



CHANGING GEAR

The  Owners Club Magazine

Winter 2022-23

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Contributions Please

Been anywhere interesting, done anything "newsy" in your NG, or to your NG; do you have an entertaining story to tell ??

Please send in a few words and pictures for 

*Please send your contributions for the Spring issue by early May to
ngoceditor@gmail.com.*

Remember, without your input there would be no magazine!

Thank You



Chairman's Message

I took over the chairmanship of the NG club at the request of Peter Clark. He had successfully steered the club for many years and was well respected, so made it a hard act to follow. I feel it is now time for another change and had made it known to the committee some time ago that I would like to stand down. I am very pleased to announce that John

Watson has accepted my proposal, supported by the committee, that he should take up the position of chairman, and carry the club forward. Many of you are aware of John's enthusiasm and love of the marque, and I am sure you will agree that he will make an excellent chairman.



NG has been a large part of my life since the mid eighties when I built my first TF. Up to that time I had been totally work and family focussed. It was a great stress relieving project, one that my 2 boys could also be involved in. I joined the club at that time and everyone was extremely supportive, helpful, and generous with ideas. Their support continued when I bought and ran the NG business in the early 90's, for a period of some 9 years, with the help of Janice Cheetham and Dave Woolgar. Barbara and I have great memories of Saturday mornings when owners would turn up for coffee and cake, and chat to potential customers, those were most enjoyable days. I was known as a somewhat "laid back salesman" ...!!

After the business was sold Barbara and I enjoyed many great holidays with the club, to Wales, Ireland, and several to France, sorry we didn't make Scotland. On one event I can remember Jeremy Evans saying that he had owned several classic and kit cars but had kept his TA the longest, and that the NG club was the most friendly and inclusive one that he had joined. Many clubs have waned over the years but ours has continued to thrive.

Over the last 35 years I have made some great friendships, and am proud to be part of the NG family. I hope to see many of you at the various events planned for this year. I will be out in the old TC V8 demo car praying for dry weather, and in the garage continuing the build of my other TC.

Thank you for all your support, and of course, a big thank you to Barbara, and my dog.

John Hoyle



From the editor

We were spoilt by a long hot summer so the wet and cold of late autumn and winter came as something of a shock.

I had a very wet day out to see the London to Brighton Veteran Car Run at the start of November but since then I've not been out in my TC as often as I would have liked; bright, dry days, inviting open motoring, have been few and far between and local roads have remained icy for long periods.



I realise that many NGs get tucked up for winter or undergo rebuilds but now that January has moved into February the days are getting longer, and hopefully warmer, they should be emerging and I hope that as many as possible can get along to one or other of the events.

For those NGs kept on the road year round every opportunity to get them out for a spin needs to be taken to get them warmed through and dried out, especially after recent weather conditions which seem to have produced a lot of condensation on cold metal surfaces.

Certainly in the South East there are many opportunities to meet other classic car enthusiasts at breakfast gatherings at pubs and cafes; once you have been to one you tend to hear about others. That said, it is important to support such events if they are to continue through the winter months, even if you can't go in your NG do go along and buy a bacon roll and a tea or coffee and have a chat. My most local event, at the Moat at Wrotham Heath, risked packing up because of low attendance but a well timed e-mail brought out the numbers to the end of January meet to ensure its survival; I was forced to go in my tin top when I found the battery on my TC was flat, but an interesting selection cars had made it along with the most relevant to NGers being an MGB GT with a very neatly installed supercharger, not a lot more power but much more torque apparently.

February has kicked off with a breakfast meet at Bletchingley, the NG club area for the Transport Show at Detling on 1st April is booked and it looks like another busy year ahead.

Charlie



Words from our Events Secretary

Hello fellow NGers. Another year has gone. I was trying to remember all the visits I'd made in 2022 in one of my NG's. A bit of a struggle I'm afraid, so this year I've decided to write a car outings diary. Hopefully a New Year's resolution I won't break, only time will tell.



However, I certainly remember the South East Christmas Lunch, an enjoyable affair as always. A little more intimate than usual, due to a number of factors ultimately resulting in fewer guests than normal, but none the less very sociable as these events are when the NG membership gather in one place. No arrests or food poisoning episodes. It has been a great venue for a number of years now and one we hope to visit next year. A special thank you as always to Sue Bolton for her organisational skills.

The diary is now filling up nicely with classic car events (page 10). Top of the 'must do' events is of course our National Rally, to be held once again in Tiddington over the weekend of 24th and 25th June. The detail will be firmed up in our next ChangiNGear, suffice it to say it will follow a similar program to 2022, but more detail will follow.

We have a membership spread that reaches all corners of the UK and in our limited diary listing we can't offer all members a classic car meet... and so, not put into the event diary, but something you might like to google are greatbritishmotorshows.com these include Ripon, Lytham St Annes, Riply Castle, Chatsworth House and others

On the subject of things you can do, you hopefully will be aware that the Kit Car Show is moving from Stoneleigh. One of the options is at the Malvern Three Counties Show (3rd and 4th June). In the 90's the kit car show was on this site and was very successful. I'm happy to book the space for the club. Before doing so I want your view. WOULD YOU ATTEND? Please let me know!

One of the first events of the year to have a club presence will be the Heritage Transport Show at Detling Show Ground on 1st April, I have booked for 10 NGs so let me know if you are coming

Take care and happy and safe NGing,

John



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 NG club members.

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

Contact Bob Morrison, Membership Secretary — details inside front cover

The following have recently joined the ranks of NGOC :

JON HANCOCK	1714	HERTS
TONY MARTIN	1715	EAST SUSSEX
JOHN HALSTEAD	1716	CESHIRE
YLLI PONARI	1717	SOMERSET
OLIVER WEST	1718	WARKS

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, Charlie, Editor



NG OWNERS CLUB



Treasurer's report for year ending 31 December 2022

Opening bank balance	10607.54		
INCOME		EXPENDITURE	
Subscriptions	3563.16	Stationery	179.74
Club Products Sales	374.50	Printing	863.60
Advertising	180.00	Postage	78.95
National Rally	941.00	Club Products Regalia	120.00
Donations	65.40	Public liability Insurance	288.00
		Trophies, Gifts	59.31
		National Rally	2721.62
		Misc. expenses	541.74
		Bank charges	83.95
		Closing bank balance	10794.69
	15731.60		15731.60



A message from your NGOC Treasurer ...

Payments to the Club's bank account

The majority of Club Members make payment to the Club's bank account by Standing Order (the form is available on the NGOC website) for their membership subscription.

This is by far the easiest option for both members and the admin team.

Payments for anything else can be made by BACS:

Acc Name: **NG Owners Club**

Sort code: **40-24-22**

A/C No.: **41034065**

(please state what you are paying for. eg: Rally / Sweatshirt etc.)

As my local HSBC Bank is closing at the beginning of May, this would involve a 24 mile round trip to bank cheques at another branch.

If you do not use Internet Banking you can make a payment by cheque and use a pay- in slip at your own bank , should you be fortunate to still have one (account details are as above).

