

*Changi***NG***ear*

July 2014

NG'ers Go to Holland



Thank You

***to Wim & Janine Bielars
(and their fully restored TF Pastiche)
for your great hospitality***

the NG Owners Club magazine

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Chairman's Letter



The highlight of the Club's year is the National Rally, and this year was no exception.

Stratford-upon-Avon was all set up and calling, and despite a relatively poor weather forecast, **NG** magic cast its spell and the weather, would you believe, behaved itself.

Yes there was rain, on Friday night and early Saturday, but there was sunshine during the day, good bright and warm ensuring that everyone had a good time.

Unfortunately attendance was well down with only 20+ NG cars participating over the whole week end.

The site at Stratford was carefully chosen for its location and it is ideal for all our Rally requirements plus the fact that the site management could not have been more accommodating and friendly, for which our club is most grateful.

I would have liked to have seen many more cars turn up to the event, after all there are a lot of them out there somewhere.

On a brighter note, a very successful Rally was enjoyed by those that managed to make it. I would like to say a big 'Thank You' to you all for making it so. In particular thank you to Paul and Donna Gray; John and Barbara Hoyle; Bob and Amanda Preece; Bob and Angela Morrison together with everyone who

pitched in to help. Special thanks must also go to Andy and Michael for the musical entertainment in the evenings which was very much enjoyed and appreciated.

The usual climax to the week end was the presentation of the 'Awards'. So many cars of quality and members with enthusiasm, often presenting difficult decisions, but for my part a most rewarding experience. A list of recipients appears later in this issue (Page 27)

Stating the obvious, there is still the rest of the summer to look forward to, so even if you could not get to the National Rally PLEASE try to be at as many local events as possible. Be 'Noticed' and 'Encourage' others.

— Happy Motoring.



Secretary's Notes

Manda and I thoroughly enjoyed the National Rally this year, as we always do, even if we did take the (satnav induced) extended scenic route getting there!!!

We had to use Manda's car as our NG is still in the need of some TLC.

We would like to thank everyone for their fantastic support, help and organisation; with a special

thank you to Mary Clark for her superb spread on Friday evening.

I think the thoughts on the minds of many members is the lack of NGs and Owners at the Rally. I know some of you don't have an NG for one reason or another, but we still have a very healthy membership list. It is a shame that more people don't come and enjoy the events of the Rally, with or without an NG



Bob Preece

Reg. No. C698LCX — Does AnyBody know of this Henley ???

I had an Email sent to me from John Spinner who built his Henley back in 1990. He now wishes for any information regarding the whereabouts of this car for the sake of interest.

Please contact me if you have any knowledge of this car.

Bob Preece

Stuff for the Mag

Have you any amusing anecdotes, poems, limericks or one-liners come your way ??

Why not send these in to ChangiNGear and share the joy

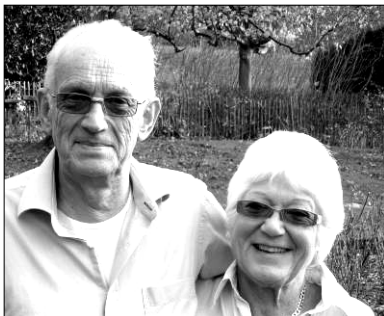
We always need small filler items to make up the pages

— Thank you !!



Editorial

So the next issue of ChangiNGear reaches your doormat. The July issue usually has plenty of content covering the Spring to Mid-Summer activities of our more active NG Members, and this year is no exception. In addition to the recent very successful Rally in Stratford you will find reports upon various group excursions, i.e NG trip to Holland and NG Welsh Holiday, as well as the activities of some individual members. These are supplemented by a number of 'technical' articles which we hope you will find equally interesting.



We 'Rocketeers' have been fairly active this season and enjoyed our trip to the Dutch Bulb Fields in April, followed by Wales in May and the Rally this past month, plus other minor outings. Rocket has clocked up some 2000miles so far this year. All more or less faultlessly having now overcome the cooling issues. We have nothing else major planned this year but will no doubts indulge in some impromptu excursions as and when the weather allows.

As for next year, and most importantly, please see Page 8 for a summary of some proposed NG activities in 2015. Please indicate your potential interest to the various organisers as soon as possible. We will certainly aim to participate in most if not all these outings next year and hope that many of you will join us.

We hope that you will find plenty to interest and stimulate you in this issue. We must again thank all our contributors, without which there would be no magazine. Also may we encourage some new 'faces', as well as our regulars, to pen a few words about their Summer exploits for the next issue

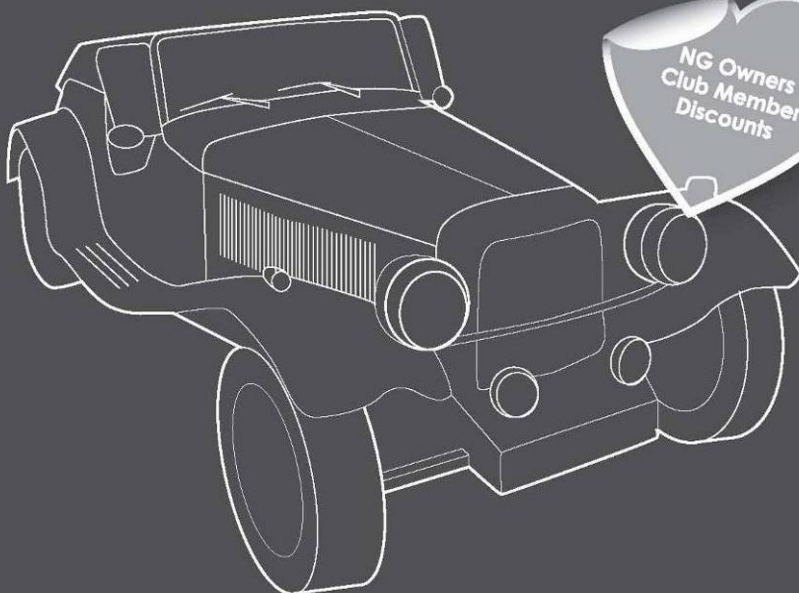
Further may we point out that we only have eight entries to the Photo Competition so far - we need a lot more before October - so please get busy with your cameras.

Chris & Su

***PS : We hope you enjoy your NG'ing for the rest of the Summer
— and Please, Please write and tell us about it !!***



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The Brooklands Club — Natter Meetings

Meet on the second Tuesday of every month

At the Brooklands Club Bar at the Brooklands Museum

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

- Aug 12th Summer Natter and Noggin.
- Sep 9th General Knowledge Quiz, with piano background later.
- Oct 14th 11th Anniversary of Natter & Noggin
- Nov 11th Early guided Museum Tour.
- Dec 9th Enthusiast of The Year awards,
Ladies & Gentlemans competitions
with free hot sausage rolls and mince pies.

NB. These events may be subject to change,

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

We Need Input — Please !!!

Photo Competition — 2014

We have EIGHT entries so far and these are very good, - see the Club website,
But there are not nearly enough !!!

So please keep your cameras handy throughout the next few months and send in as many entries as possible.

There is no particular theme, but some 'out of season' and some 'unusual shots' would be welcome.

Photos do not necessarily need to be current, your good 'library' shots will also qualify.

Closing Date : End of October

Modest Prizes will be awarded to the three best entries, and again we hope the best twelve will form the content of an NG Calendar for 2015.

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

Please get Snapping !! — Chris & Su



Events Calendar for 2014

<i>Date</i>	<i>Event — What / Where</i>	<i>Contact</i>
25-27 Jul	Silverstone Classics, Northants	
26 Jul	Dogmersfield Fete, Hook, Hants	Paul Gray
31 Jul	Classics on the Common, Harpenden, Herts	Chris Humphreys *
12 Aug	Brooklands Natter	Peter Clarke
24 Aug	Knebworth Kitcar Show, Stevenage, Herts	Chris Humphreys *
30-31 Aug	Donnington Kitcar Show, Derby	
9 Sep	Brooklands Natter	Peter Clarke
13-14 Sep	Goodwood Revival, Chichester, Sussex	John Gillies *
19-21 Sep	Circuits de Ramparts, Angouleme, France	John Coker *
14 Oct	Brookland Natter	Peter Clark
25-26 Oct	Exeter Kitcar Show (CANCELLED)	Peter Saunders *
25-26 Oct	Malvern Kit Car Show	
2 Nov	Veterans London to Brighton Run	Chas Killick *
11 Nov	Brooklands Natter	Peter Clark
9 Dec	Brooklands Natter	Peter Clark

Contact Details :

Peter Clark	01737 832367	John Hoyle	0208 393 2555
Paul Gray	01252 617175	Chris Humphreys	01707 851320
Peter Sanders	01271 327860	John Gillies	01702 294977

*** Note :** Contacts thus shown may not be organising anything for these events and may not be going this year. But they have been recently and will be able to offer advice if needed.



Future Events for 2015

Paul Gray advises that he will **not** be organising a further replay of the NG Welsh Holiday at Llannerchinnda for next year.

