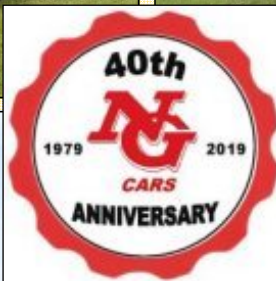


# ChangiNGear

Late Summer 2019



The NG Rally Edition



The NG Owners Club magazine

# The NG Owners Club — Officers & Contacts

- President :** Nick Green
- Chairman :** John Hoyle  
52 Reigate Road, Ewell, Epsom, Surrey, KT17 1PX  
Tel: 0208-393-2555, email: john@hoyle-engineering.co.uk
- Events** John D Watson (JW)  
**Co-ordinator :** 15 Braywood Avenue, Egham, Surrey, TW20 9LY  
Tel : 07951-466206, e-mail: john.watson.ngbow@gmail.com
- Membership** Bob Morrison  
**Secretary :** 105 Battle Road, Hailsham, East Sussex, BN27 1UD  
Tel: 01323-843769, e-mail: rmorri1847@aol.com  
and copy to Angela at angela@bobmorri16.plus.com
- Treasurer :** Teresa Goodbun  
43 West Court Lane, Shepherds Well, Dover, Kent, CT15 7PT  
Tel: 01304-830206, e-mail: teemgoody@aol.com
- Magazine** Chris & Su Hore  
**Editors :** The Lodge, Hayle Farm, Marle Place Road  
Horsmonden, Tonbridge, Kent, TN12 8DZ  
Tel: 01892-329340, e-mail: ngoceditor@gmail.com
- Technical**  
**Liaison** Refer to John Hoyle (pro-temp)  
**& Forum**  
**Mediator :**
- Website** Mike Peel ( [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk) )  
**Manager :** mike@mikepeel.co.uk
- Facebook** Jeremy Evans ( [www.facebook.com/groups/NG.Owners/](http://www.facebook.com/groups/NG.Owners/) )  
**Mediator :** e-mail : ngmrtoad@gmail.com

## Local Area Contact Members :

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



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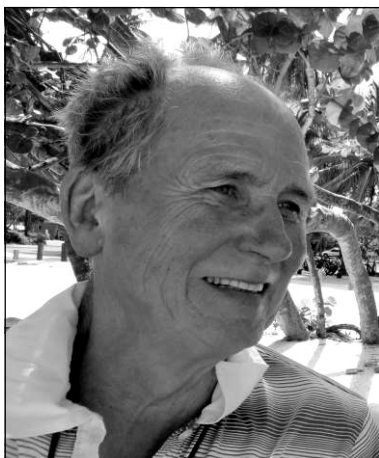
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Contact:  
Nigel Brooks

01730 823 647  
office@nbpat.co.uk

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## Chairman's Letter

**Wow !!**

**- What an Amazing NG year so Far !!**

I think we can say that the 40<sup>th</sup> anniversary of NG is being very successfully celebrated, with 3.5 major events having already taken place. A VERY BIG THANK YOU to John Watson for his never-ending enthusiasm in promoting and organising our events, and to all of you that have attended and supported one or more; jointly you have helped make

them all a great success - THANK YOU. Visits to the 40 museums is ongoing (that is the other 0.5), I would ask you all to continue supporting John where possible. You will find various reports and photos on all these events in this edition of ChangiNGear. Nick Green is delighted that we are celebrating his designs, he had planned to attend the National Rally but apologises that he could not get there due to an unforeseen problem.

I know many of you have difficulty in supporting our national events but have been supporting some of your local ones: this has been obvious through many of the posts on the NG Facebook page. As I have previously said, keep an eye on these posted events, they may be just around the corner from you...!! Local shows are normally pleased to have a display of interesting cars, and there are now many classic car "breakfast events" on a Sunday - just try "Googling" if you are interested in going somewhere special or different in your NG. The weather has been very kind to us this year so take the opportunity and give your car an airing, don't be a "garage queen" - a term used by one of our more hardy members...!!

Recently Barbara and I joined several others to visit the Dover Transport museum, a most enjoyable visit on one of the hottest days of the year. Avoiding all motorways resulted in 6 hours spent in the car so we were wilting by the time we arrived home - the TF however was unaffected by the extreme conditions....!! We are now looking forward to the NG Dorset holiday in Sep-



tember, during the week we will be visiting the Beaulieu Motor Museum and the Bovington Tank Museum.

On a more serious note, I am still banging on about those NGs that are MOT exempt. If your V5 has your car registered as historic and a date of first registration/manufacture of more than 40 years ago, you may have elected to be MOT exempt, if you have, it is illegal. The Dept for Transport has not made proper allowance for our cars which have been constructed from a donor vehicle; the system in place makes it possible to make that election. No NG is 40 years old (not quite), therefore cannot be exempt. If you have gained exemption please still have your car MOT'd. In the case of a serious accident you may not be insured...!! There have been several examples recently where a member has taken his car for MOT testing, thinking that it was in good serviceable condition, to be surprised when it failed on safety related issues - TAKE NOTE.

Finally, I am pleased to announce that a new editor for ChanginGear has been found, Chris and Su will elaborate further.

***So Wishing you all Happy NGing for the Rest of the Year***

***John (Hoyle)***

### ***Thought Provoking***

The problem with Democracy is that it gives weight to opinion rather than knowledge  
: ***Plato***

The more I learn about people, the more I like my dog. : ***Mark Twain***

A lot of Brext supporters say 'Stop complaining, it's democracy!

Well democracy doesn't always work !!

If five people democratically elect to take your iPhone, it's still a Mugging. !!

- ***Dane Baptiste***



## ***Editorial***

So the end of the NG season for 2019 is already in sight, though still a fair way off for some of us.

Su and I, & Rocket have had a fairly busy year so far. A couple of local NG lunches early in the year, then our foray to the West Highlands for the NG Scottish

roadtrip, which was amazing. Wall to wall scenery, amazingly good weather, excellent company, and (on the whole) remarkable NG reliability.

Since then a couple more local NG lunches, a museum visit to Dover and a 'weekender' away to Lowestoft - for our NG Extremes (easternmost) and a motor museum.

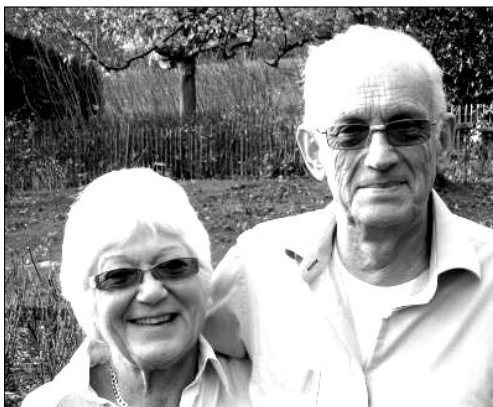
We did not make the NG Rally at Stratford this year, but were very gratified to have been awarded the Editor's Cup, especially in this year — as our 'stewardship' of *ChangiNGear* draws to a close.

We are delighted that the magazine will rest in the safe hands of Jeff Yardley from the new year. We wish him well with that and hope he finds it as rewarding as we have done.

But our NG year is not over yet. We are doing the NG Dorset Roadtrip (Jurassic Tour) next month and will be tagging-on a long way home, with a whizz down to The Lizard, for our NG Extremes (southernmost), and a scenic route home via the north Cornwall/Devon coast.

So Rocket will have racked up a good few miles again this year by the time the frost and salty roads are again with us.

So we hope you will be able to make the most of any 'Indian Summer' that might be coming our way in the next few weeks.



***Chris and Su***



## Events Secretary's Notes

Hello NGers, it has been a busy, but very fruitful first 8 months and not only in the NG calendar. Weather wise, it has mainly been excellent for getting our cars out and about. Although as I write this, I'm looking at light rain falling outside, a welcome sight for allotment holders and those of us with flower and vegetable gardens that otherwise occupy a couple of hours in the evening with the inevitable hose or watering can !



So to our many events thus far. In addition to the outings to local events, or to the selected 40 museums on our Anniversary List, or simply a pleasant drive in order that we can be photographed by the many admirers of our cars. The Club has organised three very successful experiences, thus far. These being the Stoneleigh kit car show where we hosted our NG Big Picnic, (see page 14+), The NG Scottish Roadtrip (see page 16+) and of course our Anniversary National Rally in Tiddington at Stratford-upon-Avon (see page 22+).

