbara and I were involved in a head-on collision with a Ford Ka driven by a young girl who suddenly appeared on our side of the road. We are battered & bruised and I have 4 broken ribs, but it could have been much worse, we were thankful to be in our 17 year old BMW , a German built tank...!!

Enjoy your NGs this year, **and don't forget those windscreen stickers.**

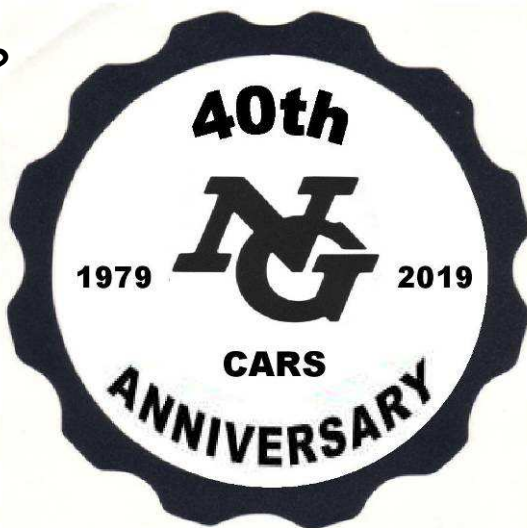
John (Hoyle)



ARE YOU STUCK UP ??

*If you haven't received
your Sticker or have mis-
laid it.*

*Then please give John
Hoyle a ring.*



Find us on **facebook**



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

*This is a 'closed' Group, but it is easy to join
Jeremy Evans, the Group Mediator, will be happy to sign you up.*

Still Seeking New Editor for ChangiNGear **A Volunteer please ??**

Su and I will continue with ChangiNGear throughout this important year, of
the 40th Anniverary 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**



Editorial

Apologies yet again for an edition of ChangiiNGear which is well past it's expected issue date.

Rocket's penchant for squirting coolant onto the highway which, with the NG Scottish Roadtrip fast approaching, has been a major distraction. Fortunately, and thanks to John Hoyle's 'persistence' we

took his advice and have finally resolved the problem. We had reached a stage on the odd daytrip where we were spending more on anti-freeze/inhibitor than we were on petrol !!?? So now we can head to the Highlands undaunted, and have finished this 'late' spring issue.

Other Rocket 'jobs' successfully tackled since the last issue. Firstly a set of new Nexan tyres to replace the existing 20year olds !! - though still in OK condition and tread depth we felt the time had come. Strangely there is no age related criteria concerning tyres in the current MOT test. Next was the addition of a power servo on the clutch, neatly fitted N/S behind dash by Rocket's personal mechanic, Jason, at Old Station Garage. And the huge benefit of this on an arthritic left knee was recently proven when we were stuck in an inching tailback behind a steam traction engine towing it's caravan, it was a good few miles before it turned off, but Rocket's clutch is now as light as our modern BMW - perhaps almost too light.

The NG activities for this year have barely started, so the related reports are fairly few in this issue. But this will be made up for with Stoneleigh, Wallingford, Scotland and The Rally reports in future plus the 40 Museums challenge.

We are still seeking a 'volunteer' to take over the editorship for next year, so if you feel so disposed then please let us know.

As we write this the promise of Spring seems to have drifted away again, after an amazing Easter Bank Holiday weekend the weather went into a sulk again. We hope Spring will properly spring before we head north of the border.

And we hope that you will all get the opportunity to enjoy some proper open-air motoring in the months ahead.



Chris and Su



Events Secretary's Notes



Hello fellow NGers, what a great first quarter. The weather has been very acceptable to those of us lacking hoods ! And there is so many opportunities to get our NGs on the road. It looks as though it is going to be a memorable 40th Anniversary.

Firstly, above all else, we were hoping that at least 40 NGs will book into our National Rally site in Tiddington (Stratford-upon-Avon) for 21-23rd June. From our questionnaire replies it appears we'll achieve it and then some. Stoneleigh May 5th (The Big Picnic Day) saw 20+NGs appear. And Barbara and John Hoyle also managed to come, thanks to Mary Clark for doing the driving, although they were still rather delicate and bruised from their head-on crash - not in their NG I hasten to add !

A fuller report on Stoneleigh will be given in the next issue of *ChangiNGear*. Talking of questionnaire replies, at the time of going to press, and excluding the overseas postings, we received a 39% response. A little disappointing, considering the effort your committee put into these anniversary events. But, of course, what that percentage doesn't show is the quality of the replies. To all those that responded, a very Big Thank You.

Our major ongoing task for this year is the 40 Museum objective, a tough challenge, but nonetheless, a great response from you. Just to remind you of the task, it is to visit the 40 museums nominated during this year with a photo of NGs at the museum, and a descriptive paragraph on the experience. One or two museums will be visited by just one NG due to location, whilst others may see as many as 8 or 9 NGs, what matters is that between us we visit all 40. The photos and write-ups will be included in an Anniversary Mag to be published some time in January.

Please keep an eye on the Events Calendar on Page 8

So My Very Best Wishes for safe and enjoyable NGing in our Anniversary year !

John (D.Watson)



Technical Liaison

Well, the 2018 season started a bit slow and didn't get off to the start I'd expected. I was in training to attend the world masters squash championships in the USA when my body cried "enough !!" — and I had a stroke.

It just goes to show that fifty year olds cannot keep up with 25 year old

doctors at the university gym ! My stroke and the associated recovery has slowed me down a lot, but I am making every effort to get better. Sadly though, the three things I held most dear have been taken away so I am no longer permitted to drive, play squash or drink alcohol .



The purpose of this note to ChangiNGear is to say a very big THANK YOU. Firstly to my wife, Bernadette she has been absolutely incredible !. Not only has she kept the household going but also held down her job as PA to the Oxford University Directive, while also managing my recovery. My kids have been pretty good as well with regular visits and help with transport to the local ABI Trust (Acquired Brain Injury).

I would also like to thank the NG members of our club that have visited me, and sent me cards and best wishes. These have certainly been a large pick-up and have helped with my recovery.

So far this year I have been to the Aston Martin museum, attended the first classic car meeting at the Six Bells pub at Warborough, and I am looking forward to the Wallingford Rally and the NG Annual Rally in June.

