

*Changi***NG***ear*

January 2015

Time for some Off-Roading ??



**Photo Competition Winners
Malcolm Snell and his NGOTC V8 "Old Speed"**

the NG Owners Club magazine

The NG Owners Club

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Back Numbers of ChangiNGear

There are quite a number of **surplus** 'Back Numbers' of ChangiNGear in the Club Archives.

If anybody has any missing from their collection and would like to make up the gaps then please let us know which one you need.

There would be only a nominal charge to cover P&P

It would be a shame if these went to waste

- Eds

Up to Date Email Addresses ????

There are still a lot of 'out of date' email addresses in the Club Records. This makes it difficult to keep members advised of the activities being planned locally.

If you have changed your email address in the last year, or do so in the future, then please advise Robert Morrison at rmorri1847@aol.com

Thank You



Chairman's Letter



Here we go again a brand new year ahead of us. 2015. Sounds like the cubic capacity of an engine. Amazing how numbers keep getting bigger. It would be great to think that the Club's Membership could also increase if we could only find the magic formula.

However, reflecting on the past year, the Club has a successful record overall and I would like to thank all members for being so loyal and supportive. Very well done. Special thanks must go to the members of the Club's Committee and although an informal bunch of guys they have for years had only one aim in mind. The success and maintenance of the OWNERS CLUB. This they do with great dedication and enthusiasm as well as being a great support, not only to me, but to every member. 2014 has been equally served.

In order to continue the good work it was decided that a simple survey be raised to help understand the preferences and expectations of our members. (*See the last issue of ChangiNGear*). A summary of that survey appears later in this issue — Page 10

2015 For me the motoring calendar started on January 1st. with a visit to the Brooklands Motor Museum's New Year Gathering. Wow ! what a turnout, cars parked just everywhere even though the weather was somewhat cold and damp. Unfortunately I did not go in an NG, but had to suffer the comfort of my Jaguar XJS - C. It did have a heater and a roof. Anyway it was a start to what I hope will be a very Happy and Enjoyable New Year for everyone. I hope that you all enjoy exciting NG driving experiences this year. Please continue to support the Club and its activities wherever and whenever you can and help the Club to survive.

Peter Clark

Why pay a fortune to go skiing, when for free you can stick your face in the freezer and then slam it into the kitchen door ?!



Secretary's Notes

Doesn't time fly and we're well into 2015. Manda and I wish you all a belated Happy New Year. Let's hope it will bring some good social gatherings for us NG'ers

NGOC subs were due on 1st January, thank you to all members who have a Standing Order for the payment. Subscription has been £15 for a few years now but please check that you are paying the correct amount.

May this be a reminder for members who pay by cheque, and have not already done so. And why not change to a Standing Order for the payment? .



Our most important meeting this year is the National Rally on the weekend 3th to 6th July. Please make a note of this on your calendar. You can choose to come for the whole weekend or just for a day, Saturday and Sunday being the main days.

With the demise of most of the Kit Car shows the National Rally is one place you can meet up with people who have the same interests as yourself. We would also like to encourage members to do more to arrange local 'NG Gatherings' in their area and contact and include local and especially new members. The club gained 27 new members last year and already we have one new member this year from Italy. This is encouraging. Welcome to you all.

There are two NG Outings being planned for this year. A trip to Normandy in early summer and a trip to Ireland in late September, they both sound interesting. More details are given in this issue (page 7&8), places are limited so register your interest now.

The only Kitcar show that I know of this year is the Stoneleigh show in Warwickshire post code CV8 2LZ. It takes place on the Bank Holiday weekend of May 3rd/4th. I have booked our usual club site of 40A for 20 NGs this year. Please let me know if you will be attending.

Bob Preece



Editorial

So we are started on another year and we are pleased to offer you the first issue of ChangiNGear for 2015.

Unusually for winter months, we are not short of content on this occasion, so a big thank you to all who contributed. This

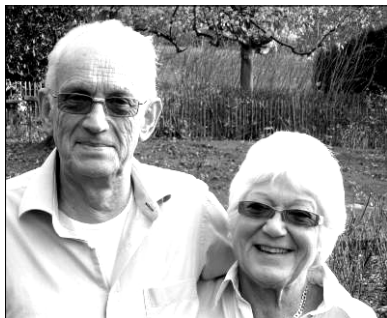
month's features and topics are quite wide ranging and will we think prove interesting.

Also may we make our usual plea for further input throughout the year.

The next edition will be in April, so we look forward to news of your winter 'make overs' and springtime activities. It is never too early to send in your offerings.

For our part the last few months have offered little opportunity to get out in Rocket. On the few days that have been milder, drier and sunnier either Rocket has been off-the-road or we have had some other engagement. We are thus looking forward to, hopefully, and early spring. We plan to have a busy year with Rocket, taking part in the NG-SE Weekend, and the trips to Normandy and Ireland - details for all of which are in this issue --- there are still places available so please get booking soon. We will also of course be at the Annual Rally.

So it is with our Best Wishes that we trust 2015 will be as busy an NG year for you and we hope for another good summer ahead.



— *Chris and Su Hore*

2015 NG Wall Calendar

Regrettably here were insufficient prior orders to be able to produce a Calendar on an economical basis for this year.

— *Chris & Su*



Future Events for 2015

The NG National Rally

This will be the Club's main annual event as usual

3rd to 5th July at Stratford-upon-Avon

— Please put a note in your dairy & be there this year —

And a number of other interesting NG Events are proposed :

Plans for these are in a various stages of development but it would be helpful if those who would like to take part were to make contact with the 'organisers' as soon as possible :

NGers SE England Weekend 8th to 11th May

Aiming to return the compliment to Wim and Janine Bielars for their hosting of the NG Dutch Trip in 2014

A long weekend activity is proposed which might include a scenic route Treasure Hunt, visit/s to one or two place of interest and an NG Sunday Lunch at a convivial Kentish or Sussex Pub.

Join us for all or part of the time

Please register your interest asap

With Chris & Su Hore @ candshore@hotmail.com

London to Brighton Sports & Kitcar Run

Sunday 31st May

Starts from Royal Park, Greenwich, with a Lunch stop on route to the Finish at Madeira Drive, Brighton

see website www.classicmotorevents.co.uk for further details.

This is a well organised and enjoyable day out.

The downside is the cost at £95

Let us know if you are going Please ----- Eds



Events Calendar for 2015

<i>Date</i>	<i>Event — What / Where</i>	<i>Contact</i>
10 Feb	Brookland Natter	Peter Clark
28 Feb	NG SE Area Sunday Lunch	Su Hore
10 Mar	Brookland Natter	Peter Clark
28 Mar	Heritage Transport Show, Detling, Kent	
14 Apr	Brookland Natter	Peter Clark
3-4 May	Stoneleigh Kitcar Show	Bob Preece
6-9 May	NG SE Area Weekend	Chris Hore
12 May	Brooklands Natter	Peter Clark
23-24May	Spa Classics, Belgium	John Hoyle
31May-1Jun	London to Brighton Kitcar Run	Graeme Lacey
29May-1Jun	Laon Circuit Historique, France	John Coker
8-14Jun	NGers to Normandy	Angela Morrison
9 Jun	Brooklands Natter	Peter Clark
13-14 Jun	Le Mans 24hour, France	Chas Killick
25-28 Jun	Festival of Speed, Goodwood, Sussex	
3-5July	NGOC Annual Rally at Stratford-upon-Avon	Paul Gray
14 Jul	Brooklands Natter	Peter Clark
11-12 Jul	Ardingly Classic & Kitcar Show, Sussex	Rob Garrett
18 Jul	Dogmersfield Fete, Hook, Hants	Paul Gray
24-26 Jul	Silverstone Classics, Northants	
22 Jul	Classics on the Common, Harpenden, Herts	Chris Humphreys
11 Aug	Brooklands Natter	Peter Clarke

Don't worry about becoming senile - when it hits you, you won't know it

I'm so in touch with my feminine side, I'm practically going out with it !!

— Laurence Llewellyn-Bowen



NGer's Trip to Normandy

-- 8th to 14th June 2015

So far six NG members (in four cars) have registered their interest in the Normandy trip in June and our French counterpart in Veules-les-Roses has been busy contacting local French owners of 'interesting' cars. One owner who is resident in

Veules-les-Roses is keen for us to go on an outing and have a picnic together. Our French friends have very kindly sent numerous suggestions about suitable accommodation and Robert and I will go over to Normandy soon to investigate. Ideally, we hope to be all based at the same place.