In amongst all of this I certainly have my favourite moments. At Stoneleigh we witnessed a record number of NGs turning up, the most for many a year. A very successful and convivial day it turned out to be including a welcome surprise visit from Sabatier Piene in his TF all the way from Brittany, some 900 kilometers !

Then there was the very enjoyable trip to Scotland. A few mechanical issues (well, for me and Matt Bolt) but nearly all sorted 'in-house' as it were. That aside, Scotland welcomed us in all its glory, beginning with mostly very good weather, and the most colourful display of bluebells, rhododendrons, and azaleas. We also experienced the possible consequences of global warming in that the reservoirs in the middle of May were only half full. It was great to meet some local NGers. Ken Moulson gave us a great welcome



to Glasgow, and our thanks to NGers Andrew and Margaret Green (Argyllshire) - who were the perfect hosts, and my gosh what a fascinating home and location. And I must mention the support all NGers gave to Jane following her unfortunate fall in Stromeferry, and particularly to Kevin Milligan (our entour medic) for speaking to the duty A&E doctor who saw us very promptly and arranged an ambulance trip to Inverness. And to our dear Jeremy (ToAdy) acting as taxis, but also for the incredible support with maintenance and breakdown issues. Jane is recovering well, so thanks to you all.

Finally the National Rally. Much more about the event further along in this mag, but suffice it to say 60 NGs visited the park over the three days, with 40 cars presenting on The Sunday, although two had to leave early, before the awards. Thank you all for attending, and especially in the true spirit of our club ethos including Murray Burgess, who hadn't quite finished his TF, but to help ensure the numbers, actually trailered it to the Rally.

— ***Brilliant one and all !!!!***

And the final plea, — we still have a number of Museums to visit. I will be emailing some of you to help lead a charge in your area. But for now my very Best Wishes for safe and enjoyable NGING during the rest of our Anniversary Year

***John*** (Watson)

**Contacting Bob Morrison ?? at [rmorri1847@aol.com](mailto:rmorri1847@aol.com)**

Bob is often out of the country on business for periods of time and may not be able to access his emails. It may thus be helpful to copy emails to Angela at [angela@bobmorri16.plus.com](mailto:angela@bobmorri16.plus.com)

**Take Life in your Stride :**

**Today** is the **Tomorrow** that you worried about **Yesterday**.  
And yet All is Well.





## ***New Members - Welcome***

We are always pleased to welcome new members.

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

Membership includes quarterly issues of ChangiNGear

and some Insurance Companies offer reduced rates for NGs.

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

Contact Bob Morrison, Membership Secretary — details inside front cover

### ***The following have recently joined the ranks of NGOC :***

**Roland Ferry (1648), Scotland**

**Jacki Wardle (1649), Surrey**

**Raymond Ternent (1650), Hants**

**Martin Nelson (1651), Hants**

**Steve Jordan-King (1652), Oxon**

**Paul Foxwell (1653), Isle of Wight**

**Chris Currie (1654), Derbys**

**Leslie Franks (1655), Teesside**

**Martin Stratford-Parson (1656), Isle of Man**

**Peter Rogers (1657), Lincs**

***If you would like to make contact with any of these new members  
then ask Bob Morrison to put you in touch***

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

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

***- Thank you and Welcome    Chris & Su : The Editors***



## **The Best NG 'Story'**

John Hoyle was the winner in 2019 for a Story that he and Barbara would probably prefer to forget.

## **Who will be the 2020 Winner ?**

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

Your 'story' should be between 500 and 2000 words, to include pictures/ photos to suit, and should have it's focus upon NGs, NGers, or NGing. The 'story' may be historic or current, factual or fictitious and will be judged solely upon it's entertainment value.

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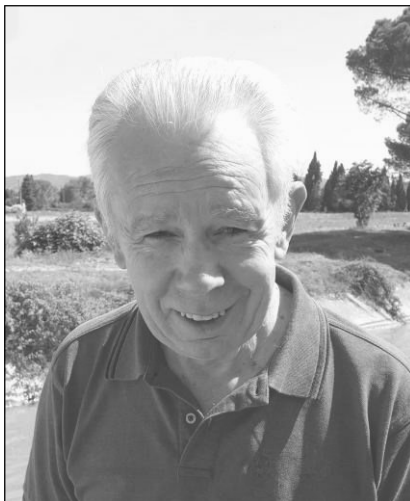


## **IMPORTANT NEWS !!!!!**

### **A NEW EDITOR — in Waiting**

ChangiNGear is delight to be able to able to advise members that Jeff Yardley has 'volunteered to take up the cudgels' of Editorship. And is already 'summoning up the blood' in preparation for his first issue in the New Year.

We very much hope that Jeff will get the same excellent support and wealth of 'contributions' that we have received during our seven years in Office.



*Please !! — It is very important that he does so !!*

*Chris and Su*

## **!!! Contributions Please !!!**

*Been anywhere or done anything " newsy" in your NG ??*

*Or have an entertaining Story to Tell ??*

*Please send in a few words and pictures for ChangiNGear*

*Contributions for the Summer issue by Mid—October Please  
to [ngoceditors@gmail.com](mailto:ngoceditors@gmail.com)*

*Thank You*

## **A Tiger by the Tale (?)**

Secretary : ' Sir, You are like a lion to me here in the office !

— but what are you like at home ???

Boss : Well Sally, , I'm still a lion at home too,

-- but here in the office, **we don't** have a lion tamer !!!



## NG EVENTS CALENDAR — 2019/20

Date	Event	Contact
Sept 13/15th	Goodwood Revival	
Sept 13/20th	NGers Do Dorset (see Page 12 )	John Hoyle
Sept 20/23rd	NGers to Extremes - Southern Most (The Lizard)	Chas Killick
Dec 8th	NG South East Christmas Lunch (Reigate)	Sue Bolton
<b>2020</b>		
April 19th	Corinium Car Club Run, Cirencester (MGOC)	John Watson
May 2nd&3rd	Stoneleigh Kit Car Show	John Watson
May ??? TBA	Jorvik Car Club Run, Castle Howard (MGOC)	Steve Tyler
June 26to28th	NGOC National Rally, Stratford-upon-Avon	John Watson

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

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

**Find us on** **facebook**



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

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



## Brooklands Natters 2019

- October 8th     16th Anniversary of Brooklands Natter  
                    & Chris Bass on Piano
- November     Rememberance Natter & Noggin  
12th
- December     Enthusiast of the Year Awards, Gentlemen &  
10th             Ladies Competitions, Hot Sausage Rolls and  
                    Mince Pies & Singalong with Chris Bass on Piano

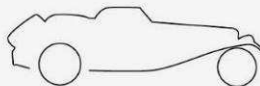
**Meets in The Brooklands Club Bar at The Brooklands Museum, Weybridge**  
(use the Campbell Gate Entrance, off Brooklands Road — KT13 0QN)

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814  
or NG Owners Club — John Hoyle, 0208-393-2555, or John Watson 07951-466206

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## NGers DORSET Roadtrip

The NGers Roadtrip to Dorset is now ready for the OFF.

Sixteen NGers in total and eight NGs will base at Redbridge Farm Barn, Lyckett Maltravers, nr Poole for the week 13th to 20th Sept.

The event kicks-off with a major NG Gather-

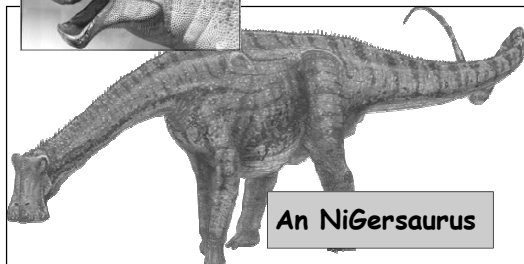


ing at Beaulieu Motor Museum from 11:00am on the Friday - some 15 NGs , and more NGers, are expected there, for a presentation lineup and photo-shoot, and John Hoyle has arranged for a much discounted entry ticket. Leaving Beaulieu for Redbridge Farm, the roadtrip will take in a stop at Laundry Lane, Lymington the site of Nick Green's original home of NG Cars.

The Roadtrip week will be a casual affair of days out and socialising, with

much to see in the area, hopefully being joined by other local NGers, as the mood takes them.

And Chas Killick has already prepared an appropriate Rally Plate, for the participants.



