

Changi**NG**ear

Autumn 2018



Memories of an NG Summer



The NG Owners Club magazine

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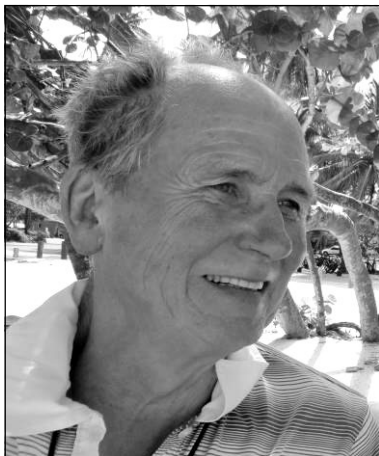
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Chairman's Letter

What a fantastic year for open top motor-ing, and the dry and mild weather has continued into the autumn, I hope you all managed to get your cars revved up on more than one occasion.

There are many members who are still building or renovating their cars who have missed out this year, but hopefully they will be on the road for next spring. I know of a couple of owners that have taken in excess of 10 years to complete their cars, which poses the question, who holds the record for the longest build? — Any thoughts to the editor please.

The silver TC -V8 demo car was built in 5 weeks ! My son Chris had refused to drive the TF to LeMans, so the target was set. Has there been a quicker build?

With the onset of winter we should all be thinking about what jobs and regular maintenance is required. Our cars don't suffer from rust, but the mechanicals and electricals are old technology and do require appropriate attention.

Your committee is now fully focused on next years 40th Celebrations, so please study the planned events to see when you can join in and support this important year.

The festive season is looming very quickly, I am pleased to say that we should be back in our renovated house to celebrate this, and I know OJ will be pleased to be back in it's own garage.

I hope to see some of you at the SE Christmas lunch in December, but would like to take this opportunity to wish you all, and your families, Very Best Wishes for Christmas and lots of fun in 2019.

John Hoyle



Editorial

A long mild late summer and early autumn has been ideal for 'outside jobs', so the Autumn edition of *ChangiNGear* has again slipped a little. But with a quite sudden lowering of temperatures it is back inside once more.

Having had a very busy late Spring and Summer with Rocket outings,

we have not done so much in early Autumn. But we did manage to join the MGOC South Coast Run in early September and have done a couple of local NG Lunch meets as well.

Our thoughts are turning to winter jobs needed on Rocket, and apart from the routine stuff, we are giving thought to 'upgrade' issues to make the driving easier in view of arthritic shoulder and knee. Too much to consider really - clutch servo ?, power assist steering ?, suspension upgrade ? - all being food for thought.

The Autumn issue of *ChangiNGear*, like the Summer edition, is usually not short of 'input', but a month ago we had feelings that 'contributions' were a little lacking. However, as you can now see, there has been a late flurry of 'input' to the extent that we were very nearly over subscribed. So we hope that you will find the content of this issue to be varied and entertaining.

As you will see later in this edition, after six years, Su and I are now seeking to hand over the Editorship to some eager volunteer who will take the magazine onward and upward, and impart some needed 'freshness'.

As John Hoyle has said, we also will see some of you at the SE Christmas Lunch, but to the many who will not be there we send our Best Wishes for the Festive Season and the coming New Year

--- And we send our thanks to all you valued contributors to the magazine in 2018 --- And we send our thanks, in advance, to all those who will contribute next year, bearing in mind the importance of it being the 40th Anniversary Year of the NG Car.



With Our Best Wishes

Chris and Su



Events Secretary's Notes

This year has been a splendid one for weather, ignoring the first few months. For those of us with soft tops or no tops, the seasons have accommodated us very well indeed. Today is October 20th and I spent a wonderful warm sunny day cruising in BOW and the weather is still set to stay like this for a few day longer, wonderful! Talking to members, reading entries on Facebook and from personal experience there have been some fantastic outings since the last ChangiNGear. Alan Goodbun and I enjoyed a fabulous 5 days in Germany and others have also ventured abroad, but more on that further along in the mag.



Many of you will be planning your personal NG trips for 2019, be it a holiday run, local car show or simply a classic car noggin and natter...and please send us a photo and a sentence on the event, we want to hear from you. For those who want to be part of an NG outing, I've listed the major options available for next year. Many simply give the month, and that is because as at the time of writing the firm dates have not been published. However, the very important ones that involve organised events specifically for the NG club do now have some firm dates.

In the first ChangiNGear of 2019 we will be spelling out in a little more detail the events to celebrate the 40th Anniversary of Nick Green's first NG. So please do consider the event at the Kit Car Show in Stoneleigh Park dubbed the NG Picnic, and the National Rally of course in Stratford Upon Avon. Dates are on Page 5 and then there are the 40 celebratory museums to visit !! - See Page 17

Only a few days to go before our Christmas bash (2nd December) organised by our Sue Bolton. Hopefully I'll meet you there, but if not have a great Christmas and a very drivable 2019. In the meantime enjoy safe and happy NGing

John D Watson



EVENTS CALENDAR 2018 / 2019

Date	Event -- What, Where	Who
Sunday 2nd Dec	NG SouthEast Christmas Lunch See Details in this issue of ChaniNGear	Sue Boulton
26th Dec	Sarrat (Herts)	John D Watson
2019		
Jan 1st	Brooklands New Year Gathering	John D Watson
Feb TBC	Classic Breakfast Brooklands	John D Watson
Apr TBC	Corinium Run Cirencester	
Apr TBC	NG SE Run to Amberley	John D Watson
Apr TBC	FBHVC Drive it day	
May TBC	Stoneleigh NG BIG Picnic	John D Watson
May TBC	Wallingford Vehicle Rally	John D Watson and Paul Bennett
May 18/24th	NG Scotland Roadtrip	Su Hore and Jeremy Evans
May TBC	Jorvic Classic Car Run	Steve Tyler
June TBC	London to Brighton Kit Car Run	
June 15/16th	Le Mans 24 hour	Charlie Killick
June 21/23	NGOC National Rally 40th Anniversary of NG	John D Watson
July TBC	Dogmersfield Fete Epsom MGOc Surrey Car Run	Paul Gray
Aug TBC	Old Timers Grand Prix Nurburgring	John D Watson
Sept 13/15	Goodwood Revival	
Dec TBC	NG South East Christmas Lunch	Sue Bolton

Did you Know ??

Henry Ford started producing the Model T Ford in 1911.

By 1927 he had made over 15,000,000 with a workforce of some 12,000

-- and by which time about 50% of the world's car were the Model T

An average output of 1,000,000 a year is not bad even by today's standards

- but you can bet it doesn't take 12,000 people today to do that !!

---- or does it ?



Brooklands Natters 2018/19

- Nov 13th Remembrance Natter and Noggin.
- Dec 11th Enthusiast of the Year awards, Hot sausage rolls and mince pies. Various Ladies and Gents Competitions. Chris Bass on Piano.
- Jan 8th Natter & Noggin
- Feb 12th Natter & Noggin

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

2019 - A Celebration Year 40th Birthday of the NG Car

Plans to celebrate the 40 years since Nick Green built that first NG car are continuing. There three major Events so far to honour this Anniversary, being :

The Stoneleigh NG 'Big Picnic' — weekend of 5th & 6th May

NGers 'Do' Scotland Roadtrip — 18th to 28th May (See Pages 12 to 14)

The NG National Rally — weekend 22nd & 23rd June.

Plus there is

The 40 Car Museums 'Project' - see the outline details and list of Museums in the Summer'18 issue of *ChangiNGear* & **See Page 17**

There will be more on these events, and others, in the next edition of **ChangiNGear**



The Best NG 'Story' Who will be the 2019 Winner ?

We thought the lovely Summer this year would have given rise to a number of Good Stories — but we have not been 'inundated' so far

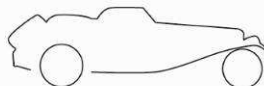
Your 'story' should be between 500 and 2000 words, to include pictures/ photos to suit, and should have it's focus upon NGs, NGers, or NGing. The 'story' may be historic or current, factual or fictitious and will be judged solely upon it's entertainment value.

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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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 :

Trev Maynard (1638)

Clive Millward (1639)

Rohan Robinson (1640)

Nick Price (1641)

William Hornby (1642)

Peter Bell (1643)

Peter Cowlan (1644)

For reasons of 'Privacy' we give no contact details for these new members.
Should you wish to get in touch then please contact Bob Morrison — Eds

ChangiNGear extends a warm NG welcome to these new Members and hopes that they will get out and about in their NGs and meet many others NGers during the coming Year.

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

Talking to yourself is not all Bad

--- At least you know that you have a sympathetic audience !!



It's time for a New Editor for ChangiNGear

Su and I took over the Editorship from Chris Humphreys way back in the autumn of 2012. We spent a bit of that winter getting ourselves acquainted with the workings of MS Publisher and with a lot of help from Chris produced our first issue of the mag in January 2013

In the intervening six years we have tried, as all previous editors have done before us, to 'stamp our mark' on the magazine and keep it fresh and moving forward,

We have had our notable successes and a few 'whoopsies' along the way. But one thing is for certain and that is that we would have achieved very little without the support and contributions from you, the members, so our Thanks to All. Additionally our job has been made much easier by the efficient 'printing service' provided by Donna at Nescott Reprographic and the 'envelope stuffing and mailing' by, initially, Peter and Mary Clarke, and more lately by John and Barbara Hoyle with Mary's help.

--- So our very big thank you to you all

But the time has come when we look back over the most recent handful of issues that we fail to see anything 'new and progressive'

- somewhat of a rut and 'sameyness' seems to have developed and we feel this signals time for a FRESH APPROACH — **BUT by WHOM ??**

Su and I will continue with ChangiNGear throughout next year, 2019 being the 40th Anniversary of the NG car. But we would seek to do a progressive handover in the later part of the year, so that the new editor can take on 2020 with a firm footing.