So hope to see a lot of you, sooner or later

All the best and thanks — Paul (Bennett)

PS : I would also like to thank John Hoyle for filling in for me in the role of Technical Liaison, — and it may taken a little longer yet — PB



Treasurer's Report

NG OWNERS CLUB ACCOUNTS to 31st December 2018

I am pleased to present the Statement of Club Accounts as shown below

Teresa Goodbun

Bank Balance 7158.71
as at 1st January 2018

INCOME :

Subscriptions	3568.32
Club Product Sales	534.90
Advertising	290.00
National Rally Fees	1256.00

Total Income 5649.22

EXPENDITURE :

Stationery	96.95
Printing	784.67
Postage	184.36
Trophies & Prizes	210.87
Club Equipment	198.88

Club Product & Regalia	650.00
National Rally Expenses	2329.77
Public Liability Insurance	266.00
Website Fees	56.67
Misc. Expenses	142.00

Total Expenditure 4920.17

Bank Balance 7887.76
As at 31 December 2018

£12807.93

£12807.93



NG EVENTS CALENDAR — 2019

Date	Event	Contact
May 12th	Wallingford Vehicle Rally	John D Watson
May 17/28th	NG Scotland Roadtrip (see Page 11)	Charlie Killick & Su Hore
May 19th	Spring Classic Breakfast Brooklands	John D Watson
May 19th	Jorvic Classic Car Run	Steve Tyler
June 2nd	London to Brighton Kit Car Run	John D Watson
June 15/16th	Le Mans 24 hour	Charlie Killick
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
Aug 24/25th	Egham Royal Show	John D Watson
Sept 13/20th	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

The Old and The New

Remember the old adage ? - that if you want a job done properly,

- *Then do it Yourself !*

Well the new, post Brexit, adage is now - that if you want a job done properly,

- *just get over yourself ! - lower your expectations !!*



Brooklands Natters 2019

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 Anniversary of Brooklands Natter & Chris Bass on Piano
November 12th	Remembrance 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

!!! 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 Summer issue by Mid-July Please
to ngoceditors@gmail.com

Thank You



New Members - Welcome

We are always pleased to welcome new members.

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

Membership includes quarterly issues of ChangiNGear

and some Insurance Companies offer reduced rates for NGs.

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

Contact Bob Morrison, Membership Secretary — details inside front cover

The following have recently joined the ranks of NGOC :

Murray Burgess, 1645 - Mackfield, Leics

Les Wateridge, 1646 - Basingstoke, Berks

John Lythe, 1647 - Whittington, Salop

ChangiNGear welcomes these new Members and hopes that they will get out and about in their NGs and meet many others NGers.

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

- Thank you and Welcome Chris & Su : The Editors

Some New Words for 2019

Here are some suggested additions for the Everyman's Everyday Vocabulary

Cashtration : noun

Pronunciation - *ka'streɪ(ə)n*

- The act of spending vastly more than you can afford, rendering you financially impotent for an indefinite period.
- the state of being deprived of any pecuniary where-with-all

Ignoramus : noun

pronunciation - *ignə'reɪməs*

- a person who is both stupid and an a****ole

Giraffiti : noun

Pronunciation - *gɪrə'fi:ti*

- graphic vandalism spray painted at a very high level



NGers do Scotland West Highlands & Skye

17th to 28th May

This NG Roadtrip, part of the 40th Anniversary celebrations, is now all set for an imminent foray to Scotland. There are 14NGers in 8NGs all booked up for this adventure, descending on the West Highlands from disparate parts of the UK.



You will be able to read about their exploits in a future edition of *ChangiNGear*. (- and regret that you hadn't joined them — perhaps ??)

Artificial Intelligence is a Real Threat to Family Life —

A father buys an AI lie-detector robot that slaps people when they lie.

He decides to test it out at dinner one night.

The father asks his son what he did that afternoon.

The son says, *"I did some schoolwork."*

The robot slaps the son.

The son says, *"Ok, Ok. I was at a friend's house watching movies."*

Dad asks, *"What movie did you watch?"*

Son says, *"We watched Toy Story."*

The robot slaps the son.

Son says, *"Ok, Ok, we were watching porn."*

Dad says, *"What !! ?? At your age I didn't even know what porn was."*

The robot slaps the father.

Mum laughs and says, *"Well, he certainly is your son."*

The robot slaps the mother.

— **Robot now for sale...**



NATIONAL RALLY — June 21st to 23rd

Riverside Park—Stratford upon Avon

for the 40th NG ANNIVERSARY YEAR

Will be held over 3 days, you can stay for 1 or 2 nights, or just attend for a day.

Our target is to attract at least

40+NGs to line up in this 40th Year

Please help us achieve this goal. It will be a great social and fun event with lots to do,
driving tests, activities for the kids, BBQ, etc

Please send in your Booking Form as Soon as Possible
Booking Form in the Centrefold or on the Club Website

Hoping to see you There — **John Hoyle**

National Rally Weekend Event program :

- For those arriving on Friday, please don't arrive on site before 12 noon !
- Do remember to bring your own cutlery, mug, glasses, and plates.
- Please do bring along a cake to share
- Teas and coffees are supplied by the Club : Bring your own Alcoholic Beverages

Friday Programme

From Noon Set-up, meet and greet
Afternoon Natter with teas, coffee and cake.
Evening Buffet, provided by the Club, & Quiz

Saturday Programme

Morning Breakfast, provide your own
 Children games to be determined
 Driving Test
Lunch Provide your own
Afternoon Driving test.
Evening BBQ, bring your own meat & alcohol
 Bread, salad, and pudding supplied by the Club
 Bingo by the children

Sunday Programme

Morning. Driving test
 Judging of the NG Line-up
Lunch Cold buffet lunch provided by the Club
Afternoon.. Award presentations and Club announcements

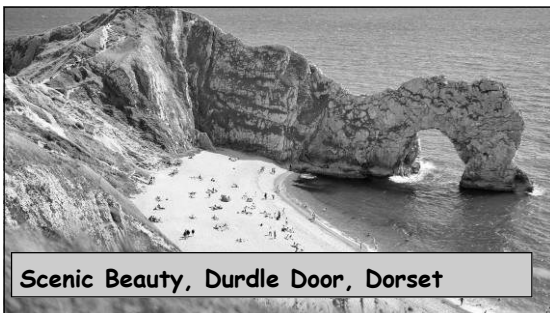


NGers DURDLEing around DOORset

13 to 20th September

**YOU could still be
There ?**

Why Don't You ?



Scenic Beauty, Durdle Door, Dorset

Following a good initial response, Barbara and I have spent a few days in the area to 'suss out' the location, accomodation and associated 'visits and activities' . It all promises to be an excellent Outing.



We have booked the Redbridge Farm and Barn in Lytchett Matravers, Nr Poole, for the week commencing 13th September, and I am pleased to say we have filled all the rooms.

However if anybody else would like to join us there are many local B&Bs and hotels, which would en-

able you to join the main group in the daytime and for the evening get-togethers.

If you are interested in joining this group and would like to know more please contact us

John and Barbara Hoyle

john@hoyle-engineering.co.uk

See Link — <https://redbridge-farm-redbridge-barn.cottageinfo.org>



The Best NG 'Story'

Who will be the 2019 Winner ?

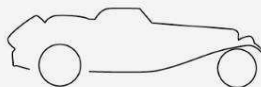
**There's Nothing like a Good Story !!
So where are they All ??**

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

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Get Well Soon

ChangiNGear takes this opportunity of sending Very Best Wishes for a Speedy Recovery to John and Barbara Hoyle.

John and Barbara were involved in a nasty 'head-on' on their way to Goodwood on a Sunday morning in mid-April. A young lady, a recent test

pass, drifted into their path, in a moment of inattention, on an otherwise straight and empty stretch of road. Just one of those events which you cannot 'odds-it', just in the wrong place at the wrong instant.

