

*Changi***NG***ear*

July 2015

NG'ers have a Convoy



in this issue

NG South East Weekend Report

NG'ers go to Normandy

NGOC Annual Rally

and much more besides

the NG Owners Club magazine

The NG Owners Club

President : Nick Green

Chairman : Peter Clark

Haydn's Wood, 1 Vicarage Close, Kingswood,
Surrey. KT20 6QF Tel: 01737 832367

Secretary : Bob Preece

12 Oakland Walk, West Parley, Ferndown, Dorset. BH22 8PF
Tel: 01202 573644, e-mail: bobsec2009@talktalk.net

Membership Sec : Bob Morrison

105 Battle Road, Hailsham,
East Sussex, BN27 1UD
Tel: 01323 843769, e-mail: rmorri1847@aol.com

Treasurer : Teresa Goodbun

43 West Court Lane, Shepherds Well, Dover,
Kent, CT15 7PT
Tel: 01304-830206, e-mail: teemgoody@aol.com

Magazine Editors : Chris & Su Hore

The Lodge, Hayle Farm, Marle Place Road
Horsmonden, Tonbridge, Kent, TN12 8DZ
Tel: 01892-329340, e-mail: ngoceditor@gmail.com

Local Area Contact Members :

Sheffield, Leeds, Yorkshire.....	Dennis Roberts	: 01142-878515
Midlands	Mark Staley	: 01332-723927
East Anglia.....	David Edwards	: 01284-88118
New Forest & District.....	Keith Baker	: 01794-40490
South Wales	Brian North	: 02920-341671
South East Group	Su Hore	: 01892-329340

Technical Contact Members : (*willing to help on technical matters*)

TA (Marina based).....	John Brand	: 01382-532420
TC V8 (inc. conv. from 1800).....	Neil Taylor	: 01733-561492
TF (MGB 1800 based inc. SVA).....	Chris Humphreys	: 01707-851320
SVA (technical & non-technical).....	Mark Staley	: 01332-723927
General & technical queries.....	John Hoyle	: 0208-393-2555
Electrical queries	Brian O'Connor	: boconnor@iee.org

The NGOC Web Site : www.ngownersclub.org.uk

is maintained by : Mike Peel at : mike@mikepeel.co.uk

Forum Mediator : Paul Bennet at : paul.v.bennett@btopenworld.com

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

Mediator Jeremy Evans at : marcos67uk@yahoo.co.uk;



Contents

Chairman's Letter.....	2
Secretary's Notes.....	3
Editorial.....	4
Club News, Future Events & Meetings Calendars	5 to 9
Welcome New Members	7
2015 Photo Competition	5
Members Profile	11 to 13
National Rally Reports.....	23 to 32
NG South East Weekend Report	17 to 22
NGers to Normandy Report	36 to 42
Other News, Event Reports, Articles, Letters.....	14 to 17 & 43 to 49
Sales & Wants.....	50 to 52
Club Products, Regalia, & Literature.....	Inside Rear Cover

CONTRIBUTIONS PLEASE

Contributions for the October issue of ChangiNGear
by End September Please

Find us on

facebook

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

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





Chairman's Letter



YES ! The Annual Rally was a great success this year, it went with a BANG. I do not want to steal anyone's THUNDER but apart from an energetic storm on the Friday night one could not have wished for better weather and as a result, I am pleased to say, attendance was much better than last year. Good weather does it every time. John and Barbara Hoyle organised their usual driving skills challenge and also provided games for the children, all of which helped toward making the overall friendly social atmosphere that is always present throughout our rally weekends. I would like to thank everyone who took part, including the Planners, Organisers and Helpers plus of course everyone who turned up. In particular Witold and Ewa Jagiello who came from Nottingham in their cream and red Merlin, it was good to be able to welcome members of another ' Like Minded Club'. Thank You all for a great weekend..... One of the Best. You know that we have a great Club and lovely cars, with more good weather ahead of us, please get your NG out on the road and enjoy it all before hibernation sets in and thoughts inevitably turn to winter activities and the planning of next year's programme of events.

Peter Clark

It's All an Act :

When politicians complain that TV and media turn their proceedings into a circus, it is good to remember that the circus was there already, all that TV and Press have done is to show that very few of the performers are in any way properly trained !

Where was I ??

- Loss of memory has various causes,
- but I can't for the life of me remember what they are !
- You can get pills for it,
- but if you can remember to take them then you don't really need them !



Secretary's Notes

Another national rally completed and in my opinion a very successful one. The attendance was better than expected which is always welcomed by the committee who organise the event and it is encouraging to meet new and long term members.

These events have to be planned well in advance so Paul Gray has already booked the same venue for next years rally but for a slightly earlier date, being the last weekend in June. It was been decided to

bring next years event forward by one week to avoid a clash with many other events eg. Silverstone- the British GP, Wimbledon finals, and the River Pageant in Stratford on the first weekend in July.

It is always difficult finding a venue for all our needs in the centre of England. Riverside has everything we require . It seems to be coming quite a family event too with many children and grandchildren enjoying a family weekend together, and the little ones certainly seemed to enjoy themselves.