Chris and Su

Volunteers Please ??

Recently a friend won a Land Rover experience day.

— They drove him to a lay-by on the A38 where he had to wait for hours for the RAC !!!

Piers Jones



News from Down-Under

The Club recently acquired it's, currently, only member from the southern hemisphere, when Rohan Robinson, from Melbourne, signed up. Rohan, equally recently, acquired an NG-TF (the only one in Australia ?) and has been in contact with Jeremy Evans for a bit of advice on this and that.

Jeremy says — " had some email traffic with Rohan, he was seeking thoughts on his NG as it was underpowered and running badly. Rohan was considering engine swaps or gearbox with overdrive. After several emails back and forth it was great to get the following reply:

*" Hi Jeremy,
Just thought I'd let you know that after spending approx 1000 pounds on the NG it is now running like a dream. It had incorrect needles as well as missing some springs from within, (dashpot return springs). The twin SUs were not engaging at the same time nor was the choke working. All this was rectified along with new Ramflow air cleaners for better breathing. Another issue was we were running the original distributor with points. The auto advance/retard weights were seized up stopping the advance. I swapped it out for a new electronic ignition Dizzy with new leads, plugs and a performance coil. A general tune up and it now starts first kick every time and is twice as powerful as it was before. The mechanic also took the rocker cover off and replaced the gasket, polished the cover up and did other assorted tidy up items.*

The mechanics are from MG Workshops (a very reputable specialist) who did a great job and loved the car. I am loving it also and now don't even think the overdrive upgrade is necessary. I'll wait and see on that point.

»»»»»» See Over





Anyway, I just wanted to let you know that we are now 100% and the only NG is Australia is back running the way she should.

Thanks again for your help, Kind Regards "

Rohan Robinson

We have some other interesting stuff from Rohan, plus photos, so there will be more about Millie and her 'family' in the next issue — Eds

A New NGer to the Ranks

News from recent new member Clive Millward
(paraphrased from his email/Facebook)

30 October — Hello there

Just a line to let you know I have got the TC home this afternoon !

I really do appreciate the help the Club gave me, it wasn't 100% straight forwards, and a bit long and drawn out, but it's home, so the work/play starts now.

So at last I've got it! , I own one ! It's an 1800 TC. I really owe a massive thanks to Club members for all of the help and advice, which enabled me to get this car, hence my previous sermon on Facebook about joining the NG Owners club.

My TC is in good condition, but needs quite a bit of sorting. I warn you all now !, prepare yourselves for a barrage of really naïve and 'simpleton' type questions ! I have had quite a few cars in years gone by, but never a B series.

The picture was taken this afternoon in the Yorkshire drizzle just after the car arrived.



Thank you again and regards

Clive Millward (Yorkshire)



NGOC

Christmas Festive Lunch

2nd December 2018

BEST WESTERN

REIGATE MANOR HOTEL

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

We need to know numbers URGENTLY

Meet in 'The Study' Bar from 11:00am

We have arranged an earlier arrival time to enable more time to chat before lunch in The Garden Room at 1:00pm

Email me at rayboulton744@btinternet.com
or phone on 02089491065.

Menu is below — please forward me your menu selection and cheque (to NGOC) - £25.00 per head

Thank You — Sue Bolton



Sue Boulton, 5 College Gardens, New Malden
Surrey, KT3 6NT

The Menu

Starters

Roast tomato, red pepper and thyme soup finished with crème fraiche and herb croutons (can be made DF & GF) V

Smoked ham hock, chicken and red onion terrine piccalilli served with toasted soda bread

Prawn and crayfish salad served with little gem lettuce, lemon and dill vinaigrette and a herb crostini DF

Mains

Roast turkey, chestnut stuffing, chipolata wrapped in bacon, roast potatoes and seasonal vegetables with natural roast jus CN, DF

Roast loin of pork stuffed with dates, red onion and sage stuffing, glazed apple fondant, roast potatoes and seasonal vegetables served in a Calvados jus CN DF

Pan seared sea bream, chervil creamed mash, grilled asparagus, crayfish beurre blanc GF

Cherry tomato and courgette tatin, glazed goats' cheese, rocket salad, black olives served with a tapenade dressing V

Desserts

Christmas pudding with a hot brandy sauce finished with a cranberry and walnut compote CN V

Poached pear served with a raspberry sorbet citrus set in a brandy snap basket GF DF

Warm chocolate brownie served with candied peanuts and vanilla ice cream CN



NGers do Scotland - 2019

18th to 28th May (Friday to Tuesday)

This 'expedition' is planned on the basis of being part of the 40th Anniversary of the NG Car.

The format is that of a Roadtrip based on stopovers at two centres. We aim at 'economic' self-catering accommodation at these stopovers and Travelodge style elsewhere.

We currently have Ten NGers, in Six NGs, signed up so far
— and 6 more in 3 NGs as 'Possibles'

-- And there is still room for a few more - So Who are You ??

The general details are given below.

To register your interest

contact : Su Hore at candshore @ hotmail.com

Or Jeremy Evans @ ngmrtoad@gmail.com

The Roadtrip Formula :

The intention is that this roadtrip will be very 'free and easy'

There will be no compulsion to do all or any of the 'sidetrips' and individuals/couples/groups may pick and choose what they do from day to day. Booked accommodation will be the only 'fixed' detail. Around which everything else can be made to fit.

Participants can opt-in and opt-out of the Roadtrip at any point. and may choose to do either or both of the 3 day stopovers. Arriving later or leaving earlier as they wish.

The Getting There :

You can make yourown plans for getting to Scotland.

Or you can 'hook-up' on the way with others in the group.

i.e The Kent Group will (probably) start out on Friday 17th, doing M25, M40 and M6 with a Travelodge (or similar) overnight just north of Preston. Perhaps hooking up there with others from East and West

(or it might be an M25, M11, A1M route more up the eastside before cutting across to M6)

Saturday travel on up M6 and A74/M74 and another 'overnight' somewhere. Maybe Gretna Green, or futher north.

Sunday would start the Roadtrip proper with a 'scenic' route into the Highlands to Carron, and The BunkHouse. For our first 3day stopover.



The StopOvers :

A) At Corran, Loch Linnhe, near Fort William, PH33 6SE, Scottish Highlands.

We have bookings at The Corran Bunkhouse (19th to 21st)

See link - www.corranbunkhouse.co.uk

While called a 'bunkhouse' the accommodation is more than you might expect, with ensuite rooms, but is not too costly. It is well placed for a variety of 'excursions' during our three days there.



The 'bunkhouse' is self-catering and we will thus DIY Breakfast, 'pack lunch' or pub lunch, and have the option of 'cooking for ourselves' or eating out of an evening.

This location gives easy access for day trips to Mull, the Ardnamurchan Penin-

sular, Oban, Fort William and much else besides.

B) At Stromferry, Loch Carron, IV53 8UJ, near The Kyle of Lochalsh,

West Rosshire : See link - www.stationmasterslodgescotland.com

We have booked The StationMaster's Lodge, (22nd to 24th) -- in it's entirety

This location will give easy access for day trips to Skye, Applecross and the surrounding areas



The Station House is also self-catering





Accommodation costs will be approximately £40 per person per night.
We will only know exact prices upon confirmed booking when we know firm numbers.

Side Trips:

There is a huge amount to see and do at each centre

Charlie Killick will be providing a detailed list of recommended 'tours' and 'sights/visits' at each stopover.

You can join a daily 'outing' or do your own thing, as you prefer.

The Getting Back :

Similarly you can make your own plans for the return trip, or again hook-up with others.

i.e The Kent Group will (probably) leave Stromferry on the Saturday (25th) and head west/central towards Inverness, thru' the Cairgorms and Aviemore, down to Braemar (for a B&B overnight) and Sunday travelling on down the scenic route towards Perth, on past Edinburgh and then through the borders for a further B&B overnight near Moffat. This would end the 'Scottish Bit' and leave us with a two day trudge back to Kent, starting on Bank Holiday Monday with a final overnight pit-stop around Retford (perhaps). Arriving back home on the Tuesday p.m

So Whose with US ??

—— You won't want to Miss this One Surely ?!

- and will it be YOU getting to hear our NG exhausts booming thru' the bonny banks and braes ??

If you are interested and can sign up now then all well and good.

Spare places are limited and it will be first come first served.

But even if you cannot commit now this doesn't mean that you might not sign up later on.

But register your interest quickly as a 'Reserve'

Accommodation may be more difficult to find later and any extra numbers to our group may then be split to a nearby B&B.

A Pair of Rising Butt Hinges — is that just another name for your Hips Joints ??