An NG member in France, Eric Leblant, who lives south of Rouen has contacted us to say he would very much like to meet up with the party going to Normandy. Rouen is well worth a visit and not too far for a day visit from the Normandy coast.

An email to another French member, Pierre Sabatier in Brittany has bounced, therefore, if you read this article Pierre, please send your new email address to Robert. If you were able to meet up with

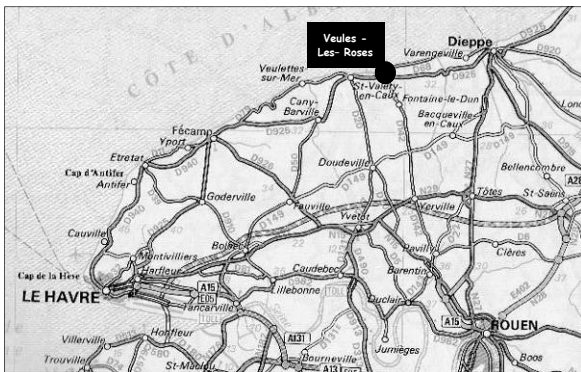
us in Normandy, that would be great.

Further to my article in the October issue of the magazine, I'm pleased to say our NG-TF 'La Bête' is happy in its temporary home and, like us, getting very excited about moving to our new home in February, and being made ready for this trip to Normandy.

Angela 'Belle' Morrison (aka MissPrint)

If you are interested in joining us, please contact Angela as soon as possible.
at amorri1847@aol.com

It is not essential that you take in the full 7 days, you could join us for only part time if preferred.





NGers Trip to Ireland : 23rd to 30th September

It is early days yet but we have set a provisional date of this foray to Ireland. The proposed route in brief is : Fishguard/Rosslare Ferry, Waterford, Cork, Bantry, Kenmare, Kerry, Tralee, Kilkee, Galway and Dublin/Holyhead Ferry, Taking in the 'must see' places along the way.

The aim is to stick to the scenic Wild



Atlantic Way (<http://www.ireland.com/en-gb/wild-atlantic-way/>) as far as practical, aiming at only about 120 miles per day - so there should be ample time for stopping, sight seeing and relaxing, and we would assume a full day in Dublin. We can tweak the route on a daily basis to length or shorten each days run subject to preferences , weather etc.

We expect to pre-book B&Bs in the 'low-cost' bracket. And that's about it at present., we expect to start fleshing out the details in February.



There is still room for one or two more cars to join us so if you are tempted (and who wouldn't be !?!!) please register your interest now to avoid disappointment - contact

Chris and Su Hore — candshore@hotmail.com
or Jeremy Evans — marcos67uk@yahoo.com



The Brooklands Club — Natter Meetings

Meet on the second Tuesday of every month

At the Brooklands Club Bar at the Brooklands Museum

Use the Campbell Gate Entrance off Brooklands Road — KT13 0QN

NB. These events may be subject to change,

Please check with Danny Byrne (01932 829814) Brooklands Club
or Peter Clark (01737 832367)

More Local NG Events ??

The results from the recent Membership Survey (see page 10) indicate that, of those responding, 51% said they would be willing to organise local NG Events in their area. Additionally a gratifyingly high 90% said they would attend local events organised by others.

Hopefully this information will encourage the 'fiftyone percent' to do just that, and hopefully the 'ninety percent' will show appreciation of their efforts by turning out in force (even if you don't make it in your NG)

Remember that Robert Morrison will provide you with contact details for Members in your area (just email him the relevant postcodes) - rmorri1847@aol.com

ChangiNGear looks forward to 'reports' of such events for inclusion in future issues. — The SE Sunday Lunch Report on page 28 will hopefully give you the flavour.

Photo Competition — 2015

This is OPEN NOW !

Please keep your cameras handy throughout the year and send in some Scenic and Action shots as the opportunities arise.

Please email your entries as a .jpg attachment with some details and a Snappy Caption to us at ngoceditor@gmail.com

Thank you !! — Chris & Su



Membership Survey Results

Thank you to everyone who completed and returned the Membership Survey so quickly.

The intention was that a survey might help to provide an insight into member's desires and expectations for the future of the Club. As and where practical your committee is keen to act on and implement suggestions that will prove to be beneficial.

For analysis purposes the results of the Yes/No and A/B/C answers are quoted as an average percentage vote. *N.B. some members will have voted for a choice of more than one item a survey question.*

Summary of Responses :

1) What do you gain.....?

- Friendship and social aspects were considered important by 66% of members.
- Help and Tech. Support registered high on the list at 76%.
- Opportunities for NG Travel etc. was considered to be a benefit to the Club at 46%.
- Discounted Insurance appears equally significant at 46%.

2) Have you ever attended a National Rally....?

- A healthy 75% said YES and 25% said NO

3) What would encourage you to attend.....?

- 23% Suggested a different location.
- 23% Favoured a different date.
- 8% Thought that a more varied Rally Content might improve attendances.

4) Should the Club continue to hold an annual National Rally....?

- Again a healthy 84% vote went for continuation of the event without a single NO vote registered.
- *There was a suggestion that a Bi Annual event might be a consideration.*

5) Do you prefer to attend the rally for:.....?

- A day trip was favoured by 33%.
- Weekends of 2 nights is favoured by 69%.
- Weekends of 3 nights is favoured by 28%.

6) Staying overnight would you prefer.....?

- To camp or caravan, secured 33% votes.
 - To hire a caravan on site. 33% favoured this option.
 - To stay at a B&B/Hotel was the choice of 61%.
- N.B. Some members voted for more than one of the above choices.*



- More Welcome activity and Support for New members.
- Establishment of Pub Lunch Runs; Visits to Stately Homes and Gatherings on a local area basis.
- The re-introduction of a Membership List / Directory.
- The need to find New venues for :-
The National Rally, Christmas Lunches / Dinners and Area Meetings.
- Encouragement for and to New members through the Internet.

Other comments were largely of a complimentary nature in support of the Club and those who manage the affairs.

Conclusions :

There are always improvements that can be made in any organisation but judging by members comments and survey results most are generally satisfied with and enjoy the Club. This can be summed up by quotes received such as :- " If it Ain't Broke - Don't Fix it " also " Better than I expected ".

Nevertheless the Committee has recognised that all the helpful advice and suggestions that the survey has highlighted will be considered for action where practical and financially viable.

In the meantime, the continuing support of every member of the Owners Club is of vital importance and if you think you can help in any way, however small, please make contact with a committee member.

We can all be proud of our success and longevity as a club considering the current climate of the Kit Car Industry.

Thank you to all who participated in the survey. I would like to close with what I consider to be the QUOTE OF THE SURVEY, which is this :

" Belonging to our club is of great importance to me. The friendship of the club is the main reason why I chose to buy my second NG " (Anon).

Thank You All — Peter Clark

One of the lessons of history is that nothing is often a good thing to do and always a clever thing to say - *Will Durant*

Blessed is the man who, having nothing to say, abstains from giving us worthy evidence of the fact. - *George Eliot*

Better to be silent and thought a fool, than to speak and remove all doubt
- *Abraham Lincoln*



Treasurer's Report

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

Teresa Goodbun

NG OWNERS CLUB ACCOUNTS to 31st December 2014

Bank Balance **£3360.84**

as at 31 Dec '13

INCOME :

Subscriptions £3,726.00

Club Product Sales £255.10

Advertising £350.00

National Rally fees £939.00

Total Income £5,270.10

EXPENDITURE :

Stationery £60.56

Printing £863.39

Postage £1,483.34

(2014/15)

Club Equipment £0.00

Club Products & Regalia £0.00

Trophies & Prizes £80.35

National Rally Expenses £1,925.60

Public Liability Insurance £162.00

Website Fees £38.75

Total Expenditure £4,613.99

Bank Balance £4,016.95

As at 31 Dec '14

£8,630.94

£8,630.94



New Members - Welcome

Our apologies that the New Members information was not available at the time of going to press.

These details will be added to the April issue

— Eds



NG South East Sunday Lunch — 28th February

The next Sunday Lunch Meeting in the South East is planned for 28th February. The venue is as yet to be fixed. The Cranbrook—Wadhurst area is suggested but may be changed to suit the 'scatter' of Members proposing to attend.