An NiGersaurus

Interestingly there was a **Nigersaurus** dinosaur, though perhaps none still around the Jurassic Coast (we hope). Not that we are suggesting that NGers are 'dinosaurs' - far from it (well most of us !) - and certainly far better looking for sure (Well — some of us — anyway !!!??)



## **and NGers to Extremes —Southernmost**

Once the Dorset Roadtrip group splits up on Friday 20th Sept. a small sub-set of 'NGers to Extremes' ( Chas Killick with LWD, & Chris and Su Hore with Rocket) will travel onwards to the West Country. Taking in The Haynes Motor Museum and hooking up there with Jeremy (ToAdy) Evans, and his Mr ToAd. Then onwards to take in The Lizard, as the Southernmost point of UK Mainland. And thus completing the four-points Extremes Challenge and earning the Special Bar Badge that Chas Killick has had made. The splinter roadtrip will then return via Lands End and the scenic north coast of Cornwall and Devon, doing Cheddar Gorge before going our separate ways from Wookey Hole.



*Chris Hore*

### **The Power of Prayer**

A couple was having dinner at a fancy restaurant,  
as the food is served, the husband says,  
"Darling this looks delicious, - let's eat !"

The wife says -

"Honey ... you should say grace before eating, - to give thanks and pray for our  
safety and wellbeing"

Husband replies

" Yes My Dear, - but that's when we're at home, Sweetheart

... here the chef knows how to cook ! "



## STONELEIGH — The NG BIG Picnic

It seems so long ago now, but the Stoneleigh Kit Car Show in May was really the first event of our 40<sup>th</sup> Anniversary Celebrations and whilst the Friday and Saturday build up days were not the best weather-wise the actual day we chose for the NG Big Picnic was excellent, and certainly contributed towards the 24 NGs turning up.

Because of the reshuffle of spaces at Stoneleigh, it took some members a little while to find us, but once there, they all were treated to a wonderful spread of sandwiches and cakes care of Mary and Barbara. Of course plenty of teas and coffees were on offer to wash the food down.

Thanks must go to all who supported us on the day. And some without their beloved NGs with them like Paul and Bernadette who still graced us with their presence. In order to bring all the food and drink, Mary, John and Barbara came in their 'support' vehicles. We must not exclude our video king Roy De Boise, who may have temporarily switched to a Lomax, he nevertheless came to see us, and by the way is keen to purchase another NG! - Wonderful.







As with our National Rally , this day was all about meeting, greeting, and generally just spending the day with good friends. I'm always interested in who travelled the greatest distance. This year the prize, if there had been one, would have gone to Sabatier Piene, who travelled all the way from Brest in Brittany. Sadly, he got the day wrong and instead appeared on the Monday. Nevertheless he was greeted by 3 other NGs and did get to speak with our chairman John, albeit on the phone. It was fantastic to see you Sabatier.

It is hoped that we will once again look to host a 'picnic' at next year's Stoneleigh Kit Car Show because this is now the sole remaining event at which kit cars the focus. Thus it is an event we should support, and even if the commercial stalls are getting less, it is still a great place for us to meet up, chat and picnic.

**It's in next year's calendar**  
**— 2nd & 3rd May 2020**

— And see more pics  
on the Rear Cover





## NGers did Scotland, West Highlands & Skye

Towards the end of 2018 Jeremy Evans sowed the seed for an NG trip to Scotland. Initial possibilities for a week in a single base near Fort William, which had the disadvantage of limiting where we could explore, or to go one of the organised North West 500 tours, far too expensive, evolved over the following few months, with suggestions for accommodation and places to visit, into the final plan.

We settled on a three night stay at Corran, just south of Fort William, before moving on for a further three nights at Stronaferry near the Kyle of Localsh.

Fourteen NGers in eight cars committed to the trip; five cars travelling from the south of England, one from Wales, one from North Yorkshire and one from Belfast.

Matt and Rob Bolt in their TA and John Watson in his TC travelled up the west side, with an overnight stop at Kendal, meeting up on Saturday morning with Jeremy in his Volvo "support vehicle", as work on Mr Toad, his TA, had over run.

I, in my TC twin cam, and Chris & Su Hore in their TC V8 Rocket travelled up the east side, meeting up with Chris & Lesley Humphreys in their TF en-route to an overnight stop at Scotch Corner.

On Saturday these six cars continued, after various mechanical and electrical challenges for the western group, to an initial rendezvous at the Riverside Museum in Glasgow. We met up with Ken Moulson, a local NGer, in his TC, for a look round the many interesting exhibits celebrating Glasgow's engineering heritage in shipping, heavy engineering and transport.

After some more work to fix his electrical problem permanently, John headed off to collect Jane from the airport while Ken Moulson led the rest of us out of the city, via

the old Argyll Motor Works at Alexandria, to our overnight stop at Garelochhead where we were joined by Kevin and Norma who had come over from Belfast in their TF.

The following day Ken returned to Glasgow and the rest of us travelled to our first base at Corran by various routes. Three cars went east of Loch Lomond through the





Trossachs and on to Rannoch Moor and down through Glen Coe, the others west via Inveraray, with a detour to the Bridge Over the Atlantic, up to Oban then along the north side of Loch Awe and on to Rannoch Moor and down through Glen Coe.

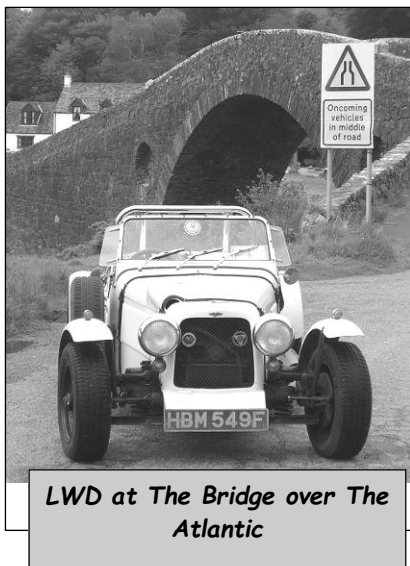
By the time we got to Corran Steve and Val in their TC had arrived having travelled up from Pickering. The tour party was complete.

That evening we went across on the ferry as foot passengers to meet Andrew Green and his wife Margaret who had booked a table for us all. Andrew is the owner of an immaculate TC and was to be our guide around the Ardnamurchan Peninsular the following day.

On Monday morning six NGs boarded the ferry for the short crossing to meet up with Andrew, Jeremy driving Rocket with Chris and Su as passengers alternating between Rocket and my TC.

Andrew led us through the twisting roads of the peninsular, via his and Margaret's lovely house, to a coffee stop at the Salen Jetty before continuing to our final goal the lighthouse at Ardnamurchan Point, the most westerly point on the British mainland. We were blessed by blue skies and sunshine and had views of the islands of the Hebrides from the top of the lighthouse. We said farewell to Andrew and Margaret and returned to Corran.

On Tuesday I, with Su as passenger, Jeremy with Chris in Rocket and Chris and Lesley in Dobby set off for Mull taking the Corran ferry then along scenic roads to Lochaline for another short ferry crossing to Fishnish on Mull. After a coffee and



**LWD at The Bridge over The Atlantic**

cake stop at Salen Chris and Lesley headed for Tobermory while we headed west to take in the spectacular coast road to Balnahard. As we turned round to head north a pair of sea eagles circled above us, a rare treat. We followed the coast road before looping round via a lunch stop at Dervaig to Tobermory and back down to Fishnish to catch the ferry back. As we pulled



**Rocket on the Skye Turntable Ferry**



up Chris and Lesley pulled up behind us from the opposite direction having completed a southern route.

The next day we left Corran to move on to our second base at Stromeferry.

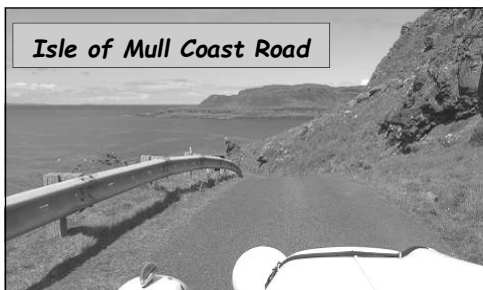
John and Jane headed for Mallaig to take the ferry to Skye and drive through the southern end of the island crossing the bridge back to the mainland. The rest of us drove through

Fort William, up the side of Loch Ness then west down through Glen Moriston and Glen Shiel, spectacular scenery and a great road but not at its best in heavy rain, past Eilean Donan Castle and on to Stromeferry where we stayed in the Station Masters Lodge.

