

CHANGING *NG* GEAR

OCTOBER 2021



Stoneleigh September 2021

The NG owners club magazine

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Front cover

Chris Hollier's NG TC V8
On show at Stoneleigh 29th August 2021

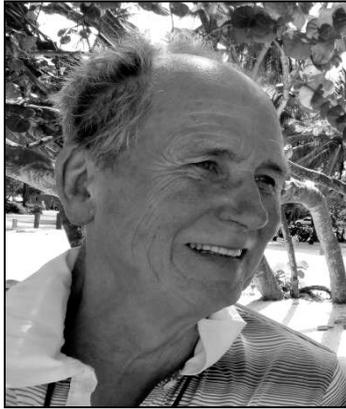
Rear cover

Two more views of Chris Holliers car

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CHAIRMAN'S LETTER



I have been completely blown away the last few months by the level of enthusiasm and activity that our members (and non-members) have been demonstrating. There has been good attendance at many and varied events, and a lot of work being progressed in various garages/workshops on car upgrades, rebuilds, maintenance, etc. Many events have been delayed due to the pandemic, and plus the “now we can get out” effect, has resulted in this indulgence to drive our cars – fantastic,

please keep up this enthusiasm and energy to keep the NG flag flying. I mentioned non-members, they are owners who have popped up through the NG Facebook Group, some of whom have subsequently joined the club. Interestingly the facebook group membership is approximately double the club membership. But what we don't know is how many cars that represents, it would be interesting to find out. Facebook has been doing a brilliant job of highlighting and reporting on various events, and in helping existing and new owners to resolve the various problems they experience – from overheating to where to have a tonneau made. I would strongly recommend that if you are not a member of this group that you join up, just type in NG Facebook Group and ask to join. I realise that many people, including myself, are sceptical about social media, but this is a closed group and not open to general Facebook users.

The TA & TC models have been a favourite of those who like to “do their own thing”, and over the years we have seen many examples of how different these two models can be made to look. An amazing TC, which is featured in this issue, has been rebuilt and completed this year by Chris Hollier. I had the pleasure of meeting Chris and his beautiful car at Stoneleigh, and was able to spend time studying and discussing the numerous mods (if I dare call them that) with him; the detail and workmanship is first class and should be applauded – enjoy the pics and words.



We now have many more members spread throughout Europe, one of whom I hope to visit in the next few weeks when Barbara and I drive to Stuttgart to visit our son and granddaughters. He is Hubert Regenscheit, he lives by Lake Constance and owns the TF I built as a customer of Nick Green in the eighties – so a trip to meet a new and old friend. There have been many examples on Facebook of new European owners thoroughly enjoying their newly acquired NG's. The latest was a superb video of Olivier Jarcin driving his TF, built by Mike Bond, on the roads in France.

There appears to be a great deal of angst about the new fuel grades and potential harm to our NG's, so to understand the grades and what they mean please read this feature from the Federation of British Historic Vehicle Clubs, it has been written by a fuel's expert –

www.fbhvc.co.uk/fuels

Don't forget to "over-winter" your cars if they are not being used.....John Hoyle

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Events Secretary's Notes

Hello fellow NGers. Blimey, there really has been a flurry of classic car activities. I have lost count of the number of outings that NG owners have attended and reported either directly to us or through the very successful NG Facebook page.

Following on from the marvellous 'non National Rally', the Stoneleigh Kit Car Show, despite it being later than normal and in competition with a number of other classic car and national race car events, was well attended by club members. A big thank you to all those that turned up over the two days. And by golly we were treated to a real spectacle, the NG TC of Chris Hollier, it was certainly a much admired car on the Kit Car Magazine stand. We knew of many solo NG trips to classic car shows, entertaining road trips, and in particular one that involved our inimitable Charlie Killick who drove from Stoneleigh to Scotland taking in yet another transport museum in readiness for completing the 40th NG Anniversary book. We have also witnessed the resurgence of the Sunday classic car meets and the wonderful breakfasts. Many of us of course have benefitted from the successful meets organised by our members. A culinary delight was put on by Angela and Bob with the cream teas in their very interesting garden. Then we experienced the wonders of the New Forest, with tour route ending at New Forest Cider (Burley) organised by Keith Baker. And what a generous chap he was, one of our members did a runner at the Cider place without paying for their chocolate brownie, Keith settled the bill with CASH! This gesture removed our club from the unwanted list.





One such wing rider was an NG member, Terri Shot ton
There was also the Sunday morning trip to the Danby Wine Es-
tate near Dorking, and I'm sure there have been many more
meets we're yet to hear about.

I attended the Basingstoke MG group's doughnut run that began
at the Milestones Museum with drinks and doughnuts, stopped in
Ovington (Hants) for lunch and then back to the museum for
cream teas. I took a neighbour as navigator. She is now in love
with BOW. By the way a great place to meet, google Milestones
Museum.

Charlie has booked a few of us into the Kent Agricultural and
Classic car show. And you mustn't for those of you within a sen-
sible distance forget to book the Christmas lunch through Sue
Bolton, who once again is the organiser.

I couldn't end this note without adding my sadness at the news
that Paul Bennett had passed away. He was an energetic, knowl-
edgeable chap, always positive, and passionate about NG's. Im-
portantly a real family man, my heart goes out to Bernadette and
the family.