The Post Office will also accept a cheque payable to NG Owners Club together with a bank pay-in slip, so that is another option. Ask your Post Office for details.

In my village we have no Post Office but we do have an outreach facility in our village hall, which offers banking services for a couple of hours , 2 days a week. Hard times for us all I know, but myself and the team would really appreciate your co-operation.

If you have any queries please e-mail me at: **teemgoody@aol.com**

Thank you.

Teresa



2023 Event Calendar

01-Apr	the Heritage Transport Show, Detling Show Ground	John Watson
23-Apr	Drive-it-Day	Everyone
23-Apr	Bicester Scramble	On-line
23-April	Spring Rally- Midlands, Hatton Country World	Chris Currie
29/30-April	Donington Historic Festival	Chris Currie
14-May	Wallingford Vehicle Parade	Bernadette
13/14 May	Winchombe Weekend Rally	John Watson
21-May	Jorvik Run	Steve Tyler
04-Jun	London to Brighton Kit and Sportscar Run	On-line
03/04 June	Malvern Kit Car Show NEW Venue	John Watson
10/11June	Le Mans 24Hr	Charlie Killick
24/25 June	NGOC NATIONAL RALLY	John Watson
01/02 July	Caux Retro France	John Coker
01/02 July	Le Mans Classic	Charlie Killick
15-Jul	Dogmersfield Fete	John Watson
16-Jul	Cheshire Classic car/bike Show	On-line
22/23 July	Newark Kit Car Show	On-line
30-July	Chatsworth Classic & Performance Motor Show	Chris Currie
?-Aug	Gt. Yarmouth Family Fun-day & Classic Car Show	On-line
11/12 Aug	Old Timers Grand Prix, Nurburgring	John Watson
?-Aug	Capel vehicle Show Surrey	John Watson
20-Aug	GVEC Manor Park Classic Vehicle Show Glossop	On-line
?- Aug	Hesslewood (E. Yorkshire) Classic Car Rally	On-line
26/27 Aug	Egham Show Surrey	John Watson
29-Aug	Prestatyn Classic Car Show	On-line
?-Sept	Cookham Regatta	On-line
?-Sept	Classic Car & Vintage Rally, Amerton Staffs	On-line
?-Sept	Basingstoke MGOc Doughnut Run	On-line
16/17 Sept	Kop Hill Climb	On-line
?? Dec	Christmas Luncheon	Sue Bolton



2023 Events

There are lots of events going on, local and national, big and small and our events calendar can only offer a snapshot at the time when the magazine goes to press.

If you are looking for somewhere to go in you area on a particular week-end there are various information pages on-line which can be found if you search under "Classic Car Events near me".

There seem to be plenty events on "Drive it Day" on 23rd April if you fancy a destination for your drive out. Get your rally plate from:

www.driveitday.co.uk/shop

For those of you in the South East there is an event at Chiddingstone Castle supporting Childline Drive-it Day for details and to book on-line

<https://events.liveit.io/chiddingstone-castle/classic-car-drive-it-day-chiddingstone-castle-sund/>

The NG facebook page (<https://www.facebook.com/groups/NG.Owners>) is also well worth checking but, as with the magazine, it is reliant on NGers spreading the word so if you hear about an event that you think would appeal to others please share the details.

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Federation of British Historic Vehicle Clubs Annual meeting

Each year the FBHVC arrange a conference hosted by the British Motor Museum. John Hoyle and I attended. This year it was sponsored by Peter James insurance Company. The presentations are the result of request from Clubs on subjects they want to know more about.

The topics this year included how to manage your club archive, copyright, DVLA issues, club sponsored tree planting, fuel additives, car insurance, and Childline.

Rather than this article running into pages, especially as counting sheep does the job just as well, the various presentations are summarised.

Club Archive. This included protective storage, avoiding combustible areas, managing where possible the local environment, for example temperature and humidity. Security; its importance is dependent on the sale value and marque uniqueness. Packaging; archivist would insist on all packaging being acid free, really a pragmatic approach is suggested. The FBHVC has published one of its 'essential guides on Archiving', we have obtained a copy for the club.

Copyright. For the NG Owners Club, a very relevant subject. We have recently received a demand for over £300!! The result of us using a public photo in our 2019 ChanginGear. Software available to copyright 'detectives' can get into all websites and drill down through ALL files. This particular subject also has serious ramification for anyone putting pictures and scripts on a website, where copyright exists and for which no agreement has been achieved. The Club has an 'essential guide' also on this subject.

DVLA. This was really a non-presentation, in that no real progress on any related topics were made in the past year due to lack of staff and its new computer system still being uploaded. The NG Club will be asking that the DVLA presentation next year takes all the enquiries, categorise them, and at least let the delegation know what concerns Club members have raised. We were told no progress had been made....but not what issues weren't progressing.

Fuel Additives. A very interesting, but technical presentation. We must wait the official notes, however I was struck by two pieces of information. Firstly, the Esso Premium grade marked as E5 contains NO ethanol. I drive a 1938 Dennis fire engine on this Esso grade, it's



excellent. Secondly the understanding of two fuel energy measures, MON and RON. We are all familiar with for example 95 octane which is a RON value (Research Octane Number), however the meaningful number, NOT published is the MON (Motor Octane Number), very important because it determines the power it offers your engine, i.e. the ease of the engine to get your vehicle up the hill!

Tree-V. This is an environmental campaign. It offers individuals and club events the opportunity to balance carbon production (miles driven) with a carbon capture by purchasing trees. So how does this work? Tree-V have a formula for average carbon production per mile and this is split between cars and motorcycles. As a club it's possible to ask its members to register their mileage, send the total mileage to Tree-V who will calculate the carbon production and quote the club a cost. This translates into trees. Each tonne of carbon produced translates into the purchase and planting very roughly of 3 trees. Since its inception the movement has planted approximately 2,700 indigenous trees, capturing 910 tonnes of carbon covering just over 2 million carbon captured miles.

Peter James Car Insurance. The Company have now put together a proposal uniquely for members of vehicle Clubs. It is something that John Hoyle and I are keen to sign up for. This proposal offers a discount to members along with some unique benefits. It also should attract owners of classic vehicles to join a club that has endorsed the scheme. Money wise it is a no brainer. Once we have received the joining information it will be promoted through our mag, *ChangiNGear*, our website and of course our FaceBook page, the latter very important as many who look at this page are NG owners but not members. And by the way, those members currently with Peter James will benefit the discount and other benefits. So watch this space.

ChildLine. Last and by no means least, Drive it day supports ChildLine. In its first year the Federation raised £30K, last year it was £47K. This year, well John and I have already donated. We hope you will too, so buy your rally plaques now at: www.driveitday.co.uk/shop

John Watson





A Caux Post-script

I feel very honoured to be mentioned by Charlie in the latest edition of the NG Club Magazine along with my Lomax which I have had now for 13 years.

At one time I was the proud builder and owner of an NG TC 1800 cc. It was distinguished by its BRG vinyl covering.

I sold the car 9 years ago, a decision, I have, to some extent, come to regret! I have still continued with my membership of the NG club and I must have been a member for at least 25 years!!!



