

CHANGING GEAR

MARCH 2021



NG models

The NG owners club magazine

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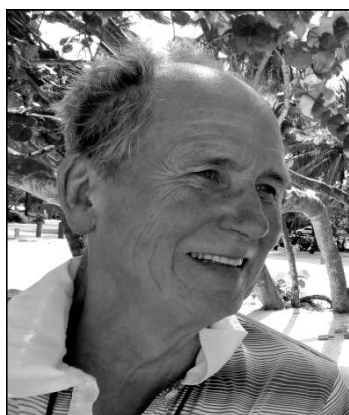
Front cover
Showing four models of NG
c/w from top left TC , TF ,TA, TD

Rear cover
Two more models of NG
TCR and a very rare Sedan

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CHAIRMAN'S LETTER



Apologies for this mag being later than anticipated, but the college repro department has only just returned from lockdown.

I must reiterate what I said in my previous notes: **the club is 40 years old** and deserves to be celebrated, so let's all enjoy our NG's as much as we can. Boris has given us the go ahead to start getting out in a phased way, and that means we can hold our celebration Rally at the end of June provided his plans don't back-

fire. More about that from John Watson. If any plans change, we will post them on the club website and the NG Facebook page. When restrictions are lifted and you are ready to blow off the cobwebs please let your local area contact member (details on inside front cover) know, and maybe several of you can enjoy a small "meet up and run out". Don't forget "Drive it Day", 25th April -- FBHVC details on page 5 As a member of the FBHVC (Federation of British Historic Vehicle Clubs), the club, and some members have taken part in their latest survey, the results of which can be found on page 29 It is inspiring to see that classic/historic vehicle ownership, and the enormous industry supporting it, is on the increase, that can only bode well for the continuing future of our cherished vehicles. As a follow up to that you will see that the federation (on page 27 has also published its position on the "Government ban on the sale of new cars with internal combustion engines from 2030". I think it is safe to say that fossil fuels, especially E5, will still be available for our "old bangers" long after 2030; had we still been part of the EU it could have been a very different outcome....!!!

Hope to see many of you at local meet ups, and the rally, I am booked in for the weekend.

Happy NGing.....



PS: Just heard from the FBHVC:

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection grade'.

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Events Secretary's Notes

.Hello fellow NGers. Welcome to our first ChangiNGear of 2021 and to a new year of events, although mainly the second half! I don't know about you, but I remember very little of 2020, having none of the usual memory dates. Anyway whatever your experience of last year, we all have two things in common, our love of the NG marque, and the sure knowledge we cannot double guess this virus. It may not be possible to attend gatherings for a few months still, but that should not stop us as individuals or local groups popping out for a short trip, and perhaps stopping for an outdoor tea or coffee before a gentle meander home. I'm hoping the regional representatives will organise a few of these low key outings. You can find your area representative on the inside cover, give them a call to let them know your plans.



The positive news is the Government announcement recently suggests the restriction could end on 21st June.... fingers crossed they do. Many events however have cancelled or postponed up to August, but not all. See our events calendar on page 10 . For example the FBHVC 'Drive it Day' will go ahead as planned for 25th April, rally plates are available. And the London to Brighton Kit car run starting again at Brooklands is also going ahead.

Although it's the Club's 40th anniversary this year, it has been decided to postpone the 'visit UK's Food and drink hotspots' until 2022, however we have booked our National Rally field near Stratford-Upon-Avon for 25-27 June and again would hope to see 40+ NG's appearing. Sunday 27th being the main day, with a road run planned for the Saturday for those interested.

We will be updating things including info on the Rally on our website and Facebook page, so please keep an eye on them. But if in doubt you're welcome to email or text me.

Providing we can get into France, the Cauxretro is happening,



several of us have already booked our crossing, but as yet, NOT the hotel. I am hoping not to be sleeping rough. The open top TC isn't a natural bed!

That's it for now, stay safe. And happy NGing





And finally if there is a worry this year, it's the fate of A68a. the 120 kilometres long ice cube making its way to the Gin and Tonic island of South Georgia, part of the Falklands. But I'm not planning an NG trip there, although.....
Stay safe NGers

INFORMATION REQUESTED CAN YOU HELP

Hi my name is Nigel and I am a new member. I own a NG TC built approx. 2002. Registration number NAL 270F. It has a rear body that has been cut down the middle then four inches added. I am trying to find out if this was done at the factory or by the builder of this car. I think the builder was Jim Rogers at Aylesbury. Also, I would like to take some measurements from a local owner of an NG TC as I may want to add a V8 bonnet and side exhausts but don't know if this will fit.

I am based in Hemel Hempstead, Hertfordshire. My number is 07885 345277.