I would like to give thanks to Mary & Peter Clark, John & Barbara Hoyle and Paul & Donna Gray for all their hard work and planning, and all the other help that was so readily offered and is always much appreciated It was a fantastic spread Mary Clark produced on Friday night and all from a tiny tent in our field.

The weather was certainly varied with a tremendous thunder storm on Friday night, thankfully all the campers managed to "weather the storm" without too many mishaps

Another very successful Club Annual Rally

Bob Preece



Member Profile required — Please

We need volunteers to provide 'profiles' for future issues of ChangiNGear

Please get writing — Thank You — *Chris & Su*



Editorial

Our apologies for the very late issue of this edition, hopefully you will find it to have been worth the wait.

Due to physical limitations (Chris waiting for gastric surgery) we have not been out and about much since the NG'ers SE Weekend in early May. So

we have missed going with the NG'ers to Normandy, going to The Annual Rally and have had to abandon the intended trip to Ireland. We are finding the absence of NG'ing quite hard to bear, and Rocket is extremely miffed at the lack of exercise. So we have basically written off this year and hope to make up for lost time in 2016.

Nonetheless thank you to everybody who has kept us up to date with details and photos of the various events for this issue of ChangiNGear. As one would expect at this time of year there is a bulk of activity reports and rather less of the technical matters, and we hope that you will find it all of interest.

We would like to take this opportunity to highlight the lack of entries for the Photo Competition. Please look out your best shots and send these in by the end of September (see page 5)

As we started to write this editorial the weather had taken on a bit of an autumn flavour, a bit chilly and windy for July., and August was not been that much better. Hopefully things will pick up for September and the Autumn and will allow plenty more NG'ing still to come. About which we would like your 'input' to the magazine for the October issue - Please.

It is encouraging to see that we have a bumper crop of New Members announced in this edition (see page 7) and a big ChangiNGear Welcome to you all. It is also interesting to note that the NG Group on Facebook is growing nicely and is significantly active, which all helps to raise the NG profile, and we hope will boost membership.



So here is your July ChangiNGear - with our Best Wishes to Everybody

Chris and Su



Events Calendar for 2015 — 2016

<i>Date</i>	<i>Event — What / Where</i>	<i>Contact</i>
11 Aug	Brooklands Natter	Peter Clarke
8 Sept	Brooklands Natter	
11-13 Sept	Goodwood Revival	
13 Oct	Brooklands Natter	Peter Clark
10 Nov	Brooklands Natter	Peter Clark
24-26 Jun'16	NGOC Annual Rally — Stratford	Paul Gray

& other Future Events for which no dates are yet set

Dec '15	NG South East Christmas Luncheon	
Dec '15	NG Midlands Christmas Luncheon	Jeff Yardley
July' 16	NG'ers Return to Normandy ?	Angela Morrison
July'16	Ceaux Retro, France ?	John Coker
Summer '16	NG Yorkshire Rally ?	Steve Tyler
Sept'16	NG'ers Go to Ireland	Jeremy Evans

Photo Competition — 2015

Summer is nearly over - 'Get Snapping'

Please keep your cameras handy throughout the year and send in some Scenic and Action shots as the opportunities arise.

Please email your entries as a .jpg attachment
with some details and a Snappy Caption to us at [***ngoceditor@gmail.com***](mailto:ngoceditor@gmail.com)

!!! WE HAVE NOT HAD MANY ENTRIES SO FAR !!!

— Chris & Su



Brooklands Monthly Natter Evenings

Meets on the Second Tuesday of each Month

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

8th Sept General Knowledge Quiz

With Chris Bass on Piano

13th Oct Brookland Natter

12th Anniversary

10th Nov Early Guided Museum Tour

8th Dec Enthusiast of the Year Awards

Gentlemens & Ladies Competitions

Hot Sausage Rolls & Mince Pies

There will be a raffle on all nights

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814
or Peter Clark, NG Owners Club, 01737-832367

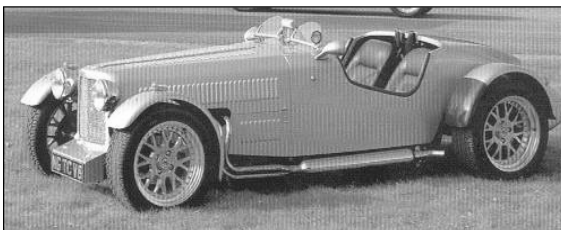
Findhorn Cars

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

Contact:
Nigel Brooks

Phone: 01730 823647

Or email@nbpat.co.uk



All NG parts supplied
from chassis to brake pads



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 :

Eanna Byrne, (1565)

Galway, Ireland

John Smith, (1566)

Harrogate, N.Yorks,

Mike Meakins, (1567)

Ingoldsby, Lincs,

Tony Andrews, (1568)

Saltash, Cornwall,

Roy Greig, (1569)

Montrose, Angus,

Ralph Lohmeyer, (1570)

Alsdorf, D-52477, Germany

Toby Tyler, (1571)

Pickering, N.Yorks,

Alastair Russell, (1572)

London, W5

Nick Barnes, (1573)

Billartton, Staffs,

Robert Lamb, (1574)

Greasby, Wirrall,

ChangiNGear is again 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



??? Midlands NG Christmas Lunch ???