Fortunately (you might say) John and Barbara were not in 'OJ', their NG, but in their BMW and thus escaped (if that is the word), thanks to airbags, with broken ribs, severe bruising and a very bad shaking, and were able to

return home after a night in hospital.

Remarkably their beloved Border Collie, Brynn, came through it virtually unscathed.

We understand that the world supply of Arnica is taking a bit of a 'hit' and that their recovery is slow but sure. Needless to say we won't see John and Barbara at NG events for a good few weeks, but will, we hope, be OK for the Rally in June.



So Very Best Wishes to Them

On behalf of the entire NGOC membership

— and Get Well Soon

— Chris and Su

Did you know that television in Saudi Arabia shows none of the old Flintstones cartoons

- but that Adu Dhabi do ?? ---- ???!!!



NG Kent & Sussex Group Gatherings

Meet No.1 —at The Three Cups

The 21st Feb was the first meet of 2019 for the Kent and Sussex (active) NGers

While 20th and 22nd were brilliant warm days. In between, the 21st, not so good overcast and a bit cold — typical !!. However as it was dry we decided to brave the temperatures in Rocket. Helen and Rob

came in the tin top having mentioned at Christmas that Ryan (MGF) would be off the road. Chas of course came in his NG (Mr Hot Water Veins) and to our great delight and surprise John and Yvonne Hamilton-Smith in their NG, we had been told that their NG had broken down the previous day, - first time in 12 years, but clearly



quickly fixed. Unfortunately Nigel and Jane Speedy could not make it as Nigel decided to catch the lurgy ('silly boy'), they were greatly missed.

We meet up with Chas (Killick) at Mark Cross and convoyed to The Three Cups at Punnetts Town, a quaint old pub, on the outskirts of Heathfield. Chas knows all the back lanes and it was fun going a route we didn't expect - thanks Chas. The Pub was very friendly with a large open fire. The food was good and varied,



but limiting if you wanted to pay the OAP prices, which everybody did, and the good value made the food taste even better. We briefly discussed locations for future 'meets', including some '40 Museums' visiting (Rolvenden ad Dover) and other local places of interest when the warmer months arrive. — Not long now hopefully. Helen was delegated to specify the next March date (Helen and Rob being the ones with highest 'family' commitments). Thanks Helen for suggesting our little mini adventures which are fun and we are all out in our beloved cars. Anybody is welcome (- so where are you ??) We only have two rules — to have fun with our cars, and NO tin-tops (— unless car or driver sick, that is)

One of Chas's 'techie' friends lived nearby and that gave Chris the opportunity to discuss the pro and cons of fitting Rocket with 'power steering' - using the Corsa D electric unit — which it seems would fit tidily behind the dash, with no mucking about with the steering rack. So perhaps more on that in due course.



Meet No. 2 — at The Coach & Horses
H (Helen Garrett) called the 27th March for our next gathering. Chris did a 'pin in the internet search' to find The Coach & Horses at Danehill, Nr Haywards Heath and a good meet it was - with the usual gang but again only three NGs, with the



addition of Jane and Nigel's NG (Speedy) but the absence of Rocket (being 'up the garage' for some interesting pre-season tweeks — of which see more elsewhere). Another enjoyable outing and sociable lunch, giving us the opportunity to get our NGs out into the spring countryside (apart

from Chris and Su who had to make do with a tin-top on this rare occasion !!)
The next month's gathering was decided to include an 'NG 40 Museums' visit .

Meet No. 3 - to the CM Booth Collection and The Bull Inn, Rolvenden



On the 17th April The NG Gang met up for their monthly jolly. On this occasion visiting one of the NG Listed 40th Anniversary Museums, being The CM Booth Collection - Morgan Museum at Rolvenden. Extremely small, very compact, stuffed to the rafters and extremely interesting. Chris Booth, the sole owner of all the



vehicles and exhibits, had crammed so much into such a small area that with more than four or five visitors you felt that you might have to take turns in breathing !.



There was lots to see and lots to learn at this museum, so much so that one could 'forgive' that it was most Morgan related.

We learnt that his father purchased his first Morgan to go from Rolvenden to Sevenoaks to work everyday as he kept falling off this bicycle. The second one purchased was raced for a while but he witnessed a bad accident he stopped racing, as he could not bear the thought of destroying the car that he and his father lovingly restored. That was the start of his love affair for Morgans. He continued to buy wrecks and return them to their original glory. This museum is well worth a venture out and a look see.

It was great to catch up with everyone Chaz, Helen and Rob, Jane and Nigel and John. And it was a good outing as not only driving about in the NGs on a perfect day but actually seeing something 'interesting to boot'. We finished with an excellent lunch at The



Bull, being a convenient short walk from the museum, with ample parking—which the museum does not have.

John and Barbara Hoyle had hoped to have joined us for this outing, but it was over lunch that we learnt that they had recently been involved in a major traffic accident. Fortunately they both survived the experience but with some major bruising, cracked ribs and very shaken,

and Brynn their dog reasonably unscathed.—which was more than could be said for their BMW. So the assembled company raised their glasses to wish J & B a speedy recover.

***And here's to more NGing in months to come
— with Best Wishes from the SE NG Gang***

— Su Hore



A News Snippet

You may have noticed Mick Alborghetti's Ad in recent issues of Chanin=NGear, for his Red NG-TF

, originally unfinished. Apparently a French gentleman had made contact but then lost interest because it was not properly registered as an NG.

Subsequently Mick finished his build and managed to achieve NG registration, upgrading is sales advert in the magazine and web-site.

The Frenchman's interest returned and a deal was done.

Apparently he turned up with his Son, speaking almost no English, with little more than a crash helmet and was aiming to drive it directly back to Lille.. In February, with no wet weather gear ??!! - brave ?? - or stupid ??!! Mike took pity upon him and gave him a sheepskin jacket.

So setting out to do some 250 mile back to Lille - when Mick had only done about 20miles since finishing his rebuild !?!? and Mike has heard no more since



And John Hoyle, comments -

Mick sent me some pics of the car, the work he had done was very good. I had written to the DVLA on his behalf, maybe that helped to get it re-registered. It was a genuine car that had been owned by the late John Butler, and was one of two that had a stainless steel chassis..!!

It's just a matter of Priorities

In a replay of the Gun Powder Plot latter day activists are believed to be scheming to set fire to the House of Parliament, with the aim of killing some if not all of MPs and members of the Upper House.

The plotters apparently reckon that they would escape charges of murder, manslaughter and criminal damage - on the grounds of mitigating circumstances viz that of providing a great public service. They were, however, less hopeful of escaping prosecution for contravening the 1956 Clean Air Act, by causing pollution by way of permitting an uncontrolled open fire within the confines of the City of London.



Provoking Thoughts

What if my Dog only brings back the ball because he thinks I like throwing it ?

If poison is passed it's sell-by-date, is it more or less poisonous ?

Which letter is silent in the word Scent, the S or the C ?

Do twins ever realise that at least one of them was unplanned ?