Many thanks

Nigel.



Drive it Day in support of Childline®
25 April 2021 - Reminder!

Some of you have already ordered your Drive it Day rally plates. Thank you for your support. We have four different variations to choose from! They come in two sizes (depending on the size of vehicle) and in two donation amounts.

Drive it Day Rally Plate (white background) priced at £10.00 and a Platinum Drive it Day Rally Plate priced at £30.00 (with proceeds going directly to Childline®). Both come in two sizes; regular and a smaller version for motorcycles. All four variations are pre-drilled with four holes and come with two cable ties.

If you wish to support Childline® and the amazing work they do, please visit the Drive it Day website <https://www.driveitday.co.uk/> where you can purchase a rally plate.



EDITORIAL

This could turn out to be one of the thinnest magazines yet. Why? Because at the moment aside from a few articles cribbed from various sources It would seem that nobody has been anywhere or done anything worth a mention.

I know that we have all been in the grip of a world wide pandemic and for me that has meant the cancellation of everything Susan and I had planned to attend.



Hopefully a shot or two in the arm will sort all that and we can return to some degree of normality .

On the bright side, my patio heater turned up on the 23rd December having been on order for nearly three months.

It would appear that sales of heaters have gone up by 400 % I'm now thinking I'm in the wrong job. Still at least it meant the rest of the family could have a Xmas drink and cake sitting outside

MEMBERSHIP

Please note that membership renewals were due on Jan 1st. If you have not already renewed then please either send your subs to Bob Morrison or pay by bank transfer. Details are on the club web pages. Thanks.



Treasurer's Report

NG OWNERS CLUB

Treasurer's report for year ending 31 December 2020

Opening balance 7768.50

INCOME

Subscriptions	3306.64
Club Product Sales	110.00
Advertising	217.50

EXPENDITURE

Stationery	68.34
Printing	327.25
Postage	1339.31
Trophies and Prizes	21.00
Club products—Regalia	228.00
National rally	401.86
Public liability	289.00
Misc. expenses	365.84
Website fee	25.00

Closing bank balance	8337.04
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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 :

John Perrott, 1671, Dorset
Malcolm Jones, 1672, Kent
Steve Culver, 1673, Berks
Kevin Bradley, 1674, Cambs
Peter Robertson, 1675, France
Robert Fournet, 1676, France
Christopher Earl, 1677, France
Rory Henson, 1678, West Sussex
Tony Gillan, 1679, Cyprus
Hugo Wilson. 1680 , Hants
Mike Batty-Smith, 1681, Leics
Trevor Browning, 1682, Cambs
Nigel Dwight, 1683, Herts

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

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

- Thank you and Welcome :Jeff



2021 NG Events Calendar

2021 Calender

BEFORE COMMITTING Check with Organisers!

<i>April 25th</i>	<i>Drive it day</i>	Everyone
TBA	Stoneleigh Kit Car Show	John Watson
June 6th	London to Brighton Kit and sportsCar Run	
June 25 - 27	NGOC National Rally	John Watson
July 3 & 4	Cauxretro France	John Coker
July 17th ?	Dogmersfield Fete	Paul Gray
July 18th	Epsom MGOC Surrey Car Run	See below **
<i>Cancelled</i>	Wallingford Vehicle Rally	Paul Bennett
<i>Cancelled</i>	Jorvik Car Run Castle Howard (MGOC)	Steve Tyler
<i>Postponed</i>	Floral Fringe Fair	See Below *
TBC	Newark Kit Car Festival	
Sept 5th	Shere Hillclimb	See Below***
Sept 17 - 19	Goodwood Revival	
Dec TBC	NG South East Christmas Lunch	Sue Bolton

Covid-19 may change the scheduled events!

Heavy type identifies NG specific events

* go to www.floralfringefair.co.uk

** Google Epsom MGOC Surrey Car Run

*** Tickets on Sale from Mar 1st



The Joy of an NG

I had never been altogether happy with the TF's Marina gearbox – it refused to engage 1st unless the car was completely stopped, fought to avoid 2nd and by the time I got to 50 it would be whining and looking for a higher gear.

A Spitfire overdrive box was suggested but these are rare and expensive plus there were dark mutterings about bu****ed input ratios. Since the car was actually driving fairly well I let things slide until on an NG outing I realised that Steve Tyler had slowed down so that I wouldn't be left behind. Plan B – an MG overdrive box – relatively cheap and plentiful but more of a faff with mounting and backplate modifications.

Enquiry turned up a rotted MGB and while collecting the gearbox I was offered the gold seal engine complete with certificate. Never know when you might need a spare engine, it was cheap, it might simplify the conversion and if I was quick I could get it into the back of the garage before Norma saw it.