The **NG National Rally** will of course be the Club's main annual event - no details available as yet

And a number of other interesting NG Events are proposed :

Plans for these are in a very embryonic stage at present but it would be helpful if those of you that would be keen to take part in any or all of these were to make contact with the 'organiser(s)' as indicated :

NG French Trip :

Rouen and Normandy

Bob and Angela Morrison — amorri1847@aol.com

NGs in the Yorkshire Dales :

Steve and Val Tyler — steve.tyler@mpcpick.com

NGs around SE England :

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

(see Report in this issue—Pages 17to21 & 28to33)

Johnny & Janine Baker — johnnybakerkazz@btinternet.com

NGs to Ireland :

In late spring or early Autumn

Out via Holyhead to Dublin, Back via Rosslare to Fishguard(or Swansea) - or visa versa

And in between a 5-7day tour taking in some of the 'must see' places along a scenic route.

Staying at basic B&Bs along the way (no camping)

Chris and Su Hore — candshore@hotmail.com

and Jeremy Evans — marcos67uk@yahoo.com

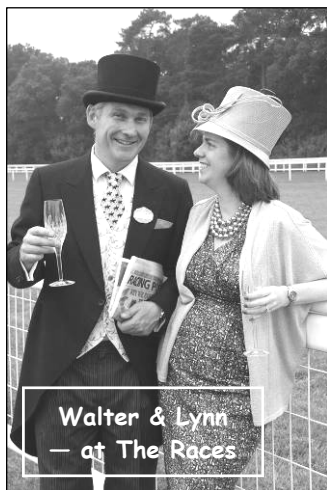


Reports, Articles, Letters & Technical

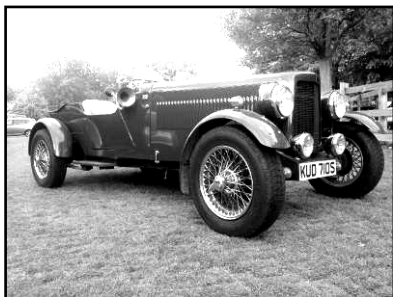
Story of a Pastiche TA International

Lynn & I bought our Pastiche TA International from Peter and Penny Fellowes when the marque was owned by Pastiche in Rotherham. They had a bright red TA demonstrator in which Peter took me for a test drive, and I was hooked. I was studying mechanical engineering at the time (1989) and for many years had read and collected a huge variety of kitcar magazines.

I started the build in my parents garage in Gloucestershire and quickly found a Marina 1800 in a local scrap yard, which we rapidly stripped of the suspension components and engine. The exciting day arrived when the kit arrived in a white transit van and the build started.



Walter & Lynn
— at The Races



My enthusiasm was greater than my skills and the build progressed slowly, during university holidays and as savings allowed to acquire additional parts. I had many friends come and help and we all enjoyed sitting in the car as it's build progressed imagining driving it.

Finally in 1996 the car was finished and John at Sussex Kitcars helped finish the challenging details of electrics, paint job, fitting the

interior and getting the engine running again after 8 years of idleness.

My maiden voyage was to drive to Dover, take the ferry to Calais and then down through France, past Le Mans, Arcachon, San Sebastian in Spain, Valladolid and into Portugal. I had lots of fun adventures, picking up hitch hikers, and doing running repairs. The brakes stopped working and I found a friendly garage in a small town in Portugal that managed to find that Peugeot brake pads fitted. Also the front wheels started to give off a lot of oil, rather mysteriously this did not seem to cause a problem. Finally the fan belt became loose and so the battery ran low and I remember a hilarious moment driving on some back roads in Portugal trying to find my uncle's house holding a torch to light up the road, as the head lights were so weak! The next day we found the problem, tightened up the fan belt, which also drove the alternator and fitted a new battery for good measure!

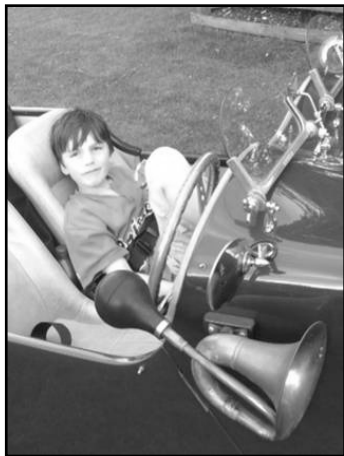
I have attended a number of kitcar shows over the years with the our TA, including



Donnington, where I raced around the track, (after having done a running repair on the exhaust), Chatham (where I advertised the car for sale, but did not get any takers) and Newark. I have once been to the NG Rally in Oxfordshire and would like to attend again soon. I have had an article published in Which KitCar magazine and it included a photo of us driving round Donnington.

In total I have driven about 14,000 miles since 1996. But last few years the mileage has been very low around 100 miles per year. However I do drive it most weekends, mainly taking my sons, Max & Andre aged 10 and 7, to various sports including rugby, tennis, football and baseball.

We live in London and I often take visitors for a tour



of the centre of London and it is such fun because all the tourists wave, take pictures and ask questions. Another favourite drive is to South Kensington, which is about 3 miles away, where there several 'fun' car garages including Ferrari, Lamborghini and one for Classic cars. Both my sons and I, and guests enjoy looking at these beautiful cars.

I persuaded a school friend to also buy a kitcar and he bought a Bugatti replica which he had a lot of fun driving and which now lives in Ibiza!

Our TA even more fun because it only has aero-screen, rather than a proper windscreen and roof. I keep an umbrella in the back for the odd occasion when we get caught out in the rain!

Walter Davis

Mike the Pirate - strikes again

Following on from Mike Greenland's exploits as reported in ChangiNGear last October, he has now updated us with further adventure, which is posted on the Club website or can be read by using the Dropbox link given below.

<https://www.dropbox.com/s/pel4v7kmc1x9gpq/Mike%20the%20Pirate%20%283%29.doc>





NGOC Welsh Holiday ::: 11-15th May

Other than a few showers en route, the journey to Llanerchindda was uneventful with everyone arriving during the Sunday afternoon.

After unpacking, the most important first task was to sample the excellent home-made cakes washed down with several cups of tea - all part of the package provided by our hosts.

This was the second time that a group from the NGOC had visited the farm for a short holiday together. The venue includes 60 acres

of beautiful countryside and there is a purpose-built guesthouse with 9 rooms plus a traditional farmhouse & a small cottage that can be used if the guesthouse is full.

The owners live in a further cottage a short distance up the lane. The farm has been set up as a family business run by Martin & Lynn Hadley together with their



twin sons Andrew & Mark. Having run a gourmet hotel in the Lake District for many years, one aspect that was guaranteed to be good was the quality of the food.

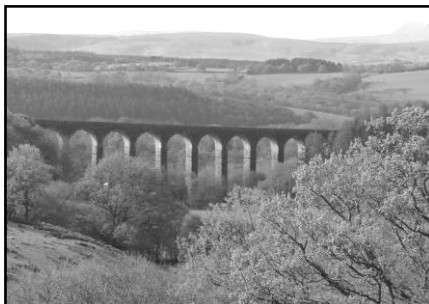
A possible downside of Wales as a holiday destination is a reputation for plenty of rain. During last year's holiday we did get rather wet. However, this year was a huge improvement and the weather got better by the day culminating in wall-to-wall sunshine on our



final day at the farm and for the following day's run home. The guesthouse has a large conservatory attached to the dining room with magnificent views over the hills and a picturesque railway viaduct. There is also a large patio in front of the conservatory that we were able to put to full use this year having not used it at all during our last visit.

We had booked a mid-week holiday of 4 nights, arriving on Sunday and departing on Thursday, as this represented a useful cost saving and had proved to be about the right duration during our previous visit.

A further attraction of this venue was the fact that our hosts, in aiming to cater for group holidays, could tailor the holiday to suit their customers' particular interests. For car clubs, the recognised format is road runs and we had already opted for such outings on the





Monday & Tuesday of our stay with a rest day planned for the Wednesday. I use the expression 'rest day' loosely because there were a number of activity options available such as quad-biking, clay pigeon shooting, 4x4 driving. Unfortunately there was no archery option this year due to a shortage of instructors. On arrival, we each found a printed and bound route book in our room covering the two tours.

There was also an OS map of the area with the two routes outlined with highlighter pen. This was a very thoughtful addition because following routes via tulip diagrams is great until you take a wrong turning!

Sunday evening's meal was preceded by a Pimms reception and welcome from our host Martin. In fact, the Pimms went down so well that a number of our group ordered a jug of Pimms as an aperitif every evening before dinner! During our previous visit we'd been most impressed by the quality of the catering and Sunday evening's meal was no exception - delicious. As usual with our club get-togethers, most people stayed at the dinner table chatting until quite late every evening - no need for additional entertainment.



After a splendid buffet breakfast on Monday morning we were briefed by Martin on the planned run for the day. The tulip diagrams were supplemented in our route books with helpful notes to aid navigation and to also provide some local history. To make things even easier, there was also an A4-sized print-out of an OS map of the whole area covered by the day's run, with the

route high-lighted so that it was very easy to correlate the tabulated instructions with an overall picture of one's whereabouts.