British Motor Museums — Forty of the Best **Places to visit in 2019 as part of the 40th Anniversary NG Celebrations**

See Page 13 - Whose going to visit Where ??
Get in touch with John Watson

	Museum	Town	Post Code
1	British Motor Museum	Warwick, Warks	CV35 0RT
2	National Motor Museum (Beaulieu)	Brockenhurst, Hants	SO42 7ZN
3	Coventry Transport Museum	Coventry, West Mids	CV1 1JD
4	British Commercial Vehicle Museum	Leyland, Lancs	PR25 2LE
5	Grampian Transport Museum	Alford, Aberdeenshire	AB 33 8AE
6	Atwell- Wilson Motor Museum	Calne, Wilts	SN11 0LT
7	North West Museum of Transport	St Helens, Merseyside	WA10 1DU
8	The Bovington Tank Museum	Wareham, Dorset	BH20 6JG
9	Lincolnshire Road Transport Museum	Hyke, Lincs	LN6 3QT
10	East Anglia Transport Museum	Lowerstoft, Suffolk	NR33 8BL
11	Imperial War Museum Duxford	Cambridge, Cambs	CB22 4QR
12	Ipswich Transport Museum	Ipswich, Suffolk	IP3 9JD
13	Cotswold Motor Museum +Toy Collection	Bourton, Gloucs	GL54 2BY
14	The Transport Museum	Wythall, Warks,	B47 6JA
15	South Yorkshire Transport Museum	Rotherham, S. Yorks	S65 3SH
16	Morehampstead Motor Museum	Morehampstead, Devon	TQ13 8LG
17	Pembroke Motor Museum	Haverfordwest, Pems	SA62 6EJ
18	Haynes Vintage Vehicle Museum	Sparkford, Somerset	BA22 7LH
19	Brooklands Museum	Weybridge, Surrey	KT13 0QN
20	Cobbaton Combat Museum	Umberleigh, N. Devon	EX37 9RZ
21	Roxby Garage Motor Museum	Pickering, N. Yorks	YO18 7LH
22	North Yorkshire Motor Museum	Batley, N. Yorks	WF17 6HT
23	Bentley Wildfowl & Motor Museum	Lewes, E. Sussex	BN8 5AF
24	Donington Collection	Castle Donington, Derbs	DE74 2RP
25	Oswestry Transport Museum	Oswestry, Salop	SY11 1RE
26	North East Land, Sea, and Air Museum	Sunderland, Tyne & W	SR5 3HZ
27	Llangollen Motor Museum	Llangollen, Denb	LL20 8EE
28	Dover Transport Museum	Dover, Kent	CT16 2HQ



29	Cloverland Model Car Museum	Montgomery, Powys	SY15 6RA
30	Pendine Museum of Speed	Carmarthen, Carm	SA33 4NN
31	Aston Martin Museum	Wallingford, Oxon	OX10 7BG
32	Bus Museum Long Hanborough	Woodstock, Oxon	OX29 8LA
33	National Motorcycle Museum	Solihull, West Mids	B92 0EJ
34	Ulster Folk & Transport Museum	Holywood, Co. Down N.I	BT18 0EU
35	Isle of Man Motor Museum	Jurby, Isle of Man	IM7 3BD
36	Lakeland Motor Museum	Ulverston, Cumbria	LA12 8TA
37	History on Wheels Motor Museum	Windsor, Berks	SL4 6QY
38	The Riverside Museum	Glasgow, Lanark	G3 8RS
39	Myreton Motor Museum	Aberlady, E. Lothian	EH32 0PZ
40	Caister Castle Motor Museum	Caister-on-Sea, Norfolk	NR30 5SN

Brooklands and NGs

I trust you all read the compelling write up by Jeremy Evans about his visit to Brooklands Motor Museum - **More than just a Place**'.

(ChangiNGear Winter 2017/18 - p. 27 & 28)

He mentions his walk across the start finish straight and up test hill. What

many of you will not know is that on certain open days, especially Thursdays and Fridays during the summer, Brooklands volunteers drive paying guests up the test hill in modified vehicles such as hot rods, jeeps and others. Among this group of cars are two NG's.

On classic days we can all register to take our cars along, and on Classic Car days, if you're quick in requesting a trip up the hill, you can drive your own NG up Test Hill. It's quite an experience, and often with the crowds of onlookers cheering.

Might this be one of the 40 museums you may like to attend during our 40th Anniversary ? -- **Please let me know**



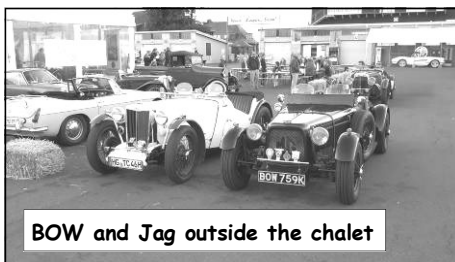
John D Watson



Nurburgring

- the real story

Firstly we should say that both Alan Goodbun (my co-pilot and three times NG-V8 builder) and I had a fantastic time at this year's Old Timers Grand Prix at the Nurburgring. Well — why wouldn't we ! Beautiful period racing cars, noise, excellent weather, well most of the 5 days, and , of course, the occasional beer and pomme frites !



However whilst sitting in a rather austere Dunkirk Ferry terminal at 10.30 pm awaiting the Homewood ferry we decided it was a great opportunity for a wash-out session. We're recommending to you all to experience this race track event including the famous Nordschleife. The latter is a must drive, just ask Jeremy Evans. But we thought that you should benefit from lessons we learned.

First : Do not venture off the E40 motorway and enter Brussels expecting to find signs to Liege !

We drove through Brussels, and thought we were heading out the other side, instead after an hour found ourselves on the motorway heading back to Dunkirk. !! In Belgium, Liege is spelt Luik! — We did see that signpost but..... ?

Second : Yes the picturesque trip through Verviers, Spar and Malnedy seemed fun, but —

Road closures added 40 kilometers to the journey. Taking the 258 from Aachen which goes direct to Nurburgring is just as picturesque, and a good 90 minutes quicker !

Third : A four course breakfast looks great on the table, but

It sits less well on the tummy especially four mornings running, learn to say NEIN!

A simple plate of Muesli with milk, or orange juice and yoghurt is fine.





Rather than write lots of words on the experience, Alan and I decided that pictures say a thousand words... and one doesn't need to worry about the spelling !!

John D Watson

So here are 3000 words —



So Don't Exceed the Speed Limit !!!!



Little Bastard, Big ????



Very Cozey !!! ??

News Snippet : 17th September

Just finished the Connecticut British Reliability Run.

860 miles on backroads in a long weekend. Sheen ran well. 30 mpg(plus) and 1 pint of oil. Really enjoyed the new 5 speed gearbox, I have about 1500 miles on it now.

The group raised just short of \$10,000 for 'The Hole in the Wall Gang' Camp.

See more at www.CTBRR.org



Ian Clark



Le Mans 24hour — Or Bust (Again)

Mid June had arrived and it was time for the annual pilgrimage to Le Mans.

A night crossing from Newhaven meant an arrival in Dieppe before dawn and a quiet run down the old RN138, now bypassed by the Autoroute so liberated from the heavy traffic of the past; one of so many changes over the last 30 years or so of my visits. Roundabouts were a rare novelty on French roads in 1983 when I first made the trip but are everywhere now with so many little towns and villages by-passed.

Arriving at the circuit at about 8:30, straight into the Bleu Nord camping area next to the airfield and just across from the main entrance to the track, grey skies but dry for pitching the tent; all up and done by 9:30 .

So out for a whiz round the parts of the circuit which are public roads ex-



cept at race time, so down the Mulsanne, but no longer round to the Indianapolis corners as this stretch has remained closed for the whole practice & race period for the last couple of years, so through the lanes back to Arnage to get supplies



Action at the track started earlier

this year with a supporting race as well as practice and qualifying sessions. From my campsite it was only a few minutes' walk but for some mechanical transport was needed, it was good to see this fine example of Dutch/Danish innovation.

Support race qualifying, with numerous stoppages for off track excursions, was followed by night practice and qualifying sessions for the main event. With Toyota as the only factory entrant with a high tec hybrid car fighting it out for





the top spot with the privateers it was inevitable that they took the front row. As ever the fastest times are set in the dark when the track is still hot but the air cool so max power and max grip together.

Friday was grey but dry and with nothing much due to happen at the track I was consulting the map on the lookout for somewhere new to explore when I was interrupted by the sound of a helicopter taking off from the airfield behind me and flying low towards the circuit. It hovered above the grandstands and as I watched ropes were dropped from it and commandos started abseiling down, about a dozen in total. Excitement over I decided to head out down to Angers where my map showed an air museum.



A pleasant drive down quiet roads brought me to Angers-Marcé Airport where the museum occupies a spot on the edge of the airfield next door to the terminal buildings. Although a coach party of French school children was going round when I arrived I was informed that the museum did not open until 2:00 pm so off I went to find lunch a few miles down the road in an unpretentious village restaurant serving typically good food for little money.

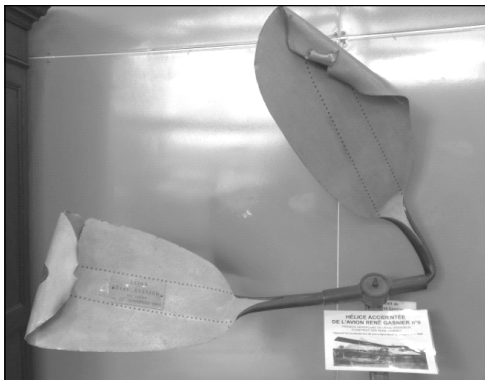
Back to the museum which turned out to be a celebration of early pioneers of leisure flying and gliding plus a random collection of aviation related items.

Angers aerodrome had been instrumental in the organisation of the first cross country air race in the world held in 1910 following the cancellation of Grand Prix motor racing in 1909. The cancellation was caused by an agreement between most of the major car manufacturers to boycott the 1909 season because of disagreements over regulations. One of the cancelled races was the "Circuit d'Anjou" and the town hastily arranged the replacement air race to Saumur, quite a feat as at the time they had no aerodrome! It was a great success attracting an astonishing 200,000 spectators

The original aerodrome has been swallowed up by the expansion of the city and the museum has been built on the relocated airfield.



Among the quirky exhibits is a mangled propeller commemorating René Gasnier, a local pioneer aviator who survived this crash and went on to build aircraft of his own design. The Angers gliding club has been in existence since the early days of the sport and the museum has many pioneering examples on display.