The engine wasn't as pristine as had been suggested and needed some attention. Then Covid hit and since the car is garaged some distance away, work stopped.

During lockdown E-baying I spotted "J type Morris Marina overdrive gearbox". Where was this from? It was pretty professional looking and apparently some were made for works rally Marinas. Dilemma – there was never likely to be another one, it should be an easy swap plus there were MGB issues like the propshaft, exhaust and wiring an electric fuel pump.

I cracked and it arrived. Of course it wasn't a straight swap, the old clutch plate didn't fit and a new cross member plus chassis surgery was needed, but eventually I was ready.



What an absolute ba*****, lying on my back trying to manoeuvre heavy machinery with the aid of car jacks and wooden levers, totally exhausted and covered in bruises from stray bolts which found their way under my shoulders. It wouldn't go. Had I displaced the clutch plate? Everything removed and tried again. Still wouldn't go – I was left with a half inch gap between the bell housing and back plate. put on some G clamps to try and hold things in position while I had a think but tightening them suddenly resulted in everything sliding effortlessly together. Reconnected everything, bled the clutch and started the engine.

The clutch wouldn't engage. Rebleeding produced no improvement, had I displaced the clutch lever? Covered in sweat and clutch fluid I consulted the manual to see if this could be accessed without removing the gearbox. I came across a little snippet. "Ensure the bleed nipple is uppermost or it will be impossible to bleed the system". Third bleeding and the clutch was working. The Marina speedo cable wouldn't connect to the overdrive, a MG cable wouldn't connect to the speedo. A Triumph cable connected to both and apart from the wiring I was nearly there. Next day I joined the local kit-car outing where someone remembered the club had a gearbox lifter available for loan. While enjoying the novelty of smooth crisp gear changes I noticed a whining coming from under the car. Inspection revealed some play in the rear diff. More in hope than expectation I changed the axle (never know when you might need a spare axle). Success – no whining but a rear tyre was going flat. Coming out of the tyre depot the silencer caught the central metal gate stop – bent exhaust and fractured manifold. Never know when you might need a spare manifold, (naturally it was a different model) but got it on, exhaust professionally straightened so all I have to do this lockdown is fix the leaking brake cylinder and find an electrician ---.Kevin Milligan



The Best NG 'Story'

Who will be the 2021 Winner ?

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

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

Ian Clark will judge the entries prior to the next Annual Rally

*Entries by email please to **ChangiNGear** at ngoceditor@gmail.com*

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*Been anywhere or done anything ‘‘ newsy’’ in
your NG ??*

*Or have an entertaining Story to Tell ??
Please send a few words and pictures for
ChangiNGear*

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

Thank You

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Findhorn Cars holds an extensive stock of parts for NG TC, NG TD & NG TF, including SVA & pre-SVA hoods, carpets, dashboards & windscreens (to order), chassis, & 101 miscellaneous parts. Widened TF bodies with doors also available.



Mountain climbing by Dave Woolgar

The story continued :

A leisurely build followed over the next two years which included a few modifications but otherwise pretty standard kit fare. At this stage the TA was powered by a tuned MGB 1800 that I had built by Motorbuild at Hounslow and the gearbox was a non-overdrive four speed unit. Due to Nick Green's great design, no major problems were encountered during the build although the build manual was essentially a few sheets of A4 with some photos on the glossy covers at that time. However, I was very much on my own during the build as Peters company had folded and the owners club pretty much ceased to exist. Even as a trained motor vehicle engineer, I learned a lot because it is so different to everyday garage work, more akin to restoration. This was my first full paint job, with my integral garage turned into a spray booth for two weeks to apply the Jaguar Racing green cellulose – in fact our main bedroom and en-suite bathroom also turned green but that is another story. That aside, I was very pleased with the results and the car was on the road by August 1991.

I had only been to one show, Doncaster, when disaster struck on a very warm April day in 2002 and with only 2000 miles on the clock a rear flexible brake hose failed, despite being new when fitted, this resulted in an altercation with a Mercedes and a Renault. Fortunately, this was in a 30mph limit with no personal injuries involved and the Police were of the opinion I had done all I could to avoid an accident. I was very disheartened to say the least and the thought of dealing with all that insurance paperwork still makes me shudder. On a positive note, I can personally testify to the strength and integrity of the NG chassis which was pretty much undamaged.

The NG sat untouched in the garage for six months while I regained my enthusiasm and at one point, I seriously considered breaking it for parts and selling it all on.