However, the Lomax has been a great source of pleasure (most of the time!) with the occasional blip! I think that most kit car owners suffer a love/ hate relationship with their car at some time during their ownership.

My worst experience happened when, having purchased the car, I collected it and drove it back home to Wallington, Surrey. It was a journey I will never forget.

About half way home from Cromer, Norfolk, the car started misfiring. I was able to make it to the Queen Elizabeth Bridge, Dartford. Over the bridge coughing and spluttering (the car), I continued for about 1 mile. The Lomax eventually came to a halt! I was in the middle lane. The inside lane was for traffic going off Eastwards. It was the most horrible feeling, looking in the rear-view mirror seeing approaching cars and lorries zig zagging to avoid hitting the Lomax (and me!) Then, along came a Good Samaritan in a 4 x 4. With lights flashing he parked behind me, got out of his car, and helped me push the car onto the safety lane. Before I could thank him properly, he drove off.

The AA were on the scene quickly and I was taken to a nearby AA depot. The problem was quickly diagnosed. Points. The AA mechanic adjusted them and I was on my way without further problems.



How does Lomax ownership compare with my NG experience?

The suspension on the Lomax is on the soft side and absorbs the challenge of our pot holed roads. Following Charlie in France in his NG I noticed the Lomax tended to struggle taking fast bends. The turning circle on the Lomax is hopeless and can cause a degree of concern when



making a sharp right hand turn onto a narrow road. Where the Lomax scores is the amount of footwell space. There is no gearbox tunnel leaving plenty of room for legs and feet. The gearbox is brilliant.

A push pull system located just under the dashboard. It is smooth and quick and it enables a quick getaway despite having only 40 bhp (I have had the engine hotted-up a little, the standard is 29 bhp!). I would struggle to keep up with an NG. I can get up to 72 mph but I tend to drive no faster than 65 mph. Just enough for the inside lane of a UK motorway. One bonus is the fuel consumption. On a steady run it will return up to 50 mpg.

A big disadvantage of the Lomax is the feeling of vulnerability when driving compared to the NG. My own NG had a detachable roll-over bar and felt quite solid with a substantial chassis. My Lomax has the original 2cv chassis and is much less strong. I normally wear a crash helmet which makes me feel less vulnerable.

Another disadvantage is driving the car in hot weather. The cooling system in the Lomax has had the fan cooling system of the 2cv removed. It relies on exposure of the twin cylinders being cooled when in motion. Of course, our roads, with heavy congestion, means that the engine is vulnerable to overheating. Despite this concern and ownership for many





years I have not experienced this problem. I have fitted 2 marine blowers which help when stationary. It is possible to purchase a 'continental bonnet' which enables the 2cv cooling fan to be installed.

The club, like the NG owners club has been running for many years. Membership has fallen away but Facebook membership still indicates a healthy interest in the cars and there are many events both home and overseas to attend. Over 4000 Lomax kits were sold so there are still plenty around. One advantage of owning a Lomax is that I can be an active member of the Citroën 2cv club which provides an outlet for club meets with plenty of camping opportunities.

In my garage I have: an MG gearbox, a pair of leaf springs and a rear valance that was never used due to a modification that was made. They are available for anyone who would like to collect them. A small donation to the children's overseas type 1 diabetes charity I support would be welcome.

If an NG comes up for sale I would be interested!

Roy De Boise





The Capel Show

After a reminder from John Watson, our Events Secretary, I managed to book a last-minute entry to the Capel Classic Car & Bike Show held on the recreation ground at Capel, a few miles south of Dorking. The show attracts 700+ classic vehicles of all descriptions and to manage their arrival a time slot is issued related to the post code from where you are travelling, the closest cars getting the earliest times. I was coming from Kent so had a later, 11 o'clock slot, so not too early a start and a quiet run along the A25 to Dorking the south down the A24

I had arranged to meet John in a car park just by the Capel Junction off the A24 so that we could enter the show and park our TCs together so was surprised to see him whizz past round the roundabout heading who knows where (JW's legendary map reading skills strike again!) A quick text message and a few minutes later he arrived and we headed to the show ground.

The area was roped off into lettered rows depending on the category of vehicle. As we had a later entry slot the show ground was already quite full but we found our correct row and pulled up alongside a very nice little Honda S800 sports car. We put the vehicle information sheets on display and headed off for the refreshments tents ahead of the arrival of the crowds, a wise move as it turned out.



An initial wander showed that there was a huge variety of cars and motorbikes on display, classics, custom cars, American muscle cars and hot rods, competition cars, many beauties, some beasts and a few true rarities such as a beautiful RHD Citroen DS Chaperon Cabriolet.



As we meandered through the show field, we met up with Richard Wold who had come down from East Anglia in his TC and Ray Boulton, sadly not NG mounted due to an ankle injury. Richard was able to bring his TC alongside ours as the little Honda had moved to an adjacent row; the NG



group was complete (see back cover).

Each year there is a featured marque and this year it was Sunbeam with a splendid turn out, predominantly Alpines and their more muscular brothers, the Tigers, but with a few Rapiers and other models as well.



The variety of cars, and motorbikes, on show was very impressive and with so many it's impossible to mention them all but some of the ones that stood out to me were an immaculate and very attractive Wolseley Hornet, a Triumph Dolomite from 1940 and a Ford Pop with period supercharged side-valve engine



Charlie Killick



The Hinkley Classic Car Show

Sunday 25th Sept 2022 saw the return of the Annual Classic car show to the sleepy Leicestershire town of Hinckley, for its 11th year. Sadly, delayed at short notice, due to the death of Her Majesty Queen Elizabeth the week before, it nevertheless saw a fantastic turnout and is fast becoming one of, if not, the biggest town centre shows in the country.

The whole of the market square and the adjoining shopping streets becomes one big showcase for all things automotive and beautiful (...plus a few that stretch the meaning of the word to new limits but somebody loves them and they are still on the road...something we can all identify with I'm sure)



Whether its British classic sports, family saloons and vans, resto mods, US Barges and muscle cars, a smattering of hot rods, racing sports cars, military, tractors, traction engines, scooters, Motorbikes, trikes and of





course, kit cars, there's something for all tastes, and this year was no exception.

Clearly lockdown had been good news to the many stalled projects out there and they were out in force, resplendent in their fresh paintwork and pristine interiors. Make no mistake though, these were all driven to and from the event, not a trailer in sight!

The random nature of parking meant that you never know what was going to be next, a beautiful E Type Jag sat between a Merc sports and a Panther Kallista, just across the square from a gorgeous silver bodied,



boat tail blower Bentley. Rows of Minis jostled for space near an Avenger Tiger, Mk2 Escort resto-mod with rally body and a huge slice of Americana taking up 2 parking bays!

Up the main street lined either side with more exotica and mundane in equal measures, sat a lovely Bedford van, sympathetically modernised but looking every inch the same van that would have taken me on scout camp in the 60s.