Please register your interest NOW

— please email Su Hore at candshore@hotmail.com



2014 PHOTO COMPETITION RESULTS

Thank you all those who submitted entries in last years competition
and thank you to those who took part in the voting

**The convincing Winner is Malcolm Snell
with his picture of his NG-TF V8 "Old Speed"
'Time for some Off-Roadng'
which graces the Front Cover**

The runners-up were Andrew Hadley with 'Come on Jeremy — Keep Up!
and Peter Saunders with 'Impressive Road Manners'
which are shown on the Rear Cover.

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Welcome New Member - in Italy

Members will be interested to hear that our first new member of 2015 is Matteo Pirazzi from Trento in the Italian Tyrol.

Matteo bought his Silver NG-TC V8 last November on ebay. Currently with UK registration WFE 66S, the V5C shows fourteen previous owners but not a lot is known much about the previous history. However the car has stood for several years outside causing a lot of corrosion, the engine needs to be rebuilt, but chassis and bodywork is not too bad.



Matteo is now looking for parts, particularly manifold pipes and silencers, and will then start the rebuild. Matteo is in touch with Nigel Brooks at Findhorn for 'NG Parts' and expects to be able to source more routine parts on-line.

Matteo says that registering the car in Italy will not be a problem, being registered on the V5C with the 'donor' year 1977 it is considered an historical vehicle and every-

thing is easier. As in the UK registering a modern kit-car in Italy is another matter altogether.

Matteo is a keen 'petrol head' and has two other kit-cars, a Fisher Fury and a Sylva Phoenix, both with bike engines and, he says, both used, raced and abused on the track. His NG is bought to replace his previous "touring" car, a Gardner Douglas GD427 which he sold last summer.

I am sure that all NG Members will wish Matteo welcome to the Club, and good luck with his rebuild. Hopefully we will hear more of his progress and subsequent exploits in Italy.

-- Eds





Member Profile :

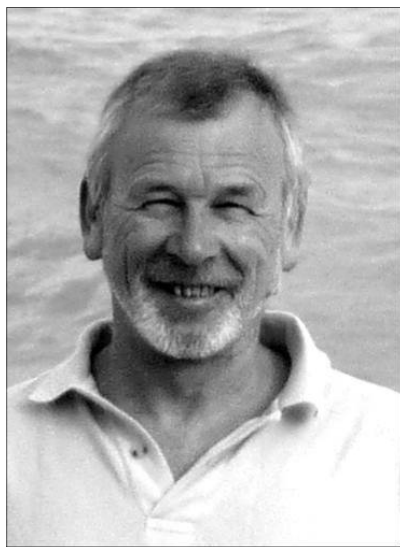
Kelvin & Colleen Sutton

NG 1554

07732-657371

kelvin.sutton@outlook.com

I am a recently retired Biomedical Scientist and live with my wife Colleen in Burgess Hill, which is in Mid Sussex, about 15 miles north of Brighton. We moved here nearly 19 years ago when I got a job in the local hospital after practicing my profession in army hospital laboratories for 22 years. Colleen continues to work full time as a community mental health nurse specialising in dementia.



In my youth I had a number of lambretta scooters and cars, all of which were tinkered with and modified in various ways, which was necessary as they were not overly reliable. My last car before family life started and cars had to be much more sensible was a Triumph Spitfire which sparked my interest in top down driving. I don't have too many bad memories of it so it must have been pretty reliable although I do remember the soft top leaking regularly so that the carpets were often quite wet.

I went back to top down driving when I bought a Honda S2000 for my 50th birthday and enjoyed that for 5 years. Tinkering wasn't really an option given it's complexity but I did make one or two changes just to make it a little different from the standard new car that I bought. I was an active member of the UK S2000 owners club, attending the UK annual meetings, regular local meetings and even hosting a BBQ for local members.

The S2000 was replaced by a Mercedes SLK350 which was much more comfortable for the long journeys we were making to see parents and go on holidays but still had the power and drivability that I needed on shorter journeys to work and more locally.

Unfortunately when I retired the car got very little use as Colleen did not like driving it and the number of long journeys we were making greatly reduced so that I could not justify the almost £500 a year road tax I was paying on the car to spend most of it's life in the garage. The SLK was traded in for a car that Colleen would drive and I settled down to a 4 door tin top car whenever I needed one.

I had for many years held a slight interest in kit cars but never progressed any



further than reading articles about them as I was happy with the S2000 and SLK. That was until this summer when the SLK had gone, the good weather made me miss top down driving and a small inheritance gave me the money to indulge my fantasy. I looked at the various options and decided that an NG would be the car to get. I came across a very nice looking Henley Pastiche and after confirming it was still available I spent the weekend working out the logistics of viewing and testing the car in Huddersfield. Unfortunately when I rang on the Monday morning the car had gone. However the dealer had another very nice looking (in the photographs) NG TF and when I spoke with him he confirmed it would come with 12 months MOT and he would arrange transport. I decided that although a bit of a risk I would purchase the car without viewing and testing as the photos available were comprehensive and I would not pick up any problems that would not show up in the MOT test.



The original MGB was a 1972 car so that the NG was tax free and insurance was a little less than £120 so that it would be fairly cheap to run providing nothing major occurred.

The car arrived in early September and I was pretty pleased with what I saw. The paintwork, although a little amateurish looking, was in good condition and the engine looked very clean. It started first time when it came off the transporter and all the lights worked as did the dials, except the water temperature, which is obviously not an MOT failure. The seats and carpets were a little grubby but given the price I paid I could live with that and could spend some time cleaning them over winter.

The car got a few run outs in the first couple of weeks of ownership and I gradually increased the distance as I got more confident until I did a round trip of 40/50 miles but that is when the problems started. I went to use it again the following day but it would not start. The battery did not have the power to start the engine. It was confirmed that the alternator was faulty so that had to be replaced. Fortunately I have a garage at the end of my road, the owner of which owns a running MGB from the 70s and they are being very helpful. The alternator was replaced but they identified a problem with the battery which was not holding its charge so that also had to be replaced. I also have a small oil leak so I need a tray underneath the car when it is parked up but I can live with that at the moment.

The car was taken out quite regularly during September and October given the



good weather we had and has even had a couple of run outs in November. Unfortunately I could not take it to the Sunday lunch with other NG owners in Ringmer as I do not have a roof and it was raining quite heavily. Others, with the exception of one brave owner, also left their NGs in their garages so I didn't feel too bad. I enjoyed the lunch and found talking to other owners very useful. I came away with the understanding that all cars are different and there are a number of solutions to the same problem.



I don't expect to take the car out over winter, although I have already been out twice in December after wrapping up warm. I will however be quite busy doing a number of jobs on the car which include:

- Replacing the rather tatty piece of aluminium bound with tape which currently covers the steering wheel column between the steering wheel and dashboard and is forever getting caught as the steering wheel moves in and out.
- Identifying what the key socket on the transmission tunnel just in front of the gear stick is for
- Determining why the front spotlights have stopped working since I got it and why the water temperature gauge is not working
- Cleaning the seats and carpets
- Finding a way to stop the NG logoed gear knob coming off the gear stick
- Deciding whether I want to pay around £900 for a roof and doors.

I joined the NG owners club soon after getting the car and look forward to meeting up with other owners on a regular basis.

Kelvin Sutton

Contributions Please

Next issue: APRIL 2015

Last Date for submissions 6th April

but the Earlier the Better — Thank You



Reports, Articles, Letters & Technical

NG Christmas Luncheon

7th December

At The Star, Malden Rushett

There was a good turnout of 38 for this pre-Christmas Get-Together and thanks to a few hardy souls, the ever reliable Charlie Killick for one, there was a handful of NGs in the carpark. The occasion was again very ably orchestrated by Sue Bolton, and much thanks to her for that. The Star put on a good choice of 2 or 3 courses with full festive or non-festive menu options.

A simple and undemanding 'theme' had been suggested for the occasion - being that everybody should wear something Red and which I think everybody had observed.



At the NG South East Sunday Lunch some fortnight earlier (see page 28) Angela Morrison had arranged for the 'versification talents' of Marlene Woolgar to be harnessed to the task of producing an NG Carol based on 'While Shepherds watched' - see adjacent page for the lyrics. Angela performed this for the assembled company with slightly less able support from myself, having had a single short practice session earlier in the Ladies Loo.

Peter Clark said his 'few words' and thanked members for their continuing support to the club over the past year and offered his best wishes for Christmas and the New Year. Paul Gray raised a vote of thanks to Sue Bolton for her organisational skills. Apologies for Absence were received from Wim & Janine Bielars who had intended to join us, from Holland, but Wim's company's Christmas Party was the same weekend and as it was to be Wim's last, he retires next year, then that naturally had to take precedence.