Monday's run was 101 miles in length, taking in the Llyn Brianne Reservoir, Devil's Staircase, Hay on Wye and Brecon, with various suggestions for refreshment stops etc. The general idea was that cars would set off when ready, but not necessarily in a convoy, their crews free to travel singly or in groups as they wished. There was no compulsion to go on the runs but everyone did take part.

One of the day's recommended refreshment stops was Erwood Station, 6 miles south of





Builth Wells, and one of the attractions was to be able to watch a wood-carver at work. The majority of the carvings were of wild birds, our particular favourite being a magnificent Tawny Owl. What made it particularly fascinating was that the carving was being carried out using a chainsaw!

Just over 100 miles in a day doesn't sound like much but many of the most scenic roads were very narrow and could only be driven at quite slowly, hence each day's average speed was quite low. During the day we drove the Abergwesyn Pass, apparently one of the most scenic routes in Britain. The pass is an old drover's track traversing a ledge in the hillside and descending to Abergwesyn via a number of hairpin bends aptly named the Devil's Staircase.

On returning to Llanerchindda at around 4.30pm we were treated to another superb selection of cakes, washed down with an excellent blend of tea.



On Tuesday, we were joined by Jeremy Evans in his famous red TA 'Mr ToAd'. Unfortunately for Jeremy, the day started with some very heavy rainstorms and, without a hood on this occasion, Jeremy arrived absolutely drenched but was fine after a warming cuppa. The day's briefing done, the rain stopped and the sun came out and the weather was good for the remainder of the day. Before we set

off for the day, we arranged all the cars for a group photo and most of our group managed to obtain some decent photos. Our webmaster Mike Peel also took a number of excellent photos during the holiday and he has posted some of them on the club's website.

Our run on Tuesday took us across the Epynt Ranges, Black Mountain, Myddfai Hall, Brynamman Mountain Road and a visit to the delightful Aberglasney Gardens. The distance covered was 95 miles. One of the driving highlights of the day was the Brynamman Mountain road which we traversed in both directions covering a total of about 9 miles. For those Top Gear watchers this road will look very familiar because it has been used on many occasions for photo shoots with the show's presenters traversing it at speed. Apart from a few sheep to watch out for, the bends had clear views ahead, the surface was excellent, and it just had to be driven with a certain amount of 'verve'. I





think I can say that we all, without exception, enjoyed that part of the route immensely! Wednesday was our 'rest day'. A bit of a misnomer because most of us were fairly active partaking of the various activities that were available on the farm; owning 60 acres of hillside is quite an asset in this respect.

In the afternoon, a group of 10 of us went quad biking through some gloriously muddy terrain

and had great fun getting wet and muddy in the process. We had borrowed overalls and boots so most of the damp stayed on the outside. Thanks to Paul Bennett, who rolled his sleeves up to help with some ad hoc repairs, we had a full complement of 'quads' in time for our session.

Prior to this, three of us took the 4x4 off-roading course in a Land Rover Defender



whilst others went to visit various local landmarks etc. In parallel with all this motoring related activity, a party of seven bravely set off through the local farming country for a circular walk, armed with an OS map and compass. Apparently, the walk was most enjoyable except when an irate lady farmer shouted at them for walking through the yard of her chicken farm!

On Thursday morning after a leisurely breakfast we went our separate ways, some of us heading home and others continuing on to further holiday destinations. As a parting gift our hosts, having been out-and-about taking photos of our cars, gave each of us a laminated copy of a pastiche of their snaps as a memento of our holiday. Some of their photos are included in this article.

In closing, a very enjoyable holiday in great company.

Paul Gray

NG Member Profiles

Sadly we again have no 'profiles' to present in this issue

Are there any Volunteers for the next edition please ?? — Eds



Chatham Navel Dockyard ::: Easter Show

The Sunday was a washout and although a few hardy souls turn out with there vehicles most of us waited till the bank holiday Monday to venture out.

This show has been around for decades, originally being

called Chatham Navy Days. I do recall back in the 90's when a Lancaster Kissing the roof tops, shaking the ground as it flew overhead when I was standing in Rochester High Street — shivers down the spine !! Nowadays the site is a museum with many attractions, e.g The Ropery which still manufactures hemp rope for tall ships etc



and is the only supplier in the world for the black rope which is used on the Victory. On this site I took my Yacht Master Offshore Exam back in 1981, Semaphore had just been dropped from the syllabus! but Morse was still required, . . . - - - . . . etc

The main reason for attending was to meet up with Albert with his Rover P6, Albert had recently lost Lil to cancer and Teresa and I attended her funeral the previous week. When I enquired to book all places were filled but when I explained the circumstances I was given tickets and passes for both days. Moving on; Monday was the day, sunshine,





pleasant temperature, and hordes of vehicles, I arrived early and while I was meant to be in the 'kitcar area' the NG looked convincing enough to be placed alongside the 4 1/2 Litre Bentley, we were both BRG.

The Dockyard today has a lot more attractions than when I last was there (kitcar show when Alan Goodbun had his Blue TC). Many retired dockyard personnel gave guided tours which enriched your knowledge of this 500 year old site. Submarine



Ocelot is in a dry dock; one of the last Submarines built there in the '60s, the pipe bending shop or smithery, model ships from all the naval centuries and hordes of other artefacts

and machinery, plus the film set from 'Call the Midwife' complete with Bras and Bloomers strung between the buildings. One interesting model was the excavation of Basin No. 2 depicting how the 20' deep dock was dug out by hand using prison labour. Expect human rights would prevent such actions in today's world!

I had a walk around all the vehicles from Penny farthings to steam, to GT40 replicas, plus live music stages from Beatles to folk, there really is a lot going on. It's worth putting your name down early for next year.

It was a bit pricey to get in on that day; £14 adult and £40 for a family, and £18.50 per adult any other time!! (£16 OAPs) But there is a full day of entertainment even without the steam rally — however; Bentleys and NGs were free !!!

Mike Greenland



I couldn't identify this but Le France and America were on the name plates



This 650 will be competing on the Manx Sprint this year, but if it rains the owner said "No Way !!"



NG Trip to Holland April 2014

Last autumn, after a busy NG year for Su and I, and Rocket, we pondered upon more NG'ing for 2014. We had the thought of a Spring trip to the Dutch Bulb Fields and sounded out Wim & Janine Bielars on the idea. They were quite enthusiastic and most kindly offered to plan and organise everything at their end. What could have been better !, all **we** had to do was get ourselves there and back. Provisional details posted on the Club Website and in ChangiNGear 'smoked out' some additional participants, and with a little bit of planning at this end we were ready for the off on Sunday 27th April — and so the story unfolds —

Part One :: The Getting There — by Chris Humphreys

At last, it was time to return to Holland to visit our NG friends Wim & Janine Bielars. Lesley and I had taken Dobby in 2012 and had been joined by Johnny and Jan Baker with their TF and we were eager to share the delights of 'going Dutch' with some more NG owners.



So there were 9 of us for this year's party with 5 cars. Johnny and Jan with their recently acquired TC V8 (built by Paul Gray - which I will refer to as Ruby), Chris & Su with 'Rocket', Robin with 'The Bohemian Girl' (a Morgan 4+4), Bob & Angela with their BMW (their TF will hopefully be back on the road soon) and ourselves with Dobby. Most of us met up on the Sunday after Easter at tea-time at the Premier Inn (Ashford Central) in order to catch an early Shuttle the next day (we were to meet Bob & Angela at the terminal). This gave us a chance to enjoy a pleasant evening meal together. On the way to this rendezvous, the heavens had opened and Dobby had had to take refuge under a motorway bridge while we erected the hood but by the morning the weather was looking reasonable so we all decided to chance it with tops down.

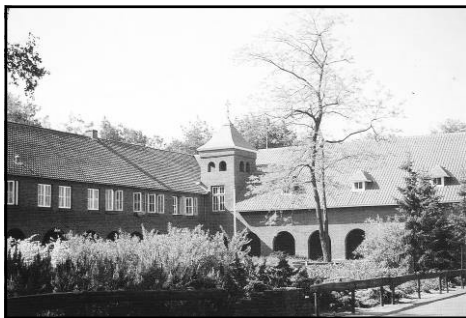
After breakfast we set off in convoy with Dobby leading The Bohemian Girl, Ruby and with Rocket bringing up the rear. With only about 12 miles to cover, we managed not to lose anyone and found our fifth car, the Morrison's BMW waiting for us in the terminal car park. There was just time for our greetings and then it was off to embark on the train for Calais. With some of our cars concerned about their undercarriages,





we were relieved to find we were directed onto the ramp-less lower deck (except BMW) and we all ended up in the same compartment and then found BMW immediately upstairs. After the short but slightly delayed voyage under the water we easily reassembled in Calais and commenced our journey eastwards on the A16 (E40) with the kilometres now steadily counting down. We had one short planned break at Jabbeke services in Belgium to refuel (for those who needed it—the V8s of course !!) and lunch. This was just under half of our continental distance of around 230km.