Into the Castle gardens at Argents Mead across yet another car park crammed to the gills, Herbie and the General (Lee) were present, as were a couple of top dollar GT40s Kits and a beautiful NG TF in Maroon. I lingered a while taking in all of the details that had puzzled me on my build in the hope of meeting the owner but it was not to be, however I did eventually bump into Chris Currie (..and half his family in support of his lovely red TC!) at the bottom of town and spent the best part of an hour nattering about all things NG.

To top the event off, my grandson was very impressed by the trikes, tractors and a very shiny Mini engine bay....probably less so by my TF as it stands, but I will get there!



If you're ever in the Heart of England in September, do not miss this great event.

Mike Batty-Smith

Hinckley



Extreme NGing — The London-Brighton Veteran Run

An MoT failure due to oil leaks was followed by a couple of weeks of feverish activity, involving the removal of the engine and gearbox to allow the replacement of oil seals and gaskets. I finally got everything back together and my TC retested just in time for my annual trip to watch the London to Brighton Veteran Car run on the first Sunday of November.

As the day approached the weather forecast got ever more ominous culminating in severe weather warnings for heavy rain. Despite this, after a wet night, Sunday dawned dry, although plenty of threatening clouds about, so I donned my trusty Barbour, prepared a couple of Thermos flasks and set off on a cross-country route through the lanes for my regular first viewing spot on the hill up out of Crawley.

Shortly after I'd left home the rain started; not too bad, I've driven the TC in plenty of heavy rain. An unexpected deep puddle in a spot where they have only very recently finished lengthy roadworks including re-shaping the verges, replacing kerbs and resurfacing (although, apparently, not sorting out the drainage) send a wave of brown water over the bonnet and, although the screen deflected most of it, some into my lap (glad I'd worn the waterproof trousers). A few miles of coughing and spluttering followed before the engine had dried out and everything was going well until there was a repeat when the car in front hit deep water throwing up another huge wave. More coughing and spluttering but all OK again by the time I arrived at my chosen viewing spot in time to see first of the Veterans.

My position gives a good view down the hill so plenty of time to see the Veterans, all of them manufactured before 1905, working their way up. They depart from Hyde Park in age order with the oldest, this year an 1892 Peugeot, leaving first. By the time that they have reached Crawley the very old have been passed by the "younger" and speedier cars, although even some of the very old vehicles with good reliability and a reasonable performance downhill and on the flat make good time, one of these being David Oakley on his 1899 Brown, starter number 15, and going well when he came past not long after I'd arrived, but sadly side-lined by steering





failure shortly after he had passed me.

The dreadful weather this year meant that there was a great variety of wet weather protection on show from the improvised to some impressive hoods , although forward visibility was rather



compromised on some and on others wind resistance would definitely be a problem For many it was just a matter of



wrapping up in waterproofs, gritting the teeth and getting on with it.

As the morning wore on the weather began to improve a little and the umbrellas could be set aside however my hopes for a dry afternoon were soon dashed as the rain returned so, when my camera batteries were exhausted, I decided to head for home in the early afternoon. My intention

was to take a similar route to my outward trip with a few changes to avoid the worst of the standing water that I'd encountered on my way down. This proved not entirely successful as the water was pouring off the fields on my revised route between Lingfield and Edenbridge with roads more like rivers, necessitating slow progress. I was relieved to reach home without further swampings and with the trusty TC not missing a beat. A satisfying end to an enjoyable, if rather soggy, day.

Charlie Killick



NGOC Pre-Christmas Festive Lunch

Sunday 4th December dawned dry and unseasonably mild, after a Saturday of heavy rain, so I headed off through the lanes and along the A25 to the Reigate Manor Hotel, the regular venue for the club's pre-Christmas Festive Lunch.

There was a moment of concern when after a bit of misfiring the TC coasted to a halt at the bottom of the hill up out of Reigate with a dead engine. I had removed the lead between coil and distributor to measure its length the day before and hadn't pushed it home firmly enough. A quick squeeze of each end with pliers to make tighter contact and it restarted first turn of the key; I was back on the road

I turned into the hotel car park moments after John Watson in his blue TC "Bow" had arrived so pulled up alongside in prime position to greet fellow NGers when they arrived, although, as it turned out, none of the others were tempted by open motoring in December and came in their tin tops.



Our plan to meet up in the Study Bar were thwarted by it being full of furniture so we gathered in the Library Bar for drinks and a lot of chat, then briefly continuing in the Garden Room before moving into the Conservatory to sit down for lunch.





Sadly our numbers were a bit reduced this year due to illnesses and diary clashes but twenty four of us sat down to a splendid three course lunch.



A huge thank you to Sue Boulton for organising it all once again, and to Hana who presented everyone with beautifully decorated, and delicious, ginger biscuits that she had made using a bespoke cutter manufactured by John Coker.

Charlie Killick



The end of one year and the beginning of another

Some people like to walk off the Christmas festivities, especially on Boxing Day, but for me it's about finding a car meet. This year as in previous years, I drove out to Sarrat, a really rural village near Hemel Hempstead. Despite the cool weather, a small gathering of probably 60 classic cars and vintage commercials turned up. An enjoyable way to close the year's driving experiences.



Not long after, of course, January 1st becomes the next great excuse for a drive and meet. The preferred destination for me, and usually some other NGers, is the Brooklands New Year breakfast meet. Sadly, early January sometimes provides the kind of weather that puts many off from coming along and this year was no exception. Although some 700 classics decided to make the trip, Brooklands seemed to be a dry island surrounded by rain, putting off a number of potential visitors, and mine was the only NG that I saw there. It was good to see club member, although lapsed NG owner, Roy De Bois, arrive in his Lomax.



There were some really wonderful cars there, including a 1938 Aston Martin, but for me best was the Vauxhall Hurlingham 1929 with that gorgeous centrally mounted single dickie seat.



John Watson



Breakfast at Bletcingley

Having failed to make it to the breakfast meet at the Moat, Wrotham at the end of January in my TC due to a flat battery, nobody to blame but myself as I'd not switched everything off after I'd carried out some work the previous week, I was pleased to get it along to the Bletchingley Arms at the start of February.

It was the first time that I'd been to this gathering and it was nice to meet up with John Hoyle and John Watson, both in their TCs and Roy De Bois in his Lomax, plus a fine selection of classics and customs from the wild to the wonderful.

A very nice Aston alongside a Model Y street rod, both regular visitors to local events, although not usually the same ones, but a good example of the wide variety of cars to be seen.



Definitely one from the wild side was a high rise Vauxhall Cresta Gasser with a 3.5L V8, no wonder the Panda Car was taking a look.

A well attended meeting on a rather grey day but good to be out and about again.

Charlie



Campaigning a TD

I bought the kit in 1999 off John Hoyle, with independent front end and MGB rear. I fitted it with a 4.0 litre V8, mildly tuned developing 245bhp and 234 lbs ft of torque, mated to an SD1 gearbox and got it on the road by 2001/02.

I did the MAC Centenary Tour in June 2002, a 1000 mile tour of Britain and it never missed a beat but didn't pass many petrol stations! Good fun but wet at times.