That's it from me, I hope to begin populating next year's events
diary, although unlikely until the 1st quarter of 2022 when we'll
see published dates of the major classic/kit car shows.

Been anywhere or done anything 'newsy' in your NG ??

Or have an entertaining Story to Tell ??

Please send a few words and pictures for ChangiNGear

***Contributions for the next issue by end of 2021 please
to ngoceditor@gmail.com***

Thank You



The Best NG 'Story'

Who will be the 2021 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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EDITORIAL

Unfortunately I couldn't get to Stoneleigh this year but from what I am being told I didn't miss to much.

Apart from the NG gathering where I like to have a natter with fellow owners they were treated to the appearance of Chris Hollier and his recently finished TC. I was sorry to have missed that.

The only other trip out this year apart from the cancelled national rally was a trip (not in our NG) down to Southwold for a couple of days. Could not have planned it better as the sun

shone every day. I can really recommend a tour around Adnams brewery or distillery or both if ever you are down in Suffolk .

I then realised it would be quite easy to travel back via Norfolk. A couple of phone calls was all it took to arrange to call and see Chris Hollier and of course the TC that I had missed at Stoneleigh. I am really glad we called . We were made most welcome and I have to say that his TC is something to behold. Pictured front and back of this edition and an article written by Chris on page 28.



**Just a reminder that membership renewals are due in Jan.
Please submit yours to Bob Morrison or pay via bank
transfer
Details are on the club web site.**



2021 NG Events Calendar

2021 Calendar

BEFORE COMMITTING Check with Organisers!

5thDec

NG Christmas Lunch

Sue Bolton

*Events calendar for 2022
will be published later*

Covid-19 may change the scheduled events!

Heavy type identifies NG specific events



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 :

Richard Marfell, 1692, Swindon
David Parlett, 1693, Nuneaton
Robert Ingram, 1694, Ruislip

GB to UK

Quote from FBHVC

Should you be venturing abroad in your car after the 28th September 2021
You will need a UK badge or sticker rather than the traditional GB plate

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 :Jeff



REIGATE MANOR SURREY

Christmas lunch 2021

Starters

Confit chicken & sage terrine served with sweet onion purée, baby leaves and toasted ciabatta
Pumpkin & chilli soup with garlic croutons (vee)
Prawn & crayfish cocktail with toasted ciabatta

Mains

Roast sliced turkey with all the trimmings
Baked salmon fillet with a leek cream sauce
Mushroom and leek pie with a creamy sauce, topped with pumpkin and sunflower seeds (ve)
All main courses are served with roast potatoes and seasonal vegetables

Desserts

Christmas pudding with brandy sauce
Chocolate & Baileys brownie with vanilla ice cream
Citrus cheesecake with berry compote and lemon gel

Coffee & mini mince pies



Christmas Meal
5th December 2021
BEST WESTERN
REIGATE MANOR HOTEL

Best Western Reigate Manor Hotel is on the A217 only 1 mile from junction 8 on the M25. The address is Reigate Hill, Reigate RH2 9PF.

01737240125

Meet in 'The Study' Bar from 11:30 am
Lunch in The Garden Room 1pm

We need to know numbers as soon as possible and if you wish to attend it would be appreciated if you could confirm by return.

Please email rayboulton744@btinternet.com or phone me on 02089491065. Any problems on the day my mobile number is 07752721121.

Menu is enclosed and I would ask you to forward me your menu selection and cheque for £28.00 per person, made payable to NG Owners Club **by 31st October**. Alternatively BACS sort code 40-24-22 Account No. 41034065 NG Owners Club and please use your surname as a reference.

Regards
Sue Boulton
5 College Gardens
New Malden
KT3 6NT



Its got to have an IVA continued

. It just goes to show that it is worthwhile and invaluable in getting someone who has not been involved in building/preparing the car for the IVA to undertake a review of the car before it actually goes for the IVA test; it may save both time and money; it certainly did in my case. An immobiliser was soon purchased and fitted and the relevant paperwork obtained to ensure it was compliant with the requirements of the IVA documentation.

The other points that Mark had highlighted were corrected/changed/rectified and the IVA application plus all the relevant documents were sent off on 21st September, 2020.

There followed a couple of e-mail exchanges between myself and DVSA and after a couple of weeks I received an e-mail on 12th October advising me that the IVA test date would be Friday 4th December, 2020 at 08:00 Hrs at Derby.

Because of the Covid situation there were a number of points that you have to comply with; one was to arrive 20 mins before the test time which turned out to be a bit of a waste of time for me.

I unloaded the car from the car transporter and parked where advised on a very cold and damp morning.

At 08:00 hrs the examiner came to me and advised that he was having problems with the Brake Testing machine and would be a few minutes before he was able to commence the test.

At around 08:30 hrs the examiner said he'd managed to get the Brake Testing machine to work but wasn't confident it would continue to work satisfactorily for the brakes to be tested.

He said there were 2 options, one was to abort the test (before its even started) and I would have to re-arrange for another time and date; the second option was to continue and carry out the IVA test and if the Brake Machine works ok he would be able to complete the entire test but if the brake testing machine was "playing up" he obviously wouldn't be able to complete that part of the test so I would have to come back on another occasion for the brakes to be tested.