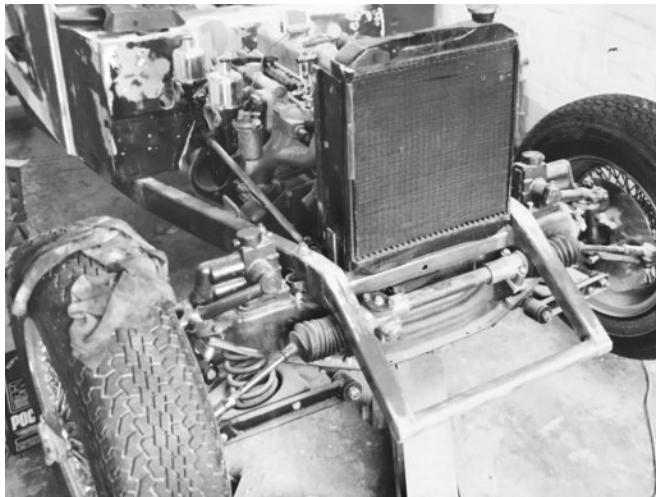
. I eventually realised that I would never recover the money I had invested in the build and sought a compromise. With the insurance pay out, a fresh light of enthusiasm in my eyes and inspired by a Christmas card from Peter Fellows that showed a stylised TA with a much longer wheelbase and bonnet, I decided that I had to rebuild my TA. That longer style TA depicted became the Marina based TA.

I wanted to build something different to everyone else. Period looking, but with Hot Rod touches and nothing on show that could otherwise be hidden. Essentially the front of the TA was undamaged, but the body was crushed on both sides, doors, rear wings, two wheels, tyres all completely trashed. The rear axle resembled a banana and the chassis had a slight kink adjacent to the offside kick-up. Naturally, I stripped down the whole car and cut off the undamaged front end, sold the engine, gearbox box, bonnet, grille shell and set about repairing all the damaged stuff. What a wonderful pile of parts with which to start a new project.

I had always admired the Triumph Vitesse, although it fell over on corners, its straight-line performance and sound impressed, so decided that was the engine for me. I acquired a complete Triumph 2000 TC locally through the free ads and trailered it home for the princely sum of £30. Out came the angle grinder and the whole front panel was cut out which allowed the engine to be craned through the front for a rosier future. The rest was collected by a very nice man with a flatbed Transit the next day who said he would take good care of it. I hope he did! A good deal of time was spend measuring, planning and drawing which indicated that adding six inches to the front of the chassis from the K member forward would provide a new home for the 6 cylinder Triumph engine, with the bulkhead being recessed to take the gearbox bell housing and allow room at the back of the head. (No modern engine bay congestion here) I constructed a wooden jig with which to fabricate the complete new longer front chassis section which incorporated dumb



horns at the front and anti-roll bar mountings behind the axle rather than in front. The chassis parts then went to Phil Hester (brother of ex club chairman Graham) at Chessington Coach Works to be aligned and welded up together on their car bench. With everything back to as it should be, anti-tramp bar, panhard rod, engine and gearbox mounts were fabricated and welded on. New cranked, TC like torque braces were also fabricated to provide clearance for the SU carbs which are on the steering column side rather than nearside as on the MGB 1800 engine. A bespoke stainless steel twenty-eight litre fuel tank was folded up and welded for which I am grateful to my late friend Gordon who's welding expertise was better than mine



The engine is basically standard and sits on fabricated mounts that uses Cortina, cotton reel style, rubber mounts. As the engine is upright in the TA as opposed to being slightly inclined in the Triumph 2000 a TR6 sump pan is fitted and the SU

carb float chambers slightly rotated due to this change of angle. I don't like electric fuel pumps and find the original mechanical item to be very reliable. The radiator is an original Austin 1800 unit with the inlet and outlet transposed to match the Triumph engine with a threaded filler in the top. A threaded boss in the bottom of the radiator accepts a Fiat X19 82degree fan sender switch which activates a very efficient Lancia electric fan of completely unknown origin, but it was new old stock and free.



The TA's front suspension used early roadster springs and up-rated standard dampers which could be better, but I like the period appearance they provide. Bespoke brackets bolted to the wishbone pans mount a rearward facing 16mm Renault 5 anti-roll bar. The wishbone arms are boxed and welded up, ground and boxed to improve appearance. The king pin assemblies, anti-roll bar have all been nickel plated and non-MGB specific fixings are in stainless steel. At the rear, early roadster springs mount the wire wheeled axle (which was found in a ditch) supported by anti-tramp bars, panhard rod and Spax adjustable dampers. This provides a ride that I describe as being "firm but compliant" and does not cause kidney damage unlike a Morgan that I once drove!