For many years now Susan and I have attended the NG Clubs Christmas Lunch which for us means a trip down south (most recently at Malden Russett)

This year however we don't think we can make it due mainly to the logistics involved in travelling there and back in a day. Going is OK but travelling back after a good lunch is something else.

So it occurred to us that there maybe many more people facing a similar dilemma.

So, how about a meet for a Christmas Sunday lunch in December somewhere a bit further north ???

If you are interested then please let us know before the 16th August and we will try and organise something based around the location of those who show an interest.

Please Contact us — Jeff and Sue Yardley

Phone : 01949 839580

Email : jeffyardley@talktalk.net

So much for Diplomacy

Envisage a Dowager Lady Duchess at a diplomatic dinner at the Australian Embassy. During the first of many courses, due to a gastric upset and much to her discomfort, she could not avoid an episode of noisy flatulence. As is right and proper in polite society her husband, on her right, stood up, bowed to the assembled company and said - "*I am most terribly sorry, please accept my apologies*", and sat down. Later during the main course she again had an unfortunate episode, and on this occasion the British Home Secretary on her left, rose to his feet, nodded to those present, and said - "*My apologies, do please excuse me*", and sat down. Finally, over the dessert, the unfortunate Lady was again struck with reverberant wind. But before anybody else could act the Australian Ambassador leapt to his feet and said in a loud 'aussie twang'

- "*Don't worry Sport, have that one on Me !!*"



The NG National Rally 2016

24th to 26th July
at Stratford-upon-Avon

Book this in your Dairy Now !!

Following discussions during this year's event, it was decided to move next year's rally weekend one week forward in order to avoid again clashing with the Stratford River Festival at Stratford (as well as the Silverstone British Grand Prix and Wimbledon Finals). This will ensure that we can continue to use the whole of the rally field to which we have become accustomed.

***Please try and be there next year
and let's have a Bumper Attendance***

Thanks to all those who worked so hard to make this year's event such a success, not only during the weekend but in the weeks and months beforehand and during the clear-up afterwards.

The NGOC Committee

From a Police Bulletin :

— meanwhile our search continues for the intruder with a bacon slicer who has been terrorising the local nudist colony.

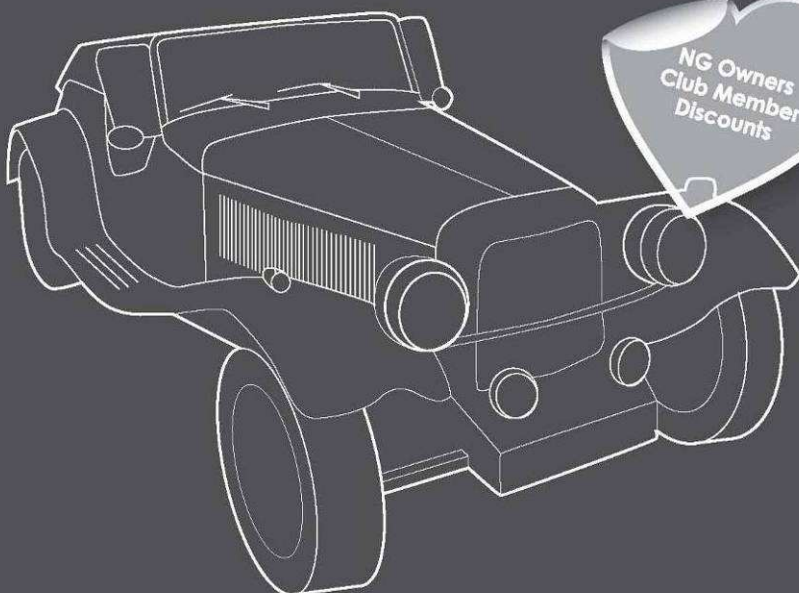
Inspector Jones had a 'tip-off' this morning,

— but it is hoped that he will be back on duty tomorrow

- The Two Ronnies



NG Insurance



NG Owners
Club Member
Discounts

Policy benefits can include:

- | | | |
|-------------------|--------------------|-------------------|
| ■ Agreed Value | ■ FREE Legal Cover | ■ Limited Mileage |
| ■ Breakdown Cover | ■ Laid-up Cover | ■ Club Discounts |

Specialist Car Insurance

Adrian Flux know how much you love your NG, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

0800 089 0035
adrianflux.co.uk

Authorised and regulated by the Financial Services Authority





New Member Profile:

John and Jane Watson

NG 1562

johnd_watson@yahoo.co.uk

And they say there is no such thing as love at first site. Having owned a number of classic cars, the oldest being a 1937 MG-TA, and now with children off our hands, well officially, we thought it was time to have some fun. When I refer to 'we' and 'us' it's because this fun was to be financed from the joint account. Anyway scouting through ebay classic cars as I was often want to do I came across a lovely NG-TC, not that I'd heard of such a vehicle before. I wanted it!!! My wife Jane wasn't so sure, but as the other item on my wish list was a David Brown Crop Master tractor, the option lay in favour of the NG.