Unfortunately the brake testing machine was problematic so the brakes on the car couldn't be tested; all other aspects of the IVA Test were completed and the car was deemed to have passed the IVA with the exception of the brakes.

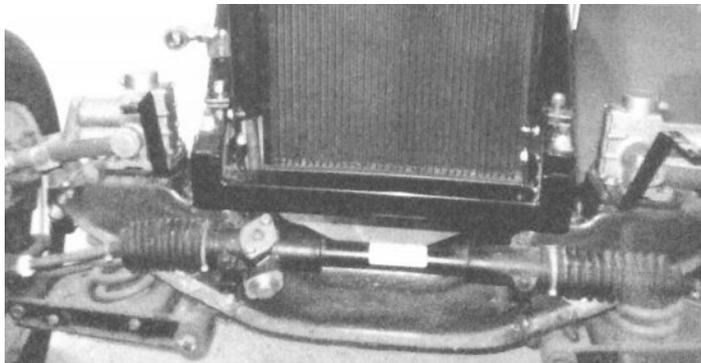


The examiner was very apologetic and said that I would have to book a 1 hour appointment for what he termed "a continuation of test" for the brakes to be tested and he said that he himself would be doing the brake test.

Initially I was offered a date of 18th January, 2021 which I wasn't happy with; after many phone calls and a couple of e-mails I was contacted by DVSA on New Years Eve and offered a 1 hour appointment for Thursday 7th January, 2021 at 12:30hrs.

So on Thursday 7th January, 2021, I arrived at the test centre in Derby just after mid-day on a very cold day for the "Brake Test" to be carried. This time the brake testing machine worked satisfactorily and within 30 mins the brakes had been tested. The examiner said the figs looked ok but he would just need to plot some figs out and said I should load the car onto the transporter and he would come to me in the next 15/20 minutes.

Having loaded the car onto the transporter I was just fitting the cover over the car when the Examiner arrived with the IVA certificate; it was a fantastic feeling and in effect the car had passed the IVA "first time".



Originals of the documentation which had been sent to DVSA with the IVA application had been put into an A4 folder and taken to the IVA test centre on both occasions;

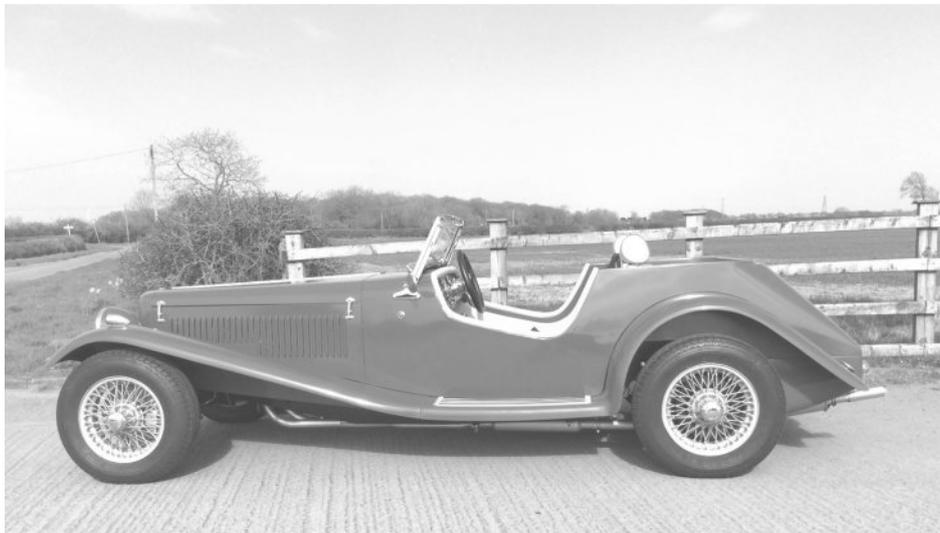
the folder was left on the passenger seat and the test examiner made aware of the folder and its contents but as far as I'm aware the folder was never looked at by the Examiner.

A lot of this documentation was now required to be sent to DVLA in order to obtain the V5 Registration document and the all important Registration number; these documents were sent off on Tuesday 12th January, 2021.



On Thursday 04th March, 2021 I received all the returned documents in 1 envelope along with the V5 Registration document in a separate envelope; I could now get the car number plates made and once fitted would legally be able to drive the car on the road but we still have a lockdown situation and awful weather so I will therefore have to wait a short time before going for that all important first drive on the public highway.

My thanks must go to the previous builders of this car Mr Swish and in particular the late Mr John Emms. Also my sincere thanks must go to John Hoyle, Mark Staley and Jeff Yardley for their help, assistance and advice, which they all gave freely and willingly. In addition I would also like to express my thanks to my neighbour Steve Abel who provided help and assistance with the electrics. I should also mention the local garage in the village (Turvey Motors) for their help and advice and finally I cannot fail to express my thanks to Chris Humphreys for his excellent and outstanding website.



Hopefully the car will provide many years of enjoyable (trouble free) motoring enabling many outings with other NG Club members and attendances at many National Rallies.

Dave Baguley (YOD 535K) (sue.david.baguley@gmail.com)



*Been anywhere or done anything ‘‘ newsy’’ in
your NG ??
Or have an entertaining Story to Tell ??
Please send a few words and pictures for
ChangiNGear*

***Contributions for the next issue by end
of 2021 please
to ngoceditor@gmail.com***

Thank You

Did ya know?