I then decided to have a go at Hillclimbing again, having done it years earlier in a single seater. I made a rear hoop rollbar, fitted full harness and race seat did a few events at Shelsley Walsh. Not very competitive, so I upgraded the rear suspension to John's independent rear set up and got a bit quicker, then decided to run on slicks, a bit quicker again.

Now I entered the Midland Hillclimb Championship in Sports libre class and uprated the engine to 4.6 litres and fitted T5 close ratio gearbox and a limited slip diff, plus it had to have a full cage now and 6-point harness, my best season in the car would be in 2017.

Covid stopped it all for 2yrs, I entered few events last year and this year but have been slower as I've been having trouble getting the right tyres. Sadly, this was my last year in competition with the car.



Nigel Hinton





The Lincoln Highway in an NG

We ended the second leg in Salt Lake City as Aiden departed and Adrian, the final co-driver, arrived. Now the adventure continues...

The Lincoln Highway Part 3 Salt Lake City to San Francisco

Out past the Salt Lake, we had to visit the Bonneville Salt Flats, scene of so many land speed record heroics in the 1960s when I was growing up. The NG had a brief venture onto the salt, but it was pretty



bumpy (I'm still claiming a record though...).

From Utah then into Nevada, where it got really hot. They call Nevada Highway 50 "the loneliest road in America" and for good reason. Mile after mile after mile of unrelenting scenery, with dust devils plying the landscape, and very little traffic. Of the few towns along the way, Eureka



stands out, with its well preserved (but not gentrified) buildings and hospitable locals.

As the scenery softens, you pass through Reno and then enter California. A personal highlight for me was going over the Donner Pass. There are huge ongoing roadworks on it, and it's only open at weekends, but somehow the rough road surface gave more of a sense of how it would have been for travellers a century ago. And somehow, all of a sudden, our goal of reaching the end of the Lincoln Highway was in sight. In bright



sunshine we headed south towards Oakland and across the Bay Bridge to San Francisco (early Lincoln Highway drivers would have taken a ferry!).

Through the concrete and glass canyons, and the helter-skelter streets made famous in Bullitt and countless other films. We couldn't resist a detour to take in the switchbacks of Lombard Street, where the car attracted a lot of attention from the masses of tourists. As we continued west across the city, typical San Francisco weather set in with low cloud billowing in from the Pacific. The end of the highway is in Lincoln Park, a simple concrete post and an explanatory panel, next to a bus stop. But we stopped for a while to let our achievement sink in.



Heading Home

As the car was being shipped home from Long Beach, 400 miles further south, we'd given ourselves a couple of extra days in California. First a quick trip up into the Napa Valley for some wine tasting, and then down the coast on California Route 1. This is a driving bucket list item in its own right (which I'd done many years before) but it was a pleasure acting as tour guide for my navigator. The sun shone and the car cruised effortlessly along, perfect.





16th July, our last full day in the US, taken up largely with the detail of shipping a car out of country.

I finally got hold of the local shipping agent who took the paperwork for customs clearance. We cleaned the car and took it down to Pier F (near the Queen Mary, sadly closed). Danny from Lucky's Autotransport turned up and took the NG into the port itself. In the rush, we, er, forgot to put the door panels on.... Won't be a problem unless it rains in Southampton!



Then back to the hotel for packing, and out for a last night Outback with the obligatory blooming onion.

Apart from picking up a puncture, we only had one other "major" problem with the car on the entire trip. On the second day in the US, before we had even reached New York, the NG began to splutter and misfire. It was Saturday, with very little open, and we had to reach New York that evening. We pulled into a small garage in Conshohocken (honest), Pennsylvania, and asked for help. Luckily their senior mechanic knew a fair bit about naturally aspirated cars, and after an hour de-gunking and readjusting the carbs, the NG was back on the road (and ran sweetly all the way to California).

On the Lincoln Highway itself we visited 14 states; New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Colorado, Wyoming, Utah, Nevada, and finally California. In total we covered 5600 miles, included our extra-curricular detours. Looking back on the trip a few weeks after getting home, I would say we were both a little naïve, and extremely lucky. Even the best



maintained car can fail unexpectedly, and I've no idea how we would have coped if we had broken down in the Nevada desert, 60 miles from any form of civilisation, in 40+ degrees of heat, with no mobile signal and virtually no other traffic.

But I'm guessing that eventually a passing local would have stopped and offered help, as virtually everyone we met on the journey could not have been more friendly or welcoming. The highlights of the trip were not the amazing vistas and bizarre sites that we saw, but the conversations, often with complete strangers, and glimpses into the real America along the way.

Home at Last

7th October

It's a disappointing day. My car returned from its US wanderings on Tuesday, finally reaching Southampton a couple of weeks late after getting caught up in staff shortages and a dock work to rule in Zeebrugge. I was told that it would take a couple of days to clear customs, so I had planned to pick the car up today.

But no, after twice successfully negotiating the worst red tape that the US government could throw at me, the car is now stuck at the docks thanks to the nice folks at HMRC. Apparently they have a new computer system that thinks that as I'm "importing" the car, I should pay import duty AND VAT to get it back. I'd valued the car at £10k so they are looking for in excess of £2000.

I'm advised by my shipping agent that this is all nonsense, as I already owned the car in the UK before I took it overseas. But HMRC are not responding well to their enquiries, and we now have no idea if and when the issue will be resolved. In the meantime the car is just sitting there.

13th October And finally, the car is back home in Lambourn.

HMRC issues resolved. we collected her from the docks in Southampton this afternoon, and apart from needing a bit of a jump start, everything was fine. A fine layer of greasy dust from the boat, a few souvenir chips from the US roads, and a couple of minor repairs needed.

In total the car has travelled some 5746 miles by road and approximately 9,500 miles by sea. The car left Lambourn on May 12, so has been away for 5 months. It took just under 3 months for it to come



back from California, via the Panama Canal, and Zeebrugge!



Planning - Just how do you take a car to the US for a road trip?

When I first started thinking about the trip, I put a post on one of the largest motoring forums, hoping that someone would just give me chapter and verse about how to do it. The first response I got back was "Insurance will be your biggest problem", and so it proved. Standard UK motoring insurance may cover you for the furthest reaches of Europe, but definitely not the US. I began what became an epic trawl through the UK insurance market, the big names, brokers, specialists, but I found no one that would do the job. Take a motorhome to the US, certainly sir; a motorcycle, no problem; 30 classic cars on an organised tour with a predetermined itinerary, sign here. But a single car, just sort of touring about, no. I went through the same process with the major US insurers, with no luck. I contacted several motoring bloggers who had done anything vaguely similar, and spoke to the US or UK brokers who had helped them; ah, we used to do that, but sorry.... I even considered insuring the car in Mexico which would give me third party cover in the US. The search occupied me through the Covid lockdown, and I gave up more than once.

Eventually I stumbled on the solution. I was doing a bit of research on what the cost of shipping insurance would be, and half-heartedly threw in a question about cover for the trip itself. The international shipping arm of Hagerty came back and said, yes of course, when do you want to travel? It was expensive, (\$800 for 2 months, \$1000 excess) and of course, I didn't need to use it.