John and Barbara Hoyle very kindly extended 'open house' to all would, to enable the socializing and chitchat to continue into the evening.

Su Hore



Postscript:

We have since learnt that poor Wim & Janine have had somewhat of a traumatic December.

Firstly Janine contracted pneumonia and had to spend a spell in hospital. Her recovery has been a little slow but she was able to return to her job at school, part time, in mid January. Secondly, Wim's aged Mother suffered a severe stroke and continues to be not at all well.

ChangiNGear, on behalf of all NGers, offer Wim and Janine our sympathies and very best wishes.

--- Eds

The NG Christmas Carol

Whilst I was washing socks one night
The thought occurred to me
" I',m slaving in the kitchen and
He's out with his NG !! "

I'd stuffed the turkey, iced the cake
And, what is more my friend
Whilst I was doing all of this
He - played with his Big End !

I'd gifts to wrap and cards to write
So many things to do
But **He** just 'played' - - then came indoors
Where **He** 'talked' NG too !!!

I'd planned the meal, the tree, the gifts
The wreath upon the door
I asked him - " Was there owt I'd missed ? "
And **He** 'talked' NG more !!!

They say "If you can't beat 'em, join 'em"
And that's so clear to me
So Merry Christmas one and all
Especially NG !!

With thanks to Marlene Woolgar

And a word to Dave - "Do you think there's a message in there somewhere ??



Little Red Rooster

My interest in NG cars came about in 1988. I was looking for a project and fancied building a kit car. I wanted something reminiscent of the 1930's sports tourers. Inspiration for this came from my earliest recollections back in the 1950's of the cars my father owned - a 1936 MG-SA Tourer and a 1938 Talbot 105 Airline. My job was cleaning the wire spoke wheels with a special curly brush

and the Sunday tours of the countryside were a delight. These cars were magical to a five-year old boy. In fact, my interest in old cars stirred at an even younger age owing to a neighbour in our flats, Uncle Tony, who owned a hill-climb special that he hoisted up to working height on a tackle suspended from his kitchen window on the first floor for cleaning, repair, and fettling. I was fascinated - mostly by the giant tub of slippery green Swarfega in the garage, much to my mother's chagrin.

I already owned a Rover SD1 V8 that had seen better days and this focused my research. It seemed the ideal candidate for a donor car. There were various options but I liked the confident style of the NG, and in TC form it was a stunner. However, I had a young family and a "2+2" seemed to make more sense, so the TF topped the list. I sent for the brochure.

Of course, the TF was based on the MGB so the only component from the Rover would be the engine and I needed to find a B donor. So with details and price list in hand I set about costing the project.

But ever the dreamer I spotted the small image of the NG Sedan in a corner of the brochure - based entirely on the Rover SD1 and being a four-seater sports saloon it ticked all the boxes. I sent for information, which duly arrived -- *"Exclusively Hand Built"* - *The NG Sedan*.

Details were brief, price was - **"How Much? £26,000.00 for the V8 5 speed !!"** but some relief ! - an NG Cars Ltd compliments slip fell out of the envelope stating the kit price would be £6,000.00 plus VAT. But as we all know "would be" is not the same as "will be" And sadly, even that exceeded my budget in spite of already owning a fully-fledged donor. As I am sure anyone who has built a kit from scratch knows, the initial kit price is only the start of the expense. Oh well, the Sedan was out of the question. I set about looking for a suitable MGB - one





that I could justify dismantling, but with the necessary components not in need of too much refurbishment. *** See more about the NG Sedan on Page 29 & 30

Then -- my father bought a yacht and so I spent the next 20 years sailing the Norfolk Broads !!



Various boats, cars, and motorcycles later - a 1978 Reliant Scimitar GTE SE6A was the nearest I got to owning a kit car - bring us on to 2014. A 21-year-old Jaguar XJ6 in hand - the mechanics were sound, but let down by tired bodywork - the idea of a kit car reared its head again. Something XJ40 based would be ideal - what was out there? Not a great deal as it turned out, then I remembered I still had the old NG brochures tucked away somewhere. No doubt about it - I still relished an NG-TF.

Building one from a kit was not now an option, not least because who in their right mind would cannibalise an MGB today? Apart from that, I am not actually sure that kits are still available. A trawl of the internet ensued. So many glorious images served to inspire further and a reasonable choice of cars for sale was evident. By now, I was looking more closely at detail and investigating the registration status of kit cars. I had heard a few tales of registration problems if cars were not described correctly on the V5 and how they needed SVA status. I did not want an ugly "Q" registration; neither did I want modern reflective number plates. It had to be a car with black and white plates. In truth this was not the most important factor - **it had to be Red !**

Well that limited the choice. Oh yes - and with doors. This was important for my wife, Pat, clickety-click! Stiff knees, stiff back; entry and exit has to be a consideration. The search narrowed and I found what I was looking for - a TF Roadster - it looked good, was red, with doors, age related number plate and it had been SVA'd in 2009 - everything on the list. Further enquiries and inspection proved it was a well-built example dating back to 1984 based on a 1969 MGB-GT. Registered as an Historic Vehicle with 25,000 miles on a reconditioned engine. Sound.

This car became my proud possession in





August 2014 with just enough summer left to rediscover the thrill of vintage style motoring that inspired me as a child. There is no doubt about it, the NG-TF evokes the vintage motoring spirit, but with the competence to handle today's traffic. And when all's said and done are today's roads in any worse condition than they were in the '50s? Take to the back roads and explore the countryside and villages bypassed by the modern helter-skelter. In fact, many of those "back roads" were the "A" roads of that era. The "pleasure" part of "social, domestic and pleasure use only" insurance cover becomes worth every penny.

Together with the brochures I received in 1988 were extracts of "What the Press Say" These comments were no doubt in judgement of recently constructed cars for the purpose of press appreciation. — And did they appreciate !!!

What I find so impressive now is that 30 years later this "kit" car still deserves MG Enthusiast's accolade:

"The behaviour of the whole car told you loud and clear that the chassis was beautifully rigid, so was the body - no squeaks, no rattles and in quality and chassis design so far ahead of other kitcars that I wish it could be called something else"

My sentiments exactly. In fact, I feel I am doing the car an injustice whenever I refer to it as 'a kit-car'.

Taking the rose-tinted glasses off for a moment it cannot be denied that there are aspects of the car that need improvement. Thirty years takes its toll and the wet weather gear is undoubtedly past its best - a new hood and tonneau cover are needed. Although the wheels are in good shape, they are not wire spoke wheels, so these must be changed. These are projects for 2015.

"Hand built with care - Driven with passion"

Andrew Fowell

Membership Fees - due 1st January - £15

Thank you to those to have paid by Standing Order

But would you please check that the correct amount is paid.

Some are still received at £10 only.

Thanks also to those who have already paid by cheque

And a Reminder Please to those who have not already Paid.

Further would those paying by cheque please considered changing to Standing Order which is easier for the Club administration -- Thank You

Standing Order Form can be downloaded from the Club Website or obtained from the Treasurer or Editors.



Dobby's 10th Birthday (October 2014)

You may remember last time that I spoke about a new addition to the family. No, I'm not talking about the master's granddaughter but my new stablemate, a black Audi A3. Zara, the ZR, had served the Master well but he wanted something a little quieter and smoother (as he is now over 60!) so he spent some of his pension lump sum on the Audi. Zara was advertised in the MG Owners Club magazine and a nice lady, who lives in the next road just around the corner, bought her. This means, of course, that we see Zara zipping up the road from time to time which is kind of comforting.

Once Zara had gone, my master introduced me to Adele, a phantom black A3 Sportback and I have to admit she is rather nice. The master had always had an aversion to black but, with many of the A3s being this colour, the choice was somewhat limited. Now he has Adele, he has completely changed his mind and really likes black - fickle or what? I must admit



that, now he has given her a good coat of polish, she does look kind of sexy - as long as he keeps her clean! I had mixed feelings about her being a diesel - no that's a lie, I really didn't like the idea - but even I am surprised at how refined she is. And she is not smelly either! When the master brought her into my garage to change her filters and give her a service, she behaved impeccably. Now the Master's son and daughter have both bought Audis so there are frequently 3 sitting on the front - more than one passers-by have commented it looks like an Audi dealership!