Someone emailed our editor to suggest there should have been a question mark after the title to my worthy column (my description by the way), as this person almost overlooked it in the belief they obviously did know. I’m sending a little note to our membership controller, other exclusions to membership beyond owning a Dax or a Harvard T6 is if they’re a grammarian, one in the club is sufficient. Love, honesty and washing up.... frankly this is no place to air my wife’s concerns.

Now a number of us are members of the Royal Horticultural Society (RHS to us mere mortals). I suspect in times past there may have been a gathering or two at one of its sites. But you might feel a little reticent to renew your membership, when you realise the President’s name is Keith Weed!

Believe it or not, we, that’s my wife and I, once had a neighbour whose surname was Cowmeadow, her boss was Mr. Horsefield, it may seem an untruth but was really true. You may know of similar appropriate or inappropriate surname matches. If you have, keep them to yourselves, you don’t want that fact spread across your linkedin page!

The mystical Researcher

Belle plus 6 other NGs meet up at Burley in the New Forest

In recent months I wondered what my owner, Bob was up to as I had been given a lot more attention recently than in the last couple of years and had even been taken out for a couple of short local runs



before this BIG one on Sunday, 22nd August.

Charlie Killick very kindly came to my home to pick up Bob's brother, Duncan. We travelled in convoy with Bob's daughter and boyfriend, Ross driving his Abarth 124 Spider. Our first stop was in Bolney where we'd arranged to meet Dave Woolgar. Dave then led the way. We had decided to

avoid the busy A27 and followed the A272 all the way to Winchester. Due to the heavy traffic on the M3, we lost Dave and not having discussed which turn to take to head for Burley, we unfortunately came off the M3 one junction too early and ended up in heavy traffic in Lyndhurst. We finally got onto the right road arriving just before noon.

IT was great to be amongst other NGs again and after a picnic lunch, Bob volunteered to lead the way following the directions for the run in the New Forest supplied by Keith Baker. Keith was not to know



that due to the change in the entrance to the car park, his instructions

were wrong meaning we quickly got lost. You may or may not have seen John Watson's amusing comment on the NG Kit Car Club Facebook page but if you haven't, he wrote 'Angela and Robert did a great job navigating, hindered only by using a map of Cornwall '. Dave Woolgar also posted 'I lost my Cornwall page from my road map on the M27, (being the most thumbed one) it flew out the footwell. Shame because I have had it since 1999!'



We did, however, have a nice run and saw part of the route Keith had planned for us. Emma was delighted to see so many ponies on the way to the Cider Pantry in Burley, where some enjoyed a glass of cider and others indulged in a cream tea.

Thankfully, the weather was very kind and we enjoyed the cross-country drive there and back. Despite Bob's apprehension about travelling such a long distance, I behaved impeccably for the 250 mile round trip and now look forward to spending a lot less time in the garage.



A Cream Tea Feast in Sunny Hailsham

Sunday 15th August

After so long 'isolating' it was nice for Chris & Me to join others Ngers at the Morrison's Cream Tea Feast.

Rocket is SORNed for the year so our journey to Hailsham was by BMW. As Chris says - *'I get more fun out of driving my HSL Rise-Recliner Armchair !!'* - - well, that's the polite version !! . But it gets you there in comfort and safety even if not with a raised heart rate !! -- (Chris says *'more likely to fall asleep at the wheel'*)

The weather was really kind to us and it was lovely and sunny in the garden. Robert and Angela have both spent a lot of 'gardening hours' during the Covid months. Robert in particular has completed many maxi/mini-projects (water feature, raised beds, planters, garden paths and what-have-you). Displaying all the signs of a 'demented' early retiree finding too much time on his hands !! - but at least it kept him out of Angela's hair. Thankful as she was for that, but 'irked' that it also kept him from getting their NG (Belle) back on the road.

Though there was good news that afternoon of a recent MOT Test success, with no advisories. (well done !! Robert)
And so the ranks assembled, with Chas Killick, Dave Woolgar (both in their NGs) plus John and Yvonne Hamilton-Smith, Chris





and myself. There was some concern at the no-show of John Watson, but worries were soon dispelled.

In keeping with tradition John had got lost !! (Oh!! - 'no surprise there then' , I hear you say !). He had over shot the destination and was heading off to Hastings before a kindly 2CVer set him on the right road.

It was unfortunate that other NGers could not join us. The Garretts, the Laceys and the Speedys all being unavailable and John and Barbara Hoyle being at their Welsh retreat that weekend, before returning via Oxford for the funeral of Paul Bennett

But soon the garden was buzzing with conversation and the clinking of the best china, and with tea from a proper Teapot. This topped off by the offering of copious homemade scones (thank you Angela - Master Baker !) and equally copious clotted cream and strawberry jam (Oh Yummy !!). And YES - off course there was the 'old hoary chestnut' of Cream first - Jam First ??! , but this didn't detract from the unofficial competition of seeing how much of both one could balance on a single scone, nor the slightly greater accomplishment of how many one could eat !!

The scone feast proceeded at such a pace that JW was a tad lucky to arrive before the cupboard was totally bare !, --- but being an appreciative 'gourmet' he more than made up for the late start !!

The sun had departed and a fresh breeze sprung up to promote our ultimate departure after a very congenial afternoon.