By the time we set off again, we were probably about an hour behind schedule but we were not in any desperate rush so continued at a steady pace (preferred 100kph where possible) and maintained our convoy. To avoid being in the vicinity of Antwerp, we took an NG friendly route through Aalter, Maldegem and Zelzate before crossing to towards The Netherlands just north of Antwerp via the trio of tunnels - Beverentunnel, Liefkenshoekunnel and Tijsmantunnel.



Wim had kindly booked us into the Volksabdij Hotel (previously an Abbey monastery), near Ossendrecht, so our last few kilometres took our convoy through this most attractive Dutch village which must have surprised the locals.

And so we had arrived safe and sound and although there had been a few rain-spots, we had managed to keep our

hoods down and ourselves dry all the way. From the Volksabdij, after finding our rooms and settling in, it was only a 15 minute run to be re-united with Wim & Janine and to see their celebrated, completed NG Pastiche looking resplendent in its dark green paint-work

—and so the fun was to begin —





NG Trip to Holland April 2014

Part Two ::: -- and what Fun It Was !! by Wim and Janine Bielars

In January this year we started making plans for the visit of some English NG guests. We knew everybody would love to see the bulb fields so a visit to the Keukenhof was something we had to do. Although this is quite close to where we live, Wim & I had never ever had been there - Dutch people don't visit these fields, they leave that to tourists !!

We decided not only to visit the bulb fields but also to



do some other typical Dutch 'things', and as time went by our plans grew and grew. Suddenly it was April and time for the English NG guests to arrive and on Monday 28th April there they all were at last.

In the late afternoon they arrived at our house. It was very nice to see them all, some we knew already but there were also some new faces.

After coffee, tea, cake and a welcome speech by Wim, we went into our town of Bergen op Zoom

for a meal in a recently opened restaurant. Well it is not a really restaurant, they call it a 'Living Room Restaurant'. You sit in the livingroom of someones house and he cooks you a dinner. As I write this down it seems very easy but as it was very busy that evening we had to wait longer than we thought, but that was not a

problem and we had a lovely evening, good company, nice drinks, a lot of laughs and the food was very good and worth the wait.

Our Dutch friend Hans who joined us that evening, also had a lovely time. After dinner we took a leisurely walk through our historic city centre and after that our guests went back to the hotel, for a good nights sleep after a busy day.

The next morning everybody was at our house at 8:45, as we were expected at a local cheese farm at 9 o'clock. Once





we were there we had coffee and the farmers wife told us all about cheese making. During the coffee I dressed up as a real Dutch cheesegirl and presented everybody some cheese to taste.

We also had a tour in the cheese dairy and out in the farm and the very well organised cowsheds. The cows are very well cared for and move continually round in a circle from eating to 'chewing the cud' to milking and back again. They have many 'comforts', from hotwater waterbeds (I kid you not !! - happy cows produce sweet milk !), automated back scratchers, salt licks and very high-tech milking

machines. These work without human attendance and recognise each cow electronically, being able to locate the 'teats' with laser beams, wash them, apply the suction cups, take the milk and wash again before allowing the cow on its way back to the feeding station. This process goes on 24/7 with the



very minimum of manpower - quite an impressive set up. Before we left cheese and souvenirs were bought in the farmers shop.

After leaving the farm we went for a 45 minute drive to Drimmelen, there we went on a big boat for a tour through the Biesbos, which is a wetland nature reserve, with a lovely lunch on the boat with everybody relaxing and enjoying the trip. After two hours we were back in Drimmelen and then went on to Essen in Belgium, to see a breadflour windmill. The mill was open so we could climb to the top, - well not everybody did ! After a refreshments in the restaurant we went back to our house



for drinks and to make plans for dinner. It was decided that we would stay in our house and ordered in a Chinese/Indonesian Takeaway, so again we had a very nice dinner, everybody enjoyed the food and lots of Prosecco !!





On Wednesday we went to the Keukenhof, a long drive all on busy motorway, so Wim and I had made plans to rent a minibus, unfortunately there was not room for all 11 of us so I drove with our car and Wim with the bus. We were lucky not having any problems with the traffic and were at Lisse by 10:30. After a coffee everybody went their own way and did their own thing, having agreed that we would meet up



at lunchtime in the restaurant. As mentioned earlier Wim & I had never before been to the Keukenhof, so it was very very nice to see all the flowers, colours and lots of people! We also visited a exhibition of paintings by various local artists.

At 3 o'clock we left to go to Delft where the Royal Blue Porcelain is made. We walked from shop to shop and took some very nice photos in

the town square and found a nice place for dinner - our last as a group. Then as we went back to the bus and car.....disaster !! two parking tickets !!... but all our NG friends had a whip-round to pay the fines - that's what friends are for, thanks again. Once we were back in Bergen op Zoom we had a final drink at our house, and after that it was time for bed after another busy day.

The next and last morning Wim went to pick up Robin, Johnny & Jan and Chris & Lesley for a coffee and then they had to pack their cars, which had been parked at our house during their stay.

Finally it was time to say goodbye to them as they headed for the Channel Tunnel and home, — a sad moment.

Later that morning Chris & Su, Robert & Angela came and together we did some sight seeing in Bergen op Zoom, made some purchases in the weekly market (lace, liquorice and more cheese) and had lunch in the town centre.



Continued on Page 28 >>>>>



The National Rally 2014 (1)

What a great weekend—even the weather turned out to be superb. I just felt the urge to put pen to paper or in this case fingers to keyboard. I am writing this from a purely personal perspective although I feel sure that those who were there will echo my sentiments — I'm sure you will let me know if you don't.



Where else could you spend £25 and have such a good weekend. The lavish banquet we all enjoyed on the Friday evening was truly amazing, where all that food came from defies belief. I know where it came from really and just a few words cannot do it justice. What I should say is a huge **thank you** to Mary and Peter. I think there was enough food for the Saturday and Sunday as well. Thanks also to all those who supplied the cakes, the ones I sampled were delicious.

All that and music too, we were entertained by Mike and Andy on both Friday and Saturday evening — it was just the job.

When we drove back to the site on Saturday the sun was shining and the tea urn was already up to boiling point and time for a driving test. A combination of speed and accuracy was what was required. Quite easy you might think but just try it with a bucket on your head and your wife telling you where to go!! — politely of course (or perhaps not !) Thanks to John and Barbara for organising all that.

Saturday evening was a DIY Barbie night. All the gear was supplied and all you had to do was bring your own meat, cook it and enjoy. Additional bread and salad etc-were provided as were some irresistible desserts.

A light hearted quiz, thanks to Lincoln Summers, gave us all something to think about before the second session of musical entertainment.

Sunday turned out to be another sunny day and once again the urn was on, more tea and cake. There just seemed to be a never ending supply, it was a case of help yourself.

So all in all a thoroughly enjoyable weekend—Fantastic !! A huge thank you to all those who were involved in organising it all for us — You know who you are.

For all those who didn't make it on any of the days all I can say is you really should be there next time because you just don't know what you are missing.

See you there in 2015 - We hope

Susan and Jeffrey Yardley



National Rally 2014 (2)

Su and I, and Rocket, set off in the early dawn on Friday to avoid commuting traffic and made a pitstop for a leisurely breakfast at The Raven in Hook, close by the railway station and just off the M3 J5.

And what a value breakfast it was - full English plus the trimmings - with proper

Gloucester Old Spot sausages and bacon, not the cheap catering rubbish, and decent coffee - and all for £9.95 for two people !!, it was exceptional value. Rob & Helen Garrett were going to join us there but Freya had 'misbehaved' the previous week and was in need of new head gasket etc. so plans had changed.

Duly fortified and with the morning rush abated we made good progress up to Newbury, for a comfort break and Rocket fuel, and then on the scenic back roads thru' Lambourn Downs to Highworth, crossing the Thames at Letchlade and up through the Cotswolds - and all very pleasant it was too.

We had re-planned to meet Rob & Helen for lunch on the outskirts of Shipton-on-Stour but as we had made such good progress that it was nearer 'elevenes' than lunchtime and the intended Pub has closed down anyway.

So we pressed on into Stratford and stopped at Waitrose to stock up on the necessary provisions for the weekend, and then went in search of lunch, finding an excellent country pub, The Ferry, just up the road from the rally site at Alveston (worth remembering for another time)

We checked in at Riverside, collecting out Snug key and camping pack and after unpacking joined the 'meeting and greeting' in the marquee with tea and cakes. Good to meet up again with friends and acquaintances' but sad that there were virtually no new faces this year.

As Jeff and Susan have already said the catering for Friday evening was another triumph for Mary and the NG Ladies, and the music was great.



On Saturday morning, after early rain, Su & I set off for the Motor Heritage Museum at Gaydon barely twelve miles away across the Warwickshire countryside. What a lot there is to see there - too much for a single visit. The range of exhibits of all types and ages included this laterally sectioned MGB, very interesting but not much use as a donor now !!!! After a



NG Owners Club :: Annual Rally







light lunch in their excellent cafeteria I left Su to watch the GP Qualifiers on the café TV and I went for another stroll around the exhibits. Before leaving we popped in to the cinema there and were lucky to coincide with the start of a session all about MGs from the early days of Morris Garages right the way through to the demise of the MGB,GT, MGC, V8 etc — most appropriate and very interesting.