### *Pass of The Cattle — Top of the World*



### *Isle of Mull Coast Road*



We found Jane nursing a nasty bruise on her forehead having caught her foot in the belt and fallen heavily as she got out of the car. A trip to A&E on Skye and a transfer to Inverness followed before she was given the all clear and John was able to collect her the following day by train, to a tiny station only yards from where we were staying.

On Thursday we headed for Skye, some going via the bridge but I, with Su, and Jeremy, with Chris, and later Chris and Lesley, Matt and Rob, went via the turntable ferry, an unforgettable experience. Once on the island we drove up the east side, round the northern tip and back down the west before cutting across the middle and back over the bridge. Spectacular scenery but mixed weather.

On Friday the weather was brighter and five cars headed off to Applecross around the coast road for lunch, followed by a short detour to see seals basking on the rocks, then back over the top for the descent of the Pass of the Cattle with its breathtaking views and dramatic hairpin bends.

The following day, after what had been a very enjoyable week, the tour group said their goodbyes and scattered, heading for home or for further adventures.

### *Mull under Sea Eagles*





## **And another Roadtrippers View**

With the NG Highlands trip looming, for once living in Northern Ireland turned out to be an advantage - the ferry takes you to Scotland. Early omens were not good - a wiper fell off as we drove onto the ferry and somewhere past Ayr the Irish Sea moved from our left side to the right but eventually we arrived in Garelochhead to a warm welcome and cool refreshments.

The next day, joining up with two of the other NGs, we made our way to the next stop- Corran - past Loch Lomond and through the great scenery of the Trossachs National Park. During our lunch break we were approached by a passer-by wanting to know if we were going to Kirkwall with the other Morgans and had to explain that we were a slightly more exclusive group.

The next couple of days were spent exploring some of the lesser known roads of Western Scotland. The NG coped fairly well apart from shaking loose a bonnet catch, a side screen, the radiator grill and the wiper for the final time - beyond salvage thanks to the lorry which ran over it. Fortunately the group had plentiful supplies of superglue and cable ties.

The next stage was relocating to Stromeferry again relatively uneventful although the weather deteriorated enough to make the hood necessary. There followed trips around Skye and the Strathcarron peninsula, again tremendous scenery and endless photo opportunities. Lunch in Applecross was made more enjoyable by the arrival of a classic car group (including a Morgan) and the news that it was costing them twice as much as the NG tour.

All too soon it was time to pack the NG and head south - slightly nervously because heavy rain was forecast and the car had started to use oil but the rain held off (mostly) and Fort William, surprisingly, had large stocks of mineral oil - actually not needed. We stopped overnight in Arrochar - about 25 miles out of Glasgow - good pub grub but not much else to recommend it especially in the rain. There followed a leisurely but damp run to the ferry next morning, the sun coming out as we joined the queue

I would like to say thankyou to the organisers who had clearly put in a huge effort to organise the routes and accommodation all of which was to a very high standard and my fellow NG'ers for their help, patience and good fellowship.

***Kevin and Norma Milligan***

***- And See Outside Rear Cover for more Roadtrip Photos***

***- And Chas's 'unexpurgated' Roadtrip Diary is available on the Club Website***



## NG Kent & Sussex Group Gatherings

Meet No.4 — at Sheffield Park Heritage Railway : 28th June

On 28th June some of the motley crew met for another NG outing. Unfortunately John and Yvonne Hamilton-Smith (caravanning) and Jane and Nigel Speedy (prior commitments) could not attend on this lovely sunny day. So it just left Helen and Rob Garratt, Chas

Killick and ourselves. We also had the pleasure of John Hoyle in OJ, but alas no Barbara, missing out due to a prior commitment.



We all met in the car park at Sheffield Park Steam Railway and Train Museum. This is an extremely interesting place to visit. As you go into the first museum you



are greeted by a Thomas The Tank Engine. It is surprising how big these engines are when you are on their level. You pay a modest entrance fee and get a proper old fashioned railway platform ticket. There are lots of things of interest and even the children can play a computer game involving trains on a track and trying (not) to crash them. We also had the pleasure of seeing a steam train ready





to pull out of the station with several old fashioned carriages behind including one 1st Class. There appear to be two separate trains each day one going to the Pantiles in Tunbridge Wells and the other to East Grinstead. Both leaving in time to reach their destination by midday, staying long enough for a look around and have a luncheon, then returning in the afternoon. We are certainly going to venture on one of these later this year.



We had lunch at the platform café as it was so nice and with plenty of room to manoeuvre, the tables not being all on top of one another. Not much choice in menu, but adequate, due to them, we believe, trying to keep it as authentic of the period (1950s ?) as possible. At lunch John presented Chaz with the Peacock Shield for Clubman of the Year, for his services to the club and Chris and I with the Editors Cup, in recognition of our editing *ChangiNGear* for the past seven years. I personally was very touched and grateful for this as Chris, more than I, does put a lot of time and effort into the magazine.

On leaving it was decided on the spur of the moment that Helen & Rob, and Chaz would drive round the country lanes with us back to our home at Horsmonden for a cup of tea and cake, in the garden, in the sunshine. Helen provided the cake, producing a 40th NG Happy Anniversary cake from the recent NG Rally

All very splendid and another successful NG outing

*Su Hore*

### From the Magpie Helpline

One for Sorrow,  
Two for Joy,  
Three for a Girl,  
Four for a Boy,  
Five to hear all the options again  
..... — Or hold for an operator



## **NG 40th Anniversary Rally**

What a brilliant success the National Rally turned out to be. 40 cars reported on the Sunday and over the three days 60 had shown their bonnets ! As with all NG events, weather is always a factor, this year one could not ask for better, the sun shone all through Friday, Saturday, and Sunday.

And what we always look for is the feed back from club members, and it was very positive. This is so important !, your committee measures what it does, and how it does it, by how it pleases members, and that, they certainly achieved this year. We know we all like to drive our cars, and there are plenty of opportunities to do so during the year, but the opportunity to just arrive as a family, or on ones own, and simply spend the days chatting, catching up on all sorts of news and partaking in some of the organised events is what the National is all about. And from the many emails and verbal praise from members, it was delivered in bucket loads.

As with previous Nationals Alan Goodbun did a brilliant job in creating yet another exciting series of fun Driving Tests. Some wonderful exercises including 'hanging out and collecting in washing from the line'. The men, surprisingly , excelled at it !! ..... a sign of the times ?! Then of course there was the children's games. It is great to see members bringing along their children and grandchildren. The enthusiasm shown by the children was so encouraging, and their camp building skills was up with the television camp craft presenters !

Of course it isn't just the cars that brings people together, food plays a big part. The committee spends a lot of time discussing, purchasing and delivering to the table enough food to satisfy everyone over several mealtimes. Thanks to the enthusiasm of many, especially including our Mary and Barbara, we achieved this - and then some!.

And of course, taking in the money, booking pitches and generally organising the financial aspects of the weekend is a hidden, but demanding job All of which falls on the shoulders of our Treasurer, the lovely 'T' who I would like to thank personally for a job very well done.

So to cut down on the verbiage and, as they say a picture paints a thousands words, here follows some 20,000 in memory of a truly great NG weekend

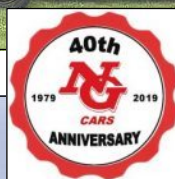
**A Big Very Thanks to All, Participants and Organisers alike**

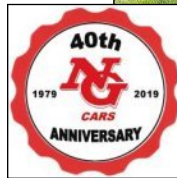
***John Watson***















**The Award Presentations —**

— (equal to 8000 words)





## The 2019 Awards

The Sunday at the National Rally is a time to take stock of the weekend, and in particular to present a series of Award to our members. This year was no exception, but with so many vehicles turning up and such an enthusiastic membership it was a difficult task deciding outright winners. However there were some really well prepared vehicles and very supportive members worthy of Awards.

This year's trophy winners were:

- **Peacock Trophy** - most supportive club member. - Chas Killick
- **New Trophy** - Most active new member - Matt Bolt
- **Cheetham Cup** - best modification - Tony Bell and the introduction of the power assisted steering system on his TF.
- **Editors Cup** - For their sterling effort in editing and producing ChangiNGear over this past 7 years, the meeting unanimously agreed it should be awarded to Chris and Su Hore.
- **Bent Valve** - Conceived by Ian Clark, this is presented each year to the person or persons with the funniest, or at least most interesting story of the year. There were a number of candidates for this, but ultimately it was awarded to John and Barbara Hoyle. Over the past 20 months, they had suffered a flooded house, barn roof blowing away, blocked loo, broken arm and head-on collision!! But through it all, their support of club affairs and continued enthusiasm had not once waived, a greatly deserved award, and the trophy did resemble the bent BMW!