So a BIG Thank You VERY MUCH to Robert and Angela

Su Hore



Bleeding Brakes!

Sometimes the simplest of things take a wrong turn and become complicated, even frustrating.

Like many owners and due to circumstances beyond our control, we have not used our cars much between MoT's over the past couple of years. So, with the MoT due on my TA in June I went around the car to perform the usual checks including taking the wheels off to inspect and clean the brakes with brake cleaner. Not having a lot of room in my garage or expecting any issues, I foolishly went around one wheel at a time and of course upon reaching the last wheel I found the off-side rear wheel cylinder leaking. Darn!

Sussex Classic Car Parts are only twenty minutes at most away from me, so I purchased a pair of cylinders which were quickly fitted and bled out. Unfortunately, the brake pedal was poor. Bled again, still no good. Therefore, suspect master cylinder failure. Long story short I have ended up fitting new wheel cylinders, (twice as I also tried Midget cylinders) rear shoes, brake hoses, (as I ruptured the rear one with my brake hose clamp) master cylinder, front callipers, brake pads in and out numerous times and front discs. So, a complete brake overhaul less drums and back plates! The only saving grace is that MGB parts are extremely realistically priced at the moment and as many of my TA parts were thirty-three years old by now, I did not begrudge changing them.

The part of this saga that I want to talk about in this article however is the dual master cylinder replacement as it may be of assistance to other club members who are rebuilding NG's. When I originally built the TA many years ago, I fitted a Bosch Renault master cylinder with a Fiat 126 remote reservoir as it had a suitable size of bore. As I suspected a master cylinder failure, I decided to replace it with the US specification non-servo assisted MGB unit due to the fact I no longer had any idea which model the old Renault master cylinder was fitted to. (And let's face it, parts factors are not what they used to be for helping you track down random parts. If you don't have a registration number – forget it, but not the push rod, banjo fitting or bolt. Not to worry, I was sure I could source the additional parts from somewhere so the new master cylinder was ordered from the MGB Hive as they had it in stock and it arrived the following day, so excellent service as you would expect from our old friends. A Tri-



Logically the US spec unit is the right part to use as it fits straight onto the pedal box, but was not available in the UK when I built my TA. Enquiries were made and as I suspected, the cylinder is available, but not the push rod, banjo fitting or bolt. Not to worry, I was sure I could source the additional parts from somewhere so the new master cylinder was ordered from the MGB Hive as they had it in stock and it arrived the following day, so excellent service as you would expect from our old friends. A Triumph 2000 clutch slave cylinder push rod was ordered from Rimmer Bros at the same time as it is quite long and suitable for shortening. Unfortunately, an evening spent online did not produce any suitable fitting to plumb in the rear port which is much too large to take a standard brake pipe union. Not even Car Builder Solutions! The reason a banjo is used on the standard MGB fitting is that the nose of the master cylinder is so far into the bulkhead you would not be able to fit the brake pipe without

the change in direction through 90 degrees. This is not a problem with the NG range as the whole pedal box is exposed on the bulkhead. When fitted to a right-hand drive pedal box on an NG it also has the benefit of facing both outlet ports to the off side which makes plumbing it



in very easy once you have the correct parts for the rear outlet port. The solution to this rather vital missing part is actually very simple, get a machinist to turn you up a bespoke fitting! Nick Watling of Automotive Machining Services came to the rescue by turning me up the part for just £20.

. Hopefully the accompanying photo's will be fairly self-explanatory to most in regard to fitting the cylinder.



Now to the fitting and update of the pedal box. I have a slight complication on my TA as the brake lines run within the body which makes things quite tight at the pedal box. In the end I only had to make up one short length of copper brake line to go between the front outlet port and three-way brass fitting to the front brakes, which in my case sits directly under the master cylinder. The two unions were also changed to UNF from metric as required in the old Bosch cylinder. Hopefully the accompanying photo's will be fairly self-explanatory to most in regard to fitting the cylinder.

As I had the pedal box off the car, I decided to change the nut and bolt fitting arrangement which is a pain and fit a new clutch master cylinder (just in case)! To facilitate captive fixing for the base of the pedal box I used a piece of 1.6mm steel sheet with M8 nuts welded to it, this also enables you to fold in brackets from the material you are cutting out for the fixed end of the pedal return springs. As I have an additional column drop plate taken from the two vertical pedal box fixings, I also updated that with welded captive nuts. (This part is individual to my build). The revised arrangement has the benefit of re-enforcing the GRP around the pedal box and once bonded in, all the fixings can be removed from the top rather than having to contort yourself around the drivers footwell to take it apart should it be required in the future. You will notice that I also fabricated a polished aluminium plate to go between the bulkhead and pedal box, the only reason for this part is that over the years brake fluid had damaged the paint below the cylinders. So, a simple solution that did not require paint spraying was to fabricate a simple cover plate which is also bonded down. The new bonded in steel underplate is also drilled and taped to M4 to retain the pedal box cover.

You may notice from the photo's that some of the fabrication was done using a hole saw in my pillar drill and as it is quite difficult to hold on to a flat workpiece in these circumstances I keep a length of 4"X2" timber beside the drill and use it as a drilling base for the workpiece which is retained by wood screws through any smaller holes that are required, so you end up holding a long piece of wood rather than a small piece of metal when drilling something that is likely to snag or bind. it might seem obvious, but it could save you from an un-scheduled trip to A&E!