Back at Riverside for mid-afternoon - the Driving Tests were in full swing, and more tea and cakes in the marquee.

The evening BBQ being another catering success, - though cooking skills may have been somewhat lacking if the carbon content was anything to go by !!! further entertainment with Lincoln's quiz and Mike and Andy's music brought the evening to a close in competition with the firework display from the Stratford River Festival.

Sunday morning was dry and bright, good for the second round of Driving Tests and then Peter Clark and Chris Humphreys did a good job setting the line up of NGs for the judging and a photo opportunity.

After the votes were counted Peter announced the winners and Hils Bond graciously handed out the cups, shields and prizes (for the results see opposite page) Then goodbyes were said for another year and most began to make there way home. The weather by then was looking very unsettled with heavy showers threatening, so some NGers may have got a little wet on the way and Riverside caught a thundery downpour in the early evening.

Those that were staying over a further night took in an evening meal at the new on-site Club House, and they were joined by T and Alan (Goodbun) aiming to make a late departure to let the Sunday evening traffic ease. Alas it turned out that the traffic was still quite heavy and with a motorway accident to contend with they didn't get home until the early hours - not a happy pair !

Monday morning was dry but cool and still looking a little showery. After breakfast and final goodbyes we set off for a leisurely run home to Tunbridge Wells. All went well and with a 'whether eye on the weather', and expecting to have to put the hood up at short notice, we pressed on regardless. We were thankful not to have hit the Farnham area 15minutes earlier where wet roads and big puddles told of a recent downpour. With two stops for loos, fuel and coffee and inspite of various roadworks on the A25 we were home in good time for early afternoon.

Another excellent 'Rocketing' outing for us, and our thanks to all those who made it such.

Chris and Su Hore



NG National Rally 2014 Clubs Awards Listings

Best TA	Paul Dales	XDF 74
Best TC	Steve Tyler	DFB 940D
Best TD	John Coker	CBH 660T
Best TF	Chris Humphreys	DBY 897M (Dobby)
Rally Concours Car	David Thom—Silver TC	FTH 646L

Editor's cup John & Barbara Hoyle
- for services to the Magazine

Cheetham Cup Ed Powell
- Best modification/innovation
- for 3D Printed Badges

Peacock Trophy Jeremy Evans
- Club Member of the Year

Driving Tests :

Adults (in Car) Driver : Paul Gray
Navigator : Chris Humphreys
In Dobby : DBY 897M

Child (on foot) Imogen (granddaughter of Rob & Helen Garrett)

Longest Distance Steve Tyler DFB 940D
travelled to Rally at 190 miles **

** N.B. As the chairman remarked - " A long way" and " XX " did not qualify !!



Continued from Page 21 >>>>>



It was while looking for a parking place that we came across a couple of 'jokers' from a local shop who were wrapping a colleague's car in clingfilm while he was away for the day. In the afternoon we did a short tour around with Wim & I leading in our NG. We took some photos on the waterfront close to where we will be soon having our new apartment.

Then again time to say more goodbyes, the four of them went for some days to Belgium and France and Wim and I went

for a holiday at the coast in Zeeland (Holland).

— We enjoyed organising this trip and especially enjoyed the time that Lesley, Chris, Jan, Johnny, Chris, Su, Robert, Angela and Robin were here with us. You were all very easy guests to have. Thank you all and we hope to see you all soon,

-- Janine and Wim, Bergen op Zoom, Holland.





NG Trip to Holland April 2014

Part Three ::: The Short Way Back - by Robin Hill

— as we said our 'goodbyes' to Wim & Janine the weather for the homeward journey was uncertain so it was hoods up for the first leg. Then we had lovely sunshine, so it was a coffee stop and hoods down. Alas as we neared Calais heavy rain demanded further action and Chris, who was piloting, spied a service station slip road,



at short notice Johnny and I scrambled in after him - just - for hoods up.

Driving as a three car convoy on two lane dual carriageways with a mixture of lorries and saloon cars, all in a hurry, we evolved an overtaking strategy whereby the back car moved out first to con-

trol the traffic from behind allowing the two front cars to move out into clear road and the convoy stays together (— come to think I have seen police escorts doing just that).

We were quickly on to the Shuttle and back on home soil and it was every man for himself up the M20. Johnny stopped to stow his half hood but the unmistakable headlights of the red TC soon appeared in my mirrors and the



V8 went storming by me, but shortly after we hit another wall of rain but I guess by then it was heads down for home and dry !

In the meantime we had all made short work of an assortment of classic Porsches, Mercedes and a black E-type, all with continental plates, cruising gingerly up the inside lane.

While Dobby and Ruby sped northwards *The Bohemian Girl* and I headed west for home and stopped off at 'Brands Hatch Morgans' to cadge an afternoon tea and there met a French couple who had driven over that morning to collect their new Morgan. Their Shuttle had been delayed three hours in Calais due to a train stuck in the tunnel - was I pleased that we had missed that !!??

Thus to my final leg along the M25, A3 & A31 to home near Alton after a most entertaining and enjoyable outing

Be kind to everybody, you never know whose going to be on the jury at your trial! - - - Anon



NG Trip to Holland April 2014

Part Four ::: Or otherwise The Long Route Home by Angela Morrison

After Lesley, Chris, Janice, Johnny and Robin departed on their short route home, the rest of us (being The Hores and The Morrisons, in 'Rocket' and 'VBL' aka Very Bad Language) were left to complete our holiday. We decided to stay an extra night at the Volksabdij Hotel, spend a couple of nights near Knokke Heist in north Belgium not too far from Bruges and then spend the last night near Calais.

Wim and Janine again kindly acted as our guides for our final day in Holland and showed us more of Bergen op Zoom, finishing with lunch at one of the market square cafes. In the afternoon we did a short tour with Wim & Janine leading in there NG, with a photo opportunity on the waterside near the apartment



to which they will soon be moving. They really were the most wonderful and generous hosts and made our stay in Holland very memorable.

Next morning, going via Zeeland at W&Js suggestion, our first stop was Westkapelle followed by a coffee stop in Middelburg, an attractive town with an impressive town hall. Then on to Domberg

(well worth a visit) which was heavily bombed in 1941 but has since been mostly rebuilt. The town's quays reflect the goods exported from and imported to the Netherlands during the Golden Age, during which time the Dutch East India Company thrived in the port.

Domberg was one of the first seaside resorts in the Netherlands and became very popular amongst the prominent Europeans who came to relax in the chic hotels in the dunes. Sadly, it has now given way to mass tourism.

Westkapelle, on the most western point on the coast of Zeeland, offers the impressive sight of its immense sea wall. In former times, the town lay securely behind the dunes but these were washed away in the 15th century. This meant the access route to the island shifted. A dyke





was built and completed in 1458. In 1944, the dyke was bombed in order to flood the Walcheren, to hinder the German advance. Then in 1987, the dyke was rebuilt to the impressive height that it is today.

From Westkapelle, we drove from Vlissingen through the 10km tunnel under the Western Scheldt to Terneuzen and then on to Belgium past endless miles of Road-works. Some of which were so new and extensive that our sat-nav was well confused. On arrival our hotel, the Ter Zaele near Knokke-Heist, appeared a little unusual, well - what would you think if you saw a wallaby, a llama, a goat and a deer in pens in the garden (- we know the French will eat anything but we wondered about the Belgians !!??) and it was also full of the owner's collection of unusual African artefacts and furniture. We were greeted by a very friendly German lady, no surprise that the Morrisons took the opportunity to practise their German.

The next day we were keen to get to Bruges and, having followed the receptionist's advice with regard to parking, we didn't have far to walk to the town centre. A boat trip was first on the list and we had the youngest driver with a great sense of humour. He told



us that he hadn't long passed his boat licence but that he hadn't had any fatal accidents, - at least not that week !!. He was a mine of information and we had many photo opportunities. Bruges is well worth seeing from the water before you venture into the many narrow streets. We never expected the 'Friet Museum' (Chip Museum) to be worth a visit but we all enjoyed learning about the many origins and varieties of potato and the history of the chip. Did you know, for example, that a small percentage of horse fat can make such a difference to the crispness of a chip? Now will you readers want to continue consuming chips?!? At the end of our visit, we felt obligated to use our vouchers to purchase a paper cone of chips, which we all agreed

were delicious - and has now made us super critical of the soggy British offering !!

A few reasons why Belgian chips taste so good :

- the appropriate variety of potatoes are used
- Belgian chips are cut quite thin 8 x 8mm
- the potatoes need to be freshly peeled, sliced and dried before cooking
- the chips are cooked in the right type of fat — unrefined beef tallow, known as 'blanc de boeuf', plus (ideally) 25% horse dripping



- chips need to be cooked in two separate phases, 8-10mins at 130degrees, cooled and then 2-3mins at 160degrees to crispen and brown

From the chip museum we ventured to the Choco-Story Museum (Musee de Chocolat) and again enjoyed our visit, particularly the chocolate making demonstration and (compulsory!!) tasting at the end.