So far this year has jollied along quite well with the usual opening for us on the Snow-drop Run (from Wimpole Hall to Moggerhanger Park this year) in February. The Kent Kitcar Show (Detling) was cancelled so the next major event was a return to Holland. My master decided it was sensible to give me some new boots before venturing on the continent as my Firestones had lasted since 2004 when I was built - 10 years and nearly 30,000 miles. Although they still looked good, the rubber was quite age-hardened. With my new Goodyears, I feel a lot more sure-footed.

Having been over to see Wim and Janine in 2012, I was nominated to lead the convoy of 3 NGs, a Morgan and a BMW taking the same route as last time. This time, however, we were able to keep our tops down and have a very pleasant drive. Our time in the Netherlands was short but at least we were introduced to our new cousin, Wim's NG Pastiche, in his/her resplendent dark green paintwork (sorry Wim, don't know the name so don't know if it's a boy or girl!). We roadsters loafed





about a good deal while our owners went off to the Keukenhof Gardens and other places of interest in tin-tops and a minibus. Our journey home began like the journey there but heavy rain as we approached Calais commanded that we hastily cover up. During our trip to Holland, I passed the landmark of 30,000 miles.

With Stoneleigh only a few days after our return, we decided to give it a miss this year (the first miss since we started going in 2005). The next event was to have been the Fathers' Classic Day Out at Woburn Abbey but alas the Master had a bug that day so that was abandoned too. Later in June, however, was a lovely little local event, the Radlett Classic Car Show, where was a charming (if a little wet) collection of old classics.

The following weekend was the highlight of the year - the NGOC rally. I love meeting up again with old friends and new. This year the weather was fairly kind to us and amazingly the members voted for me again as the best TF. I say amazingly as there are many other beautiful TFs there. We also had some fun on the driving tests - with Paul Gray driving me, and the Master co-driving, we actually won. For some reason it seemed to work better than the Master driving with his wife! If your owner has not taken you to an NGOC rally yet, get working on them for next year 'cause it's a great get together and we cars love to natter and catch up.

Once the school term had finished in July, and with it my Master's first part-time, semi-retired year, Master and wife took me on holiday to North Wales. The scenery is very beautiful and we only had one wet (extremely wet!) morning. We stayed at a B&B in Conwy (near Llandudno) which had a very steep slope up to park so I had a chance to show off my lovely torquey engine. Despite that, the Master would not let me climb Snowdon (some sort of big hill I think) as he told me there was no road to the top. I think it was just an excuse because he wanted to go on a train. This train apparently uses a rack of cogs (just like my steering rack) so it doesn't slip down the hill. He saw some good views as the weather was quite clear.



Conwy has not only the smallest house in Great Britain but also a very large castle complete with town walls. On one occasion we spotted a Belgian classic car tour on their way through Conwy. I enjoyed North Wales as I really had a chance to stretch my wheels again, it being about 220 miles each way.



Just over a week after returning from North Wales we toddled off to Classics on the Common (Harpenden). What started as an impromptu meet for a few Jags is now an organ-



ised meet for well over a thousand classic cars and other vehicles. When the weather is good (and it was this year) there are ten times as many spectators - and all on a Wednesday afternoon and evening.

The following week we joined Classics on the Green (Croxley Green), a much smaller meet and less frenetic than Harpenden but no less variety of vehicles.

The rest of August was fairly quiet apart from me sailing through the MOT again (why do they say that - I'm not a boat!) and a little Classic Car & Bike Show run by the local Rotary Club. This was so near that the choke hardly got pushed in!

As October approached, I became excited as I knew my Master would do something a bit special for my 10th birthday. It was back in October 2004 when I was "completed" and put through the SVA so it was a real milestone for me. He kept dithering about what to do but I secretly wanted to go back to the Isle of Wight where I had spent one or two of my early holidays. At last, as half term break came around, Master and wife took me around the M25 and down the M3 to Southampton where the familiar Red Funnel was waiting for us (well actually we waited for it). So it was off on a half empty but refurbished ferry to East Cowes and then across to Shanklin to our B&B.



We only had a few days but enough to reacquaint ourselves with some of our favourite spots. The sea front at Shanklin, the IoW Donkey Sanctuary, Ventnor (where it was so warm, the humans ate ice creams) and Godshell. While the Master and his wife were sipping tea at Godshell, I managed to attract the attentions of a number of Japanese tourists who seemed delighted to take as many pictures of me with each other as they could. As soon as they returned to their coach, another group would get out and start snapping. This went on for some time until I think perhaps the coach driver became impatient! Sandown Zoo, Bembridge Lifeboat, the Needles and Calbourne Water Mill were all visited too and it was lovely to see these familiar places, although the Tamar class lifeboat was hidden away from me in its new boathouse built on stilts out at sea (completed in 2011).

Time had come to return to the mainland so it was off to the ferry for a return voyage. This time it was very full (as they say in Holland, legs were hanging out!). An uneventful zip up the motorways saw me back in my garage with only a little grubbiness. Master gave me a good clean a couple of days later so now I am 10 and happy and clean!



Dobby Humphreys



NGOC - South East Sunday Lunch at The Cock Inn, Ringmer, 23 November

Having advertised on the NG Forum and sent out emails to NG members living closest to the proposed venue at Ringmer, Robert and I hoped for a good response and we were not disappointed. If several emails hadn't bounced **, there may have been a few more at the lunch but we were absolutely delighted to meet up with 17 other members, wives and families.



It transpired that in fact one was a lapsed member but his membership has since been renewed. Name badges gave us no excuse not to remember each other's names and it was great to make new acquaintances

Sadly, due to the very inclement weather, only Charlie Killick braved the elements so we were very pleased to see at least one NG parked outside the pub.

Dave Woolgar, who has won many prizes for his beautiful car, has not been seen for a very long time and it was great to see him and Marlene again. Su and myself were amazed at the speed with which Marlene kindly rewrote the words to 'While Shepherds Watched Their Flocks', which Su and Angela were to sing at the forthcoming NG Christmas Lunch - many many thanks Marlene. What a talented lady! We were so glad you came with Dave.



After a very enjoyable lunch, to The Cock's usual high standard, with a lot of lively conversation, we all agreed to meet up again soon.

Thank you to everyone who came to the lunch and we look forward to the next get-together.

Angela Morrison

**** New Email ???**

Please let Robert know if you have recently changed you Email address





The NG Sports Sedan

Andrew Folwell has raised the subject of the NG Sedan in his article 'Little Red Rooster' - page 22 . To follow this up we asked John Hoyle for his input about this little known NG variant, to which he responded -

" Nick Green built the NG Sedan in the late 1980's early 1990's, it has never gone into production; the car was very much a prototype and needed further development, and as far as I know is still owned by him

The attached photos I took when he came along to a kit car action day at Castle Combe in the mid 1990's, I was exhibiting there with a couple of demo cars on the track, and we also invited the club to attend. It grew as a club event for several years and we provided a picnic for everyone, I guess at peak we had 25-30 cars.



Thank you Andrew and John.

Does anybody else have anything else to add ?? — Eds

A Nice Little Earner !!

The DVLA made some £7million pounds last year by 'selling' driver information, at £2.50 a time, to 'approved companies', generally for parking enforcement and similar issues.

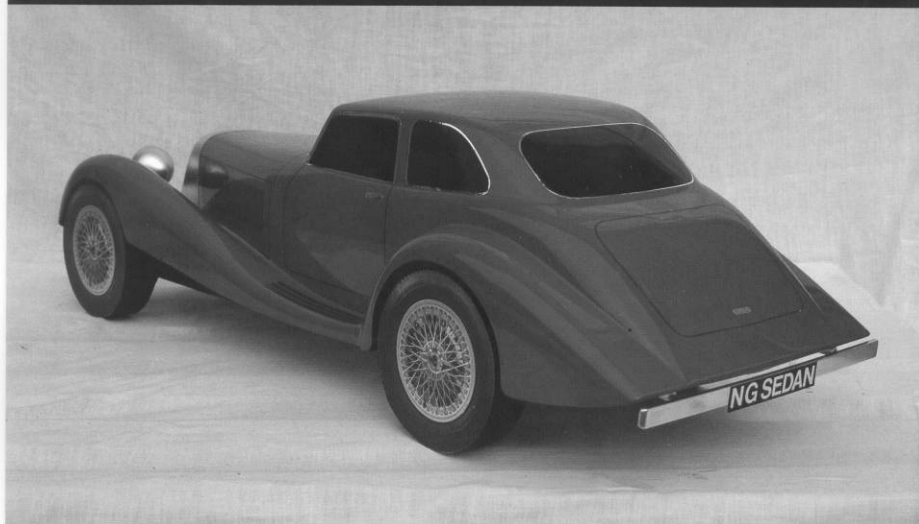
Almost £20million has been collected in the last four years and the annual amount increases by at least 25% year on year, and so could reach nearly £10million this year. There is upward of 30 approved Users.