I found 3 ways to transport the car to US. By plane (very expensive), in a container (quite expensive) and roll on, roll off (RORO, cheapest option by quite a margin). I had hoped that RORO would be a bit like getting across the channel, but there aren't any transatlantic ferries. Instead, there are auto-liners, which traverse the globe moving huge numbers of vehicles for the major manufacturers. To piggy back on one these, you need the services of a shipping agent, who will identify possible ships, book space and organise the necessary paperwork. Typically a UK shipping agent only handles the paperwork in the UK, and subcontracts to a US shipping agent for the other end. Most of their business is permanently exporting/importing vehicles from one country to another, taking a car on holiday is more unusual.

To get a car into the US it first has to pass through US Customs & Border Protection (CBP) which requires proof of ownership etc. All cars are treated as if new, so they must be clean, free of aftermarket accessories, and should only have the tools that were supplied by the manufacturer (awkward if you are trying to import a hand built kit car!).

If you are permanently importing the vehicle, it must then be re-registered in whatever state you will be living, and (if the car is less than 25 years old) adapted to meet local emissions and other standards. However, if like me you are bringing the car in for less than 12 months, you must personally apply (well in advance) for a waiver from the US Environment Protection Agency (EPA) which (as long as the car is road-legal in the UK) then allows you to drive around the US unhindered and on UK plates.

Both the permanent and temporary import procedures use the same CBP paperwork, so things can get confusing. Even after my car had left port in Southampton, I was still getting questions about whether it met US emissions standards, and for the return, the agency in California didn't know that you needed the temporary import documentation before CBP would let it out of the country. A clear understanding of the process, and patience, lots of patience is required.

But once the paperwork is in place, the physical process is relatively simple. Go to the docks, hand over a single sheet of paper (supplied by the shipping agent), check the VIN and away you go. In the US, the public are not allowed into the docks unaccompanied so you have to use an approved escort service (no sniggering at the back!). Collecting the car at



Baltimore docks, the process seemed very bureaucratic, but the escort was invaluable in avoiding the many and varied pitfalls. You are allowed a limited amount of free storage time at the docks (the NG arrived in Baltimore a week before I flew in), but charges for additional time are low).

The cost? Including shipping agent fees, budget £1500 for getting the car to the US East Coast, maybe £2500 to get it back from California.

Given the distances involved I signed up with the US equivalent of the AA, the AAA, for roadside recovery. Less than \$100 for a year, but you'll need to borrow a friend's US address to join. For petrol I used Regular grade, which is similar to UK Unleaded, although the numbering standard is different. Unlike the UK, all petrol grades may contain up to 10% Ethanol, but Ethanol free regular grade is available in some states (at a premium price!). The days of ridiculously cheap motoring in the US are long gone. Petrol prices are at an all-time high, averaging about \$5.60 per US gallon, £1.48 per litre.

I was curious to see if the US police would be at all interested in an odd looking car with unusual plates, but in practice they all seemed to have better things to do. In 5 weeks on the road, I only saw one other set of European plates (a German camper van in Salt Lake City). But keep your paperwork handy just in case.

And with all that done, you just head off down the road. Without clear instructions, and with some misleading or simply wrong guidance during the process, at times I was close to abandoning the project. But, ultimately, it's not that hard if you do your research and keep on top of things, and it's definitely worth the effort.

Paul Strickland





Liege-Brescia-Liege Rally in a 1953 MG TD

The first instalment covered the outward journey up until the arrival in Brescia; now for the return trip

Brescia-Liege

After leaving the cars on display in central Brescia for a few hours, we travelled, again with a police escort to the hotel. This was a former palace and was truly magnificent. We had a good multi-course meal and retired for the night more than happy with our surroundings.

The next day saw us retrace our steps to an extent, the route going back over the Gavia and the Stelvio to Forst. But it started with a visit to the excellent Mille Miglia museum. This is set out as though along a road, as you walk down the road you travel in time. In the floor there are glass panels, inside the glass is an example of the road surface for that era. It starts as gravel, then very lumpy tarmac and so on. There are some lovely cars there, FIAT, OM and Alfa Romeo taking centre stage. Tribute is made to the MG K3 on posters. Later exhibits included several Mercedes, some of a type similar to that used by Stirling Moss and Denis Jenkinson.

I had a chat with John and Sue (1949 MG TC) about the Gavia and we decided that we would give the cars a break and take a 20 point hit for not going up there. We were concerned about meeting something coming down on the narrow section and having to restart on the poor surface potentially over taxing the cars. So we took the long way round to the Stelvio, rejoined the correct route there and re climbed that



Stu and I agreed that the Stelvio is an easier climb from the south. It still took us four cooling stops though, but in addition to cyclists we also overtook a CAT digger, such is the speed we were able to attain. We made full use of first and second gear but were rewarded by a good climb and another celebration Coca-Cola. Not that we had much to do with it, the TD had done all

the hard work! It now wears its Stelvio sticker with pride.



Our route was only 134 miles today, the shortest mileage of the event. And another great hotel to stop in. We had found all the other photo controls so only the elected missed control at the top of the Gavia to add to our points total.



photo courtesy of FotoStelvio.com

The next day, day 9, would take up back through Austria and into Germany. It felt like we were on the home run, but we didn't want to be complacent as we knew the navigation would get more challenging again. We did more work on the maps, checking and double checking. Although we professed not to be competitive, we had been leading the class since day one and now in the later stages of the event we didn't want to lose that lead! Every control was needed as we were not that far in front, it could all be lost so easily.

We left the hotel and successfully found the first two photo controls and negotiated Bolzano to find the road that would take us over the Passo Pennes. What a stunning mountain pass, very different from the Stelvio and Gavia with their hairpin bends. The climbs were longer and straighter, gradually rising up the mountainside to a height of 2215m. On the way up we were overtaken by most of the other MGs but as a result had a great welcome as we pulled into the car park at the summit. The views were amazing and those gathered at the top would have had a good view of us slowly climbing up.

I could have stayed here all day, a crowning moment of the trip. It





signalled our last big pass and our last Italian moments as we would drop from here to Brenner, down into Austria, picking up photo controls all the way, and into Germany's rolling farmland and forests. Some of the controls proved challenging, thankfully not a high mileage day at 180 miles, so we had time to search out the elusive forest layby that saw MGs circulating round all the possible routes. Robin, Colin, Stu and I were all very pleased to finally find it and move to the last control and then the hotel in Bernried on the shore of Starnberger

Day 10 saw us drive northwards through Germany, 273 miles, 8 photo controls, two auto museums and a castle. The third control of the day was a challenge, the town had moved the notice board, not taken it away just moved it through 90 degrees - that threw us I can say. There was much collective head scratching from the group of MGs gathered and we drew quite a crowd until one of the local people said we moved it to make more space - problem solved!

The next three controls were ok, but the fourth, a level crossing proved difficult, but we got there in the end even if it was from the wrong direction!