In the English language why is the letter W called a double-U ?

Should it not be called a Double-V ?

Maybe Oxygen is not that good for Us ?

Perhaps it just takes 60-100 years to kill us off.

Every time you clean something, you make something else dirty

It makes no difference whether you swim breaststroke or backstroke.

The word SWIMS upsidedown is still SWIMS

Intentionally trying to lose a game of Rock-Paper-Scissors is just as hard as trying to win it.

100years ago everybody owned a horse and only the very rich had a car.

Nowadays everybody has a car and only the very rich can afford a horse.

Remember that you are always being watched.

Your future self will be constantly rifling through your memories

In 1953 Stephen Hawkings was given 2years to live.

In the event, the diagnosing physician probably predeceased him by a couple of decades or more

If you replace the letter 'W' with a 'T' in 'What ? , Where ? and When ?'

You actually end up with all the answers !

Many animals probably need to wear glasses, but nobody really know that.

If you rip a hole in a net, you actually end up with fewer holes than you started with.

What is the collective noun for TRUIMS ?

Perhaps 'a Self-Evidence'

- unless you can suggest something better ? ?



FBHVC 2019 Drive-it-Day

A trip to Amberley Chalkpits Museum was the venue , which coincided with their 'Spring Bus Show' .

We met up at MacDonald's near West Grinstead on the A24 in West Sussex. This for me was a 95 mile jaunt starting under a grey overcast threatening sky with a distinct cold chill factor . Speed

restrictions for around 20 miles on the M20/M23 slowing my progress somewhat . I arrived to find John Watson munching on his breakfast roll , well it would have been wrong of me not to join him . Chris and Su Hore arrived shortly after in 'Rocket'. Now most rockets steam and hiss when stationary but not this one, Well not any-more ! Chris has finally reworked the coolant pipes and all is now well - success !! . Chris and Su were using this meet-up as a proving run to check 'Rocket' prior to take off for the NGers trip to Scotland shortly

John and myself continued our trip to Amberley where upon parking up , were joined by a Lewis Brooks' green NG-TF . A prior arrangement preventing them joining us at the museum



Guess Who ???!

My personal reason for this visit was to see if a model celebrating the centenary of Britain's first public electricity supply was on display, well - it is !!

It was made by Seaboard craft apprentices in 1981 under my guidance, whilst I was working as an instructor at SEEB technical training centre some 38 years ago . It is still on display and producing electricity , Wow !! , I hope my NGTC lasts as long .

Our day was spent exploring this excellent museum, taking rides on vintage buses and

steam train. Visiting the engineering and printing workshops and extensive outdoor craft areas which included stone masonry , lead work, wooden products etc . And a visit to the fire station saw John do some 'pole dancing'.

This museum is well worth a visit if you are in the area, a vintage feel ensuring that the artifacts are seen and used

A great day with good company, well that's you John, followed by a pleasant cross country journey home, again in the dry

Alan Goodbun

In this NG 40th ANNIVERSARY YEAR

The NGOC National Rally Friday 21st to Sun 23rd June 2019

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

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

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

Bookings by the end of May - Please.

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

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

The balance of costs is met from Club Funds (as usual you provide your own meat for the Saturday BBQ).

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

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

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

Please contact Teresa Goodbun for details.

Camping Fee :

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

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

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

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

Please Complete in BLOCK CAPITALS



BOOKING FORM for The NGOC National Rally in the NG 40th ANNIVERSARY YEAR
Friday 21st to Sunday 23rd June 2019

Name: Membership No:

Address:
.....

Email: Phone No:

Number of Adults attending :

Number of Children attending : Children's Ages :

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

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

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

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

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

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

Please enclose a cheque for the total, payable to NGOC,

and post with this booking form to the Treasurer:

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

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



My NG Story Continues — by Mike Manners (April 2019)

You may recall my NG Story in the last edition of *Changing Gear*.

It all ended on a happy note with my NG back on the road after 15 years and me looking forward to a nice sunny 2019 and lots of NG motoring.

Well disappointment was heading my way. My wife Jan was looking forward to a ride so it was off around the local roads for a quick spin. Imagine my disappointment when we arrived back home to find the old problem, of oil vapour pouring out of the crankcase breather, had returned. The car was put away for the night with me scratching my head as to what was wrong. The engine had been fine during its 19 mile trip to the

MOT garage and back, and had been OK while the garage had had the car and worked on the rear wheel bearing. Why had the old problem come back now ?

I decided I would give the engine another try in the morning.

The following day I started the car for a quick test drive around the local roads. I did not get far before the engine started to sound very unwell. At first it sounded like it was running on just two cylinders and then the engine cut out completely. By flooring the accelerator I managed to keep the engine running, but the journey home was painful with the engine running very rough and constantly faltering and threatening to stop completely.

Back at home I decided that the most likely cause of the rough running was something to do with the fuel system. I took the tops off the carburettor float chambers and was even fairly sure I had found the problem. I had cleaned these out as part of the work done to get the car back on the road but there was now a significant deposit of rust at the bottom of the float chambers. It looked like the 16 years of a petrol tank sitting with little fuel in it had done it no good at all. I knew the tank was rather rusty on the outside and was now fairly sure the inside of the tank was just as bad.

What were the options? A fuel filter or a new tank? At first I thought the fuel filter idea was the easy option and bought what looked like a good one with easily changed filter elements. I never got as far as fitting it. Finding a suitable location that was easily accessible and arranging the pipework was looking like a real plumbing nightmare. I also discovered that the fuel filter I had bought ,though it looked very nice and well-engineered , actually leaked like a sieve !!!





At this point (mid November 2018) a rather despondent me parked the problem and got on with Christmas and the New Year. It was getting far too cold in the garage anyway. (*— are we NGers not made of sterner stuff ?? - Eds*)