The DVLA are at pains to stress that a strict Data Protection regime is in place and that use of the information on some 9million driver is carefully monitored.

Chris Hore



EXCLUSIVELY HAND BUILT

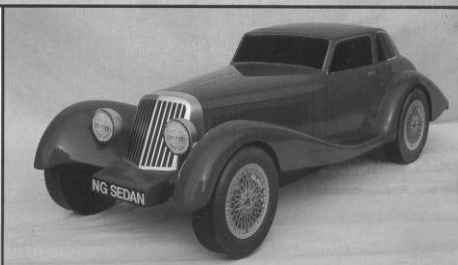


The NG Sedan

This exclusive hand built sports saloon captures the most elegant styling of the 1930's and subtly combines it with the luxuries and refinements of the 1980's. It is presented as standard with modern smooth riding suspension, power steering, leather upholstery, burr walnut fascia and cappings, and hand stitched wilton carpets.

The Sedan offers exhilarating performance with either a straight 6 or V8 engine, and is available with reconditioned mechanical components for final assembly, taking approximately 16 hours or fully built with new parts for export.*

* Availability subject to local regulations.



Prices

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V8	5 Speed	£26,000.00

Options

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Wire wheels	£1045.00
Fuel injection (V8 only)	£1740.00
Automatic transmission	£ 435.00
Tinted Glass	£ 348.00
Air conditioning	£1305.00

All prices subject to VAT

NG Cars Limited Unit 10 Laundry Lane Milford on Sea Hampshire SO41 0WJ
Telephone: 0590 43694

Thank to Andrew Folwell for providing the above brochure — Eds



Winter Tyres Comparison Test

The previous winter issue of ChangiNGear (January'14) carried an article by Paul Bennet about 'The Science of Winter Tyres' — now Paul Gray has some interesting practical experience to add as follows :

Whether you use your NG during the winter or not, the fitment of winter tyres might still be of interest in respect of your everyday car.

For some time, I have been following the upsurge in interest in this subject and have wondered about the claims being made in respect of the pros and cons.

Firstly, there is a great deal of misunderstanding about the usage conditions for winter tyres. Many people seem to think that "*our winters aren't severe enough to need them*". This is, I believe, because it is felt that such tyres are really only needed for ice and snow. However, the advantages are very apparent throughout a typical UK winter irrespective of the prevalence of ice and snow. Summer tyres are manufactured from a harder compound that is soft enough for adequate handling and braking on wet roads in warmish conditions. Conversely, winter tyres are optimised for ambient temperatures of 7°C and below and are manufactured from softer compounds that stay nice and pliable at low temperatures. This construction enables the tyres to be much more effective in the wet. The tread patterns are a little different as well, with many small 'sipes' across the tread pattern which not only help to dispel water during wet braking but are also very effective in gaining traction in snow or ice.



Up to now I have been reluctant to indulge in a spare set of wheels for the fitting of winter tyres but a demo session that we attended this week has given us much food for thought. We were invited by Mercedes Benz, at their Brooklands site, to take part in a comparison test that they were running in conjunction with Continental Tyres. Two identical A-Class cars were used, with speed limiters set via the cruise controls so that each test could be run at the same speed prior to braking. One car was fitted with summer tyres and the other with winter tyres. The test track had been coated with a slippery substance and the whole area was being sprayed constantly with water jets. According to the MB guys, this was the closest that they could simulate to driving on black ice.

From a set point we accelerated towards some 5-foot cubed foam 'targets'. At a set of cones the instructor shouted "brake now" (just as we used to do in the driv-



ing test!) and you just brake hard letting the ABS control the brakes.

We started with the winter tyres and the car pulled up extremely well - quite unbelievable on such a slippery surface. Pulling away and accelerating still showed plenty of grip and good control. For the next run, with summer tyres, the crew had placed the foam blocks just ahead of where the car had stopped during the previous run. It proved to be quite a dramatic demo with the ABS struggling to get the tyres to grip and we impacted the foam blocks at quite a speed - it was a sobering experience with the knowledge that, had that been anything other than foam blocks, the impact was going to be hard (and probably unpleasant). I also noticed, pulling away after the impact with some steering input, that a boot-full of throttle just induced massive understeer. There had been no loss of grip under the same conditions with the winter tyres.

We did the test several times at different speeds and the results were always the same.

As a guide to the difference in performance, the stopping distance from 30 mph using summer tyres was 8 metres further than we achieved using the winter tyres, i.e. 2 car-lengths. Food for thought!

On cost grounds, the winter tyres are a similar price to summer tyres and, if you plan to keep your car for at least the wear-out period of two sets of tyres, the only additional cost is for a set of cheap steel (or alloy) wheels and somewhere to store them.

In conclusion, an impressive result and a significant safety feature during winter driving if you can bring yourself to spend the money!

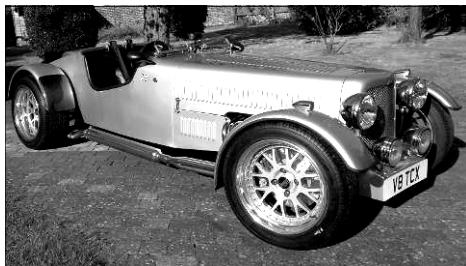
Paul Gray

News from Andrew Brook-Holmes

Thought you might like to hear, that I just got my TC back on the road yesterday with the fabulous John Hoyle brake upgrade.

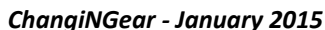
Just in time for summer!

Visited the 'Festival of Rain' today (aka The Goodwood Breakfast Club) I did see a TA-V8 as well, but didn't get to meet the other tough NG soul who braved the monsoon conditions.












Hopefully I will get to an NG event soon.

Kind regards - Andrew :: Email 2 Nov 2014



Thus it may be a worth considering your location, road usage and driving habits in this respect when selecting your next vehicle purchase.

See more at www.tulpenrallye.nl

Amateur/Writer	Tutor Diagram	Directions	Points of Interest
6.0		Down Left over Cane Right	
6.1		Down Left Sagged over Take Cane Narrow	
6.2		Down Left	
6.3		Straight ahead Over Cane Right	
6.4		Down Right at Corner (Roads) Sagged	
6.5		Down Right over Bridge Sagged over	
6.6		Continue Straight On	
6.7		Go Over Bridge in Center of Top road Sagged Lane	
6.8		Go Over Bridge in Center of Top road Sagged Lane	

Chris Hore



Of Rotors

Lucas Distributor Rotor Armssimple little things that last for ever. Years ago we were told to change the condensor and rotor arm whenever we changed the points. Points never lasted long and rotor arms looked simple and non wearing so all I ever did was possibly clean them, and I gave up changing condensers because I found too many faulty new ones, I just carried a spare. Fast forward to the nineties and noughties and I suffered the odd iffy intermittent ignition nuisance , always fixed by fitting a different shaped rotor arm . I just assumed I had fitted the



wrong shape for the dizzy. THEN I bought my NG !! Minor alarm bells sounded as it came with a box containing two dizzies, numerous plug leads and some coils. Sure enough, it mis-behaved on the way home but eventually started again . More trouble on the way to the annual rally. Coils and dizzies were duly swapped and we did a peaceful few thousand miles. One day, ten miles from home it started missing again and ten miles later died completely. No way would it go. Petrol, carbs , pump and filters checked by the roadside. More checking..... Wow !! a big fat spark going into the dizzy and absolutely sod-all coming out. Dizzy cap off.... all nice , no tracking.....rotor arm as new....This just isn't possible ! A tow to a friend's garage and three heads were now puzzled. As a bit of a joke we took the dirty old rotor arm off his ancient Riley and put it on my NG. Instant start !! Research on the internet yielded the info that since the late eighties all Lucas and repro rotor arms for Lucas dizzies had the brass "finger" riveted to the arm whereas previously it had been actually moulded into the plastic. The rivet goes well into the arm such that it's end is very close to the dizzy shaft. Ionization and internal tracking of the plastic then causes an internal dead short, even though the rotor arm looks as new externally. Further research led me to Jeff Schlemmer of Advanced Distributors in the States and The Distributor Doctor in the UK who both stock new 'properly made' red rotor arms. If you have a Lucas distributor look at the rotor arm NOW . If you can see a rivet head , THROW IT AWAY !! Check also your stock in the garage.....I threw out 12 of the 16 I had. Further checking showed that although there are many shapes of arm , the critical dimensions of most are the same. Even the brass finger pointing in the "wrong" direction does not stop you.....but an internal short does !!