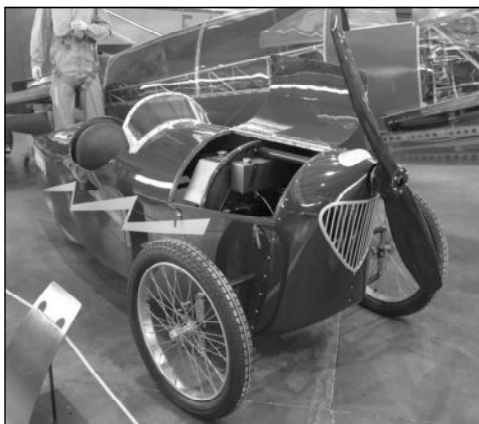


Of the aviation related exhibits one that caught my eye as being somewhat mechanically inefficient, not to mention dangerous, was this aero-car. Talk about wind in the hair motoring!

This completed my trip to the slightly eccentric but interesting little museum well worth the visit; and so back to the circuit.

The 24hr race start is at 3:00pm on Saturday but the support races and general build up beforehand means I was up to the track by 9:30, prepared for a long day - I didn't return to my tent until about 2:00am on Sunday.

The support races were interrupted by safety cars which rather diluted the action but come 3 o'clock and the Toyotas burst into view under the Dunlop Bridge; the 24hr race had begun. The Toyota dominance was clear and putting the heartbreak of their failures of recent years behind them they remained unchallenged for the whole race; in fact in all the classes after some initial chopping and





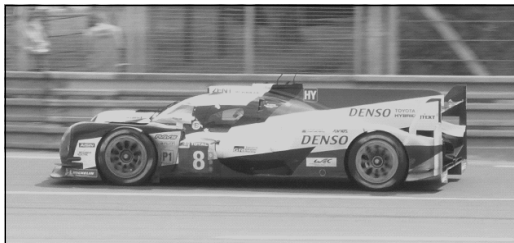
changing the winners all took comfortable wins.

It's always a spectacle to see racing through the night but overall the race was a bit disappointing lacking the flag to flag dicing of last year.

It was good to see Toyota gain their long awaited victory, and Alonso add Le Mans to his win list but hopefully it means now that the current hybrid era is over and proper racing with more evenly matched cars will return.



I watched the closing stages of the race from the end of the Mulsanne to avoid the scrum leaving the circuit and headed back under sunny skies for the overnight ferry home.



Not a vintage race this year but a good trip; I'll be back again hoping for better things next year

Charlie Killick

!!! 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 Winter Issue by Mid — January Please
to ngoceditors@gmail.com**

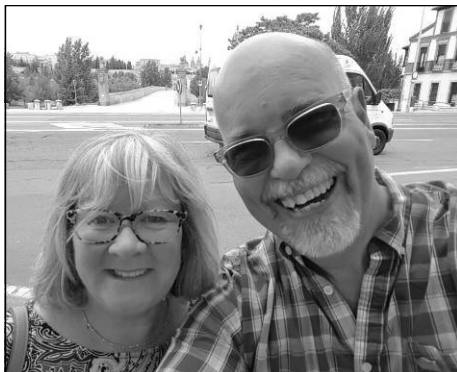
Thank You

Autonomous cars ?? A driverless dream or a nightmare in waiting ?



An NG abroad — Spain/Portugal 2018

My wife, Anne, and I have been doing road trips with a likeminded bunch of friends & neighbours for a few years, previously in a 2004 Mercedes SL350. When a 2 week trip to Spain & Portugal was proposed, I signed up without thinking about it. Only later did the practicalities of touring in the NG Henley begin to dawn on us. Would the car last the trip? What about luggage? Insurance, etc. etc.



Nobody fancied driving all the way to Spain, so the trip was organised through Brittany Ferries to include crossings to and from Santander. We chose to stay in paradors (pousadas in Portugal), which are mostly converted historic buildings, often in small towns. Not the cheapest option, but the half board deal with a 3 course dinner of local specialities and a hearty breakfast was good value. *A tip: book early, some of the paradors are very popular.*

As we expected to be doing most of the trip with the top down, my wife, er - suggested ?, that I needed to reduce the buffeting inside the car, so with advice from some NGOC members I built rigid clear plastic sidescreens (- *these worked a treat, thanks*). None of our existing suitcases fitted into the NG, so we ended up with a large soft bag in the "boot" (with the spares, petrol can, tools, etc.) and a cavernous wheeled holdall on the "back seat" with the hood. The Henley is not a small car, and there was more than enough space, but it's an awkward shape.

Surprisingly, our insurers and roadside recovery didn't bat an eyelid about taking the NG oversea, so after a quick service and check over by a local garage, we were off.



Having battled through bank holiday weekend traffic, the group assembled on Plymouth Hoe on Sunday morning; A bright red Porsche Cayman, a Porsche Boxster 718 S (in lava orange!), a VW Scirocco in the rather fetching "Ultra Violet", and the NG. All the cars gleamed in the sunshine, especially the NG and the Scirocco -- which had just been jet washed after inadver-



tently parking under lime trees overnight!

The Santander crossings are popular for touring groups; we boarded with a group of Caterhams (complete with fitted luggage), other Porsches, an Aston Martin and countless motorbikes. The crossing was comfortable and uneventful, with most of the time spent in the bar....

Monday, May 28th, Santander to Lerma, 152 miles

Having docked in Santander around lunchtime, we drove south through Burgos to Lerma on back roads up and over the mountains under grey skies. Bit irritated with myself, I changed my washer jets just before leaving and must have dislodged a wire or two. I now have no tachometer and the petrol and temperature gauges are behaving very strangely.....

Lerma is a small but charming old town, with a classy old parador on top of a hill. You can park directly outside on the old town square. We celebrated Coventry City FC securing promotion (only to League One...) in the large covered courtyard bar.



Tuesday, May 29th, Lerma to Salamanca, 153 miles.

Began morning ritual of fettling car and talking to locals. Usual conversation began with "how old is it", followed by surprise that it was a "coche de kit". Stopped off for excellent visit to Protos winery in Penafiel. Our guide & the security guard liked the cars so much that they invited us to park directly in front of the modern Richard Rogers designed building for photos. Another visitor then added their locally built 1960s Opal Rekord.



Weather mixed with hood down for the rest of the day, but rain for the last 75km. Car wiring problems sorted, one loose bullet connector behind tacho restored, et voila, temp & fuel gauge start to behave. Car running hot by the end of the day, but manageable.

Day 5. Wednesday, May 30th, Salamanca



Salamanca is a big city, with a modern brutalist parador on opposite side of river from the fabulous old town. Amazing cathedral(s), enclosed town square (being use to film a 1930s TV series), but the highlight for us was the Casa Lis Museum of Art Nouveau and Art Deco which is a glorious restored town house with stunning stained glass. Definitely worth a 2 night stopover and well worth paying the 10€ upgrade for city view room.

Thursday, May 31st, Salamanca to Merida, 176 miles



Weather has been mixed so far, but it was bright and sunny as we continued south to the historic Roman town of Merida. Car had been running well, but while negotiating the town one way system in the mid afternoon heat, it stalled. Car would re-start with a lot of throttle but wouldn't tick over and sounded quite rough. Nursed the car to the hotel and let it cool down, but the problem persisted.....

At this point I have to sing the praises of the members of the NG Kit Car Group on Facebook. I received a flood of advice and support when I posted that I was having a problem. The hotel helped me organise a mechanic for the next day ("What sort of car is it.....?").

The hotel was a small converted convent, accessible only by a well hidden gate in the midst of the one way system, but ideally placed for visiting the famous roman ruins.

Friday, June 1st, Merida to Alcasar do Sal, 170 miles

Bloody cars..... Waited around until 12.30 for the local mechanic to arrive, only for the car to start first time, and then idle away to itself quite happily. He had a good poke around but couldn't find anything. He did warn us about the quality of the local cheap petrol, but wouldn't accept any money as he hadn't fixed anything! - On advice, I removed the rally sign that was blocking some of the radiator air flow, and as a precaution disconnected the tachometer from the coil.

So we nervously set off the 150 miles or so to Alcaccer do Sal in Portugal. All back roads, no motorways, with one of the other cars riding shotgun. Car ran well all day, engine temperature a little lower than previously. No hiccups and we arrived safe and sound at the hilltop pousada.



I hate unsolved mysteries; maybe it was just a vapour lock that needed a nightimes worth of cool air to clear.... Who knows, I was just happy not to be in the back of a recovery truck on it's way to Blighty.

Saturday 2nd June, Alcasar do Sal

Hilltop pousada in castle ruins, modern features but lacking character. R&R day wandering local town and catching some rays by the pool. This was the nearest we would get to Lisbon on this trip, so the more adventurous members of the party drove to the city.

Sunday 3rd June, Alcasar do Sal to Ourem, 112 miles

Motorway trip from south of Lisbon, north to Ourem, calling at Fatima on the way. The hotel is a block of old houses beneath a hilltop castle and you have to negotiate a cobbled and hairpin ridden one way system to get near. Spectacular but awkward when village is packed for church event.

Monday 4th June, Ourem to Porto, 126 miles

125 miles today, to the magnificent Palacio do Frexio in Porto. Very luxurious, amazing service. Best hotel of the trip. Journey up was drama free apart from torrential rain coming in under the edge of the hood !. On site parking (but watch out for exhaust scraping lumps in the drive), indoor pool and spa and outdoor infinity pool. Excellent restaurant with great service..



Tuesday 5th June, Porto

Took hotel shuttle bus to Porto centre and had day off from driving in this fascinating city (... but in the rain !!). River boat trip, and (of course) a trip to one of the many Port lodges.