But enough about chips and chocolate, what about waffles ?!

Angela particularly wanted to sample a real Belgian waffle and after many enquiries found **the** place for waffles in Bruges, not far from the Picasso Museum. We were all amazed to be presented with a waffle measuring some 12 x 8 inches !, covered in fresh fruit and topped with whipped cream, and accompanied by a bowl of vanilla ice cream ! Everyone agreed we'd found the right place. Had we known the size then two waffles would have done for the four of us, but what the heck - it's a hard life!



Where's My Waffle !??



Aahh ! There it is — Wow!!

cheese, we would have spent our last evening there but alas we had to go out to eat. In the morning the delicious homemade goodies we had for breakfast were much enjoyed. We then set off for Boulogne (sur Mer), reached after a detour towards Boulogne-sur-Gesse (only 1000km further south !! -- navigator/satnav error !!!) for coffee and a walk around the top of the castle walls before heading to Wimereux for an indifferent lunch at a seafront restaurant on the promenade

Then off to Calais for our return Shuttle, and it was-

Sunday morning we set off for France and after a protracted set of detours trying to find our way around a 'fun run marathon' at Ypres. We found our next overnight stop, Le Manoir de Bois-en-Ardres, in the country a little way south of Calais. A very informal, rural and rustic B&B (to be recommended www.aumanoir.com) we all wished we could have stayed longer. If we had only thought to bring a bottle (or two) of wine, some bread and some





The Ogre of Castle Boulogne



busy at the terminal being a UK Bank Holiday Monday. When time to board Rocket refused point blank to start, making us all say 'I don't believe it' - clearly having too much fun and not wanting to go home ! - vapour lock, hot electronics or what !!?? Although very difficult to leave them, Angela and Robert were told to go ahead and board - no point is us all missing the train. But shortly, joy of joys, after the application of copious amounts of cold water to carb, fuel hoses -- and distributor !! Rocket started just in time to get on the train. As there were plenty of bottles of water in VBL, these were handed to a member of staff on the train who found Rocket and gave them to Su and Chris. Naturally, there was concern as to whether

Rocket would start again at Folkestone but Su and Chris were assured that breakdown assistance would be on hand in case needed. Happily, Rocket fired up and got Su and Chris home with no further problems.

— What a great trip! and many thanks to everyone who participated and to those who were involved in the organisation.

Angela Morrison

Many a True Word —

"You know, sometimes I don't understand what's wrong with us. This is just about the most creative and imaginative country on earth—and yet sometimes we just don't seem to have the gumption to exploit our intellectual property. We split the atom, and now we have to get French or Korean scientists to help us build nuclear power stations. We perfected the finest cars on earth—and now Rolls-Royce is in the hands of the Germans. Whatever we invent, from the jet engine to the internet, we find that someone else carts it off and makes a killing from it elsewhere."

Boris Johnson - Lord Mayor of London

Cynicism - or what ??

Jury Duty ? - so you get judged by twelve people who were not smart enough to get out of it !! It's part of our British Justice System — the envy of the world. There is no better system for establishing 'guilt'
----- other than perhaps to toss a coin !!??



The MAC Classic Car Run.

I last contributed a piece for the club magazine in the March 2009 edition and so it is about time for me to put the word processor to good use again.

I have had the good fortune to navigate for my son-in-law, Chris Sample, in his 1965 Ford Mustang on the last two biennial MAC Classic car runs in 2010 and 2012, however, this year (2014) with the Mustang sold, it was an opportunity for me to drive my Marina based TA International (see March2009 article for details of the car) and for Chris to do the honours and navigate.



Out of interest the MAC (Midland Automobile Club) was founded in 1901 and ran the first event at Shelsley Walsh Hill Climb in 1905 which is officially the 'oldest racing track in the world' , and has been run continually on the same hill with the exception of the war years. Shelsley, situated in the beautiful Teme valley Worcestershire, is home to the MAC which maintains the history, the buildings and the track as it's always been, incidently, Sir Stirling Moss started his competition career when he first entered his new 500cc racing car in the June 1948 meeting, only to have his entry returned as the class was oversubscribed ! His entry for the Sep-

tember 1948 meeting was accepted where he won his class and of course the rest is history.

I am a MAC member but the Classic Run (vintage and classics together with modern sportscars) is open to all comers and this year it had four starting venues, (1) Cotswold Airport, Cirencester; (2) National Motorcycle Museum, Nr Birmingham; (3) Halfpenny Green Vineyards, Nr Wolverhampton; (4) Shelsley Walsh Hill



Climb, Nr Worcester, each with separate 100 mile routes converging on Shelsley to participate in a non-competitive ascent of the famous hill.

Sunday 27th April arrived dull and very grey with a weather forecast of heavy rain, would you believe it but we had just come back off a hot sunny holiday the previous evening! However, Chris and I decided !! that's how it was done in the old days!!

Our start venue was actually at Shelsley which meant a 30+ mile



drive on very wet roads and intermittent heavy rain, not an ideal 8am start to the day. However, once there, it was a case of sign on, collect the road book, fit the rally number plate to the car and then make our way to the club restaurant for a full English breakfast, very welcome and very civilised !

The entry list at each starting point comprised of about 50 cars ranging from Austin 7s, Alfas, Astons, Audis, Bentleys,

BMW, Cobras, 'E' Types, Lotus variants, Maserati, Morgans, MGBs, Mercedes, Porsches, TRs, TVRs etc and my lone kit car, but which did not look out of place.

Our starting time was 10:30, just as the heavens opened, but hey-ho once on the move the rain, well most of it, went over the windscreen. Although cold and wet there was never any intention of putting the hood up, - typically British, press on regardless !!

Chris was navigating via the 'tulip' style road book and our loop of about 100 miles



meandered through the highways and by-ways of a very rural Worcestershire/ Herefordshire countryside, stunning scenery, very little traffic except for the odd tractor or Landrover. The roads were very wet, flooded in places, muddy with hidden potholes that looked like puddles, surprisingly the TA had never been so wet and dirty inside or out, but it didn't miss a

beat.

On our return to Shelsley we took our run up the hill, what an experience, it's hard to believe the fast drivers in competition can blast the 1000 yards in the low 23secs, --- my heroes !!. Wikipedia will give the details of the hill terrain, for those that are interested.

Then a pig roast in the beautifully restored courtyard of the water mill, dating back to the 1800s and still working, with the Tenbury Wells Town Band playing under canvas, -- England at its best, what a way to finish this Classic event.

The 30 miles drive back home concluded a 160+ mile round trip in absolutely dire wet weather which did not deter us in the slightest, roll on 2016, I can't wait.

PS : Will any NG'ers join us in 2016 ?? - the weather could not possibly be any worse !

Paul Dales



EMAIL AND BACON

This car has everything

—photo from <http://www.pinterest.com/autocredit/car-funnies/>



A New Definition for a Triplex Windshield — perhaps ?

NG-TC 16V Triple wipers

Over the years, and especially the last couple of wet autumns and winters, I had become convinced that the windscreen wipers could do with some improvement. When I originally built the car 30 years ago I'd reversed the sweep of the arms to get rid of the un-swept corner in front of the driver but the shallow depth of the NG screen compared to its width is a challenge to the two-blade setup to get decent coverage. I thought I'd try the triple blade arrangement used on Morgans with a similarly proportioned screen.



The rack and wheel box mechanics of the MGB wiper system makes the addition of an extra wiper a simple matter of inserting a third wheel box and attaching another arm and blade.

I ordered a new wheel box from MGB Hive which turned up with their usual efficiency. However when I unpacked it there was an obvious difference to the other two already on the car in terms of the projection of the spindle and the diameter of the drive cog.

A search on the internet, using the number on my original wheel boxes, revealed that these were Morris 1000 items, so must have been changed on the original donor MGB as I don't recall anything other than transferring them from donor to NG. A look on Ebay yielded the correct item required.

The coincidental benefit of the Morris boxes is that they allow the spindles to project through the body at a much flatter angle so the blades sweep the screen with less angular change of the arms.

I worked out that the driver's side wiper needed to move 4" to the right. By leaving the passenger side spindle in its original position and drilling two new holes equally spaced $8\frac{3}{4}$ " apart everything would fit nicely using left hand drive Midget arms and blades.

A new wiper rack was needed as the original was too short to reach the repositioned spindle, these are supplied over length and can be trimmed to fit.

The original wheel boxes and wiper motor were opened up to allow the wiper rack to be withdrawn and the driver's side spindle removed.

With all the parts ready a simple jig was made to guide the drill and 16mm hole-saw at the correct angle, approximately 30°. Using the old and time proven adage



'measure twice cut once' the holes were marked and drilled correctly.

New tubes were made up to fit between the wheel boxes and the new rack fed through, a fiddly job necessitating the removal of the screen as I didn't have an assistant and couldn't reach to twiddle the spindles while feeding in the rack with the screen in place.