In view of the accident, dual circuit brakes were a must. Originally a Mazda 626 master cylinder fitted the pedal box perfectly, but provided a very firm, but hard to push, brake pedal due to the slightly larger bore size of the cylinder. This was eventually changed to a Renault master cylinder and remote Fiat 126 reservoir which is not as neat but works. Early roadster wheel cylinders are fitted to the rear as is a shorted handbrake cable and modified lever that allows the handbrake to lay neatly between the seats. At the front the discs are protected by fabricated and polished stainless-steel back plates.

A major feature of the interior is the 1953 Morris Minor banjo-style steering wheel. This is a key-way fitting rather than being splined which causes even more problems and the whole steering column and rack is similar to a NG TC arrangement but does not require an additional support bearing. The pinion shaft in the rack has been machined down to a peg and hole before being rewelded so that it can be stripped out from the rack if ever required, this connects to an intermediate shaft with two U/J's which clears the carbs and allows some crash protection due to the off-set before it enters the main inner and outer column at the bulkhead. The whole lot is retained by brackets and next to no scuttle shake is felt through the steering wheel when driving.

Continued on page 23



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BOOKING FORM : NGOC National Rally Friday 25th to Sunday 27th June 2021

Name: _____ Membership No: _____

Address: _____

Email: _____ Phone No: _____

Number of adults attending: _____

Number of children attending: _____

Rally Fees: I / We shall be attending for: please circle (a) or (b)

(a) The weekend (3 days) at a cost of £25.00 per family unit

(b) On 1 or 2 days at a cost of £10.00 per day, per family unit.

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

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

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

Please enclose a cheque for the total, payable to NGOC, and post with this booking form to the Treasurer:
Teresa Goodbun (NGOC), 43 Westcourt Lane, Shepherdswell, Dover, Kent CT15 7PT.

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



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allow for removal of booking
form



The body was really a mess, but once bolted back on the re-built chassis it could be pulled about and clamped together so that it could be cleaned up and re-glassed with resin, matt and new steel to support the doors and timber re-enforcing the sides. New un-joined doors and rear wings where ordered from the new manufacturer, who at the time must have been GTM? The new doors were glassed up together with inserts to allow them to be rear hung suicide fashion on the new steel inserts which give a much more traditional appearance to the car. They also have 13mm thick aluminium plates bonded in that mount the handles and latches, this also provides a much more solid feel and swing to the closure of the doors. Lastly the front bulkhead was recessed back by two inches and made up to an eight ounce lay up with two extra layers of matt and resin for strength. The top of the bulkhead has since been modified with and additional moulding to accept an internally mounted BMC Mini heater which is far more efficient than the MGB unit.



This time it was professionally re-sprayed in 2 pack paint once I had done all the preparation so as to maintain domestic bliss. The 'piece de resistance' of the TA restyling is the 1927 Morris Light Van radiator surround which I found at the September Beaulieu Autojumble. It was in a terrible state, but after spending a week on repairs it was sent, along with the newly fabricated headlamp mounts and other parts, to Farham Plating for chroming. The badge on the surround that I made with three Layers of brass is engraved and says TA Motor Company. Made in England, which often triggers the remark "my Dad had one of them" Really?

The new radiator surround caused me a major fabrication problem as the radii did not match that of the scuttle. I had the aluminium bonnet panel blanks cut on a guillotine but could not find anyone prepared to form the required tapering radius on the top panels. I had to devise a system of pulling over the curve using a carved wooden buck which was then screwed to a frame and roller to form the required shape. It took a long time, but the result was worth it. Aluminium continuous hinges were welded on to join the top and side panels after TF sized louvers were punched in the sides which eliminates the pop rivets usually found in TA bonnets. A Stainless-steel piano hinge articulates the top panels and is attached by stainless button head screws. The interior is fully trimmed and uses BRA P Type GRP seat shell which upholstered and the carpets trimmed by Earl Hurst in Horley. He did a marvellous job which exceeded my expectations. I fabricated the original walnut veneered dash myself, but this was superseded some years later with an SVA style version along with a bespoke wiring loom which lost the fuse box, stereo, cigar lighter socket and now USB ports in the glove box. This now gives me music, charging and audible SAT nav via my iPhone. For shows this provides the Glen Miller sound track that I use for the display, along with the 1942 Picture Post and 1930's map that I leave on the seat. All very atmospheric and gets you "in the mood". (Sorry could not resist that one)! Despite having all Austin A40 knobs, the switches are actually a mixture of Lucas types which are surprisingly interchangeable when you take them apart.