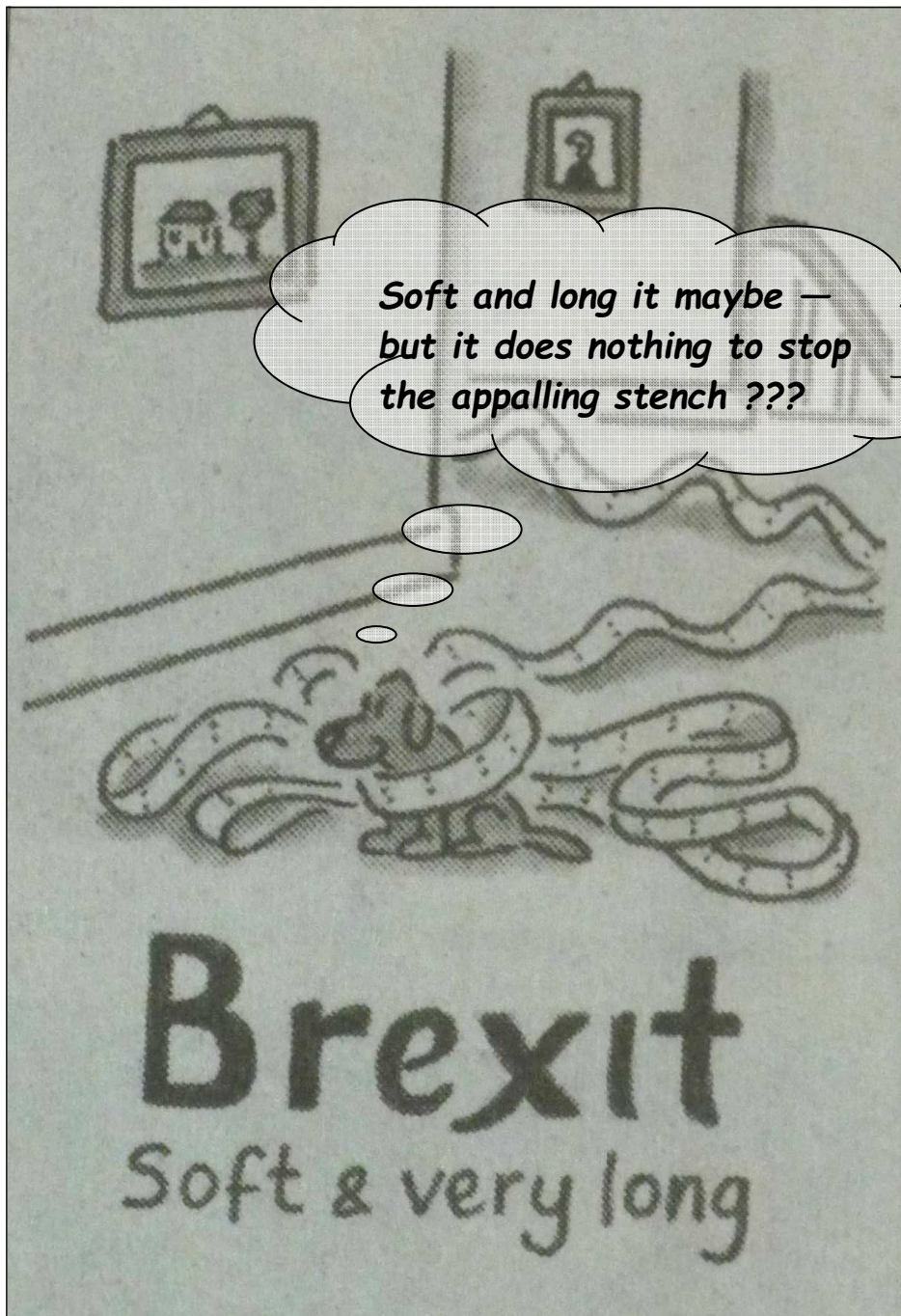
In the New Year I started thinking seriously about a replacement fuel tank. I knew a local welder who could do the job. A real expert at welding aluminium. And getting the material and having it folded would not be a problem.

By mid-March I was having other thoughts. It had occurred to me that Findhorn Cars might have a suitable tank in stock. It was worth a call. Well yes they did have a tank in stock. It was exactly the correct size and it was a nice stainless steel one. It was expensive but would save me a lot of messing around and time. Jan and I drove down to Petersfield and picked it up. All I had to do now was take the rusty one out and fit the new one.

Another interesting job. Removing a rusty tank half full of petrol without getting it all over me and the garage floor. Luckily the weather was warming up so I ended up doing the job out in the fresh air on the front drive. It was a lot easier than I had imagined. My theory about rust in the fuel proved to be correct. There was a considerable amount of rusty sediment in the bottom of the tank. Putting the new tank in went well, until I started to fill it with fuel. Petrol all over the front drive — Now what !!! Did the new tank leak or was it some other problem. ? The only way to find out was to take the tank out again and once done the problem immediately became obvious. The fuel filler hose had developed a crack. Oh well, back in with the tank and order a new fuel hose. A week later things were looking much better. The tank was in, and No leaks. Carburettors and float chambers cleaned. Time to start the engine.

An instant start and sounding good and I now had a working fuel gauge — that was a bonus. It had never worked very well. Up to the local service station to fill the tank right up. Still no fuel leaks and no sign of a faltering engine—so making progress. What was interesting was that, so far, the problem of oil vapour from the crankcase breather had not reappeared. Over the last few days I have done about 50 miles and so far the car has performed well. But, there just has to be a BUT, unfortunately the overdrive is not working. It may come back to life with use but I suspect it will need attention eventually. Let's hope I can now get on with a few of the more cosmetic jobs and the worst is behind me. So keeping my fingers very crossed.

Mike





A New NGer's Story

— by Bill Hornby

Hi my name is Bill Hornby a new member from late 2018, membership number 1642.

I purchased a NG-TF Tourer after attending a number of events over the years run by the East Yorkshire Thoroughbred Car Club. During that time I owned a MGB-GT, a 28+year old Mazda MX5 and latterly a Mercedes SLK that was approaching 20years old.

When attending these various events I fell in love with the old big winged MG of the 30's & 40's. So when I retired I started to look for a suitable car. I then realised how expensive an old proper MG would be!

However, I didn't give up, visiting some online websites I soon came across the NG cars. Yes, they were within my price range. When I read up on the NGs and learnt how they were based quite often on old MGBs then, having had a MGB-GT a number of years earlier, I was truly hooked & I started my search in earnest.

I then started looking wider and in October 2018 I saw a lovely bright red NG for sale, which was within the price I could afford, as a poor pensioner, and still have a little money left to spend on the car. I have always felt that red is the right colour for a 'sporty' car. When I read the information regarding the car it stated it had a tonneau cover. Regrettably I misunderstood and thought this means a full hood! Fortunately, we took coats with us so when driving back from Wakefield to Hull in the rain we didn't get overly wet! Just shows you need to read carefully and understand the small print!

Anyone got a hood they do not need as I do need to purchase one? My only concern is how the **** !! will I get in and out through the small gap between the hood & the bodywork without a door !!! — maybe I need to start attending Yoga classes to become more supple!

I Joined the very helpful NG Owners cCub and started to look in the archive of ChangingGear magazines.

These magazines are great with lots helpful advice & I have since spoken or e-mailed a number of people for guidance, — thank you guys.

By looking through the old magazines I was surprised to see my car was sold in the





magazine a 2014 for a fair bit less than I had paid for it ! Hopefully, it will increase in value during the time I intend to keep it. I have already spent a few hundred pounds on it, including having some additional electrics installed (by some really helpful guys at the local Halford store and at a reasonable price !) so I can now connect my Sat Nav into a USB socket installed in a wooden unit under the dashboard on the transmission tunnel. Hopefully, when I go on some day runs I will get to the start sooner or later at the right destination. Whilst doing this I also installed a Radio/CD player, which I can just about hear over the engine

On the way home from Wakefield I switched the windscreen wipers on & after a few minutes the left wiper blade & arm fell off, fortunately it only dropped onto the bonnet so was easily retrieved, however I was then left without any windscreen wipers, and the washers also stopped working. On returning home I could not get the wipers to work, I even changed all the fuses I could find in the spaghetti junction of wiring !!! Still the wipers & washers didn't work, so when I was visiting Halfords I mentioned this - and as I tried to demonstrate the problem, YES —you guessed it !!, they miraculously started to work OK ! As you will see my choice of name for the car was becoming more certain. I have now stripped out the spring steel bits from the wiper arms and carried out a basic engineering upgrade to the wiper arms - I have bolted the lower arm to the upper arms so the wipers cannot now fall off !