Wednesday 6th June, Porto to Braganca, 160 miles

Big driving day today, up from Porto on the coast to Braganca in the mountains. I can heartily recommend the N103 from Chaves to Braganca. Mile after mile (after mile..)



of sweeping mountain road, stunning views and very little traffic. Car mostly behaved: we got stuck in traffic getting into the lovely river town of Amarante, and I was running the heater to manage the engine temperature. Blew the heater fuse and the whole dashboard went 'doolally'.



Modern refurbished pousada (Sao Bartolomeu) on edge of town with great view of castle.

Thursday 7th June, Braganca to Zamora, 65 miles

Short drive today, out of Portugal to the lovely Spanish city of Zamora. Weather: gruesome. I think we've only had 3 or 4 dry days during the whole trip. Mind you, happiness is a wife who says "Looks like the weather is clearing, should we stop and take the hood down?" Had to leave the car parked up in the square for a while, and it found quite a few admirers.

Charming ex convent parador in historic area just off town centre. Lovely town, plenty to see/do, definitely worth a two night stop. Tiny parking garage under hotel (18€) but on square parking around the corner.

Friday 8th June, Zamora to Cervera de Pisuerga, 158 miles

Surprising travel day today; started as pretty flat, not very interesting countryside, including some of the worst road surfaces we've encountered all trip. And then up into mountains to our overnight stop, the parador at Cervera de Pisuerga. Stunning "alpine" location overlooking lake and mountains. Some of the party are twitchers (bird watchers, for the non native English speakers) who were almost beside themselves with the view and the wildlife.

Saturday 9th June, Cervera de Pisuerga to Bilbao, and then Santander, 181 miles

One of my key reasons for taking this trip was to be able to visit the Guggenheim Museum in Bilbao. None of the other cars wanted to take the detour so we travelled solo from our "alpine" nest to the Basque capital. We went cross country through some of the best scenery we've seen all trip. Huge lakes and seemingly



endless towering limestone escarpments (mostly on the BU526 & CL629).

Bilbao seems to be a vibrant, prosperous city and was very busy on Saturday lunch-time. Parking was, ..er ?? challenging !, but we eventually entombed it in an underground.

The Guggenheim is an amazing place, a bucket list tick off for me. Towering, bizarre, other worldly. Visit if you can.



Final hood down drive along the coast in evening sun, and then back on the ferry home.

Looking back

We did about 1800 miles in 2 weeks, with only one real car problem, (disappeared but not properly explained). The weather was disappointing, but we still got a healthy wind blown glow.

The paradors / pousadas were pretty good all round. They are required to have a local menu which can be limited if you are on half board, but there is usually something for everyone. Lots of meat/fish but not much vegetables and the translation into English can be a bit hit and miss. Most start by showing you the preset menu, with other options available at a supplement. Some seem to allow anything on the menu at no extra charge. Check before you order. Rooms were universally clean and tidy with all the usual facilities.

Motorways and dual carriageways are good quality and away from the city centres are very quiet. Some have tolls, some not, but they are not high. In Portugal, on some motorways there is an electronic tariff system where you are supposed to pre-register your car/credit card, and overhead cameras record your usage. But we didn't see anywhere to register, there is no exit gate to pay at, and anecdotally they haven't chased up yet....

The old N road system is very good with (mostly) good surfaces and very little traffic. Sometimes these run alongside the motorways. You see more, and it's a more relaxed drive. If you are using Google maps, and running slowly (50-60mph) the estimated times on the N roads are pretty accurate, but less so on the motorways where Google assumes you are running at 70.



The mechanic in Merida advised us against using cheap non branded petrol from independent garages and supermarkets. Many garages have only the "extra" 95 octane unleaded (like Shell Vpower) on most of the pumps, but advertise the price for the cheaper variety. Petrol much more expensive in Portugal than Spain.

Generally driving seems more assertive than in the UK, even more so in Portugal. Expect cars to get very close behind. They are not being rude it's just the local style. Driving something like an NG you get lots of

interest, beeping horns and pictures/video being taken. Park up anywhere public and you'll have plenty of people to talk to!. Even off the beaten track, many people speak some English, and happily tolerated my ham-fisted attempts at Spanish & Portuguese.

Paul Strickland



Waste of a nice plate number.- says Ian Clark



South Downs Run — Arundel to Eastbourne

Sunday 2nd September 2018

Yet another small adventure in Rocket. We joined the West Sussex MG Owners Club on there 29th South Downs Run. We did this two years ago which was great fun and decided to take part again, and looked forward to that, especially as the weather forecast was excellent.



We stayed overnight in Worthing, with two of our sons, before meeting up with Helen and Rob Garrett in there MGF on the A27 at High Salvington. Duly filled with petrol we headed off to the start line at Whiteways Lodge, Arundel. And it was busy !! there must have been about 200 cars assembling. But only some dozen or so proper old type MGs, the rest all modern(ish) tintops — except Rocket (in a class of his own — again — Of Course !!)

There was no fix times for leaving , so we set off after a 'comfort break' and having collected our Roadbook and Rallyplate. We were lead car to start the roadtrip so that Rob and Helen could get used to the workings of a Tulip Route, as he had never done one of these before.

The country route wiggled in and out of various villages on rural roads, only touching dual carriage ways a couple of times. Some of the villages visited being Fettleworth, Wisborough Green, Bramber, Plumpton Loughton, Littlehampton and Beachy Head. All in blazing sunshine, it was a glorious day. We had a light lunch at The Cock Inn at Ringmer, sitting in the garden, in the sunshine for us, and shade for Helen and Rob. By this time Helen had got the gist of a Tulip diagram, so she and Rob had taken over as lead car. We then set off for the last couple of stages which ends on the Western Lawns, along the 'front' at Eastbourne. Again with some 200 cars assembled in lovely sunshine. There were several marquees around selling various types of food and drinks and a Band playing music. All very congenial and relaxing. We left The Lawns about 4.30 pm for our hour long journey home, leaving Helen and Rob, Eastbourne residents, ensconced with various people and cars.

Yet another great run out with the MG Owners Club, and the usual expemplary roadbook to go with it. For a run that was approximately 83 miles in glorious NG sunshine, countryside, weather and company

Su Hore



An NG Lunchtime Hook-Up

Having received a text message from Helen and Rob Garratt it was suggested we meet up for a drive/pub lunch on the 25th October.

Chris found an excellent pub, The Hare & Hounds at Framfield.

And the invitation had been extended to Chas Killick & Jane and Nigel Speedy, so we were seven to lunch, with three NGs and an MGF.

And what a lovely day that turned out to be, bright autumn sunshine, a bit chilly but nothing us NGers and MGers can't cope with. All cars out and about without hoods, really nice

The food was extremely good and excellent value (— we will go there again !) All good fun, good company and a pleasant drive out.

What more could you ask for ??



Su Hore

It's Blue Peter time again

— — from Mel Clark

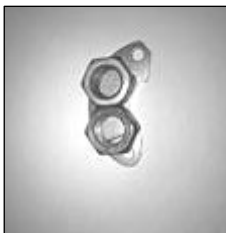
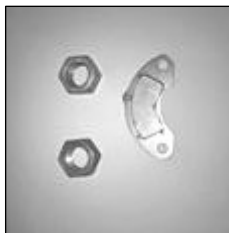
What do you do with your old computer when you upgrade ?

I took the hard drive and power supply out of mine, used the power supply (3, 5 and 12 volt) to drive a zinc plating bath. I stripped the hard drive to destroy it as I didn't want my personal information falling into the wrong hands, it also has very strong magnets worth salvaging. I have two of them holding chuck spanners on the side of my milling machine and one on the sump plate of my old BSA.

OK ! - I don't expect many of you have a milling machine and/or an old motorbike — but you get my drift.

I imagine a few have a bench grinder and have tried to sharpen drill bits — not easy is it? Getting the included angle right is something us amateurs struggle with.

So with these magnet and two nuts you can make a guide that will at least show were you are going wrong and hopefully help you get it right.





The Importance of Tuits

The importance of Tuits can never be overstated, but are regrettably often under valued, and their efficacy is generally misunderstood.

Tuits, which have been around for time immemorial, pre-Egyptian or further, may come in various shapes but the only ones that are known to have any value at all are round (also known as RTIs). The power of RTIs is very variable, and it is extremely hard to measure, quantify or describe. This power is best likened to that of 'momentum', but a unit of measurement in kilogram-metre-per-second would not do them justice.

While little has yet been proven it is clear that RTIs are a crucial element in getting anything done. Nobody knows why but the effectiveness is very variable and depends on the job in hand. An RTI that makes significant progress on one project may have absolutely no effect upon another. Indeed there are recorded cases where the influence of an RTI on one activity has seemingly drained the influence of other RTIs on one or more other projects.

So there is more to these than meets the eye. Their function may even be 'catalytic' in nature and so only works if other constituent attributes are also present in the right format and quantity.

The building of NG cars is a good example of the effectiveness of RTIs.

Many NGers have built up their cars from kits and donors over the past some 40 years. Some have achieved completion in but a few months, while others have taken many years. But all will have benefited, knowingly or otherwise, to a greater or lesser extent, from RTIs. It's just that some will have provided more 'momentum' than others -- but as said above it's not known why. RTIs may vary in power, or they may all be of equal capacity but are attenuated by the lack of catalytic components.

Which ever way it is the variation are obvious - there is the one NGer whose build staggers on over many years, while another NGer will have finished two or even three cars in half the time.