In its present form the TA made it back on the road in time for the National Rally in 1994 and took the Concours Trophy on its first outing, which was unexpected as I had not built it as a show car. Since then it has done many more miles as a daily driver, been to France a number of times on long weekends and to the LeMans 24 Hour races, awarded many more accolades including Best Classic at The Victory Wheelers show in Portsmouth which made me smile. Possibly the most memorable trophy and bribe was the one million pound note from the Late David, Screaming Lord Sutch at the historic dockyards at Chatham. A really fun day out with the TA that one. Building and driving the NG, now known as the TA Straight Six has given me tremendous pleasure.





True there have been many times when my patience has been stretched to the limit but this is a result of the challenges, I set myself which is all part of the build process. NG's are a builder's car; they go together very well and if sufficient time and money is invested, they produce a rewarding period style driving experience. They are not an Airfix kit where the manual tells you to put part 'A' though a pre-drilled part 'B' and all the better for it as you will learn far more from the whole exercise having to work some things out for yourself.

I do hope these words will help to inspire members who may be rebuilding an old NG to push themselves a little bit harder, perhaps beyond their comfort zone to create really interesting well finished cars from what they have. Today, if I was rebuilding one myself, it would undoubtedly be more radical than my current TA. Certainly, the TA is the model that has inspired the most self-expression from its early builders. The owners club is very supportive and for most cars, even Marina based, the dog-eared Haynes MGB manual is your best friend. These days just about everything you need to know in one shape or another can be found with on-line research and parts suppliers for just about everything are out there if you look or ask for help. For example tractor parts suppliers such as Agriline can supply all manner of odd shape water hoses that might suit our purpose if stuck. Local small engineering firms are often very willing to fabricate, cut or weld parts you cannot make for yourself. Sometimes you just have to think outside the box to get the result you are looking for.

I consider myself very lucky to have been involved with NG during what I consider the glory years under the ownership of our club chairman, John Hoyle. He and Barbara have done so much to develop the cars, support the marque and NG Owners Club in later years and I am sure many would have fallen by the wayside with out them.

Dave Woolgar



FBHVC position on Government ban on sale of new cars with internal combustion engines from 2030

Published: 19/11/2020

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles.

The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.'

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle.

So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.



The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post- pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every



chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at <https://www.fbhvc.co.uk/>

FBHVC National Historic Vehicle Survey reveals significant contribution to UK economy

Published: 17/11/2020

- Number of historic vehicles on DVLA database has increased yet again to 1.5 million
- The historic movement now worth over £7.2 billion to UK economy
- 4,000 businesses employing over 34,000 people
- 700,000 enthusiasts – up from 500,000 in 2016
- Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK
- 35% of owners either already or are willing to contribute to a carbon reduction scheme
- 56% of historic vehicles are on SORN

The results of the 2020 National Historic Vehicle Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed during the Virtual Lancaster Classic Motor Show with Discovery, filmed at the NEC this month



Historically, the Federation has undertaken this major survey every 5 years, the most recent being the 2016. However, in light of the very obvious impact that worldwide pandemic has had on the UK and is likely to have on historic vehicle habits, the survey was conducted earlier to represent a more typical year in 2019. The survey is the largest and most detailed survey of historic vehicle ownership carried out in any country. The results will help shape the future of the industry and will give the Federation of British Historic Vehicle Clubs the vital facts and figures needed to protect future of transport heritage in the United Kingdom at the very highest levels.

More vehicles, contributing more to the UK economy

Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA, over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of all registered vehicles in the UK. Naturally, more vehicles mean more owners, 700,000 in fact, up by 200k on the previous survey in 2016.

The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy – that's more than the equestrian sector and significantly up on the £5.5 billion in 2016.

This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000 people. Those businesses are working on ensuring the future of the movement as well, with over a third either employing or considering employing an apprentice. The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000 demonstrating a community of diversity and inclusiveness driven by enthusiasm. 44% are registered as on the road and ready for use



The survey revealed that increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

David Whale, Chairman of the FBHVC said, *"The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation's economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future."*

The FBHVC will be releasing a more detailed report in mid-December 2020. Statistics are from the 2020 National Historic Vehicle Survey, carried out by the Federation of British Historic Vehicle Clubs during Summer and Autumn 2020. Other figures are from DVLA published statistics. JDA Research has been the FBHVC's research partner for the 2020 Survey. JDA Research also undertook the Federation's 2016 survey and is completing a worldwide survey on behalf of FIVA.

Who owns the oldest NG ?

Could it be you ?

Please let me know with a photo if poss.

Preferable it should be out and about but if its just languishing in a garage somewhere then lets have a picture just the same. Thanks Jeff



You can find us at

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

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

YouTube videos featuring NG's - is your car there...??