With both the new and my previous master cylinder you do need to fit a brake pedal return stop as neither cylinder uses a retaining circlip for the push rod unlike the single circuit brake and clutch master cylinders. Again, this is a welded nut in the pedal box with a bolt and locknut which enables you to adjust and set the brake pedal level with the clutch pedal.

The push rod may require some experimentation to determine the exact length as I think there may be a little variation between individual pedal boxes. Basically, I did a trial fit with everything in place and both pedals set level and used a ver-

nier gauge to measure the distance between master cylinder piston at rest to the centre of the brake pedal clevis pin hole. Quite honestly you could do this just as easy with a piece of rod or wire and a steel ruler. The Triumph push rod is then cut to length and the end rounded to suit the cylinder. (I would suggest that you start fractionally over-length as it is easier to remove material than add it should it be required). Once everything is bled out, you should allow 3mm of free play at the pedal according to the Haynes manual. I found that some trial and error is required to get this right so that you have minimum (correct) free play at the pedal verses the brakes binding when warm because you have too little free play. This was more of a problem with my old master cylinder rather than the US spec one, but I mention it as it is something you might have to perfect during testing. It must be said that fabricating an adjustable brake master cylinder push rod would be very helpful, but there is no room to fit it.



Another long story short, I ended up buying a new on car brake flaring tool which proved excellent and very simple to use once you had done a few test flares. In fact, I think they are the best flares that I have ever done, including those formed with a professional Sykes Pickavant bench mounted tool. So good that the tool is worth a name check, not only that, it is made in the UK. Mine is a Trident T413701 3/12" in situ brake flaring tool and it did not break the bank. Plus, it was ordered on-line Sunday lunch time and was on the door step before lunch on Monday

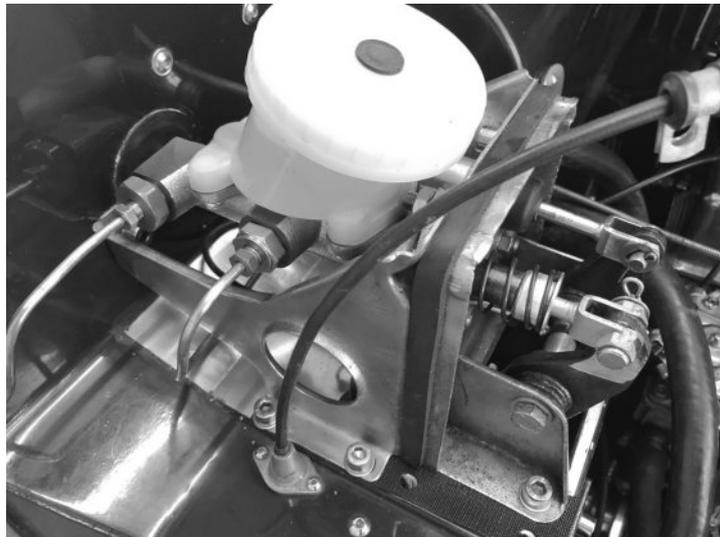
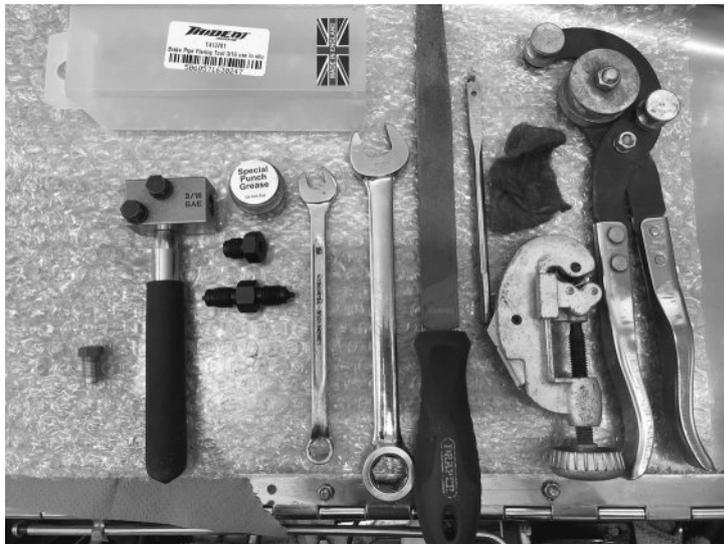
A few other things are worth mentioning during this rebuild. As we know the rear brake cylinders can be problematic to bleed out and this is due in part to the bleed screws being in the bottom of the wheel cylinder, rather than the top and it is difficult to believe that so many BMC vehicles were produced for so many years with this basic flaw. This time around, as I had the rear brakes stripped down, I used G clamps to fully decompress the wheel cylinders to reduce the cylinder internal volume to the minimum. I then bleed the cylinders out through the brake pipe union, followed by the bleed screw. Belt and braces, but feel it was worth doing as I was chasing the loss of brake pedal around at this point.

New rear brake shoes had a dramatic effect on the brake pedal. This is not surprising, but my shoes were less than half worn and under normal inspection or circumstances, I would not have considered changing them. The drums are original, but in good condition and I may have had them skimmed years ago. This time around I set the hand-brake lever travel first after adding a re-enforcing captive plate to the under-side of the prop shaft tunnel, then adjusted the shoes in the normal manner which has provided the optimum rear brakes I am likely to get from my TA.