We arranged to see it, fell even more in love with it, and despite a leaking clutch master cylinder, we paid over the money, and went on holiday returning a week later to collect it, with the master cylinder dulyrepaired. So excited to at last be driving it, I ignored all the owner told me about where the various buttons were and drove home at 11pm on a slightly wet dark evening with only (I discovered much later) the side lights on, desperately trying to pick out the verges with my son following, just in case a tow was to be required - it wasn't, although on a few occasions with glaring headlights approaching, I did think a hearse might become a more likely option. I seldom drove it that first winter, and never at night. It was actually a full 5 months before my local garage informed me that I didn't need more powerful headlight bulbs, just an instruction on where the headlight and full beam operated from, and to my surprise they pointed out an interesting switch near the gear lever which gave me access to an over-drive. This was something the previous owner perhaps felt didn't exist!



Since then we've had great fun, though perhaps not so much in the wet, but the purchase of a couple of crash helmets and other wet weather gear has proved on many occasions to have been a splendid decision. The crash helmet however, restricts the communication, and so not hearing Jane's rants when I've missed a turning is a downside.



But our interest in the NG was to take on another dimension, our introduction through a rather circuitous route to the NG car club. A long standing friend, himself a classic petrol head, was intrigued with our purchase and one evening Googled my car regn. BOW 759K. To my utter amazement, there it was !, a photo of it on page 3 (how appropriate - it's a pretty car) of the September 2008 issue of changiNGear. I subsequently joined the NG Owners Club, but to our embarrassment, mainly because we were both working and had some commitments at weekends, we didn't engage in any of the NG activities for the first year, although I attended the Brooklands natter each second Tuesday of the month where I met Peter and Mary Clark, who are marvellous ambassadors for the NG Club.



And finally..., the reason for writing this tome is to praise a most welcoming group of NGer's, those of the South Eastern region and in particular the genuine hospitality of Chris and Su Hore . Jane and I decided it was time to show our faces at an NG event and so took the opportunity to join, sadly only the first part, of a really entertaining South East region weekend. We arrived late, of course !, for the Friday night dinner at The Tickled Trout, West Farleigh. Not only was the introduction to the group a very friendly experience, but for the rest of that evening and for the following day we had such fun culminating in a lavish BBQ at Chris and Su's home on the Saturday evening.

If I was to write an advert encouraging ChangiNGear readers who haven't yet experienced the delights of a regional event to go along, it surely would be headlined -- *"You cannot imagine the fun and friendship you're missing".*

John Watson

And John writes further —

A Day at the Races

Well two days actually , Firstly on Saturday 20th June I took BOW 759K to MGLive at Silverstone, and was fortunate enough to have been one of the 50 cars allowed on a rather wet Silverstone track, albeit behind a pace car ! Still good fun and an enjoyable day, a precursor I'd decided to the NG National Rally near Stratford-on-Avon. I couldn't make the Saturday as I was waving goodbye to the other 'joint account partner' , not permanently I should add !, just for a week with other committed revellers on a 60th birthday jaunt to warmer climes ! So on the Sunday I set off along the M40 with a bit of paper giving just three roads numbers and the site



name - we NG'ers don't need Satnavs (do we ?)

I arrived to a slightly dull morning, but dismissed it almost immediately once the welcoming and introductions began, interspersed with lovely hot coffee. These NG occasions even with my personal experience limited to that one SE event are so friendly, such fun, and investigating the line-up of NGs at the Riverside campsite for ideas was a rich bonus. Oh! - and the



day at the races with The Driving Tests, what a laugh watching the skill and competitive nature of the V8s punishing the grass and upsetting Humpty Dumpty during the driving trials. The day concluded with a series of well won award presentations and a traditional hoovering up the remaining food, and finally with me slightly overweight and a little in love with a certain red TA I took off looking forward my next NG experience.

But I mustn't sign off without a heart felt thank you to the lovely people who organised everything and especially the food.

John Watson

Two Heads are Better than One (or perhaps Not !!)

Two Irish friends leave the pub at closing time

One says to the other,

"I can't be bothered to walk all the way home"

The other says

"I know, me too, but we've no money for a cab and we've missed the last bus "

"We could steal a bus from the depot", his mate replies

So they arrive at the bus depot and one goes in to get a bus while the other keeps a look-out.

After shuffling around for ages, the lookout calls out

"What are ye doing ? - haven't ye not found one yet ? "

"I can't find a number 91", — comes the reply

"Oh fer goodness sake !, ye t'ick sod !, just take the No. 14 and we'll walk from the roundabout"

- with thanks to John Hoyle



News, Reports, Articles, Letters & Technical

News from Steve Tyler **NG Yorkshire Rally — 2016 ??**

Val and I took our TC for an outing with the Ryedale MG Owners Club and had a very relaxing weekend.

The event was based at The Fat Lamb at Kirby Stephen which provided B&B for the 10 cars attending.

The landlord is a classic car enthusiast and has several planned routes which can be tailored to suit. He took great delight in charging past us in order to get to the next photographic vantage point, only to repeat the process once we had all gone past, great work if you can get It ! The North Pennines is quite remote and the roads are fairly quiet, the Yorkshire Dales and the Lake District are also within easy distance.