Rally 2019 part 1: <https://www.youtube.com/watch?v=MqVrmn4DXnQ>

Rally 2019 part 2: <https://www.youtube.com/watch?v=SdFe6sNTiEA>

NG TF V8 walkaround: <https://www.youtube.com/watch?v=TG89xEG6P8k>

NG TD walkaround: https://www.youtube.com/watch?v=V_BRWTgMt8w

NG TC V8 walkaround: <https://www.youtube.com/watch?v=XnLLJEKaXDM>

NG TA Scotland trip: <https://www.youtube.com/watch?v=WpqdzUDKIq4>

NG TF walkaround: <https://www.youtube.com/watch?v=AS5Mg6vtIW0>

Variety of NG TA's: <https://www.youtube.com/watch?v=GGT5z-2dpCE>

NG TC Vauxhall twin-cam walkaround: <https://www.youtube.com/watch?v=8tPaeNu77KA>

NG TC walkaround: <https://www.youtube.com/watch?v=2wrNrMj3wyQ>

Rally 2018 part 1: <https://www.youtube.com/watch?v=8p6DXeyil2o>

Rally 2018 part 2: <https://www.youtube.com/watch?v=VhAws6eylXM>

NG TA interior upgrade: <https://www.youtube.com/watch?v=WbHrb413F-w>

NG TC V8 Scottish drive part 1: <https://www.youtube.com/watch?v=7vd6OF1smCo>

NG TC V8 Scottish drive part 2: <https://www.youtube.com/watch?v=v0Wx-5l36tQ>

NG TC V8 Scottish drive part 3: <https://www.youtube.com/watch?v=bV5vZ7WfLl0>

Story of an NG TA owner: <https://www.youtube.com/watch?v=crTzGESqITE>

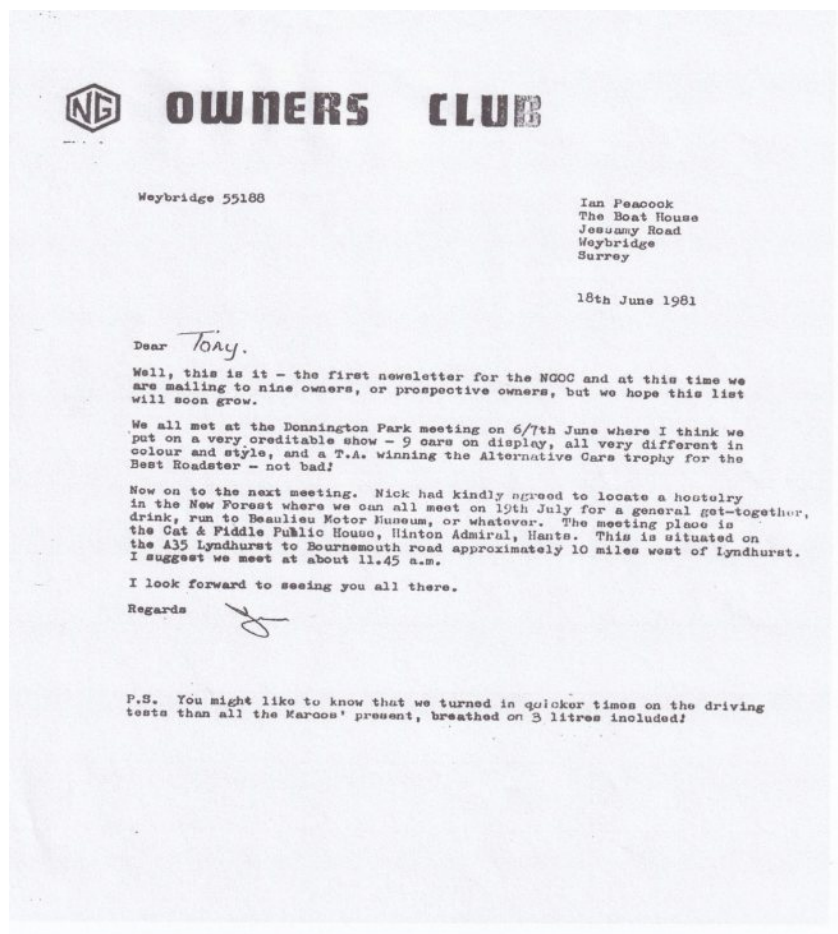
NG TC V8 on Kits 'n' Cruisin': <https://www.youtube.com/watch?v=1Ag0HdZynp0>

NG/Pastiche TD: <https://www.youtube.com/watch?v=gelzIH3cbUk>

NG TF V8 walkaround: https://www.youtube.com/watch?v=N4KQUau_Aks

In the beginning

The owners club was founded in 1981. Below is a copy of the first ever news sheet. As you can see it has certainly grown and today we regularly print 250 copies of the magazine for distribution not only here in the UK but as far afield as Canada and the USA



A look back to July 1999 Leedon's Park Broadway

The next double spread is a copy from the club magazine following the successful annual rally held in June 1999 . This was to celebrate 20 years of the NG car in its various forms.