Then awards were presented to the best turned out vehicle in each class.

These went to:

- **Best presented TA** - Dave Woolgar
- **Best presented TC** - Piers Jones
- **Best presented TD** - David Nason
- **Best presented TF** - Mike Lock
- **Peter Clark Concourse Cup** - This was awarded to Andrew Clements. One of the most difficult models to get through the current IVA test is the TA, not only did he achieve this, but the quality of his build was exceptional.
- **Driving Games** - Toby & Steve Tyler
- **The children's Games** - A great weekend of games for the children was devised and run by Kate with help from ..... This ranged from building a camp, painting, races, and orchestrating the bingo on Saturday night. All the children won prizes and each received a medal. These activities illustrated the family theme and camaraderie that the weekend delivered.

*Again — they say a picture says a thousand words, so without more verbiage there are 8000 on the adjacent page !!!!!!!!!!!*



## **Rally Reaction — a letter to the Editors**

**Dear Eds**

*Wow, what a fantastic rally. A big thank you to all who did the hard work, and I was pleased there were so many NGs to see in one place in support.*

*I felt I should have said a few words of appreciation when I, or rather the TA, received the Concours D'Elegance Cup but not easy when you are speechless!! The award was even more rewarding with the association of Peter Clark, who I know did so much for the club.*

*Lucy glowed with pride on the trip back to Hereford, just as well because the extra heat helped to clear the rain off the screen when the wiper packed up (now sorted). I also needed to thank my wife Jackie for all her support in the venture, or rather adventure, so I presented her with the 40th mug, a collectors item, and that turned out to be just the job.*

*And also wanted to say how pleased I was to see Paul Bennett at the Rally, looking so well and driving an NG around.*

*I sold Paul my original NG seats that I fitted in the TA, but then when with IVA a change to narrower seats with headrests. He collected them from me in Hereford on his way back from a holiday in Wales, with his wife Bernadette. That was a good few years back !! and he saw my TA mid-build. He and I were both pleased that he was able to remember his visit and my NG. I originally bought the seats (per SVA style) from John Hoyle at his Epsom works in 1999. Paul wanted them for a new project - guess what ? - a TA !! They are currently in his loft waiting for 'better times', hopefully soon.*

**Andrew Clements** *NGer 1088*

*and Bonnie — the Black Lab/Springer cross*



## **Snippet : Mark Staley to John Watson about Club Regalia at The Rally**

Thanks John for your comments they are appreciated. The club members obviously liked them because everything I had to mark the 40th Anniversary was sold.. In total we sold just shy of £500 worth of items at the Rally, a big thanks goes to all the members, and Hats off to them. - kind regards **Mark**



## **ANNIVERSARY RALLY VIDEO on DVD**

*At the request of John Hoyle and John Watson, and with the aid of Matt Bolt, I have produced a DVD Video of the recent NG 40th Anniversary Rally*

*The video is 35minutes long and captures the atmosphere of that day on Sunday 23rd June*

*The Cost being £10.00 including P&P,, and includes a presentation case*

*All profits will go to a children's charity, The Pendsey Trust.*

*For information about this charity , see their website at [www.thependseytrust.org](http://www.thependseytrust.org)*

*This UK charity supports the work of Dr Pendsey who runs a diabetic clinic in Nagpur, India.*

*His clinic provides insulin and educational opportunities for very poor children with type1 diabetes. He treats some 1300 children entirely free of charge, and without such help these children would become seriously ill and most likely die.*

*The Pendsey Trust is running a campaign to help supply specially designed 'Cool Pots' that enable insulin to be stored at home without the aid of a fridge.*

*Many of these children live in homes without electricity, or those that have mains power cannot afford to buy, or run, a fridge.*

*These clay Cool Pots work solely by the process of evaporation, and cost £11.00 each*

*Please help me to fund as many of these Cool Pots as we can*

*— Thank You*

**Roy De Boise** NGer No.807, Wallington, Surrey

**Please order direct from Roy**

**— his email is :: [roydeboise@hotmail.com](mailto:roydeboise@hotmail.com)**



## NG Kent & Sussex Group Gatherings

Meet No.5 - at Dover Transport Museum :: 24th July



Well! - what an excellent NG outing. Lots of fabulous company. John & Barbara Hoyle, John & Hana Coker, John Watson, Chas Killick, Rob & Helen Garrett, Alan & Teresa Goodbun and Ourselves. Dover Museum was really interesting with much more to see than one would have expected. Particularly unusual was the Norman Motorcycle bit - most will have heard of the Norman Nippy Moped but surely not aware of it's sizeable bicycle or motorcycle heritage.

The sub-group run across from Hurst Green which was a lovely cross country jaunt, if taking longer than planned. The return back to Horsmonden being just a nice and strangely quicker, for the same distance.

The weather was of course brilliant all day - but not as outright hot as forecast.







We were gratified that, even at that high ambient temp, Rocket ran there and back with virtually no fan, only cutting in during the slower stages.

Our evening BBQ rounded things off very nicely and thanks to those that joined us - and sad for those that couldn't.



We hope that everybody got back home safely and that John Watson turned Left after leaving Chaz at Sevenoaks and didn't to the M25 the long way round - Or did he!? John and Barbara would otherwise have been the furthest travelled at a tadge over 200 miles (6hours).

So that chalks off one more Museum from JW's list - and very enjoyable it was.

### *Su Hore*

#### **Some More New Words for 2019**

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

**Karmageddon** : noun

pronunciation - *ca:mə'gɛd(ə)n*

- man, it's like, when you get some serious weed, man, and you get these really bad vibes, right ?, and man, your head explodes, and it's a serious bummer. right ?

**Rectitude** : noun

pronunciation - *rɛktɪtʃu:d*

- the dignified bearing adopted by professional proctologists

**Circumvent** : noun

pronunciation - *sə:kəm'vent*

- an opening in the front of many boxer shorts

**Dope-ler Effect** : noun

pronunciation - *dʌplərɪfɛkt*

- the strange phenomena that stupid ideas can seem quite sane if they come at you at high speed



## **The Yorvik Run**

I met with three other NG owners at this years Jorvic Classic Car Run on Sunday 19th May.

The event was very well attended & the weather was really great for the whole day. Cars (probably 100+) made their own way to Castle Howard & then at the given time everybody went on an 100 miles roadtrip covering B & C roads across North Yorkshire Moors before returning to Castle Howard.

It was a great run along roads that I think most of us would never normally drive down, with fantastic scenery & in some places very narrow roads with passing places. The weather stayed fine for the whole day, which was really great for me in my TF -- having no hood !

The event was organised by the Ryedale & York MG Owners Club, and raised money for the Yorkshire Air Ambulance.

After the event we lined up our NG cars for a photograph (see below), just to prove that there are some NGs in the north of England !!

The NGers were: (L to R) Fred Baker (Cream TC) then Me (Red TF), Ken Elliott (White TF), and Toby Tyler (Blue TC).

Trophies were presented for:

The Oldest Classic at the event, the farthest travelled entrant (Chris & Su Hore , with Rocket got that last year), and the car entry that the committee would most like to take home.

It was a great day out for me as a quite new NG Cub member

**Bill Hornby** NGer No. 1642.





## Dobby's Revenge (June 2019)

Well it's retirement time -No ! not for me, I mean for the Master. He's been working up to it for a few years by reducing his days but at Christmas he fully retired. Perhaps now he'll have more time for me! It's started well this year as I think he remembered how well I was running. Early January saw some winter sunshine and he took me out for my first outing of 2019. A



lovely meandering run in the cold - but we both returned with big smiles. Still in January and another bout of sunshine beckoned so we went on our favourite 23 mile run in the countryside. This run has only a couple of sets of traffic lights and a mixture of roads, many with inspiring bends and twists and others where I can be stretched to the legal limit. There were a few slow movers blocking our progress on this occasion but not when we repeated the run in early February.



So this year I had been out and about several times before the annual MG Snowdrop Run - this was our next excursion. Again we were lucky with the weather and the run took us from Melbourn Village College (near Royston) to Chippenham Park (near Newmarket)

through Cambridgeshire, Essex and Suffolk. A coffee stop at the picturesque village of Finchingfield was delightful and the snowdrops at Chippenham were outstanding. I thoroughly enjoyed myself making a round trip of just over 150 miles.