There was a lovely TC (MG) outside the Auto Museum in Wolfegg to greet us, and a TF 1500 inside that needed some TLC. We got our route card stamped here to prove we had visited and then on to the next stop which was another museum in Engstingen. This had a greater variety of cars including an interesting front wheel drive DKW race car. Another stamp and on to the castle at Schloss Lichtenstein. This castle is built on the very edge of a cliff, it has amazing views of the valley below, eminently defensible.

Two more photo controls and we were done for the day, but John and Elaine had a puncture in the MGC within yards of one of the controls. Like a well trained Le Mans pit crew Stu and I had the wheel changed in no time and both cars were soon on their way again.



We were both tired and travel-worn when we arrived as the last ones in, at the finish control in Bretten that day. Humour restoration was needed and there was plenty of that from the assembled rally goers. What a



smashing group of people to be with.

Day 11, our final day took us across the Rhine by ferry dodging *umleitungen* (diversions) to hunt out photo controls.

Some were easier than others, some again changed from the route book photo, one we never found - so another 20 points.



After

286 miles we drew into the car park in Liege and that, as they say, was a wrap!

Celebrations started upon arrival, we felt like heroes having covered the ground in ten days that took three in 1958 and having used sports cars rather than micro-cars. But wow, what an

experience, what an event, what a car. The TD performed so well and hung on in there despite the oil pressure worries, truly impressive.

In our class John and Sue in the TC had put up an excellent performance, on our tail the whole way. John was quicker than us around the kart track, but a few dropped photo controls on the final day had pushed their score up. Martin and Lesley's TF, which had a B series engine and was classed with the MGAs, was also not far behind.

Overall we gained 108 points, 28 from the special test (outside target time) and 80 from missed photo controls. John and Sue were on 298 points, and Martin and Lesley 296.

For the Authentic category, John and Sue in the TC got a first class award for 1250cc cars and the Veterans award for the oldest car. Martin and Lesley in the TF got a first class award for over 1250cc cars.

Stu and I were honoured to win the Authentic category first overall and for that got our hands on the largest silver cup you have ever seen!

It will forever carry our names and a note of the car, the second TD to carry its crew to victory.





It is impressive to note that the overall winning car, an MGB roadster, driven by Helene Webb and navigated by Julien Slade got all the photo controls and only lost 20 points on the kart track. Hats off to them!

The trip home we did on one day, Liege to Aberaeron - 490 miles or thereabouts - 38 degrees on the M25 and a rally worn TD. Thankfully we just got through the channel tunnel before the delays kicked in.

It was good to be home and I for one slept well that night!

In total the TD covered 3377 miles door to door, 2313 miles on the event

itself. And yes we used a lot of petrol, 135 gallons. Some sloshed out on the hair pins, some drunk at the rate of 19 mpg on the steep climbs, some sipped more slowly at 30 mpg cruising on the smoother straighter sections. But we only used just over a gallon of oil, not bad for an XPAG.

Would I do it again, absolutely in fact I have just signed up for the Classic Rally Press Pyrenees rally for MGs in late September 2023, more detail on their website in due course. This will be open to MGB based NGs as well so Mr ToAd may get an outing and it would be great to have the company of other NGs as well. And if you fancy navigating let me know as I have a spare seat in whichever car I take!

Jeremy Evans





Some musings on faults

Some years ago I upgraded the indicators on my NG and in the process replaced the dashboard repeater lights with LEDs. No problem there. All worked well and I was very happy with the result. I later fitted a dimming switch as at night the LEDs were extremely bright. I had also fitted an LED main beam warning light. Also distractingly bright at night so also connected to the dimming switch.

I slowly became aware that occasionally there was a very brief flash from the dashboard indicator repeater lights. It was one of those things that you see out of the corner of your eye and wonder if you saw it or just imagined it. During the day it was virtually undetectable but in low light conditions or at night it was definitely there.

What was causing it? Once I was convinced the flash was there it did not take me long to realise that it was coincident with turning the overdrive off. What was going on and did it really matter? For a long time I just ignored it but after a while I began to wonder.

My NG had always suffered from an occasional and unexplained fault. It would run perfectly happily for hour after hour but would then just cut out and stop for no apparent reason. Not a fuel problem as this had been checked several times so it had to be ignition.

I began to wonder if the flash from the indicator repeater lights was a clue to what was going wrong with the ignition. Thinking back about it the engine cutting out always seemed to occur after using the overdrive several times. Were the two things related?

The overdrive uses a solenoid valve controlled by the overdrive switch. When the overdrive is turned off the energy stored in the solenoid has to go somewhere and produces what is known as a back emf. In other words a potentially high voltage across the solenoid terminals. It's the same principal that generates the spark at the spark plugs. The only place this energy can go is back across the overdrive switch. This causes sparking and burning of the switch contacts and high voltage spikes in the other vehicle wiring.

Is it possible that the back emf from the overdrive solenoid was not only making the indicator repeater lights flash but had somehow upset the old electronic ignition system? We will never know but I don't like coincidences. I have since fitted a diode across the overdrive solenoid that



shorts out the back emf and prevents the voltage spikes and the burning of the switch contacts. The flashing indicator repeater lights have gone and the new 123 electronic ignition I have fitted is working well and I have suffered no more unexpected engine cut outs.

An interesting theory but maybe that's all it is. I am just happy that the indicator repeaters no longer produce distracting flashes and so far I have suffered no unexpected engine cut outs. Keeping my fingers crossed.

Mike Manners



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Where is it now? CYU 927H

In the early 1980's I built a TA which I had to sell around 1990 when my 4th child came along. It was purchased by a gentleman who came on the train from Wales to my then home in Twickenham, paid cash and drove it home, which was the last I saw or heard of it.

When I sold it, it was red with red interior and a black hood.



I did many happy miles in my TA including trips to France etc and would love to know where it is now.

Currently shown on DVLA as SORN so it seems to still exist.

Perhaps someone recognises this car and knows what has become of it.

I would welcome any news

Nick Wood

07934 463993



TA Mods

During recent months I have been busy making some changes which I think improve the general look and feel of my TA.

A radiator shell from a 1927 Morris Cowley fitted with a minimum of adaptation and changes the 'face' radically.



An outside handbrake of uncertain origin from eBay needed a bit of attention and adaptation but fits well and looks great.



Homemade wooden running boards with the addition of a vintage fire

extinguisher and fuel can all assist with the look that I'm after.

A new 3/4 tonneau keeps everything nice and dry.

Next a fold flat windscreen; brackets were made to utilise the original screen, fitted and the screen folds but it is still a work in



progress, things having taken a short hiatus due to a broken wrist.

Looking forward to some summer motoring.



Hugo Wilson



POINTS OF VIEW

I always tell people that reliability is something that you build into the car. Let's face it, there is nothing worse than breaking down on the way to a show. Especially in this age of the not so smart motorway where the only thing you have going for you is that everyone is going in the same direction, at least most of the time.

The single item most likely to cause a breakdown is the ignition system, in particular, the points and condenser. Many of the replacement parts available these days are of inferior quality compared to original Lucas equipment back in the sixties, plus the distributor will be subject to wear and tear unless it has already been refurbished. This is especially the case within the bushes and can cause a slight wobble in the distributor shaft when running as it is always pressure from the tension spring on the points. It can make adjusting the points very difficult as can be seen if you are using a dwell meter and the needle is not consistently steady at the desired reading. Another thing to consider is the fact that your distributor may not even be the one designed for the engine if Barry the Bodge got to it forty years ago.