Steve

This seems an ideal place for an NG Get-together in 2016. Perhaps a long weekend for some or longer for others as they wish. No dates yet in mind - but if you have an interest please let Steve and Val know

-- Email : steve_62@talktalk.net





The 18th Annual Jorvik Rally, Sunday 17th May 2015.

This non-competitive rally is organized by the Ryedale and York MGOc and is open to members and non-members. Pre-booking is essential as the club provide a well presented route booklet, rally plates and a very civilized free cup of coffee before the start.

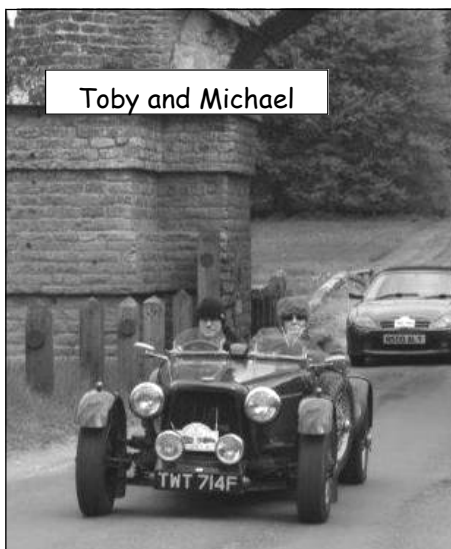
The rally starts and finishes at the main car park at Castle Howard off the A64 to the north of York and covers just over 100 miles through some of Yorkshire's finest scenery. I was very interested in the weather forecast for the day. It promised high winds and showers in the north of England but fine and dry further south. My particular interest stemmed from the fact that I had volunteered to navigate for

Toby Tyler, who was keen to give his NG TC its first real outing. Weather gear on Toby's car amounts to a pair of fly screens which really are more decorative than functional and so I had ensured that I had adequate clothing to cope with whatever the weather might throw at us. I was reminded of that well-known adage - "Wind in hair, flies in teeth".

Before the start we were joined by Toby's parents, Steve and Val Tyler in their NG-TC, Ken Elliott and his Son in their NG-TF and Ken and Linda from Ashbourne in their MGF. So the north-east section of the NGOC was well represented.

The TCs created quite a bit of interest and it was a bit disappointing to have to explain the current situation regarding the availability of kits, to enquiring MGOc members. Toby's car certainly looked well and invited interest. I am sure he felt very proud of his fairly recent acquisition. There can't be many twenty year olds who can boast of owning such a beautiful car.

We climbed aboard and got under way. The suspension (MGB based) coped with the minor roads very well. An interesting spin off from Yorkshire's involvement in the Tour de France and the Tour de Yorkshire cycling events in the area is the improvement to the surface of many minor roads. Still in evidence are the many brightly painted bicycles decorating the hedgerows.





The engine pulled willingly as the gradients became steeper and despite being full on to the air streaming over the bonnet, I was very relaxed and comfortable. Toby drove with skill, enthusiasm and maturity rarely found in drivers of over fifty years my junior.

We chose to park up in Goathland, for lunch, right next to Bernie Scripps' Garage when this well-known village becomes Aidensfield for the TV series Heartbeat.



After lunch we climbed high onto the A169 turning left towards Whitby and soon could see the town with its Abbey bathed in sunshine. At the top of Blue Bank on a steep descent we joined a long tail back of traffic held up by road works. A quick decision was made to deviate from the given route and travel down an even steeper side road via Littlebeck. A similar climb out of the village brought us back on course to join the Scarborough to Whitby road. We were soon back into the minor roads, however, and had caught up with a convoy of other entrants. I noticed a cloud of oil smoke from one of the cars in front, this was followed by the unmistakable smell of boiling anti-freeze and then the casualty came into view, an MGF with steam 'pothoring' from the rear mounted Rover K-series engine. An MGA had stopped with it and the rest of us carried on our way.

We arrived back at Castle Howard for a welcome cup of tea and a chat. Prizes were awarded to the the furthest travelled entrant - a member from Kent, the oldest car competing - a 1930 Ford A and the car the judge would most like to take home - a very well presented Jaguar. The event raised £2500 for the Marie Curie charity and the weather remained kind despite the threatening skies. A good day out and no wonder it is so popular with classic car enthusiasts from a wide area. Although organized by the MGOC all classic car enthusiasts are welcome to take part, particularly members of the NGOC.

Michael Heath

Mahatma Gandhi

- upon being asked what he thought of Western civilization, said :

" I think it would be very good idea"



NGers South East Weekend : 8th to 11th May

We conceived of the plan for a varied long weekend programme primarily to 'return the favour' to Wim and Janine Bielars who had so ably hosted the NG'ers Trip to The Netherlands in April last year.

The plan was for an easy-come-easy-go schedule which would allow people to participate in all or part of the events according to availability.

So Friday Morning bright and early we set off with 'Rocket' to meet John Hamilton-Smith on the outskirts of Tenterden before taking the country route across Romney Marsh towards Folkestone. Our destination being The Battle of Britain Museum (<http://www.kbobm.org>), located at what was the Fighter Aerodrome at Hawkinge, being convenient to meet up with Wim and Janine on their arrival from The Netherlands being only a few miles from the Shuttle Terminal. Also meeting us there were Chris and Lesley Humphreys with 'Dobby' plus Eric and Ros Fosbeary with 'Greeny.'