I am also hopeful of being able to trace other owners of the car registration number No: YVJ 617K.

Having seen in the magazines that others have given names to their NGs it inspired me to come up with a name. I then looked up the colour red on the internet & came up with a number of names & I chose the name **Rebel**, which I felt fits the temperament of my NG, as I mentioned earlier, some of the controls do not always work first time !!

So I am looking forward to some NG action during the year.

If any NG member, living within say 40 to 50 miles of Hull, would contact me I love to meet up for a roadtrip or two. Perhaps to include a visit to some of the local 40th NG Anniversary Museums — So PLEASE get in touch !!!???

Bill Hornby,

Phone : 01482 814120, Email : hornbyoo7@yahoo.co.uk



Some Carb Tweeking

from Facebook ::: Mel Clark 14th Nov

When it comes to fueling an engine you can't, in my humble opinion, do better than a good injection system with a programmable ECU.

But when it comes to Carb's I'm a great lover of SU's, simple, work well and can be made to flow high CFM with a few simple modifications. I'm not alone in rating them, Japanese bike carbs are mini SU's.

Many will be aware of how to do this but I thought I would post some pics for those that don't.

The first pic shows the butterfly spindle reduced from 7.8mm to 4.5mm, the butterfly has had the run on valve removed and soldered up also the left hand side has a chamfer on the side that faces the filter as the other side seals to the bore.

The second and third shows it fitted. The forth shows the bore opened out around the piston area as they are just machined when new. Lift the piston to its full height and scribe around it on both sides and chamfer it, you now have one or more of the best carburettors you can get without laying out loads of money. An example of piston restriction reducing power was with the Kawasaki ZZR1100 it had an output of 147 bhp but the carb top didn't allow the piston to clear the bore on the UK version limiting it to 125 bhp, Nuff said? I could have machined the spindles on the mill but most probably don't have access to one so it was done with a cheap dremel clone with a small grindstone.

Mel



Predictive texting

Dear Google, please do not behave like my wife.....

-- Please allow me to complete my sentences before you start second guessing me, **Thank You !!!**



Is Mine the Longest NG Build ???

— asks Ian Clark (of Hoddesden, Herts)

Way back in the early 90's I started looking into the idea of building a Kit Car, A good friend of mine was building a Westfield, and I was thinking 'I could do something like that'. I read a number of magazines, and had contacted some different manufacturers trying to come up with a short list. However, my list ended up being very short indeed, as I quickly decided that the NG was by far and away the best looking "traditional" roadster type kit on the market (— *what a discerning fellow !!! - Eds*)



My interest in the NG started when I read a review in Kit Car magazine of the 6 Cylinder Rover 2.6 TF (does that car still exist ?), and I had that in the back of my mind when I ended up going down to Epsom to be taken for a test drive in John Hoyle's Grey TF. (John diplomatically steered me away from that option (weight, reliability issues etc, etc) and I ended accepting that the MG engine was the better way to go. In 1996, the wheels were set in motion - I obtained my MGB parts, and placed the order for the TF and commenced the long build.



Progress was steady for the first year or so - I had an agreement with my wife, Julie, that she would not become a "Kit Car Widow" and as a result I was not spending all hours on the car. In those early stages it was easy to work in my single Garage, rebuilding the engine, cleaning up and preparing parts for installation. Even during the chassis build I could still work in the garage as I could step on, over and around the chassis. Later on, once the body was in place, space for working would beome very much at a premium !

Around 2 years in, the SVA test reared its head, and a number of changes were re-



quired to the chassis to enable it to meet the regulations. An SVA modification kit was obtained, and new cross members, brackets and fixings welded onto the chassis. Bodywork was then added and the decision made to add doors, a decision that would come to haunt me at later stages of the build. More of a push was made around this time to try and get the car finished, with many parts being bought from both NG Cars, and MG Parts suppliers, and then getting the car ready for paint.

I opted for "Tahiti Blue" - the colour that new MGFs and Mini Coopers were available in at the time, with a cream coloured leather interior (typical for me ... the most expensive leather that NG was offering !). I even had the instruments re-coloured as part of the refurbishment in Cream and Blue to match.

In 2001, life events interrupted the build of the NG, as my daughter Hannah arrived on the scene. I remember being in a parent craft meeting a couple of weeks before she was born, there they went around the room asking all the Dads-to-be how they



had got on with preparing their Nurseries, which was all very predictable until it was my turn "Erm ?? ... — if I can get the remaining body work panels out of the room and onto the car before she is born, that will be a good result !". However, the push before she was born was not sufficient to get the car completed, and the build was then effectively on hold for a number of years.

Over the next 10 to 15 years I only managed very short periods of working on the car. Occasional weekends and odd bits of holiday was all that I achieved as a result of young family and a change of Job in 2003. The doors took forever to sort out as I had left the panel gaps a little bit on the tight side, and I just could not get the adjustment right after the car had been painted.

Eventually, I got around to trying to get the engine running - yes, I know, probably things all in the wrong order and should have made sure that it was a runner at a much earlier stage. Trying to get everything set up just so was a real head scratcher for a "non-mechanic", and so I turned to the then 'technical advisor' in the NG club, who helped with a few pointers (thank you Chris - you helped so much during what was a truly frustrating period - and your website also proved really helpful for a number of different issues over the years), and then success - a living breathing Engine, and the first major step forward in many many years !!



The last steps were then to consider IVA related issues. I had a nice wood rimmed MotoLita steering wheel from the very early days of the build, which would not meet requirements. At an auto-jumble I stumbled across a reasonably priced, very second hand looking, leather MotoLita wheel with solid spokes (— it could be attached to my existing boss) , and then set to with some



Vinyl cloth, needle and thread to pad the spokes, and some leather dye to improve the look of the rim. End result is a pretty reasonable padded steering wheel.

It was about this stage of the build that I had the nasty shock when opening up my copy of "ChanginGear" in January 2018 that the emissions rules could be changing from 1st July. — For a few months I was in panic mode !! - trying to get the car ready for the IVA to beat any emissions changes

The push was on, !! Things I had to sort out were Head Rests (from a Jaguar, attached to the seat upper seat belt mount via some steel angle), changing the wind-screen for an E marked version (Chris at Brasscraft who made the original frame did the new screen - and I now have a spare), fog light modules to meet the switching requirements, rubber panel edging for the louvres, changing the switches over from the Lucas style ones to more rounded ones, adding internal latches to the doors and adding a electronic immobiliser as there is no mechanical Steering lock.