If you have difficulty with tuning your engine and have any doubts about a Lucas distributor it may be worth sending it to a specialist such as the Distributor Doctor down in Taunton for refurbishment as he can tell if your distributor is correct to engine and refurbish it. He also has any components that are not old stock manufactured to original specification including the red rotor arms, not just something that looks like one because it is coloured red. My next door neighbour did this with his Series 1 (and a few bits) Land Rover and found that the distributor that it was running was not even made for the engine. Mind you, it had lived in a quarry and then on a farm in Cornwall for many years which tells you all you need to know. The Distributor Doctor completely refurbished and tested his distributor for him to original specification for that engine and it runs fine now.

The solution to this problem is to fit an electronic ignition system to your NG. These fall into two types; optical or magnetic Hall effect with everything built into a new or existing distributor and some where certain components are on the exterior. My guess is that most people would choose the former as it is indistinguishable from a points system when looking at the engine. With these systems there are fewer moving parts and they require no maintenance compared to points. Once set up



they are far more accurate in use and generate a fatter spark, this creates a better burn of the mixture. Therefore, the engine starts better, runs cleaner, is more efficient, improves economy and performance.

I converted my TA's Triumph Straight Six several years ago. I have to say this is the biggest single improvement I have made to the engine in thirty years, bearing in mind it has done a lot of miles. It was smoother and the economy improved to 34mpg on a run which is better than figures given for a GT6 or a Vitesse of that period and certainly better than the TC Saloon the engine came out of originally. It even ticks over consistently with worn spindle bushes on the SUs.

All of this is applicable to the most common engine in NGs, namely the 1800 B series. A wide range of electronic ignition kits are available to the NG owner these days and vary widely in price and what you get for your money. My Lumination conversion to the existing distributor cost just over £100 and has the advantage (to some) that it can be converted back to the original points and condenser beside the road should it happen to fail.

In comparison, and referring to my next door neighbour once more, he fitted a complete Accuspark kit to his MGB GT which includes a brand new distributor including, cap, leads, coil and spark plugs. The test run was to a classic event at Spa in Belgium, like myself he found the running improved in every way. Previously he was always working on the engine trying to get it to run nicely. Checking on line, these kits are a shade under £100 to £120 depending on model which must be less than the cost of recovery if you break down! That sort of pricing sounds to good to be true and only long term use will be the proof, but I would suggest that most NG owners mileage would never seriously put this to the test unless they are very unlucky.

So what is not to like with this upgrade? There is a huge amount of information and choice available online including the usual "how to" video's on YouTube and the only thing I would add to the comments are that once you have everything set up and in a good state of tune the best possible thing you can do is use the car and put regular miles under the wheels. Then leave it alone, it will run all the better for it.

Dave Woolgar



Wanted

Wanted 19 January 2023

I am looking for the following for an NGTF

Dashboard or dashboard template.

I live in East Sussex and can be contacted on 07341300075
or tonyinbexhill@gmail.com

Thanks
Tony

Wanted 9 December 2022

Wanted looking for an NG.... any model..... but needs to be correctly registered and MG based, but will consider most things..... Looking for a project for my retirement....

Many Thanks Dave - parlettd@yahoo.co.uk

Wanted 6 December 2022

I am seeking an NGTF, requiring some/any degree of finishing. It would have to be an MGB based chassis.

I wish to purchase in January. I am a new member in the south east but prepared to travel anywhere for the right vehicle.

Contact: Tony on 07341 300075 or tonyinbexhill@icloud.com

Wanted 28 November 2022

NG TC Wanted:

Now I know that the chances of finding one are very unlikely but if you don't ask you don't get. I am looking for an MGB based NG TC in an un-started or un-completed condition. The price is flexible dependant on condition etc. I will also consider a bare body tub.

Alan Myland - 07932 655 345 - Alan.myland@btinternet.com



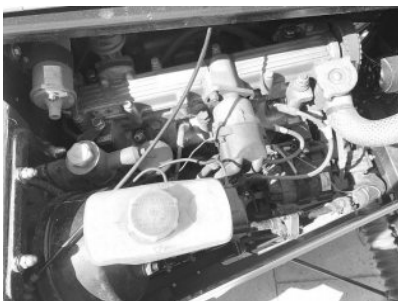
NGTA for sale



It is in the midst of refurbishment and has had a lot of new parts fitted chassis has been off and is as solid as a rock, all ancillarys are there, just needs someone with more time than me to finish it off

Selling at a reasonable **price of £3500**

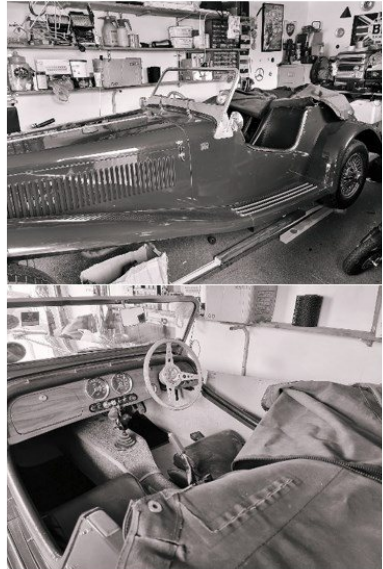
Phone Peter on 07811 092476. Location is Ashton In Makerfield, Wigan.





NG TF for Sale

NG kit car, Registered as NG TF, Maroon
MGB roadster donor, 1800 engine,
Overdrive gearbox,
Stainless steel petrol tank and exhaust.
Wire wheels,
Soft top in good condition, pannier,
Not currently running as carburettors need attention,
Last running in 2008.



Price **£6500**

Contact: Malcolm Bast

Email bastmalcolm@yahoo.com Phone 02380326147



And Finally



One for Advertising Standards

Two rear seat passengers in a Messerschmitt, "Limousine comfort"!!

Post-war shortages must have stopped people growing. Three up through the mountains with only 191cc would have been a struggle I think.



Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00 + £3.00 p&p*
Polo Shirt S, M, L, XL	£12.00 + £3.00 p&p*
T-Shirts M, L, XL	£9.00 + £3.00 p&p*
Baseball Cap (navy)	£9.00 + £1.50 p&p*
Beanie (navy)	£8.00 + £1.50 p&p*
NG Car Badges (unpainted) (temporarily No Stock)	£20.00 + £3.00 p&p*
Brollies (last few)	£22.00 (only at The Rally)
Fleeces (temporarily No Stock)	

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

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

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

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

Front	Cover Photos	Back
Brooklands New Year Gathering	Hugo Wilson's TA	TCs at the Christmas lunch
	Chris Currie's TC at Hinkley	TF at Hinkley - who's is it?
Mark Reay's TA looking chilly	TCs at Capel	
	Nigel Hinton's Competition TD (photo: Track Action Photography)	