The Museum at Hawkinge is volunteer run and is particularly nice because a lot of effort has been put into identifying the particular fighter pilots associated with the various exhibits. We were fortunate to be allowed to line up our NGs in front of the display aircraft for a photo opportunity. There has been an important improvement since our last visit - being that of a



well equipped café providing drinks, snacks and a range of meals.

So after late morning refreshments we set off in convoy for our next port of call, being New Romney Station on the Romney, Hythe & Dymchurch light railway. Eric's Greeny was giving some cause for concern with low oil pressure (or dodgy gauge ?) so it was good that

our route only took in one junction on the M20. We all arrived safely, though John's NG was then exhibiting some ignition problems, and in time for taking the train out to Dungeness (officially classified as a 'desert' because of it's unusually low annual rainfall). At the end of the line in the shadow of the nuclear power station and the old lighthouse there was only just time for a quick 'snacket' in the café before our return trip.

Once back at New Romney we took in the extensive and interesting Model Railway Exhibition in the old station building, and then after further refreshment it was



time to head off - Eric and Ros taking an easy route to nurse Greeny back to Chatham before babysitting duties that evening (- and Greeny made it ok). The rest of us headed back across the Romney Marshes, in light drizzle, to Tenterden and Sissinghurst where we split up - Wim and Janine & Chris and Lesley heading for their hotel, The Premier Inn at Watlingtonbury, while John followed us back home. Fortunately John's ignition problem seemed to have vanished and he decided that he was ok to join us for the evening.



So after a quick cuppa and a wash'n brush-up we gave John a lift to The Trickle Trout at Watlingtonbury to meet the others for a relaxed pub meal.

The nine of us soon became eleven as we were delighted to be joined by new NGOC members John and Jane Watson, who had decided to take the plunge at short notice to join their first NG Club outing. And very brave they were too, risking the weather with their NG-TC having aero screens and no wet weathergear. (See more about John and Jane on Page 11)

So after an enjoyable and chatty evening we went our separate ways to bed.



Saturday morning, it was again bright but slightly earlier when we set off from home in Rocket to meet up with the others at the hotel for breakfast. We were not aware at the time that those staying at the hotel, Wim, Janine, Chris, Lesley,

John and Jane had christened themselves The PIGs, not it should be said because of any absence of table manners !!, but to denote themselves as the ' Premier Inn Group' - but more of this later.

After a leisurely breakfast we all set off in convoy again for our first port of call for the day being the National Trust property of Standen near East Grinstead. This is a house and gardens on the edge of Ashdown Forest, the house having an Arts & Crafts/William Morris interior. On arrival there, as planned, was Charlie Killick to swell our numbers, and after greetings and introductions we split up to do the house and grounds, and of course the coffee shop.





Then after reassembly in the car park it was then off along the picturesque route south through Ashdown Forest, now with our convoy up to five. And were we lucky with the weather ?! - as we approached our next stop near Halland the wet road and huge puddles evidenced a very recent downpour, but we had had sunshine all the way.

On our arrival at The Bentley Motor Museum and Wildfowl Reserve we were greeted by the great sight of another three NGs waiting for us (those of Alan and 'T' Goodbun, Mick Greenland and Teresa & John Coker with Hanna) plus the MGA of John and Barbara Hoyle. Rob and Helen Garrett were also there in a 'tintop' to bear testimony to how lucky



we had been with the weather. Having set out from Eastbourne in their TA 'Freyja', they had barely done ten miles when the heavens opened forcing them to beat a haste retreat to transfer to something more water-tight.

Bentley is understandably quite classic car orientated so

we were allowed to line up inside by the house for another photo opportunity and for the perusal of other visitors. Bentley has a wide variety of things to see and there is something for all to enjoy, not least a sizeable and reasonably priced café.

Mid-afternoon we set off again, Rocket now leading a convoy of ten cars as we headed for home at Horsmonden. We all arrived safely some fifty minutes later,





ChangiNGear - July 2015





without losing anyone en-route, and parked in line-up down the side of the drive much to the interest of our various neighbours of all ages, so yet more photos and heads-under-bonnets.

Lucky we were, because, having co-opted family members James, Jo and Simon to do the catering, the BBQ was well alight and it was not long before appetites and thirsts were being satisfied. And lucky



again we were with the weather which continued to stay sunny and dry, just right for alfresco dining, and in spite of the very dodgy forecasts earlier in the week. Closing up the days proceedings it fell to John (Watson) as the spokesperson for the PIGs who very kindly gave us a vote of thanks and presented us with an ornamental duck for the garden, which they had craftily purchased earlier in the day during our visit to Standen.

And so the day closed with each heading home and the PIG Group changing to include John and Hanna but saying 'goodbye' to John and Jane, who regrettably could not stay for Sunday.