NG building is also littered with example of the total absence of RTIs. Builds that may have started out with some vigour but have lost the influence of an RTI over time, to the point of being an 'unfinished project' - maybe becoming a challenge for some other NGer or perhaps, and more sadly, just consigned to the dump. And the same applies to maintenance - many are the NGers which have had their NGs





hit the road under the successful influence of an RTI, only then after some years to be consigned to the back of the garage because of unroadworthiness, neglect and complete absence of further RTI. (YES - you know who you are !!!)

For another example for the total absence of any RTIs whatsoever, you only have to look at the Governments woeful lack of progress in the Brexit negotiations !!

---- *Will they ever get around to it ?*

But don't get me started on that for heavens's sake !!!!!!!!!

Me ?? - I have no problems acquiring RTIs of the right sort, type and quantity.

All my projects get completed properly and promptly. I am in fact that type of guy that most people openly despise but secretly admire and envy, but I just don't care.

-- - you see I have found the secret to what blocks the free flow of RTIs

- *IT'S YOUR FINGER !! — and I give you that one for free !*

Jeff Obdun - aka Mr Avery Smug B'staad





Andy Clements and NG 'Lucy May' - Regn. EGU 772H

My Build and the IVA, - - - in brief

I am sorry it has taken me so long to do this 'write-up' for ChangiNGear.

Following the Rally at Stratford, it took me a while to get over the surprise of being presented with the Cheetham Cup! Lucy-May (my NG) was just relieved to get there and back. Receiving the Cup from John and Barbara in a bus stop on the main road into Reigate was also an 'odd' experience !!

And John has asked me to write about my experiences with the NG, being that of my build and going through the IVA — and what I learnt before and during the test. — so here goes.



Firstly — My Build :

The main difficulty with getting my TA on the road was, oddly enough, not the SVA or IVA, it was the (lack of) quality of the TA kit, especially the bodywork, which was only designed to pass the old MOT.

The tub was different from one side to the other (not just left and right), some places by up to one inch. The kit that I inherited or rather purchased in 1999

was a TA Motor Company/Pastiche mixture from 1989/90 and I have heard that in that period the fibreglass construction was very poor. For example the doors almost fell apart because of poor bonding, the scuttle dipped in the middle where it had not been supported in/out of the mould and the nose cone was twisted. It was thus very difficult to even find a centre line.

The main chassis was good, although I have had some difficulty with front engine mounts, the various brackets were very light weight and pretty useless, and the front torque tubes did not fit either in length or angle.

The centre seat belt mounts were designed to bolt through the body into a lightweight plate, and there were no upper mounts.





Once that lot was discovered and sorted out. I then had to decide on the style I wanted. I was positive that I wanted a two seater, and I always thought that the TA looked as though you 'sat-on-it', rather than 'in-it'. Thus, I chose to raise the rear bodywork, and this is where SVA/IVA came into the reckoning.

I had bought a pair of NG seats, from John Hoyle in late 1999, without seat belt guides as with the narrow TA body the guide would have been outside the body, - with the idea of a hidden roll bar. I made one up (Paul Bennett saw it when he visited some years back) out of an old MGB roll



bar. But I could not find enough space to allow for proper SVA lower seat belt mounts into the chassis and enough space for the handbrake. I also wanted a thin centre console on the tunnel to hide all the fittings.

So in the end I decided to build an inner chassis that would give me all the mountings as well as proper support for the petrol tank. This meant a four inch raise in the bodywork and would be just level with the top mounts. I found some narrow seats, with headrests, from Interior Seating and these gave me a few inches of extra space in width. I made the extra bodywork out of pine from an old work surface and covered it in light ally.

The inner chassis was made out of 40x40 box and some 80x40 steel tube, 3mm wall thickness. All the mounting holes in the chassis needed increasing to 7/16" (from 3/8") and I also 'tubed' the inner chassis holes on a big hole/little hole principle (— Thank you to Mark Staley for that suggestion), welding the tube on the top of each hole. All flat plates were 5mm. thick I think the Examiner noticed with approval, so all the work was worthwhile.

The rest of the build was time consuming but was achieved by marking where everything needs to go to fulfil the look I wanted and to comply with IVA, and making all my own brackets etc to fit. Usually this meant a trial piece of card, then light ally, then the final item in steel, stainless or thick ally for the finished article. I have been adept at scrounging materials from all sorts of places ! My wife Jackie once remarked that whenever I went to the tip I came back with more than I took (—in the days when that was allowed).

If anyone has a slumbering TA, give it a go. Get it on the Road — It is possible.

—and Now the IVA !!!

I emphasize that these notes are my experience with an examiner in Cardiff who was helpful with a common sense attitude.

Firstly, when my son built his Caterham he asked me to join him at the Test (in



Southampton). If you get a chance, do go to view a test in action as it really helps to see first hand what goes on. I also took the chance to visit my nearest centres, Cardiff and Kidderminster, and also asked RAW (in Hereford, they build the Striker, etc) their opinion and advice. At least with a visit you know exactly where they are, the setup, and possibly the chance to natter to the examiner. Also, trailer or hire a car transporter unless you are very close to the Centre. Saves the nerves and you know you will arrive ! At £450 for the test, -- it's expensive not to get there !!

These are my thoughts, tips and hints -

Do get the IVA Inspection Manual, all 273 pages of it as I recall. You don't need to read it all, but it has all the correct measurements that you need. I also used the Complete Kit Car SVA/IVA Guide, and there are very helpful notes in Car Builder Solutions Catalogue.

RAW advised me to ensure the car was clean and tidy to create the right first impression.

You need to ensure you have used all the correct bolts (marked 8.8 or better), the correct hoses, brake and fuel lines (correctly clipped) and I made sure all these markings were clearly visible. Make sure nothing is loose, so ignition leads need to be clipped neatly, wiring ditto, and with wiring I made sure all connections had protective sleeves (bare wires cause fires !!) All of this counts towards that first impression.

Important measurements:

Seat Belts mounting height (I made my own dummy out of plywood) in relation to seat, width from mounting to centre of seat (my examiner used a piece of string with a knot in it!)

Height of head rest (small gap 25mm or so between seat and bottom of head-rest). Make sure seat is bolted direct to the chassis.

If you buy good quality seats they should all comply, subject to mounting correctly. Whilst on seats, the Examiner will measure the "line of sight".

With the dummy, an angle is measured looking forward. Anything in the way is regarded as a windscreen, then you are into washers, wipers and demister. I did not have a windscreen anyway. (Thus no aero screen would ever pass.)

Projections.

I used a plastic ball clock (no jokes please) and a child's football, for 100 & 165mm gauges. I also drilled a 45mm hole in a piece of alloy, cut out a 90 degree section, thus 2.5mm radius in the corner. Anything that does not comply, change it or cover it ! My examiner used his finger to check all the small fittings, including dashboard and the bonnet louvres (these need to be gently filed to avoid sharp edges) other examiners will use the gauge.



Under the dash RAW now fit covers from dash edge to bulkhead as protection (from examiner?) but I still covered any sharp edges for safety. I covered any visible bolt/nuts, pedals are okay (new rubbers).

Steering column I used standard MGB with steering lock. IVA requires a manual lock, this MGB one is okay. I made a cover for the lock from cycle handlebar foam rubber tube (Halfords) and cable ties. I used the early collapsible MGB column, but the examiner did not like it because he could not see the workings (oddly, there is a picture in the IVA manual as acceptable) so I put on a different boss. The steering rack pinion shaft I had had shortened professionally as I did not want a tube joint. This gave the extra U /J and made sure I had the offset in addition by carefully lining up the angle of the column.

Wheels.

Make sure the whole width of the wheel, looking down, is covered by the mud-guard. In the manual it also shows how much the mudguard needs to cover the tyre circumference. Again, I made up a dummy card to be certain.

Spare wheel. Unless you are going to make a hard cover (I did) do not fit one. Because it is not a moving wheel, the edge of the rim needs a 2.5mm radius, thus a cover is needed

Tyres.

Tyres now have coding to show age. Even if of legal tread depth, they will fail if too old (over 5 years?).

Brakes. As you would expect brake testing is a big part of the test and takes at least one hour. They test on rollers and can put different loading on each wheel and with differing pressure on the pedal. The handbrake is of course included and the MGB set up was fine. I roughened up the pads, discs, shoes and drums with emery paper to make sure. The examiner also road tests the car and surprisingly wanted to lock all four wheels. My rear drums were fine for the handbrake, but under performed on the lock up. I had to put smaller rear wheel cylinders to avoid lock up (standard MGB practice on roadster) so I had to put MGB-GT ones on for the re-test. I also put on the latest brake hoses from the MG owners club, giving a much better feel.

Emissions.

My car was a single donor 1970 MGB. As such (unbeknown to me before the test) a smoke test was all that was needed. Not sure about post 1975 engines.

FOB light switch.



I tried to be too clever with my old pull switches and the examiner did not like my solutions. He told me that by wiring through headlight switch for power and with the correct warning light, that was all that was needed. (No clever gadgets needed). Thus light only comes on with headlights and goes off with headlights.

Lights.

Be very careful to measure positions. All very clear in the IVA manual and CKC guide. However, if you change something on the car this could affect the positions. For example, I put lowered front springs; that drops all the front lights by an inch ! I also found a very neat position for the rear view mirrors, only to find it slightly blocked the side indicator line of sight. And, I put a fog light on the opposite rear to match the reverse light on side, and found on the test it was too close to the rear brake light !!

I hope this is all of some help and interest. They always say measure twice and cut once. For IVA, check twice, -- and then check again!!

If anyone wants to discuss any matters arising from my experiences, please give me a ring 01432-274923 I will be happy to help.

Andy Clements

Findhorn Cars Limited

Hill Hampton
East Meon
Petersfield
Hampshire
GU32 1QN



Contact:
Nigel Brooks

01730 823 647
office@nbpat.co.uk

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.