My hood-down jaunts continued through the spring including an evening run to one of the MG club meetings. However, I was not happy when the Master went off to look at some other cars without me!

He organised a visit to Studio434 for his men's group at church and some from the local MG club. There were 25 who went, but not me! They apparently had the time of their lives looking at, sitting in and reminiscing over lots of classic vehicles. You see Rodger Dudding, who made his fortune after inventing the queueing ticket machine, owns a vast collection of classic cars (including 23 Aston Martin Lagondas!) which he hires out to film companies. They are all in full working order. He also rents secure space to anyone who wants to store their cars so altogether there are two locations

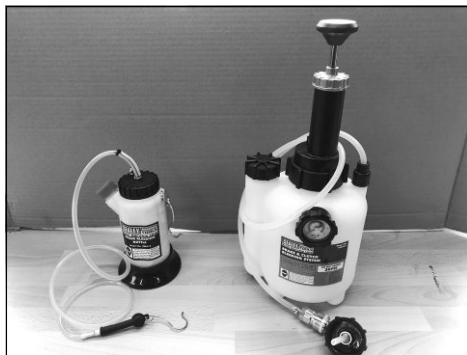


storing over 350 vehicles - everything from bubble cars to Bentleys, Fiats to Ferraris (note the plural), from an Austin Atlantic to a Zagato. Rodger himself (an octogenarian) dropped in on them for a chat and entertained them with his amusing stories and great sense of humour. His most prized possession is a 1955 Morris Minor split screen which was owned by his father. What a day - shame I wasn't there - but I'll get even! I think he felt guilty as



he took me for a run a few days later and gave be a good wash and vacuum.

In April it was time for my annual service so time to get even. The Master had already decided to replace my front brake discs and pads which had lasted nearly 15 years and done 40,000 miles, even though there was still wear left. So I thought, "Let's give him something to do at the back as well". So one of my rear wheel cylinders wept a little. Now having already replaced these once before, he knew they came from an MG Midget (down rated from the MGB as I am lighter) and was soon ordering a pair from Moss. With the inevitable interruption to the hydraulic system he decided he might as well change the brake fluid as well because it was due anyway. *So ! — Time to strike!*



Well, he had bought some new Sealey brake bleeding equipment to make the task easier - or so he thought. There was nothing wrong with the Sealey kit but I had to teach him a thing or two about how to use it:

The cap from the pressure bottle appeared to fit on my master cylinder OK - he pumped up the system to test it and suddenly - wheeeeeee!!! brake fluid every-where. He spent the next 20 minutes

mopping up - especially the paintwork. Not to be outdone, he found a thinner washer which enabled the cap to fit more firmly (and if the cap fits... ??)

So now a second attempt and the cap stayed on this time but... there is a connector between the pressure feed pipe and the cap and he forgot to slide the collar down to lock it so just when he thought it was safe - wheeeeeee !!! brake fluid everywhere. He spent the next 20 minutes mopping up - especially the paintwork (I copied and pasted this bit!). All this testing was without adding brake fluid to the pressure container, I was simply regurgitating from my master cylinder.



Confident he now knew how to operate this bit of kit, he tested it again and I hadn't the heart to upset him this time. So in with the fluid, and Mistress (who had of course been dragged from the garden to the garage) watched in trepidation as he proceeded to bleed all four bleed valves into his new Sealey collection bottle, letting in the new fluid from the pressurised container. Just as he finished the last one, the tube parted company from the collection bottle and dribbled on the floor. This was my last ditch attempt to stick my tongue out at him. At least that was quickly wiped up and the tube has since been reattached.

Well, it would have been a labour saving device for him if he hadn't gone off to that collection of cars without me and I expect it will help him next time as the actual bleeding process was very much quicker. He gave me a brief test down the road to check I was not unstoppable.

Soon after this was a visit to the Leighton Buzzard Light Railway organised again by the Cambridge MG Owners Club. This would have been considerably more convivial if I hadn't been left with my fellow MGs shivering in a field. It was too cold for our owners to stand around chatting so they all went off for a ride on the railway or to try out a burger at the railway café leaving us at the mercy of the elements.

Next was the Stoneleigh Kit Car Show.

There was a special appeal for attendance at this show as NG turns 40 this year.



The Master picked up his friend Ian, who owns a Cobra replica, and we took a leisurely drive (a good chance to bed my brakes in) to a new location within the NAEC. I was delighted to see about 20 NGs and we were all arranged in a horse-shoe so we could have a good chinwag and compare notes - especially as some of us were due to go to Scotland together. I had never been there but it sounded exciting.

Amazingly, all of these exploits were carried out with my hood down, but now the summer was coming - and Scotland - so my hood will I think be needed!

**Dobby Humphreys**



## Knackered Knees ??

Rocket has a heavy-duty MacCloud clutch which very adequately copes with the with the grunt of the V8 output. However it is not just 'heavy duty' but just 'bl\*\*\*\*y heavy' !.

With onset arthritis in my left knee the constant clutch pumping in an inching traffic queue was potentially the thing of nightmares.

In 2018 there were two occasions when traffic was heavy and slow enough to nearly make me need (kneed ?) to pull over - - nearly, - but not quite.

So in reviewing the 'Rocket Jobs' needed (kneeded ?) for the 2019 season, the addition of a clutch servo was pretty much top of the list.

Rocket has had a brake servo from the outset and very handy that can be if one has been a little over zealous with the loud pedal ! However, with an NGV8 there is not much room under the bonnet for much else and with a brake servo already taking up what little there is, no way was a clutch servo going in as well.

Fortunately the only connections to a servo unit are medium bore vinyl hose (for the vacuum line) and small bore copper pipe (for hydraulics). Thus siting of the servo can be quite flexible. It could even go in the boattail if necessary, but a good rule with any pipework it to 'keep it at short as practical'. In the event there was plenty of room up behind the dash in the nearside footwell. Nicely out of the way and close to the existing clutch 'system'.

The problem with 'up under the dash' is that I lost the flexibility to work 'a\*\*\* down' in a footwell rather too many years ago than I care to admit. Get in ? perhaps - Get out ?? - let's not even think about it !!

Fortunately 'young' Jason (Rocket's personal mechanic) at Old Station Garage, in Horsmonden, has the competence and agility to take on such a task, and without even breaking sweat. And so the task was done.

And what a difference it has made !! There are various makes of vacuum servo unit readily available, some 'recognised' names and some 'far East' unknowns (at prices between £100-200), but generally these provide a mechanical advantage of around 2:1 - and thus halve the pedal pressure. I reckon that Rocket's clutch is now no heavier than that of our BMW X1. And you get clear evidence of the benefit every time you start the engine. Depress the clutch, pump the throttle, press the button, crank the engine, Brrm-Brrm, and all of a sudden the clutch pedal disappears beneath your





left foot as manifold vacuum rises and the servo assistance kicks in  
-- it's almost unnerving !

Mind you there is some small disadvantage in that the feed back from the pedal is now negligible. Finding the takeup point is more experience than feel. And slow speed manoeuvring and hill starts take a bit more concentration. But that I can live with for the benefits of 'knee comfort'.

I was going to include a photo of the servo unit in-situ behind Rocket's dash. But to be honest it doesn't really show anything useful. And I am a bit ashamed at just how untidy the wiring is under there !!! -- so much so that I rather wish I hadn't looked !!!!!

So if, like me, you also have ageing knees and find pedal pressure a bit of a trial. Then go for a servo (or two), the fitting is not difficult, nor the cost huge and the benefit is 'mega'

**Chris Hore**

### Just as the Sun was Rising

Early one morning, recently, while walking his dog Brynn, John Hoyle met a magic fairy.

"Hello John, nice to see you " , said the fairy , " You're the lucky one today because I can grant you a special wish"

"Oh ! " said John , "that's nice, thanks. In which case I wish I could live for ever"

"-- Ah " said the fairy, " Sorry, but that's too special a wish for me to grant.

It's way above my pay grade, I'm afraid"

"No problem" said John, " then I wish I could die the day after Parliament is filled with honest, hard-working, bipartisan men and women who act solely in the people's best interests"

"-- Hum !" said the fairy, "You are crafty b\*\*\*\*\*d !!!