Richard Phillipson



-- and of Rollers.

And on something completely different and not NG related I know, but maybe of interest to some of you.....I never cease to be amazed when I re-read Jenks' account of his Mille Miglia ride to victory with Stirling Moss , especially if I have just been driving on some of those Italian roads. The average speeds maintained are completely unimaginable. Besides Stirling's genius , victory is often put down to Jenks' use, nay invention, of the roller map. Jenks always denied inventing the idea but went no further. I have just been reading Guy Gibson's account of the dam buster raid and was surprised to learn that not only did they have to "scrape the water" on the bombing run in but they also needed to overfly Holland and Germany for an hour and a half each way at 200mph at about 100ft altitude (at night !!) following a complicated and devious route to avoid all flak and guns and also to mislead the enemy as to the eventual target. A very detailed route was worked out following canals, railway lines etc. with turn points at noticeable landmarks. Much practice was done in England and it was soon obvious that many pairs of eyes were needed and that it was impractical to use the normal large scale (flat) maps. The idea of a roller map was conceived and the crews each made their own . The idea worked perfectly, even allowing them to fly lower as dangers were marked. I have no doubt that Jenks probably got the idea from this famous raid and bearing in mind he was working for Mercedes I understand his reluctance to talk !! But Guy Gibson also does not really claim to have invented the idea so where does it come from ??? Does it even pre-date toilet paper on a roll , which is usually given as the source of the idea ?? Did wartime RAF stations even have their loo paper on a roll ?? — or was it just the daily paper on a hook ?



-- Who Knows ??

Richard Phillipson

Metric Road Signs ?? - to be or not to be ?

In May last year the Department for Transport issued a consultative document in which, among other things, it was indicated that there was to be no change to the units of measurements on British road signs, and so this issue was not within the scope of that consultation.

However, more recently, in the DfT's Report on the outcome of this consultation it is announced that thousands of our road signs will be change to metric units.

This has created some furore amongst various motoring organisations and other

Continued Overleaf >>>>



Stop/Start technology - slams the Battery

Some 60% of new cars come with Stop/Start technology as standard (on some models it is 'selective' and on other it is not, whether you like it or not)

It is claimed that this features reduces fuel consumption by around 10%, presumably more so if your motoring is main urban rather than rural.

However this substantially increase the wear and tear on the battery and to some extent on the starter motor, pinion etc also. So such vehicles are fitted with appropriate AGM type heavy duty batteries (Absorbed Glass Matt).

This is probably no problem if you buy a new car with a four year warranty on the battery. But if you are looking at second hand car when the battery life may be almost up then beware.

An AGM battery will cost nearly double a conventional battery at some £150, and the fitting is more complicated so the charge is nearly three times, at about £25. Worse still if your battery fails at the roadside then you might expect the AA/RAC etc to carry a suitable battery, which they may well do for standard a battery but not so likely for an AGM.

And even if carried may well set you back some £250 including fitting, rather than £110 for a standard battery.

If your fuel bill for year is say £1000 then the saving of stop/start over the life of the battery could be significantly reduced by these unexpected costs.

Chris Hore

Metric Signs (continued from page 35)

interested parties such as RoSpa, British Weights and Measures Assoc, AA , RAC etc who claim that they had no chance to respond to such an issue since the subject had been deemed 'out the scope'. They claim that the report must be deemed flawed since appropriate representative views had not been obtained.

Cynics suggest that this was a deliberate ploy by DfT who were seeking to pass through this metrication via the back door.

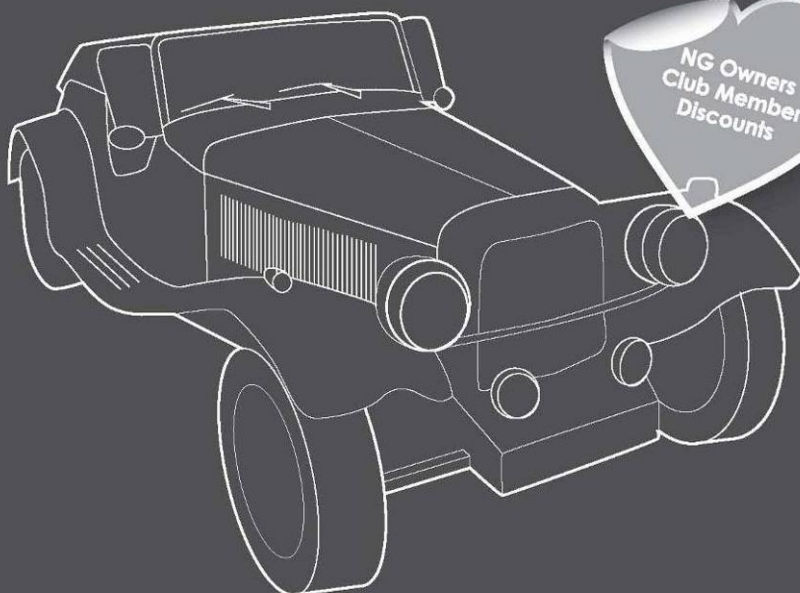
In view of what must surely be a vast cost associated with such a change one wonders whether this issue will founder upon the rocks of budgetary restraints.

Chris Hore

Lots of people can't count to ten. They're usually in front of you at the supermarket express checkout !!!



NG Insurance



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|-------------------|--------------------|-------------------|
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Authorised and regulated by the Financial Services Authority





Small Engines - Not Green Engines ??

It is generally accepted that the 'official' figures of a car's fuel consumption bear little relationship to the practical experience, even by as much as 35%.

This is generally because in everyday motoring we accelerate harder and for longer, and travel at higher speeds than the criteria for 'laboratory' testing. Generally the smaller the engine the greater is the discrepancy between actual and official consumptions figures. i.e

Engines below 1litre at approx 35% - 60mpg dropping to 38mpg

Engines 1 to 2 litre at approx 20% - 59mpg dropping to 47mpg

Engines 2 to 3litre at approx 15% - 52mpg dropping to 45mpg

Thus small engines which benefit from reduced Road Fund Licence fees on the basis of lower consumption, lower CO2 and NO2 emissions are in practice significantly worse than larger 'more leisurely' engines - which is not at all what the regulation intend !!!! ????

Additionally, purchasers of small cars, being guided by these figures, might reasonably feel hard done by when they do not realise the economy they had been led to expect. Whether the tax discrepancy or the testing criteria will ever be 'corrected' is anybody's guess !

Chris Hore

Oops !! -- My Mistake !!

In the previous issue of ChangiNGear (page 25) I questioned why the DVLA did not scrap the need for the Paper Counterpart of the Driving Licence in order to save money.

It seems that The DVLA had indeed got plans to do just that in January of this year. However since endorsements and other information is not included on the plastic photo ID Licence it was intended that access to this information would be available on-line or by phone. Such information is needed 'on the spot' when hiring a car for instance.

Due to industry concern that such on-line access would not be up and running on time, the DVLA have recently announced a new date for scrapping the paper counterpart, now to be 8th June this year.

Curiously nobody has taken me up on this error, which would tend to indicate that none of you realised it either, and from which one might deduce that there has been scant publicity on the subject.

Chris Hore



Digital Dartford

For those NGers living in the south-east of England and likely to make use of the Dartford River Crossing, you should be aware that you can no longer 'pay at the barrier' at the crossing in either direction, as from October last year.

At the same time of the charge for cars increased from £2 to £2.50.

Payment can now be made in advance or up to midnight on the day after use.

Payment can be made on-line, or by phone 24/7 or frequent users may open a pre-pay account which save some 30% of the charges.

The change is required in order to speed up the flow of traffic as the volume of vehicles continues to increase. The works of removing the old toll booths will not be complete until March this year. Some 140,000 vehicles currently use the crossing everyday.

Number plate recognition technology will be used to chase up the non-payers.

One wonders however about the practicality of pursuing for payment the foreign lorries and overseas tourists who fail to make payment, deliberately or otherwise.

The penalty for non-payment is £70, reduced to £35 for payment within 14 days, but increasing to £105 if not paid within 28 days.