An aluminium plug was made to seal the redundant spindle hole and complete the job. All this works fine and gives me a much improved wet weather vision.

Charlie Killick

Licence Details On-Line at DVLA

By the time you read this it is expected that Insurance Companies will be able to access your Driving Licence records On-Line. By using your Licence No. they will be able to obtain such information that they need (type of licence, period held, driving offences, number of points etc) to set premiums and terms.

This will negate the need for applicants to provide such details, which insurers claim is often (around 25%) given incorrectly, whether deliberately or in error.

It is suggested that this will save insurers around £15 a time, but there is considerable scepticism about whether the insured will see any of this as a reduction in premium.

All insurers, brokers and comparison site are being encouraged to use the system and apparently the 'top 10' have already signed-up.

The system is known as 'MyLicence' but strangely is not to be made available to the public. However a parallel system (let's not make things too simple !!!) will shortly be available to consumers to check what data is held and whether it is correct.

Those without internet access will be able to obtain details by phone.

As with any computer system, there is always the issue of data security, and there will be those who have little confidence and to whom it may be a worry. The available information may seem a little innocuous but those who are ingenious enough to 'hack' such systems are equally adept at finding unforeseen uses for such data. If nothing else it may be an additional 'brick' that could be used in building a cloned identity.

The MyLicence system is all part and parcel of the Government's general move to 'go digital' and we will not have seen the last of this by any means.

This follows other recent DVLA changes, such as phasing out (by 2015) of the 'paper counterpart' of a Driving Licence in favour of the photo-card, and the scrapping of the paper tax disc for cars from this October.

Chris Hore



Out of the Mouths of Babes & Sucklings ---

A primary school teacher addresses her class and announces that today will be an Adult Speaking Day --"there is to be no baby talk, and only grown up words are to be used ", she said.

She asks one little child—"Mary what did you do at the weekend?" and the girl answers "I went on a choo choo Miss" --"No! No! No!" says the teacher, "only adult language, - you went on a **train**"

Next a boy was asked -- and Nigel what did you do at the weekend?" -- and he said "I went in my daddy's mot mot Miss" -- "No! No! No!" says the teacher again --"I've told you all no baby talk today, you went for a ride in your Daddy's **motor car** "

The next little boy was asked "Eric, so what did you do at the weekend?" and after some thought the child said "I read a book Miss" -- "that's very good" said the teacher, " and what was this book called?" ---- the little boy thought for a long while and finally said -- "well Miss it was called **Whinney the S**t** "

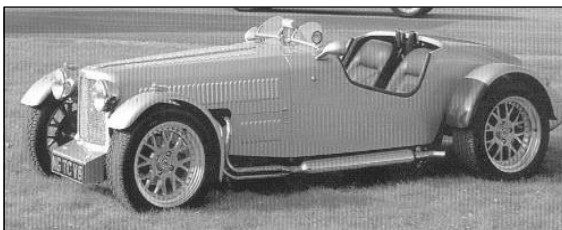
--- with thanks to Eric Fosbeary

Findhorn Cars Limited

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

Tel : 01730 823647
Fax: 01730 823580

www.ngcars.co.uk
info@ngcars.co.uk



All NG parts supplied
from chassis to brake pads

The purpose of life's journey is not to arrive at the grave with a well-preserved body, but rather to Slide in Sideways, completely used up, yelling and screaming, "**what a ride! !!!!** " - - Anon.

From the Jaguar Forum via Chris Humphreys



More 'Pastiche' Details

Following the mention in the April issue of ChanigiNGear Andrew Clements (NG 1088, Hereford) has kindly sent in some further 'Pastiche' information. This comprises :


1) A leaflet of Pastiche Cars for the 'International' - being the TA style and Marina based

It shows the kit price at £2536 (dated 1989) and rather hopefully indicates that only a further £300 would be needed for donor parts, radiator, paint and sundries. Even more optimistically it also states assembly may be completed in 80 to 120 hours !!! Really ??


2) An extract from an unknown motor magazine (about 1986) about the Pastiche 'Gladiator' being of TC style, and referring to it as an Urbane Warrior, this makes quite interesting reading

Andrew is in the 14th year of his build of an 'International' using 89/90 MGB donor, and approaching the IVA Test - I am sure we all offer him good luck with that.

Introducing the International . . .



. . . a car steeped with the distinctive character of a real 1930s sports car. Feel the magic as you roar down country lanes, heads turn, fingers point, children run and dogs bark. For real motoring nostalgia the PASTICHE INTERNATIONAL.



URBANE WARRIOR

Few cars are as loved as the Pastiche International. It's a car that's been built by thousands of enthusiasts across the world. It's a car that's been built by thousands of enthusiasts across the world. It's a car that's been built by thousands of enthusiasts across the world.

Most who encountered the NG TCR were struck dumb by its awesome potential. Now it's back in its new guise, as the Pastiche Gladiator V8. David Hill tried out the first example



The Pastiche International is a car that's been built by thousands of enthusiasts across the world. It's a car that's been built by thousands of enthusiasts across the world. It's a car that's been built by thousands of enthusiasts across the world.

In addition to the above, we have also received, from Mike Ridley (NG1482, St.Neots) a copy of an 'Easy Build Package' Inventory of Parts for Pastiche - Ascot, Trouuriste & Gladiator models (all Marina based)

We have scanned all these documents and you can view/download these by using the following Dropbox Link

Thank you to Andrew and Mike for this information, if anybody has anything further to add then please let us know

Eds



Events Web Sites

Bath Pageant of Motoring	www.bathpageantofmotoring.com
Beaulieu Motor Museum	www.beaulieu.co.uk
Brooklands Museum	www.brooklandsmuseum.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Classic, Kit & Performance Show	www.classicmotorevents.co.uk
Detling (Kent) Kit Car Show	www.detlingkitcarshow.co.uk
Donnington Kit Car Show	www.doningtonkitcarshow.com
Exeter Kit Car Show	www.exeterkitcarshow.co.uk
Goodwood (Festival of Speed/Revival)	www.goodwood.co.uk
Harpenden: Classics on the Common	www.classicsonthecommon.com
Heyford Leys Camping Park (Bicester)	www.heyfordleyscampingpark.co.uk
Jaguar Enthusiasts Club (Hambleton)	www.jag.org.uk
Knebworth Classic Motor Show	www.classicmotorevents.co.uk
Knebworth House	www.knebworthhouse.com
London~Brighton (Kit & Sports Cars)	www.classicmotorevents.co.uk
London~Brighton (Veteran Cars)	www.lbvcr.com
Newark (National) Kit Car Festival	www.kitcarshow.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Prescott Hill Climb	www.prescott-hillclimb.com
Racing Car Show (Autosport Int.)	www.autosport-international.com
Raising the Roof Country Fair	www.raisingtheroof.info
Riverside Caravan Park (Stratford)	www.stratfordcaravans.co.uk
Shrivenham Village Fete	www.shrivenham.org
Silverstone Classic	www.silverstoneclassic.com
Stoneleigh (National) Kit Car Show	www.nationalkitcarshow.co.uk
Stoneleigh Park	www.nac-stoneleigh-park.co.uk

The above web sites are listed in support of the Events Calendar



Battery Terminals

Do you still smear your battery terminals with Vaseline or similar? If your NG has a dynamo then you probably should continue with this anti-corrosion treatment but it's debatable whether there is a need if your engine is fitted with an alternator. Apparently, battery terminal corrosion is caused by over-charging, a common occurrence (when not under-charging!) with poorly regulated dynamos. The 'voltage control unit' was not noted for it's ability to manage battery charging accurately and was commonly set up to over-charge. Over-charging results in gassing of the battery cells and this, in turn, produces sulphation and corrosion under the battery clamps.

So, unless your alternator is over-charging, you may find that a good clean of the battery posts and clamps is all that's needed.

However, old habits die hard!

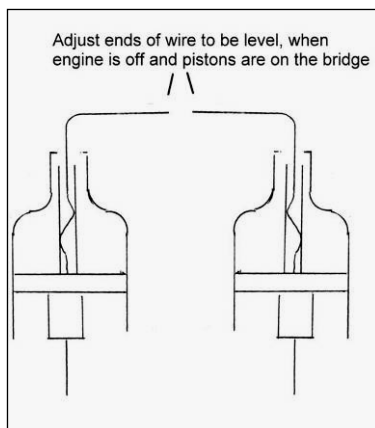
Paul Gray

Balancing Twin Carbs

I stumbled across this diagram on the web about balancing twin carbs. It seems like quite an ingenious method of ensuring that the carbs are pulling the same whilst trying to tune them. I thought this would be worth an airing in the mag.

The wires are just pieces of welding wire that can be bent to shape to suit. The drawing is a bit rough'n'ready but gives the general idea.

Paul Bennett



Waterless Coolants :

In the January issue we asked if anybody had any experience of The Evans Classic Cool 180 non-water based coolant with a 180oC boiling point.

We have received no response to date so assume that no NGers have used this product.

Even though Su & I have cured Rocket's overheating problems (see Aug 2013 Issue). We are still of a mind to try this product later in the year, and will let you know what we find.