What DayDreams are made of --- by Piers Jones

I suffer from daydreams. I tend to fixate on a particular fantasy until I have either fulfilled it or moved on, butterfly-like, to something more exciting. If the time between the dream and its fulfilment is too long, I will usually come to my senses, and realise that it was a daft idea anyway. Do I really need a personal submarine, or a pet elephant after all? And so, I will happily drop the idea, and enthusiastically move onto something else; such as planning a swimming pool in my attic, or a 1:1 scale radio-controlled helicopter that I could fly about in (it has to be easier than driving a real one, surely?). Conversely, the purchase of my NG happened so long after the day-dream began that, by rights, the whole plan should have been consigned to the Trash Heap Of Failed Ambitions many years before.



I have, thanks in part to an engineer father and to some classic-minded family friends, developed a taste for unusual cars. Whilst, like most of us, I've owned and run a wide variety of prosaic porridge (Rover 600, Saab 93, Fords Sierra, Escort and Mondeo), I've also had some more unusual, and some very uncommon indeed (Hommell Barquette, anyone?). Highs have included the six-month-old Jaguar XJS company car, handed down from my boss when I was 21, and the day I acquired a Maserati 222 in the complicated settlement of a debt. Lows include the week after I acquired a Maserati 222 in the complicated settlement of a debt. I sold the Maserati after around ten days, and inexplicably made a profit. The buyer knew that all the oil escaped after about three miles. But, as I explained, that meant he didn't have too far to walk back and pick up all the bits that had fallen off. "Don't worry sir," I probably told him, "they're all like that."

Way back in the mid-nineties, once classic car values had risen out of reach and then fallen hard enough to make investing in one seem foolhardy, I had begun to wonder if a kit car could offer me the individuality that I was looking for at a more palatable price-point. So I began buying the magazines, and planning the creation of, variously, a Karma, or an Avante or an Eagle SS. Within a year or two, I'd moved on



from Dan Dare fantasies, and was instead lusting after something in the style of a 1950s *barchetta*. The Fisher Fury was about as close as I could get, although I was also drawn to the open-wheeled Marlin Sportster which had a more appealing classic look.

And then it happened. Kit-Car magazine, sometime around 1998. A full-page advert from NG Cars with, at the bottom, a tiny picture of a TC-V8. I was immediately smitten, and both the Fisher and the Marlin were dropped straight into the "Nope" drawer in my mental filing cabinet, and I began to price up the NG as a kit. It quickly became apparent that my lack of disposable income (not to mention lack of garage) rendered such a build an impossibility. So the NG began to disappear into the distance, flaunting its lascivious rump as it went. And as time marched on in the way that time inevitably does, the TC vanished over the horizon completely.

In the end the kit car build, much like many of my daydreams, never transpired, and I instead owned all manner of other substitutes, both classic and modern, over the following two decades. I've always tried to own at least one 'toy' car; one to fulfil my need for something head-turning and pointless. However, for a dozen years, that had been limited by my historically significant, but hysterically small 1930s timber garage. Once the structural rot had become too serious for more surgery, and I had found myself once again scarfing new timber into scarfed timber, I decided to bite the bullet and build a bigger Motor House. It had to remain a single garage; I'd asked the local Planning Department, who had made that clear, and I didn't need to ask my wife, because I knew that she would also make it absolutely plain. Nevertheless, I'd managed to commandeer one large flower bed, and a compost bin, so I could stretch to 3.5m wide and 5.5m long, but to build anything larger would have required a further land-grab, from which I was not confident I would emerge uninjured.

Into my newly constructed garage, I briefly installed my MG Midget, but soon replaced that with a Ginetta G15, purchased to go hill climbing and sprinting. It was a beautiful example, with a hot 998cc engine, and it ticked many of my boxes (unusual, impractical, daft), although getting out of it required a lot of grunting and an inelegant crawl across the ground, so despite the roof and windows, it wasn't much fun in the wet, or with an audience. Ultimately though, real life got in the way, and I never did find the time to compete in it. The car, that is; not life.

And then I heard about another Ginetta; this time a G20, for sale in Surrey. Now this was something which could meet my needs for an unusual speedster for Summer days and Sunday mornings. I could compete in it, and it would (because of the G15's diminutive size and fragile state of tune) be more usable on the road, too.



However, a check of the seller's website caused everything to change once again. They had an NG TC V8 for sale! I'd all but forgotten about the NG, and now there was one almost within arm's reach! The Surrey dealer didn't want my Ginetta ("Too specialised", said the man selling a Spyker, an NG and something called a Farbio), so I hurriedly sent out some digital smoke signals to the classic car world.

Within a matter of days, the G15 had attracted several genuine offers, before ultimately heading off to France, where it was to be used as a daily commuter by a man considerably braver (and, amusingly, somewhat taller) than I. As they left my house and headed South, so did I. The G15 went to Portsmouth to catch a ferry, and I went to Surrey to look at an NG. I say "look at", but we all know I wasn't coming home without it.

It had been recently restored, at considerable expense, and is painted one of the countless shades of Land Rover red, with leather seats, wool carpets, a walnut dash



and a 4.0 litre TVR engine on which it had done fewer than 600 miles. When I conjured up my twenty-year-old fantasies about building an NG, it was clear that this one had just about every feature I would have put onto my car. Big V8, side exhausts, split-rim cross-spokes, aero screens, tonneau, wood-rimmed steering wheel, chrome headlamps and driving lights - the lot. So, really, I *had* to buy it you see?

It amuses me that throughout nearly thirty years of driving, and more than forty cars, the car which has given me the biggest sense of pride is this one. It's not the most expensive, the most practical or the fastest, and nobody knows what it is, but it's right at the top of my list of favourites. Above the Porsche, the Maseratis (the aforementioned bad one and the other bad one), the Mercedeseses, the Jaguars and the Alfa Romeo; there is this aluminium and plastic mongrel. That first driving experience exceeded my expectations more completely than any other car; it's a noisy and bonkers hot rod that makes me laugh like a drain!

So far, my to do list of fettles has been short. I've lowered the back end (twice), raised the engine mounts to help the exhaust headers to clear the steering column, dropped the steering column because raising the engine mounts didn't work, installed a new oil cooler, replaced a broken spot light, built a more secure bulkhead/



boot, replaced another broken spot light, refurbished the wheels and adjusted the rear brakes.

And so, to all the other daydreamers out there, I'll say this: All good things come to those who wait. Even if they'd forgotten that they were waiting for them in the first place.

Soon after I got my NG, I began to tire of people asking me about the registration number. Apparently, to everyone except me, it looked like it was supposed to say something, and just about everyone wanted to know what it was. What the heck could WAU511J possibly say anyway? The hordes of illiterates and dyslexics eventually wore me down, and I bought an ageless plate. Ironically, I ended up with a plate which everyone thinks says something. I have now been told, several times, that YYO97 is short for "Yo-yo", and thus the car has been christened. I've never been one for naming my cars, but I find myself calling the NG by its cutesy nickname occasionally too...

A couple of months after the new number plates were installed, somebody told me they'd seen my car on a stranger's Instagram or Pinterest or something. Not knowing how to search those sites for a specific picture, I just Googled my registration. No sign of the NG, but I did unexpectedly find evidence of Yo-yo's previous existence, and consequently, a photograph of a broken-down Vauxhall Velox in a scrappyard adorns my garage wall.

I have since learned that before being abandoned the Velox was a hot-rod, and therefore, I also now have a picture of Yo-yo the Velox, in better times, with blue and green flames over the bonnet and wings. And that's the inspiration for the NG's new paint job this winter.



Just kidding !! — or Not ??

Piers Jones

CONTRIBUTIONS PLEASE

Contributions for the Winter issue of *ChangiNGear*
by 10th January ::: or sooner, Please

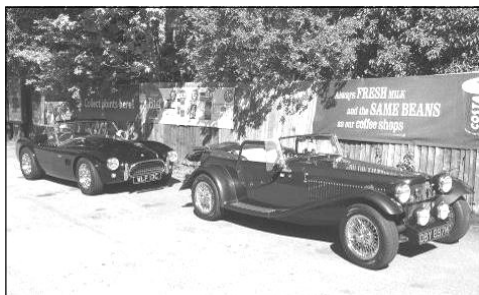


Dobby gets Out and About

It seems ancient history now, but the earlier part of this year we had some very cold, damp weather I'd been left in the garage for a while after my annual awakening for the Snowdrop Run and I didn't feel like starting. In fact I refused point blank. I'd never done it before but I'm still a teenager hankering after attention.

Well, my master tinkered (I think that's the right word - he didn't seem to know what he was doing), pulled out my plugs, looked for a spark of life and wiggled my floats. He doesn't really know why but I decided I fancied a run as it looked a little brighter. So after some excited revving, off we went on our favourite 23 mile run to blow away the cobwebs. The following week I was rewarded by being taken in to School twice (well he only works two days).

A couple of weeks later it was time for my annual service which began with me dribbling from one of my float chambers. So perhaps there was a reason to my earlier reticence after all. Wasting no time, my master decided to replace both my floats and needle valves, not wanting any repetition of my sulks. The rest of the



service was routine apart from needing a new heater fan switch (the old was erratic), topping up the gearbox (seldom needed) and a slight adjustment of a wheel bearing.

The Stoneleigh Kit Car Show a couple of days later was the perfect opportunity for me to be tested out - and to show off to my new friend, Wolf. Wolf is a beautiful Black Cobra (Hawk) 289.

Unusually for Stoneleigh, it was a lovely hot day and I ran beautifully, leading Wolf who was less sure of the way.