-- but then many of us have long had our suspicions!! -- Eds

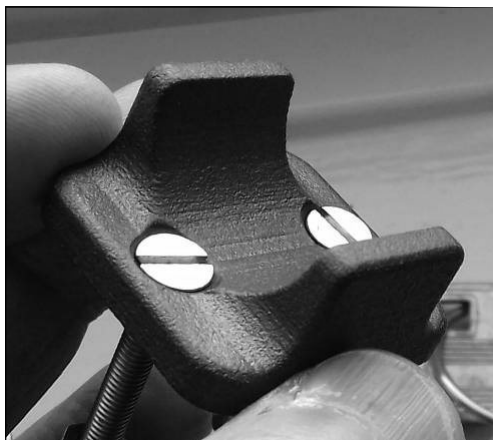


## TF Hood Frame Clips

I showed my 3D printed hood frame bracket to John at the Stoneleigh show and he asked if I could produce some pictures and costs for publication in the club mag. The following is as requested.

On my NG I had four of the original black Nylon hood frame clips. These were not ideal and two of them had cracked and broken. An internet search came up with a few alternatives but nothing that was ideal or

appealed to me so I looked for an alternative. As I had recently acquired a free version of the Alibre 3D design package I thought I would have a go at designing a new hood frame bracket. It was a steep learning curve but eventually I had a design I was happy with.



The next challenge was finding a way of turning the design into a solid usable object. Another internet search came up with a company called the 3D Hub. I have not explored everything they can do but 3D printing looked like no problem and the range of materials they could print in was impressive.

The process of ordering a part on line was quite easy - Ask for 3D printing, download the design and the number required, select the appropriate mate-

rial and you get an almost instant response showing you a 3D picture of your part that you can twirl around to confirm the design is what you expect.

This was very useful as my first downloaded file showed the bracket I had designed but very chunky and not what I wanted. The problem was my inexperience with the 3D design package. I had not understood some of the options that converted my design to a 3D printable file. Once I had this sorted all was well. The 3D Hub web site also confirmed the design could be 3D printed and gave a cost and expected delivery date.

This one bracket cost me £18 but I consider it was money well spent. It had proved I could produce a 3D design, and get it made, without spending large amounts of



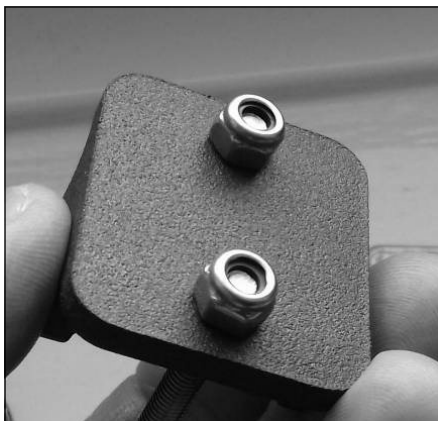


money on a 3D printer. I had a nice solid object in my hands that I could examine and try on the car. The material I had chosen was ideal and had produced a really tough little bracket. All things considered I was very pleased with the outcome.

I have decided to have 3 more printed to complete replacing the existing brackets on my NG. The £18 for my bracket covered a set up cost and the usual VAT and postage. The actual cost for each bracket if a quantity are ordered is about £4.50 each.

The brackets as designed have the mounting holes and countersinks moulded in but at quite a small size so that they can either be used as is or opened out to a suitable size. I have drilled mine out to M4. The curved top is designed to be lined with a band of 2mm thick rubber to give a soft seating for the hood tube.

If anyone else is interested in these brackets or wants further details then give me a call. £18 for all four brackets to fit out a car sounds OK to me.



**Mike Manners**

michael.manners2@ntlworld.com

## Snippet : About Ethomix

In the previous issue Peter Kitchen gave some details of his introduction to the use of Ethomix, to ward off the unwanted effects of ethanol in today's cheaper petrols. Peter now says

***" My use of Ethomix, the ethanol resisting additive, has been very successful and seems to have added verve to performance of my NG "***

For members wish to know more the link is -

**[www.Frost.co.uk/protect-your-vehicle-against-ethanol](http://www.Frost.co.uk/protect-your-vehicle-against-ethanol)**.



## Mr ToAd's Winter Maintenance – Part 2

I left you at the end of Part 1 with the list of parts you needed to swap a 3 synchro box for a 4 speed one, as Mr ToAd's 3 synchro box had a broken first gear. I had amassed the parts needed for the swap and built a replacement short engine to take the 4 speed box.

What didn't occur to me at the time was the that 4 speed box is slightly bigger all over, than that existing – ok I know it sounds obvious but its just half an inch here and half an inch there, less so in some places, but its physically just a slightly larger box.

I realised I was going to have a problem when I did a trial fit the new engine and box. It would just not lift up into the transmission tunnel at all. The gearbox cross member was some half an inch lower than the chassis mountings, while the top of the box was touching the transmission tunnel top. Without cutting the top off the fibreglass tunnel there was no way it was going to fit. I don't have a clue as to why this was the case, had some spacers been left out between the body tub and the chassis when Mr ToAd was originally built, were the early TA's designed around the 3 synchro box? — Whatever the reason this was not going to be solved easily !!

As I was taking Mr ToAd so far apart there was one other modification I wanted to try for. I wanted to make the front more period by pushing the radiator back to shorten the bonnet (I had already lowered the bonnet line last year). And I had planned for dummy dumb irons and a new radiator surround.

To push the radiator back, I really needed the engine and gearbox to go back in the chassis. I had taken the measurements from my existing 3 synchro set up. This indicated that the chassis brackets for mounting the gearbox cross member were long enough to cope with just four new holes being drilled if I moved the engine back one inch. The engine mountings could be extended back relatively easily too.

However, I had not factored in the fact that the MG moved the 4 synchro gearbox mounting points back on the box relative to those on the 3 synchro one. This would result in the gearbox cross member floating about in thin air, behind the NG chassis brackets

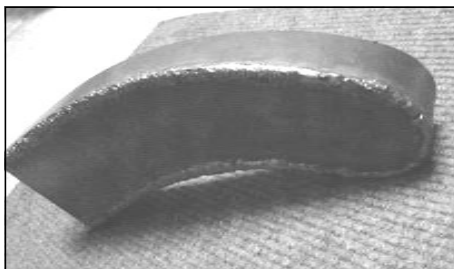
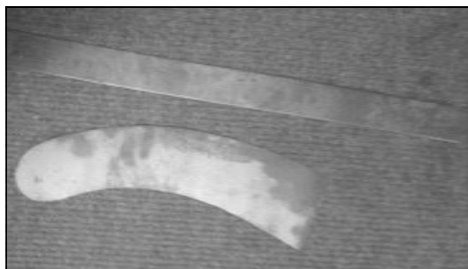
Now not only did I have a gearbox that would not tuck up into the transmission tunnel, if I moved it back, I had further modifications to make to hold it in place !.

I put all this on the 'too hard' pile for a few weeks and got on with fabricating the dummy dumb irons and radiator surround.



First, I made up a mock-up using plywood and cardboard of the dumb irons and the radiator surround. This helped me get the 'look' I was after

Concentrating on the dumb irons I took the plywood side shape to the local metal merchant (Teifi Forge in Lampeter) and they plasma cut two steel plates for me. I also got some strip steel of the same thickness to wrap around the shape to create the false dumb irons.



I then welded these to the front of the chassis. Putting a tube between the front of the dumb irons with a threaded bar through it created the same struc-



ture as had been on one of my previous cars. I took the steering rack off to avoid it being damaged when I was welding, discovering in the process that the pinion shaft was very worn. Another job to add to the list !

With the dumb irons in place I could then play about with the radiator design a bit more. I thought that I would make it from brass sheet and had been re-searching brazing kits and watching YouTube videos about making Jaguar SS100 radiators. It all looked interesting and manageable. However, I thought I would



perfect the design using a £25 sheet of steel rather than a £250 sheet of brass. Another trip to the metal man was needed. And as it happens the brass idea got left behind along the way !

I thought long and hard about how best to make the radiator surround, would it be best from separate pieces or to try and form the shell from a single piece. I opted for the single piece and made a paper template from my plywood and card model.

I also made a steel strip frame former, that I bent around the old fibre glass nose to get the bonnet shape right. I put a joining strip across the bottom to hold the sides the right width apart. This proved a really good idea as it gave me something solid to anchor back to.