Also it is worth noting that there is a similar product '4Life Coolant' available from Holdens and MGOC Spares.

Chris & Su



Motor Insurance Premiums - on the Rise ??

Industry analysts are forecasting that average motor insurance premiums are likely to rise by some 6% over the coming year, but it will not end there. It seems probable that premiums will rise by 20% or more by 2020, and this being in real terms, over and above any inflation in the period (- perhaps a further 10-15%)

It is suggested that premiums have fallen on average by some 24% in the last 3 years. The average annual fully comprehensive cover in 2014 being £530 approx, the lowest for three years. This reduction resulting from industry competition but also substantially by the savings achieved in a crackdown on fraudulent personal injury claims.

After years of indifferent returns the personal motor insurance business in 2013 was at its most profitable since 2004. Having tasted the 'goodies' it is unlikely that insurers will want to loose their grip, with little room for further savings and with the industry already at it's most competitive, above average rises in premium seem all too likely.

Chris Hore

Contributions Please

Next issue: October 2014

Last Date for submissions

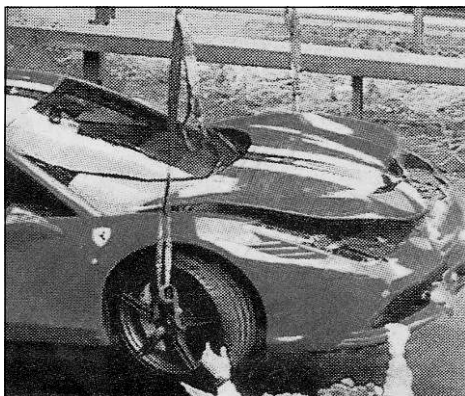
6th October — Please

*But the Earlier the Better -
Thank you*

*Please lets us have news of
your NG activities during the
Summer Months*

Oooopps !!! Ouch !!!

**From the Showroom to the
Scrapheap**



This £200,000 Ferrari was wrecked while a customer was taking the 200mph supercar for a test drive on the A12 near Colchester, Essex

From The Daily Telegraph



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 :

Roderick Ritchie, (1543), Coupar, Angus, PH13 9AS

Robin Moore, (1544),
Nr Looe, Cornwall, PL13 1NX

Graham Carter, (1545),
Walton-on-Thames, Surrey, KT13 3AU

Nigel Pole, (1546),
High Wycombe, Bucks, HP14 3NQ

Douglas Keeble, (1547),
Woodbridge, Suffolk, IP13 OES

Robert Williams, (1548),
Morrison, Swansea, SA6 6EB

Trevor Hardcastle, (1549),
Stocksfield, Northumberland, NE43 7EY

ChangiNGear is delighted to see so many new members and extends a very warm welcome to you all. We look forward to hearing from you in due course with 'your news' to publish - thank you.

Chris & Su : The Editors



Sales & Wants :

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

For Sale

NG-TA Tourer



Built in 1987 from 1969 MGB Roadster donor. 1800cc Engine
Blue fabric body, black bonnet/wings & red wire wheels

Full hood, tonneau, side screens and hood cover

MOT to May 2014

Taxed to June 2014 (tax exempt)

Valuable Reg. No. 1137 HN

Low Mileage 7800

Reduced for Quick Sale

£7,000 ono

Martin Wakelin (NG 289)

01527 - 836242

NG-TF V8 3500cc



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

Maroon /Burgundy, Tonneau cover

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

Kept in a collection of vintage vehicles for several years - hence low mileage.

First to see will buy.

£9,500 ono

Brian Tellam, Cornwall

07977 844850,

tim-warne@sky.com



NG - TF



First registered 1999.
1798 cc MGB engine (1974 reconditioned with unleaded head)
Donor—1968 chrome bumper MGB-GT
Racing green body. light beige interior upholstery and trim, green carpets and leather steering wheel.
Included are tonneau cover. aero screens and chrome wire wheels.
MOT until Sept 2014. Taxed until March 2014.

Hardly used, stored in garage.
Very low mileage - 800 miles.

!!! NOW REDUCED !!

£5250-00

Tony Maher (NG 1016) Mid-Wales
075286 - 77600

WANTED

Still Wanted :

NG-TF or TD

Anything considered but must be in good running order

David :: 07798-866071

NG-TF



First registered 2007 - Donor 1978 rubber bumper MGB-GT
Original engine completely reconditioned, new big ends, main bearings, oil seals, water pump. Unleaded head
MGB British Racing Green
Leather Seats, Door Panels, Floor Mats & Sidescreens: Woodgrain, Grey Carpets; Woodgrain and Leather Steering Wheel
Included are chrome wire wheels (need refurbishing), splined hubs and part-worn Pirelli Cinturato Tyres.

Fully SVA compliant, all Documentation available

No MOT - not a problem - car has only covered 500 miles since build and 150 since SVA Test - 12 Months MOT will be obtained prior to sale.

£8500.00 o.n.o.

John Carson - 01745-855529 -
john.carson@talktalk.net

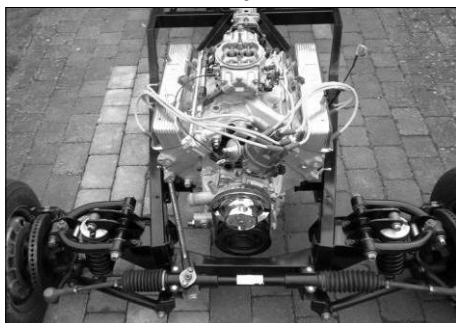
Last week the Candle Factory burnt down.

Everybody stood round and sang
'Happy Birthday' !!

--- **Steven Wright**



NG-TC V8 Project



I've now bought a completed NG-TC V8 so my current project needs to find a new home

For sale is a rolling chassis complete with John Hoyle ID 1000 SS setup. Also included is a custom built Rover 3.5l V8 engine with all components including high compression pistons, ported & gas flowed valves and JE Developments front cover. Good for 250bhp plus! The engine is mated to an brand new LT77 gearbox. Full details of the project including receipts are available. I also have various parts which will be included in the sale.

Now Further Reduced to £4900.

Andrew Brooks-Holmes (NG 1343)
andrew@brook-holmes.com

NOW SOLD

NG-TF Luggage/Boot Rack



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

Price : £185
 (plus postage anywhere in UK £12)
 or welcome to collect.

Eric Fosbeary (NG 1339)
 Tel: 01634 861608 (Medway)

How Bewildering ---

There are known Knowns, - which are things that we know we know.
 There are known Unknowns, - which are things that we know we do not know.
 But there are also unknown Unknowns, - which are things that we do not know that we do not know. — Donald Rumsfeld

Surely somewhere there must also be some unknown Knowns — any ideas ?? Eds



NG TF Roadster 1971



Reg No. YVJ 617K;
38,000miles
Colour Red
MGB Based, 1800cc Overdrive
Engine No.1860; 1;
Chassis No. 24G;
Registered on V5C
No tonneau or sidescreens
One year MOT

£4500 ono

Contact : David Weighton

Phone : 01580 241800

E-mail : annie.miroslaw@gmail.com

WANTED

Still Wanted :

NG-TC V8

In good condition, please

Greg Musgrave :: 07957 571014

Chichester

NG - TF : 1800cc



Reg LVJ319

Ex-Findhorn Demonstrator

B Series Engine from Hive, rebuilt
by Ivor Searle

2000 miles only

Electronic ignition, SU Carbs

Overdrive, Chrome wheels

Tonneau and Sidescreens

Heater, Spare Wheel Rack

British Racing Green

Cream leather seats, green carpet,
walnut dash

Always garaged and used in the
dry only

Price : £8500

Bob Wall (Porthcawl)

Bob@wall1950.orangehome.co.uk

07973 123030

Build a man a fire and he will be
warm for a day.

Whereas if you 'Set a Man on
Fire' he will be warm for Life

Terry Pratchett

Club Products & Regalia - available from Mark Staley

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

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

The following items are now available (logo is contrasting silver or black)



Sweatshirt (navy, dark green) L, XL

£14 + £2.50 p&p*

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

£10 + £2.00 p&p*

Baseball Cap (navy)

£8 + £1.50 p&p*

Beanie (navy)

£7 + £1.50 p&p*

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

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

Club Literature :

The following items of club literature are available as PDF files to download from the NGOC website at www.ngownersclub.org.uk/articles.htm. Alternatively send £1.50 per printed copy to The Editors (cheques payable to NG Owners Club)

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

L4: Fitting Enclosed Boot to TF/TD (Brian McCarthy & Chris Wilson 2001-2)

Several other titles are available - e-mail The Editors for further details.

Contributions to this magazine contain only the personal opinions of the individuals concerned. The Club accepts no responsibility for such opinions nor for any advice or information in this magazine or any other item of Club literature. Nor does any featured advertisement imply an endorsement or recommendation by the Club

Changi**NG**ear



NGers go to Holland



NG Welsh Holiday at Llanerchindda



NGOC National Rally - Stratford



A Pastiche Story



MAC - Hill Climb

the NG Owners Club magazine

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