You can see that they claim a record attendance of 122 NGs over the weekend.

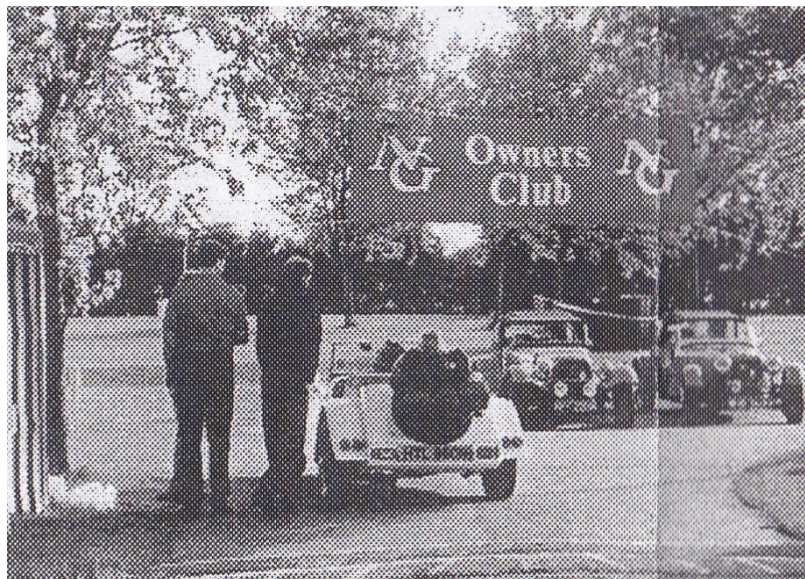
I believe this record still stands today

Unless of course anybody knows different. Please let us know.

We celebrated 40 years of the car back in 2019

Now it's the turn of the club to celebrate.

Please make every effort to attend this years special anniversary
Sometime over the weekend and lets see is we can break this long standing record.



A new arrival being welcomed by Bob Morrison & Paul Gray

CHANGING GEAR

JULY '99 (3)

The NG 20th Birthday Party



*Well between us all we did it, well done everyone
- our Best Supported Event Ever -
with a total of 122 NGs attending over the weekend.*

the magazine of the NG owners club

Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are notified that you wish to re-advertise, (For non-members there is a charge of £10 for 2 issues). Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a photo and may be sent to us by post or email.

FOR SALE

NGTA MK II Kit.

I have for sale an NG TA MKII kit. This is an original Nick Green kit from June 1984 with original receipts. Laundry Lane Milford-On -Sea era.

The kit was never really started and is complete with chassis, body tub, radiator cowl, 4 cycle wings, 2 headlight bowls, brackets and braces, windscreen frame and aluminium louvre bonnet, glove box and original uncut dashboard. The only work completed was cutting the pedal box and heater aperture. There may be a hood frame. The rest is for you to complete. There are no mechanical items or fuel tank. Dry stored since new and from when I purchased it. There is some watermarking to the bonnet and windscreen frame - before I rescued the kit. I do not have time to build this one - another NG project beckons (Ray - I'll get there!) and no space since my three have been home since lockdown 1.

Please contact Dave Holland to discuss this piece of NG history. 077 653 404 82. Collection from Hampshire.



Very original TC V8 for sale, 1983 kit, SD1 V8 with 389cfm Holley, the car was stored for 10 years, since it has been back on the road it has had a new distributor, head gaskets, carb rebuild kit, re-cored radiator, fast road front springs and moss damper inserts. Generally good condition, 4 speed MGB gearbox with overdrive on third and fourth (currently 4th gear jumps out however could be sorted depending on sale price). **Open to offers.**

Location: Sandford near Bristol. Tim Rides 07816 148893.





My 2001 NG TF is in excellent almost concours condition, it has overdrive, electric fan and remote filter, stainless steel tank and an Ivor Searle engine, 9000 miles only, all build documentation, mohair hood and tonneau

£7500 includes full set of manuals. Telephone for more details

Correctly registered as an NG - Gordon
White 01179322768

Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00
Polo Shirt S, M, L, XL	£12.00
T-Shirts M, L, XL	£9.00
Baseball Cap (Navy, Grey)	£9.00
Beanie (Navy)	£8
NG Car Badges (unpainted)	
(temporarily No Stock)	£20.00
Brollies (last few)	£22.00 (only at The Rally)
Fleeces S,M, L, XL	£24.00

Logos are in contrasting Silver or Black

All items are now postage free

- all available from Mark Staley

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

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

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



Two more of Nick Greens creations