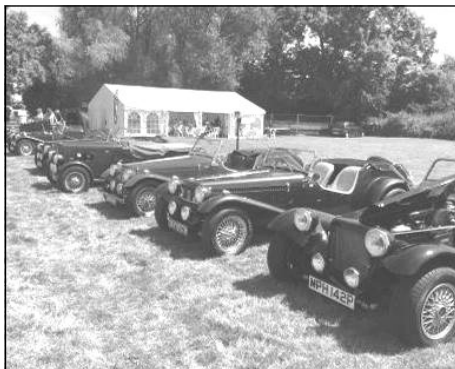
The next week I took up a position on the lawn outside my master's church. There was a festival and I was adorned with a few balloons and had children sitting in me. At least I was not stuffed with balloons like the other car so that people could guess how many there were - how embarrassing. Then the heavens opened and I got wet!

As the good weather began to establish itself, I went to my favourite event of the year, the NGOC National Rally. It's always so much fun meeting my fellow NGs and lining up with them on the grass. Unbeknown to our owners (they think we just sit there), we natter and compare what we've been doing over the past year. We even



had some MG visitors who joined in and told us about their ailments. Quite how I came away with the Best TF shield again I don't know, there are many super TFs and some have been going longer than I have. Still my master likes to annoy his wife by putting it on display in the lounge.

The end of July brought the time for our holiday and this year my master and his wife took me to South Wales. It's a good run of 260 miles each way (mostly M4 motorway) so it really gave me some much needed exercise. I relished the twisty,



narrow Welsh roads around places such as St David's, Newgale, Haverfordwest and Broadhaven. It was fun being able to hide among the hedges and then pop out and say boo! to an unsuspecting oncoming car or tractor.



It was time to show off in August and I visited Classic Car shows at Croxley Green, Potters Bar and Knebworth.

Always a variety of mature comrades to chat to about themselves, their owners and sometimes their escapades, although some of them lead rather sheltered lives. It was a surprise and privilege at Knebworth to be nominated for, and win, the Kit and Custom class. However, it was a bit of a let-down when I realised that all my other class friends had already gone home!



So now we're back to the autumn again and my master has been trying (he's been very trying!) to keep me in use while the weather is fair, taking me into school on many opportunities. Since the new floats were fitted earlier in the year, my running had not been quite the same. So he has been tinkering with small timing and mixture adjustments to try to eliminate a little bit of pinking or running on.

Well we have just returned from a long weekend in East Sussex after some final



adjustments and he thinks he's now cracked it. What he doesn't realise is that it was just such a joy for me to be out in the autumn sunshine visiting places such as Sheffield Park Gardens and the Bluebell Railway, that of course I ran beautifully - it's good to be alive !

Dobby Humphreys

And Rocket says -

" Goodness Dobby !! - you have been a busy boy !

Glad to hear that you too got some road miles under your wheels during this year of rather good weather.

*But Crikey !! — you had me going for a minute ! - when you mentioned having 'floats' fitted — thought for a moment that your 'master' had taken the winter weather forecast a bit too seriously and was turning you **amphibious** !!!!!!!!!!!!! "*



Haute Cuisine ?

Cooking with wine is quite the 'In' thing these days.

-- Some people even add it to the food !!??

It's only the first bottle of wine that seems expensive *French proverb*

Sensible World ?

**If the World were truly a logical place would it not be
the men who would ride sidesaddle. ?**



: 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-TF V8 :: Regn. B9BOC (2006)

No expense spared build (mileage 5080)
Rover V8 3.9litre, stage One tuned and
fast road cam,

Lightened and balanced flywheel and
clutch, New 5-speed gearbox and clutch,
high torque propshaft and limited slip dif-
ferential Hoyle double wishbone suspen-
sion all round,

Disc brakes all round with ventilated discs
and four-pot callipers in front,

Electrics designed for maximum reliability, with alarm/demobiliser, and full instru-
mentation,

Red paintwork with Ivory leather upholstery and trim,

5 MGC wire wheels with knock-off hubs, Stainless exhausts and fuel tank,

Folding screen plus aero screens, and full wet-weather gear.

Detailed specification available



Price £15,900 Contact : Brian O'Connor at ngv8bod@gmail.com

**Those people who only think they know everthing
are a huge annoyance to those of us that actual do.**

- with apologies to Isaac Asimov



NG-TA :: Regn. RMG 209F

MGB - based, 1800 engine & running gear.
Four speed box with overdrive.

Twin SU's with custom air intake.

Tartan redpaintwork with black interior
with 2+2 seats.

Mountney wood rim wheel., Brooklands
aeroscreens. Rear mounted covered
spare wheel. Full/half tonneau. (plus
original screen/hood)

New diff in 2015, New battery/tyres/
brakes/ignition in 2017.

Always Garaged. Sunny use only. MOT to Aug '18. Much loved car. Beautiful to drive,
show-stopper. **Now Reluctantly for Sale**

Offers over £8500 :: Contact: Steve Wells, Woodbridge Suffolk

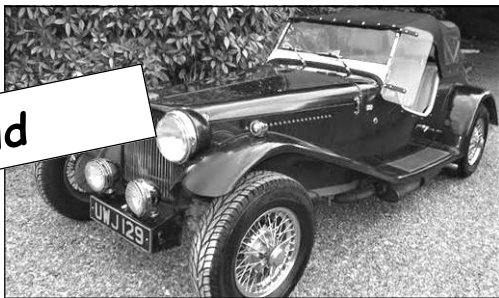
Phone : 01473-738214 Mobile: 07810-132318

Email : steve.wells@bridgeco.co.uk



NG-TF Reg No. UWJ 129

Now Sold



Ex nihilo nihil fit — Latin proverb

Literal meaning - *Out of Nothing you get Nothing.*

- or *You can't make a Silk Purse out of a Sow's Ear*

Life can be best understood looking backwards,

- but should only be lived looking Forward - Soren Kierkegaard



NG -TF : for Build Completion :

This is the original NG with stainless steel chassis which was owned by the late John Butler. It has been advertised in previous editions of the magazine but I have now obtained the original registration for the vehicle on a new V5 from DVLA.

Very little work left to complete on this vehicle and can now be driven. Ideal winter project.

Correctly registered on the V5 as NG-TF (Historic Vehicle)

Road Tax and MOT exempt . For Sale due to ill health



Price : £3750 ono

Contact Mick on 07593 424385

NG-TF : Unfinished Project

The donor car is a 1964 MGB. To the best of my knowledge most of the parts are around but, I do know that it is missing: - Seats, Carpets, Windscreen and Roof, although the roof frame is available. The project was started in 1982, but ill health prevented its completion. It was kept in a barn/workshop until I inherited it a couple of years ago, it now resides in my garage. Unfortunately, I do not the time or space to finish the job, so with regrets I must, do justice to the car and allow her to go to a home where she will be appreciated. This would be great time to take on this project to give plenty of time to ready it for use next spring.



Price £2000 ono

If you are interested and would like more information please contact me.

Malcolm Jarrett

Mobile : 07799 883431 : Email; maljarrett@blueyonder.co.uk



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

Email: ggvendition@gmail.com



NG-TF :: Reg. RUX 231H

1800cc, MGB based, 1995-96 build
(1970 donor)

Metallic Green with polished Al Bonnet

4speed plus Overdrive,

Stainless Exhaust

5 Good tyres on Wire Wheels

Correctly Registered as NG with DVLA

Price: £6000 or sensible near offer

Contact: Tony Pearce (Twickenham)



Wisdom in Old Age :

Two businessmen in the centre of town were sitting down for a break in their soon-to-be-opened new shop... as yet, the shop wasn't ready, with only a few shelves set up.

One said to the other, "I bet any minute now some old pensioner is going to walk by, put their face to the window, and ask what we're selling. You know these senior citizens are such nosy parkers !!! "

No sooner were the words out of his mouth when, sure enough, a curious old lady walked to the window, had a peek, and in a soft voice asked,

"What are you selling here then ?"

One of the men replied sarcastically,

"We're selling a***-holes."

Without skipping a beat, the old dear said,

"You must be doing well then !...you've only two left."



Wanted

Tonneau Cover wanted for NG-TF

A good one would be marvellous, but even a decomposing one suitable for a pattern would be acceptable. Plus Hood Bag, preferably black and in good condition.

Or again anything to use for a pattern is fine.

Richard Fox :: 07968 599882 or 01432 353235

Email : cafnod@gmail.com

NG Car Wanted

Registered car for Restoration or Parts

Preferably a TF, but not essential

Contact : Martin :: 01258—480567 or martin.kerlogue@gmail.com

Personal & Classified

Well developed, mature periodical seeks new 'soul mate' to tinker with it's wordings.

Interests are largely period automotive with a social overtone. Strives to be entertaining and amusing. Has a colourful exterior and the monochrome interior belies a warm heart., one that needs regularly stoking with fresh contributions and a new outlook.

New partner, who will need a reasonable degree of literacy and keyboard skills, can be assured of a satisfying challenge.

Waiting with eagerly baited breath, -- who will be bold enough to change my gear ?

- - - - Where are you My Luvver !! ??

Contact : Ms Chan Ging Ear at ngoceditor@gmail.com

Health Tip / Warning !!!

Apparently eating dark chocolate everyday would lower your risk of heart disease by one third. -- *As if you would need an excuse !!*

However the lethal dose of chocolate for the average sized person is said to be about 20lbs. -- *Has anybody actually tested this ??!!*

--- There are surely more practical ways to euthansa yourself ??!

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

People are the more confident when they realise that any help they might need is at the end of their own Right (Left) Arm.

— And they are then much less of a nuisance to those of us who have known this from an early age !!!

Club Products & Regalia



The following are the current lines :

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

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

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

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

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

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