Finally, I fitted new brake discs and another set of new pads which came in at less than £36. All this has taken a while to bed in and I have covered almost 700 miles recently including the Burley picnic run and Stoneleigh, but I now have some brakes that I feel confident in although you do have to push hard. Of course, these days just about everything on the road will out-brake you no matter how good your brakes are!



Once this article has appeared in Changing Gear, I will put some of the photo's up on the NG Facebook page as they will be easier to see and enlarge for those who are interested in fitting the US Spec brake master cylinder. Dave Woolgar





Chris Hollier NGTC V8

After nearly 40 years building kit cars I finally got the chance to build one for myself !! It all started back in 1984 when I built an NG TC V8 for a good mate of mine and thoroughly enjoyed the experience of working with new and clean chassis/ body parts rather than welding up rusty old classics for a living. We built the whole thing in about four months and it turned out very nicely BUT I could see there were quite a few things I would have done differently if I had the chance again.

I had to wait until 2019 for the opportunity to arise when a derelict TC V8 appeared on Ebay in a scrap yard in Doncaster for the princely sum of £1500. I should not have really bought it as I had two other long term projects that needed finishing but it seemed too good a chance to pass up. When I collected the assembled pile of bits it was in a very poor shape having been stripped down in 1995 and left uncovered in a garden ever since. It was however a properly registered car on a Q plate so there would be no nonsense with IVA testing once it was complete.

A trip to the sandblasters had the chassis looking back to reasonable condition and after sorting through all the boxes of rusty parts it appeared that the Rover V8 that came with it had interesting history. I was ready to chuck it in the scrap bin as it was in dreadful condition and use another of the many V8's I have in stock but found out it was in fact a Ken Costello engine and four speed overdrive gearbox from the early days of MGB V8 conversions.

Due to this interesting twist I decided to bite the bullet and completely rebuild the engine/ gearbox with all new parts to keep the history intact. After all the suspension parts had also been rebuilt and painted in body colour I could assemble the rolling chassis and start on the body modifications.



The body changes are a result of me being 6'2" tall, not afraid of a pie or two and over 60 years old- none of these things are helpful if you want to drive a TC !!! I also wanted to address the poor access to the sizeable luggage area in the boot tail and improve the shape of the scuttle panel below the windscreen.

So the 'to do' list included – cutting in some nice long doors, opening up the bootlid, cutting off the scuttle panel and forming a new one, replacing the GRP grill shell with a cast alloy unit, hand forming new bonnet panels with opening vents, making new 1930's style wings, hand forming a unique 'V' style windscreen, Making a one off interior/ seats using MGF seat foams, framing out the entire body tub with Ash to get some strength back into it, etc, etc, etc.

I started work in earnest on the car in May 2019 as the first national lockdown were happening and finished the project at the end of June 2021 when it passed the MIOT test.

Having now driven the car for few miles and exhibited it at Stoneleigh kit car show I can report that the feedback has been terrific and it is fabulous fun to drive, even with the ship size steering wheel! I am still ironing out a few little snagging faults but overall it has turned out just as I had hoped.

The change in final drive ratio from the standard 3.7 :1 MGB ratio to a 3.07:1 MBG V8 crownwheel and pinion was a big job and very expensive but has transformed the car in to lovely long legged tourer and it seems very reasonable on fuel as well. I am glad it worked as I intend to put some serious miles on the car next year and enjoy the fact that it is comfortable, practical and it fits me as well!

I would be delighted to explain any of the modifications

to the car if anyone is interested along with details of how they were accomplished, just get in touch and I will endeavour to make them into a series of articles if there is space available in the magazine.

The build of the car was covered in detail the September 2021 issue of Complete Kit Car magazine and the review of the finished car in October issue, both with plenty of colour pictures of the project.

Cheers
Chris Hollier



Operating Classic Vehicles on E5 & E10 Petrol –

Hopefully you have all taken a moment to think about the issues. If not, we urge you to do so.

Ethanol and Aftermarket Fuel Additives

There are three key areas of concern with Ethanol compatibility with historic and classic vehicle fuel systems:

1. Corrosion of metal components
2. Elastomer compatibility - swelling, shrinking and cracking of elastomers (seals and flexible pipes) and other unsuitable gasket materials
3. Air/fuel ratio enrichment

To check out all the detail go to: www.fbhvc.co.uk/fuels



You can find us at

<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*

**My own personal tribute to the memory of
Paul Bennett**

Paul Bennett

When ever I contacted Paul either in person or on the phone

My usual greeting would be aye up young man how you doing?

To which the reply would nearly always be ‘ I’m just living the dream’

That might seem like a strange thing to say to a lot of people but to anyone who knew Paul at all well it summed up exactly the way he was. A great squash player in the past and a major force in the world of NG’s. He was always ready to give some friendly guidance and advice to anybody with an NG problem. If he could sort it there and then he would and if he couldn’t then he would always find a solution and come back to you.

We will miss you Paul not only for your extensive knowledge of NG’s

But also your sense of humour which knew no bounds

Susan and Jeffrey Yardley

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 photo and may be sent to us by post or email.