By the middle of May, it was becoming clear to me that I would end up missing the deadline. Thankfully a very well timed e-mail to John Hoyle, to find out what was happening, got the response a day or so later advising me of the good news that that the proposed emissions change was not going ahead ! I could breathe again ! Phew ! It did only take a few weeks more for me to get the car ready for testing. My first step was to trailer the car to a local garage for a check over in line with MOT re-

quirements, and to make sure that what I had build was vaguely roadworthy. There were a small number of minor adjustments and tweaks required, but essentially, all seemed OK.

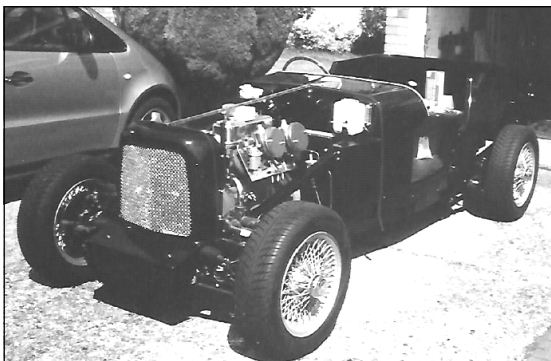
Next step - IVA test booking





where I discovered waiting times running to 7-8 weeks !!! , which was a bit of a surprise. Roll forward nearly 2 months, and there I am at the Leighton Buzzard Test Centre on a bright, sunny but very cold, morning. Was the fact it's 31st October and Halloween an omen ?

Four hours later, I am the proud owner of a Fail certificate ! B****r !!! The good news is that nothing on the list is insurmountable. Biggest item on the list was the rear brakes not meeting the efficiency requirement. They had "passed" the MOT requirements, but after all the IVA calculations, they just weren't efficient enough. There were also a couple of "where is the evidence of" type issues and some projection issues I had not covered, such as underside of Nose cone not to 2.5mm radius, Handbrake bolts could still be felt through the leather gaiter and the heater box



under the dash needed some extra padding. Annoyingly, the buzzer on my secondary door lock mechanism decided to fail on the way to the test. It worked as I got the car out of the Garage and onto the Trailer at 6:00am, but by 7:45am at the test centre, it had gone on strike, and was giving me the silent treatment ! - as the locks still worked, the examiner confirmed the set up would pass once the

buzzer was working again.

Over the weekends that followed, the weather was kind, allowing me to press on with sorting out my 'fail' items. Most were fairly quick to sort out, but some took a bit more time and effort. I stripped the brakes down, and made sure they were adjusted correctly. They were very slightly out of adjustment, but my assumption at this stage was that they just needed bedding in properly. The handbrake lever was a bit of a pain, as the carpet had to come out. Rubber trim was attached to parts of the mechanism, and an inner gaiter was made from Vinyl that I had left over from padding the steering wheel. I used a double layer construction down each side, sandwiching a thin foam sheet between the two layers of vinyl.

With Christmas over, I was ready for the retest and with only a four week wait this time, the car was booked in for 31st January. I had decided to drive the NG to the test this time, to make sure the brakes were bedded in, but in the days before the test, snow was falling and the forecast was not looking good, though in the end, on the morning of the test the sun was shining and all was looking good. I was ready for



my first drive of the car on the road for the 40 mile trip to the test centre, and despite the fact it was only a few degrees above freezing it was a great feeling - 22½ years after starting the build, -- I was out on the open road at last !!

The great feeling was only short lived ! The handbrake broke on the way to the test resulting in a second failure as the parkbrake efficiency could not be tested. The good news was that everything else was a pass, but it was a case of head back home and more work required.

With the handbrake lever removed from the car, the cause of the brake issues in both tests

became apparent. The metal around the point where the pivot is attached to the lever had sheered, and it was obvious



now that this must have been fatigued and had been fractured or cracked for a while before the test, and was unable to exert the full force required to operate the Parking Brake correctly. Levers are only available second hand, and I quickly noticed that every lever I could find for sale had been welded where the pivot joins the handle, whereas my old lever was original, un-welded and broken ! Must be a weak point in the design ?

With a replacement lever fitted, and a couple of visits to a local MOT centre to test the brakes, things were looking up again. Test number Three was booked and finally, on 22 March 2019 ... success !!! - on this third attempt the car passed the IVA.

Paperwork was quickly sent off to DVLA, and after a very long 3 week wait the V5 arrived in the post - I now have a fully road legal, registered, taxed NG-TF.

Time to finally enjoy the fruits of almost 23 years work in building the car. And what a great year to finally get road legal - the 40th anniversary of NG and with all the events planned I am spoilt for choice.

I look forward to meeting as many of you as I can over the coming months at different events.

Ian Clark (No not the one in USA — Eds)



Oops—some adjustment needed !!
— not such 'clever comfort '



Prevention

— Better than Cure

Schools and Colleges currently set great store by promoting 'problem solving' abilities to their student body, as an important 'Life Skill'

Regrettably they seem to have entirely forgotten to emphasise a more important ability -

- that of *foresight*,

Enabling many problems to be prevented in the first place -- !!! ?

Mike Manners sent in this pics of some 'scabby' Aston Martins in rather more exalted company



Identity Crisis

Wife : " Hi, Honey, what would you like for Dinner tonight, - Curry or Stew ? "

Husband : "Tell you what Darling, why don't you make it first,
- then we can decide what to call it ? "



NG Henley (Cortina)

I have just been digging through photos and found a good one you may like of my NG/ pastiche Henley , that I built in 1990. I was the first chassis and bodyshell produced and completed from Peter Fellows. I ordered it before they had even produced one and it was a very difficult "Birth" as it took me 11 months to get the front wings. In truth I made quite a lot of the bracketry and worked out how all it went together, as it only ever came with the Sierra manual. Believe me they were 2 totally different animals. Anyway it took me 16 months start to finish, I ran it for about 7



months, and then due to having to buy a pram etc I sold it in 1992. In 2007 I bought it back from the guy I sold it to. I did many alterations, electric fuel pump, fitted home made inlet manifold and set of Kawasaki ZZR1100 carbs with bell mouth inlets. Full stainless 2½ inch exhaust with Morgan stainless silencer and twin tail pipe. I had it rolling road tested and produced almost 130bhp at the rear wheels. I n September 2010 I sold it to a guy from France , he flew over to the UK , bought it and drive it home

— it now lives in Toulouse. The new owner is Mons. Eric Thellier

Kevin Brookes

History Revisited

A recent EMail message intercepted by MI6, reads :

From: catsbyR-1605@hotmail.com

To: fawkesG_2019@yahoo.co.uk

Hello Guy, packaged left for you today, with the concierge at the Main Entrance of Houses of Parliament . Please collect soonest.

Are you sure that the matches, a single box of firelighters and 5litres of 4star, are enough for the job ? -- Could get hold of more, if you advise quickly

Cheers - Robert

PS : Better Luck this time !!



Remembering — Bill Davenport

I was just catching up on a Channel 4 programme that I had missed called Find-It, Fix-It, Drive-It, with Henry Cole and Sam Lovegrove, of which two episodes have been shown so far.