Sunday, again early-ish, saw us back en-route to The Premier Inn for breakfast before sending out the participants on a 'Treasure Hunt Tulip Route'. It is a pity that we only had three cars taking part but they enjoyed a scenic Sunday drive through the Kent countryside gathering various quiz answers on the way. Wim and



Janine were a little disadvantaged by language while John and Hanna had no working odometer and had to work by dead reckoning (-- so it was perhaps no surprise that Chris and Lesley were the final winners). Nonetheless all three arrived, eventually !! at the mid-point comfort break and coffee. And so having set them off on the second leg we took the



direct route to the finish, at The Oak and Ivy, Hawkhurst to meet up with other NG'ers (John and Barbara Hoyle, Peter and Mary Clarke, Rob and Helen Garret—in Freya this time, Alan and T Goodbun, Mick and Teresa Greenland and Chas Killick) ready for a Sunday Pub Lunch. So when the Tulip Run was successful completed there were nineteen of us enjoying the very good Pub Grub that the Oak and Ivy provided.

For the afternoon there was a choice of venues, for those that wanted, either Finchcocks Music Museum at Goudhurst or Sissinghurst Castle (NT) - in the event we think that all those who did not go straight home chose Sissinghurst, and very pleasant it was too in the gardens on a lovely Spring afternoon.

In the evening Wim and Janine, Chris and Lesley joined us for a 'bit of a chill out' at home, before saying our 'goodbyes' - Wim and Janine aiming to head off in the earlier morning to beat the traffic to the Tunnel on their way home to Bergen op Zoom, while Chris and Lesley faced the hassle of beating round the M25 on way their way home to Potters Bar.

All in all a very pleasant weekend and lucky with the weather, in total we had twenty-four different people and ten NGs. We enjoyed laying this on, and believe that everybody enjoyed themselves which made it all very much worthwhile.

Chris and Su Hore

PS: Our ornamental duck fits in very well with all the other 'inanimate' animals that we have around the garden and it has of course been christened 'PIG the Duck'

---- but since we have not been provided with anything by way of eggs for Sunday breakfast it might perhaps be more correctly called 'PIG the Drake' !!!!





National Rally Viewpoint — by Angela Morrison

Thanks to the efforts of Peter Clarke and Paul Gray, who rang around various club members, the number of cars at the rally exceeded that of last year at 25+ with 60+ people on Friday evening and up to 75 on Sunday.

Mary Clarke's very high catering standards were once again much appreciated. She spends a lot of time planning, shopping and cooking, packing everything to bring it to the rally, setting up the 'kitchen tent' and, of course, at the end of it all, packing it all away is an awful lot of work



Sadly, Tony and Sheila Pearce's TF developed a hole in the carburettor float chamber and so his NG was picked up on a trailer by the AA. We were all sorry that they wasn't able to stay. We hope that their car is now in working order.



and throughout Mary is constantly smiling. — **but does everyone know that Mary and Peter cover the cost of all the delicious food provided on Friday evening?** This is a most generous contribution to the NG National Rally, for which those of us who enjoyed her culinary expertise were very grateful.

— **SO A BIG THANK YOU MARY AND PETER**



The Driving Test Challenge was much enjoyed by all participants and generated a lot of competition amongst many. Steve Tyler and his son, Toby, were the most competitive and Toby, although he would have liked to have beaten his father's time, had to agree that Steve had done



exceptionally well.

John and Barbara Hoyle do a magnificent job organising activities for children as well as adults. What would we do without their participation? -

SO A BIG THANKS TO THEM ALSO

Dad (Colin) as 'Bucketman' being driven home to win by Jessica Clark

Witold Tagiello, a member of the Merlin Owners Club, contacted the NGOC a little while ago and was invited to join us at our National Rally this year. He owns a splendid looking maroon and cream



Merlin, which took pride of place amongst the line up of NGs at this year's event.

It was after Peter Clarke's announcements of the winners of various cups and shields and thanking everyone involved in making the weekend such a success; that Witold stood up and said how, after receiving 8 emails from NG committee members, he and his wife Ewa were made to feel most welcome

and was delighted to be in the company of NG members. He was full of praise for the management of the NG Owners Club and all the events and activities on offer. He felt the Merlin Club could learn a lot from our club.

As so many Merlins are being bought and exported to Germany, Witold gave a word of warning about this happening with NG cars. Robert and I did inform him later that there are several international NG members and that new members, no matter where they live, are most welcome.

It was a very touching end to the NG National Rally and we thank Witold for his very kind words. We look forward to seeing Witold and Ewa at future NG events, and hopefully other Merliners too.

Once again, everyone enjoyed their time at the rally and those in tents didn't complain very much at all about the terrific thunderstorm and rain on Friday evening. We would recommend staying in a Snug but, having seen the luxuriousness of the wooden lodges, are considering booking one of these for next year. The latter get booked very quickly so we mustn't delay.