FOR SALE



NG TC V8 retested as MG wide body - 4" wider than standard body.
Last owner for 15 years. Looking for offers **over £6500** give me a call -
Nigel Dwight 07885345277
Location: Hemel Hempstead, Hertfordshire.



NG TF V8 stored for 15+ years, then brought back to running order in 2018. Rover 3500 engine, 5-speed gearbox, Holley carb. Engine partially dismantled last year to cure water leak. Replacement parts have been obtained but engine top end will need to be re-assembled. Five wire wheels with knock-off hubs. 6208 miles. Registered as NG TF, date of registration 1968, so tax exempt.

To be collected from near Land's End, Cornwall. Available due to the recent death of my husband.

Open to offers. Any questions, please ask, and I will try to find the answers. Tel: 07922 146747.

Email: loiscmaynard@hotmail.com



NG TF. 1950cc engine by EMS Ltd.

Engineer built in 1995 using all new parts.
Correctly registered as NG Roadster, 1/2/1970 (Tax exempt).
Current owner 24 years. Guaranteed total mileage 2,900 miles (Yes, 2,900).
A superb, beautifully engineered and finished car.
Cheap to run and massive fun to own.
Would cost c. £36,000 to build today.

Eyesight forces sale, so a genuine bargain
at **£11,900**.

Ian Wells 01937 541517 (West Yorkshire)



I am reluctantly selling my NG TC. I am open to sensible (realistic) offers. It has a 3.9 V8 with electronic ignition and high output coil. Electric fuel pump. Independent suspension all round with Sierra cosworth LSD.

Replacement rebuilt gearbox 2 years ago.

Has proved to be very reliable for the 6 years I have owned it and is driven regularly.

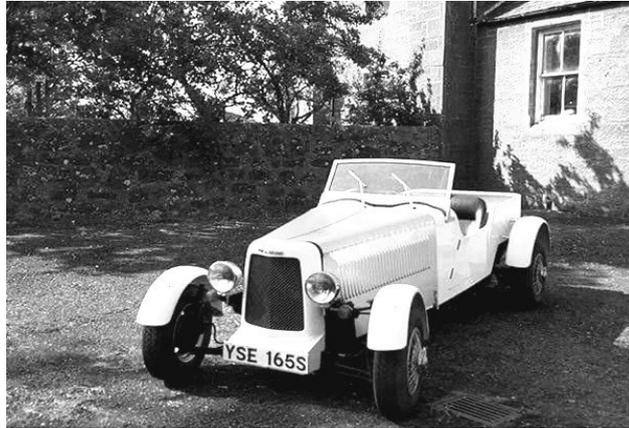
I recently had a new set of Toyo Proxies fitted to the refurbished Image wheels.

A heavy duty battery has been fitted into the engine bay.

Bodywork/paint is in reasonable condition but usual stone chips from being used.

A lot of build history comes with the car. Tax and MOT exempt but happy to mot it prior to purchase if required.

Please contact Andie on 07816 974928. The car is located in Redruth Cornwall.



We would like to sell an NG TA kit car which was bought in 1989 by my father and was built by him. It was put through an MOT in 2016 and it passed, however the DVLA have indicated that it needs to pass an IVA test before it can be driven on the open road. It is in very good condition - it has never been spray painted and has been stored in our garage. The DVLA have permitted that the donor car registration can be displayed on the kit car so no 'Q' plate is required. We have all of the original receipts and registration documents pertaining to the kit and donor car. We also have a spare Morris Marina engine which has been stored inside and which we would also be willing to sell. The reason for sale is that my father has had to go into a nursing home and he feels that the time has come for someone to take it to the next leg of its journey and enjoy it. We live near Glamis in Angus, Scotland. Any prospective buyer would need to arrange uplift and transportation of the kit car from here. We are open to offers by email to: Karen McGavock (Dr) karenlmcgavock@googlemail.com

WANTED

NG-TA Wanted:

Wanted an abandoned Nick Green MGB based NG TA. I have recently bought an abandoned TA with lots of bits missing and it seems logical to find another similar car to help replace the missing parts and provide future spare parts. Anything considered but it must be a Nick Green car and not one of the later re-badged models. Price negotiable according to condition and pedigree.

**Alan 01733 576 554 or 07932 655
345 alan.myland@btinternet.com**

Wanted an abandoned or no longer loved Marina based Pastiche NG TC. Condition is relatively unimportant as I like restoring things and plan to do a full restoration. Engine and gearbox condition also unimportant as I have a low mileage MGB engine/gearbox assembly waiting in the wings. The only important thing is that it must be correctly registered in the V5C as a NG. Price negotiable depending on condition. Please contact Trevor Browning on 01733 577 921

Looking for a NG....any model.....but needs to be correctly registered and MG based, will consider most things.....Looking for a project for my son and I.... Many Thanks Dave parlettd@yahoo.co.uk

Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00
Polo Shirt S, M, L, XL	£12.00
T-Shirts M, L, XL	£9.00
Baseball Cap (Navy, Grey)	£9.00
Beanie (navy)	£8
NG Car Badges (unpainted) (temporarily No Stock)	£20.00
Brollies (last few)	£22.00 (only at The Rally)
Fleeces S, M, L, XL	
Logos are in contrasting Silver or Black	

All items are now postage free

all available from Mark Staley

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

Tel: 01332 601654 or 07711 124153 Email: staley.mark@virginmedia.com

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



Chris Hollier's NG TC