It has been suggested that avoidance of payment by foreign vehicles and incorrectly registered UK vehicles could be as high as 7% which might cost the Highways Agency some £6million pounds per year, some have even suggested that it could be as high as £21millionn

Chris Hore

That's your problem -- with thanks to Andrew Folwell

A man in a little red NG realises he is lost so he stops and Spotting a cyclist coming in the opposite direction, he leans out of the car and shouts:

"Excuse me, can you tell me where I am?"

The cyclist says, "Yes, you're in a small red sports car in a quiet country lane heading to where I have just come from."

"You must work in IT" says the driver.

"Yes ! How on earth did you know that ?" replies the cyclist.

"Well, everything you have told me is technically correct, but it's of absolutely no use to Me!" says the driver.

The cyclist then says, "Huh! You must work in business."

"I do," said the driver, "but how would you know that?"

"Well," said the man, "you don't know where you are or where you're going, but you expect me to be able to help you. You are in exactly the same position you were in before we met, but now it's my bloody fault!"



Beware the Change

If you are motoring in Scotland this year you should be aware that the drink-drive law in Scotland was changed in early December last year.

The legal limit for alcohol in the blood has been reduced from 80mg to 50mg per 100ml.

This new limit is low enough to make even one pint of beer or a single glass of wine a no-go for drivers. It is however high enough to prevent legal medications from causing a problem.

While this has been quite widely publicised in Scotland there has been hardly any thought the rest of Britain. Visitors may therefore inadvertently break the law while being unaware of the change.

Ignorance will of course be no excuse - you have been warned.

It is a point to note that this leaves the rest of Britain with a legal limit that is the highest in Europe. However it is reported that up to 70% of motorists would support a similar reductions and various pressure groups want to see the Government take a zero approach.

Additionally, and not before time, recent months has see the introduction of portable equipment that allow traffic police to carry out roadside checks for a variety of drugs in the blood, which may be as debilitating as alcohol or worse. There is however some concern that those on a high level of some prescription medication will be found 'over the limit'. So will such people be deemed exempt ? or will their medical condition thus deny them the freedom to drive a car ?

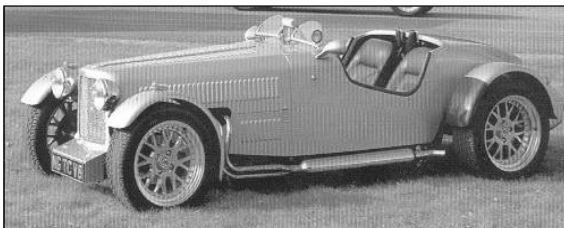
Chris Hore

Findhorn Cars Limited

Hill Hampton,
East Meon,
Petersfield,
Hampshire,
GU32 1QN

Contact:
Nigel Brooks

Phone: 01730 823647
Or at
email@nbpat.co.uk



All NG parts supplied
from chassis to brake pads



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-TA Tourer



Built in 1987 from 1969 MGB Roadster donor. 1800cc Engine

Blue fabric body, black bonnet/wings & red wire wheels

Full hood, tonneau, side screens and hood cover

MOT to May 2014

Taxed to June 2014 (tax exempt)

Valuable Reg. No. 1137 HN

Low Mileage 7800

Reduced for Quick Sale

£7,000 ono

Martin Wakelin (NG 289)

Phone : 01527 - 836242

Email : corncot@tiscali.co.uk

NG-TF V8 3500cc



Registered 2001, under 1,000 miles
MOT till Feb 2014

Maroon /Burgundy, Tonneau cover

Always garaged when not in use
immaculate condition - can supply more
photos on request

Kept in a collection of vintage vehicles
for several years - hence low mileage.
First to see will buy.

£9,500 ono

Brian Tellam, Cornwall

Phone : 07977 844850,

Email : tim-warne@sky.com



NG-TF



First registered 2007 - Donor 1978

Rubber bumper MGB-GT -

Engine professionally reconditioned, new big ends, main bearings, oil seals, water pump. Unleaded head.

MGB British Racing Green body; Black Leather Seats, Black Double-duck Hood & Sidescreens; Black Interior; Grey Carpets; Walnut Dashboard and Leather Steering Wheel.

Front suspension stiffened by the use of Metalastik Bushes, Rear suspension bushes polypropylene

Wire wheels (need refurbishing), splined hubs and part-worn Pirelli Cinturatos

Fully SVA compliant, all Documentation available, all bills available

Has only covered 500 miles since build

and 150 since SVA Test - 12 Months

MOT will be obtained prior to sale.

Anno Domini and Arthritis have finally caught up and the NG has to go!

Always stored in dry garage.

£7500-00 o.n.o.

John Carson

Location, North Wales

Phone ; 01745-855529

Email : john.carson@talktalk.net

ChangiNGear - January 2015

NG-TA : Reg. ONW 426B



Donor 1964 MGB Roadster.

MG Purchase 24.05.82

Kit Purchase 17.07.82

First MOT 23.03.83

Current mileage : 58837

Braking system renewed

Down-rated front springs . Adjustable Spax at rear

Rebuilt Wheels with new Pirelli CA67 tyres 165-14.

Engine MGB 18G 3Brg rebuilt .

Gearbox standard MGB plus OD .

Std banjo rear axle 3.909:1.

Converted to negative earth and new wiring

Colour : Jaguar Old English White

Price £4500 or close offer

Ken Winter

North Humberside. HU12 0HZ

Phone : 01964 670102

Email : Ken.Winter@nphire.co.uk



NG - TF



First registered 1999.
1798 cc MGB engine (1974 reconditioned with unleaded head)
Donor—1968 chrome bumper MGB-GT
Racing green body. light beige interior upholstery and trim, green carpets and leather steering wheel.
Included are tonneau cover. aero screens and chrome wire wheels.
MOT until Sept 2015.
Current on SORN
Hardly used, stored in garage.
Very low mileage - 800 miles.

!!! NOW REDUCED !!

£5250.00 or near Offer

Tony Maher (NG 1016)

Mid-Wales

Phone ; 075286 - 77600

Email : tony@maher100.plus.c

NG-TF Luggage/Boot Rack



New and unused (not the one in the photo but identical) Tig welded and polished, made of marine grade 131L stainless steel with 4 pivot points, s/s bolts and wing nuts to give access to the spare wheel. Rubber anti-vibration and stainless washers plus nyloc nuts supplied for fixing .

Price : £185

(plus postage anywhere in UK £12)
or welcome to collect.

Eric Fosbeary (NG 1339)

Tel: 01634 861608 (Medway)

FOR SALE : NG-TA N Regn. British Racing Green
Not Lead Free, Has stood idle for sometime but stored indoors
Will need work and TLC, Good Home URGENTLY required
Open to Offers :: Ring Kerry (Bracknell) 01344 360327



WANTED

Wanted

NG-TC V8 in nice condition

Greg Musgrave

Phone : 07957 571014

Email : gregmusgrave@aol.com

Wanted :

NG-TD or TF in Good Running order

Everything considered

David

Phone : 07798 866071

Wanted :

A pair of matching Headlights for NG Project
Larger than standard lights would be preferred

Pail Bennett

Phone : 07815 375065

Email : paul.v.bennett@btopenworld.com



This is the most amusing Christmas Card that we received last year.
with thanks to
Graeme and Sarah Lacey

Problems with your Spelling ??

Hopefully not quite **this** bad !!

*Eye halve a spelling chequer
It came with my pea sea
It plainly marques four my revue
Miss stakes eye kin knot sea.
Eye strike a key and type a word
And weight four it two say
Weather eye am wrong oar write
It shows me strait a weigh
As soon as a mist ache is maid
It nose bee fore two long
And eye can put the error rite
Its rare lea ever wrong
Eye have run this poem threw it
I am shore your pleased two no
Its letter perfect awl the weigh
My chequer tolled me sew.*

Amazingly it actually p[assed threw
our spell czecher too!
Try it on yaws and sea — **Eds**

Club Products & Regalia - available from Mark Staley

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

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

The following items are now available (logo is con-



Sweatshirt (navy, dark green) L, XL

£14 + £2.50 p&p*

Polo Shirt (red, black, navy, white) M, L, XL

£10 + £2.00 p&p*

Baseball Cap (navy)

£8 + £1.50 p&p*

Beanie (navy)

£7 + £1.50 p&p*

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

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

Club Literature :

The following items of club literature are available as PDF files to download from the NGOC website at www.ngownersclub.org.uk/articles.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.

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

Come on Jeremy - Keep up, Keep up !!



By Andrew Hadley

Photo Competition Runners-Up — See Page 15

Immaculate Road Manners



By Peter Saunders