They were looking for a Brooklyn style racer to rebuild and I was stunned when they went down to Cornwall to look at unfinished Wolseley Hornet, that had belonged to, Sam's late friend and fellow NG Owner, Bill Davenport !

Many NGers will remember Bill's fantastic vintage style NG-TA (see this photo which Jeremy Evans has managed to find) with its 18 inch wire wheels and Bugatti style wings.

As was quite common at the time, Bill's Hornet was originally purchased new as a chassis/engine and the Swallow Side Car company fitted it with a coach built body. (learnt something here) The Swallow Side Car Company became Jaguar and this is where the SS designation came from on their first sports car the Jaguar SS.



No more spoilers, but well worth a look on 'catch up' TV for those who knew Bill — and those who did not..

It was a shame the Bill's TA was not referenced in the programme at all, nor any of the many other projects he must have had. We visited him once, when we actually got as far as Lands End, at his glass engraving workshop. Did catch sight of one of his workshop signs in the background when they were looking around his home workshop

Dave Woolgar

A Married Lady's prayer

Dear God, You gave me childhood and You took it away.
You gave me youth, beauty and a great figure and You took it all away.
You gave me two lovely kid's, and You took them off to university
And You gave me a Husband ... but that was years ago !!

-- just a reminder !? — Please ?



Vehicle Of Historic Interest — MOT Exemption

This recent missive from DoT to The FBHVC, may be of some interest.

From : Department for Transport 11 January 2019

Great Minster House, 33 Horseferry Road, London, SW1P 4DR

Our Ref: MC/232005

To : Mr Bob Owen, Director - Legislation

Federation of British Historic Vehicle Clubs

Dear Mr Owen,

RE: Vehicle Of Historic Interest MOT Exemption

The following is a statement of the effect of recent legal changes to requirements for MOT testing of vehicles at least 40 years old.

On 20 May 2018 the Motor Vehicle (Tests) (Amendment) Regulations 2017 came into force. Regulation 7 sets out that any car, van (under 3.5t) or motorcycle which is being used on a public road is to be considered a vehicle of historic interest and therefore no longer required to hold a valid MOT certificate if it:

- was manufactured or registered for the first time at least 40 years previously
- i- is of a type no longer in production, and
- has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristic of its main components.

This amended the previous exemption from MOT testing for cars, light vans or motorcycles manufactured in 1960 or before. The arrangements for the testing of old larger vehicles are different.

Please find enclosed a copy of this Statutory Instrument and a copy of the Explanatory Memorandum should you wish to refer to these.

There is no requirement, either intended or implied, that at the point a vehicle becomes 40 years old and providing the vehicle has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have a valid MOT certificate.

The Department and DVLA have set up an administrative process (via DVLA form V112 and the equivalent process on-line) which requires at the time of the annual re-licensing of vehicles a declaration that the vehicle is a vehicle of historic interest - in that it has not been substantially modified. This process is in place to help owners of old vehicles that have been substantially modified do not by mistake run them without a valid MOT. The Department has published information about what constitutes a substantial modification in this context and encourages owners who do not know to seek advice.

Yours sincerely, Duncan Price

Divisional Manager, Freight, Operator Licensing and Roadworthiness



Taking too much Ethanol with your Spirit ??

— asks Peter Kitchin

Last summer I had to strip down my fuel system when the float chambers went crazy and I had flames coming out of the exhaust !!!

I have been using Ethomix for the past few months on my daily vehicle, a 1997 Subaru Forester, with very positive results. Two years ago it was necessary to strip down one set of cylinder heads on the Subaru to sort out misfiring at higher revs. We found burnt on 'gumminess' (a well known technical term that —Eds) both in the guides and on the head generally, this resulted in my subsequent use of, BP Ultimate petrol which was of benefit. However having run with Ethomix for a short while there is a very noticeable improvement. The cost is about 1p per litre and I am back to using standard 95 octane unleaded, thus an overall saving against BP Ultimate.

I will use oEthomix in the NG when I take it out shortly.

If members wish to know more the link is -

www.Frost.co.uk/protect-your-vehicle-against-ethanol.

— Peter K

2018 Changes to MOT Rules — still unsure ??

This link may help

www.classicandsportscar.com/features/mot-exemption-changes-2018-13-things-you-need-know

Some Truisms -

Clothes, -- rather than manners , --- maketh the man.

After all naked people find it really hard to be taken seriously

A banker is the sort of fellow who lends you his umbrella when the sun is shining, but wants it back the minute it looks like to rain.

If the way you vote was ever going to make any difference - then they would never let you do it in the first place



Does this Jog a few Memories ???

An NG 'tub' being collected from the NG Car's original site
Then at Laundry Lane, Lymington. — in early 1980s perhaps



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.



: 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 dif-
ferential Hoyle double wishbone suspen-
sion 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 instru-
mentation,

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

It's a combination of 'Poet's Day' and 'that Friday Feeling'

You know that they say - you should never expect to buy a decent car if it
was made on a Friday.

Well just remember that Man was made at the end of a week's work,
when God was tired !!! ??? -- probably explains a great deal.



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



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

Contact: Geoff Quantock
(South Ruislip) 0750-8381409

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



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



For Sale :

NG (TF/TC) Rolling Chassis

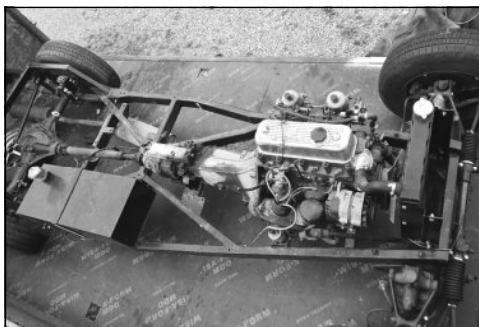
- with 1800cc Engine and Gearbox
- without Bodywork or Bonnet.

There is no supporting history or paperwork, or any 'extras'
What you see is what you get, and you only get what you see.

Location - Birmingham (buyer collects)

Offers invited - by Harjinder Singh

Contact - Email hsv633@gmail.com or Phone 07739 422190



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

with full wet weather

cover for the hood frame

have 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



Now Sold



NG Henley Pastiche

Regn. No. J623NLU

Sierra donor build

started in 1990

completed 2013

V5 registered as NG Henley Pastiche

Low mileage 7000 miles

MOT to July 2019

Ford 2000cc 4 cylinder, new fuel pump, distributor, Weber 32/36 DGC.

Brasscraft windscreen

Serious offers over £ 5000

Contact: Brian Lygoe, Bengo, Hertford,

Phone : 07711657044, Email : blygoe@btinternet.com



NG Build Manual up to SVA

Thanks to John Hoyle, the Club has a .pdf version of his NG Build Manual although it is only up to SVA level inspection.

This is free to Club Members, we can email a 'link' to those who may need it.

- Email us at : ngoceditor@gmail.com

Club Literature :

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

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

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

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

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

T-Shirt Slogan

On the Front : ***Please Do Not Disturb !!***

And on the Back : ***Long Time Married - am Disturbed Enough Already !!!***



— A Right Pair of TCs



— and a Very Tidy TD

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