As you can see from the pictures I cut and hammered the top corners, welding up the cuts and grinding smooth. Then filling any defects with weld and grinding again, with a little planishing hammer help to keep the shape right. Similarly, with the top and bottom to make the V shape in the front. I welded the sheet shell to the strip former ensuring the right shape to match the old nose.

I then cut the centre out and folded the steel back to reinforce the inner edge. I then trimmed up the back edges and created the bonnet rest by welding a strip of steel to the inside of the former. I drilled this to take old fashioned bonnet tape in true vintage car style.



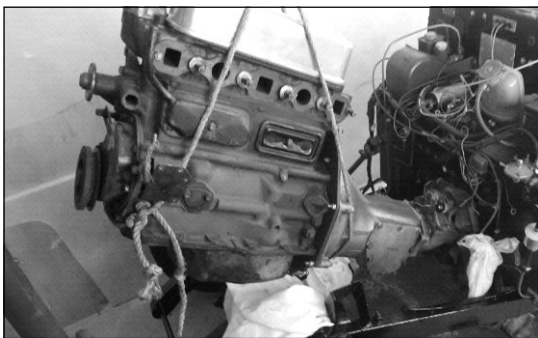


Once I had reached this stage, I turned by efforts towards the headlamp stands. I had bought some larger stainless-steel lamps from SVC. The old lamp stands were the standard NG items, I wanted to replace these with something more period looking. I scanned some period photos and designed a short sturdy stand that would bolt to the front dumb iron and take the headlamp wire down inside out of the way.

I bought some thick-walled steel tube, in two sizes. The idea was to slide the smaller tube inside the larger, and to fix a mounting plate at the bottom and a lamp fixing plate at the top.



Time was marching on and the Scotland trip as getting very close. To try and get Mr ToAd back on the road and ready for Scotland I decided to reinstall the old engine and gearbox. This would save fabricating the new chassis mounts for the gearbox and chopping the transmission tunnel, I had already modified the engine mountings as you can see in the pictures. I got a replacement flywheel (as most of the ring gear had been chewed up on my existing one) and swapped the new clutch from the other engine/gearbox combo over. Bolted the gearbox back on and swung it all back into place - but 1-inch further back.



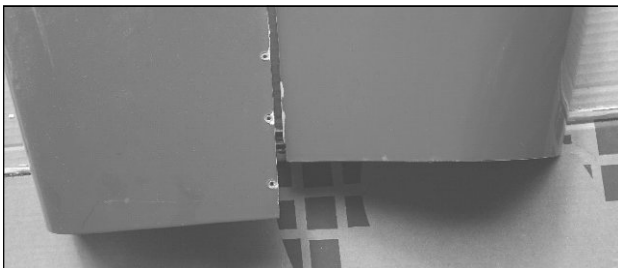
The trial fit with the radiator and front valance went well so I made a start on painting the shell. I also fitted the replacement steering rack at this stage which made moving Mr ToAd much easier!

The eagle eyed amongst you will have noticed the down draught Weber carburettor fitted - but that is a story for another day. The penultimate step was fitting the lamps and



the period horns, leaving just the bonnet to refit.

The bonnet was tricky as I had moved the radiator back. I had to take it completely to pieces and start by fitting the centre hinge to the car. I then trimmed and fitted one top panel at a time.



In shortening them, I also had to trim the centre to reduce the width at the radiator end back down to its original dimension. Which of course in turn requires the back edge to be trimmed as the panel moves inwards at the front it pivots on the inner rear corner. I did this little by little, taking care not to take too much off, but it did mean several trial fittings. The second side was easier as I had a pattern to follow. With the top panels done I could then do the sides. This was much easier with just the front edge to trim.

Did I get it all done in time? Well Mr ToAd was back together one week



before the Scotland trip. But I decided that with so many parts having been taken off and put back, so many new parts not settled in that running up to Scotland would be a mistake. However, as some of you will have seen we did get to the National Rally.



I'm really pleased with the new look, well worth the effort (and just don't mention I still have to fix the gearbox and change the engine!).

*It is great to be out and about with Mr ToAd once more - Parp Parp!*

**Jeremy (ToAdy) Evans**



## : 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-TG 1800 :: Regn. ENW 165K (1972)**

MGB running gear, White with Aluminium bonnet.

Overdrive, Wire wheels, Good tyres, Nice condition.

Some nice touches by the constructor.

Always garaged

Currently on SORN

**Price £6,950**

(location - Stafford)

**Contact : George Valler**

by email on gvall123@me.com



#### **NG-TF: Regn. 878 GWU**

MGB Based. 1800 cc with overdrive

Stainless steel exhaust.

ReUpholstered

Registered as NG.

Kept garaged. Very low mileage.

First registered 1969

MOT'd, (not road tax)

**Price £7,500 ono.**

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







## **NG-TD 1800 ::**

### **Regn. FRB135L**

Single Owner/Builder

The kit was ordered from John Hoyle in January 1994 and after a lot of stop/start in building it passed its SVA test on 15th February 2000.

The final work to get the car through its SVA was completed by Terry Philips who at the time was the owner of TP Motors who built Gentry Cars.

The car has just passed its MOT; is correctly registered as an NG TD Roadster and has a taxation class of Historic Vehicle so the car tax is free.

For a car of its age it is in very good condition but, over recent years, it has had very little use.

The pictures were taken July 2019, just after I'd driven it back from the MOT garage so it needs a good clean and polish but essentially it's ready to go for the rest of the summer.

It has working overdrive on 3rd and 4th; stainless steel exhaust; static seat belts; collapsible steering column boss and a canvas roof.

The only real negatives are that the rev counter isn't working; the oil gauge needs connecting (I think I have all the parts necessary); the roof needs re-proofing as it's a bit faded and it could probably do with a tune.



**Price £6,995** or near offer

**Contact : Dan** Phone : 07771 632 798 or

email [dan@homeboarding.co.uk](mailto:dan@homeboarding.co.uk).

## **For Sale :**

### **NG (TF/TC) Rolling Chassis**

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

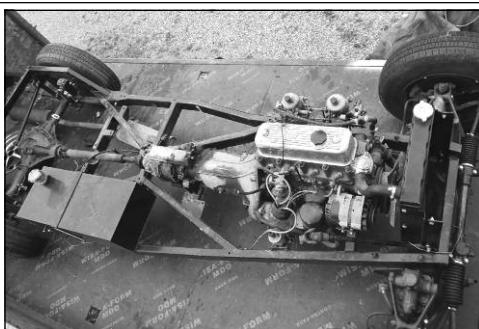
There is no supporting history or paperwork, or any 'extras'

What you see is what you get, and you only get what you see.

Location - Birmingham (buyer collects)

**Offers invited** - by Harjinder Singh

**Contact** - Email [hsv633@gmail.com](mailto:hsv633@gmail.com) or Phone 07739 422190





## **Wanted**

### **Rear Wings for (Marina) TA**

Pair of rear mudguards wanted for special project

Any condition within reason,

Contact Paul Dales : Phone 07817821694 or email at pauldales@live.co.uk

### **NG-TC V8 Rear Axle**

Looking to buy a 3 : 31 to 1 axle for my TC in good useable condition

John Shepherd : phone 07976-555737

### **NG-TF Non-runner (or mot failure)**

Must be correctly registered.

Please contact Roland : phone 07715-005055

or email at rfeerry@ductform.com

### **NG-TC V8**

Car ready to go if possible:: Q Reg ok.

Please contact Greg Musgrave

mobile 07957-571014 home 01243-784176

or email at gregmusgrave@aol.com

## **STILL CRAZY AFTER ALL THESE YEARS**

I'll tell you a tale of a driver , a canny wee lad we are told.

Who tootled around in a motor , that looked so becomingly old.

Now the truth of the matter was different, being constructed from parts from his shed .

And what he couldn't beg steal or borrow, he made from thoughts in his head.

The engine came out of a tractor, the steering itself from a cart.

While the suspension was made out of bungees, that gave an effective jump start.

His methods spoke strongly of madness, fuelled only by pints of Iron-Bru.

Topped off with his favourite tippie, a measure of Tullamore Dew.

You may even think that you know him, this 'crazy' and 'genius' too.

Friends !, no need to look further ! - this maybe, — is definitively, YOU !!

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NG Car Badges (unpainted) — In Stock	£20.00 + £3.00 p&p*
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## The NG BIG Picnic at Stoneleigh



## 1979 NG 2019 TOUR D'ECOSSE 2019



- for Bacon Butties at  
Salen Ferry



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Yon Bonnie Braes !!