Angela



NG National Rally 2015 Clubs Awards Listings

Best TA Paul Dales XDF 74

Best TC Mark Bates USL 255

Best TD Not presented

Best TF Jeff Yardley HOO 8N

Rally Concours Car Ed Powell HHW 227G

Editor's cup Paul Gray
Runners Up — Angela Morrison & Jeremy Evans

Cheetham Cup David Woolgar XNG 845
For most ingenious or outstanding design modifications

Peacock Trophy John & Barbara Hoyle
Club People of the Year for their social contribution to the Club, providing the Driving Tests and Games for the youngsters

Driving Tests :

Adults (in Car) Driver : Steve Tyler DFB 940D
Navigator : Toby Tyler

Child (on foot)

Over 7 years Jessica Clark

Under 7 years Eddie Probert

Longest Distance Not presented
travelled to Rally



NG Owners Club :: Annual Rally







My National Rally :: Stratford July 2015

My National Rally started on Friday, late I know but work has been hectic over the last few months. I looked out the camping gear, last used for last year's rally, and dusted it off. Same old (and I mean old) tent and stove. This all fitted in Mr ToAd easily, the TA's having good luggage capacity when the rear seats are not fitted. I added in the sleeping bag and a sleeping mat, as well as a waterproof coat and some spare shoes. You can never be too careful about the weather

My journey started around 11am, driving up to Aberystwyth following the coast before turning inland on the A44. Mr ToAd was going well, the sun was out, and the air temperature enabled me to drive in shirt sleeves rather than layering up - quite a rare occasion !

After stopping off at a friend's place in Llanidloes for lunch I turned further east towards Craven Arms and Ludlow. The route, different to my usual one to Stratford, was busy, lines of cars snaking their way to wherever their occupants wanted to be, but whilst the going was a little slow progress was being made and the route was very pretty. From Ludlow the route cuts across to Droitwich and then using a mix of A and B roads to Stratford. There was quite a bit of traffic in Droitwich caused by some roadworks and again in Stratford with the usual congestion. Mr ToAd's temperature did get a little raised but thankfully it stayed just below boiling. The Stratford traffic saw the first NG sighting — Alan and Teresa (Goodbun) heading through town in the opposite direction.

Arriving at the rally site is always like coming home, Peter and Paul were there welcoming those driving in and "hellos" and waves all round.

I soon had the tent up - did I mention it was old - well one of the fibre glass poles split as I was putting it up! Mr ToAd's tool kit came to the rescue with some electrical tape so it was soon held together. With camp made and familiar and new faces drifting by chatting and many NGs parking up and all seemed well in the world!

Friday evening at the rally is a lovely time, the food is fantastic and plentiful,-- a big





thank you to Mary and Peter, (and what's more I remembered to bring a plate and cutlery this time !!) and the chat is great, and catching up with everyone's news and making new friends. Putting faces to names from the forum or the club mag, and this year for the first time meeting up with those who participate in the Facebook group. Also missing those who could not make it for some reason or another.

It seems all too soon that darkness was closing in and people were retreating to tents, snugs, caravans or local B&B's.

I was soon tucked up in the tent and fell quickly to sleep. I like almost everyone in the area was woken about 1am - as the forecast storm duly hit. The rain was quite heavy and it started me wondering if the tent would hold up and whether I should get up and put Mr ToAd's hood up, knowing the tonneau cover leaked - I am ashamed to say that I was nice and dry and warm so very much left Mr ToAd to look after himself!

If the rain was not making enough noise on the tent then lightening and the thunder certainly was - it was like a rock concert. Again it did pass my mind to take a look a see if I could get a picture of the lightning, but I was still warm and and snug and much to my surprise still dry so I stayed put!

The storm must have been quite close as the thunder was so loud and so quick after the lightning that there was hardly a gap, I for one jumped out of my skin at one particular thunder clap. Perhaps that was that combination that knocked out the electrical earth trips around the site.

Morning dawned and whilst overcast the rain had stopped and the storm had moved off. Mr ToAd was sporting some big puddles of water and I took the tonneau off to assess the extent of the wetness within. Apart from an area in the middle where the water had soaked through the tonneau zip all was well. The sun soon emerged from behind the cloud and dried things out.

I decided to go to the Midland Automobile Club's Reg Phillips Trophy Meeting at Shelsley Walsh so set off to the hill climb venue about 9:30am. Shelsley is about 40 miles from Stratford but it





only took a little over an hour to get there. The paddock was filled with a variety of cars from Edwardian aero engined monsters with chain drive to a nearly new Mitsubishi electric car. The Shelsley paddock is a great place it has so much atmosphere - it is so easy to imagine what it looked like in the past.



After lunch I walked up the hill and sat at the "S" bend to watch the action. I wish I was better at taking pictures, but I hope the ones included here give you a flavour of the event.

I got back to the rally field about 5pm, others had gone in different directions and others had stayed and had a go at the driving games. These are excellent

fun, well worth having a go at or should I say several goes at!

Another lovely evening was had, again excellent food, good company and to top it off a quiz. This was badged as a "kids" quiz so we all relaxed a little hoping not to embarrass ourselves too much. There were two sets of questions and there was a speed element to it as well. The first fully correct would be the winners. The questions ranged from the planet closest to the sun to Worzle Gumidge via Ermintrude from Magic Roundabout! Andrew and I whizzed through the questions and were one of the first sending the answers in but clearly haste did not pay dividends this time as I think we got three wrong!

All too soon it was time to retire for the night and this time it was much quieter.





Sunday started in a most relaxing and mellow way. NGs coming in and forming an impressive line up. But where were all the TA's hiding ?, there were only three there (I think there was another on the Saturday but I missed that one). The TAs were all different however , my MGB based 'ToAdy', Paul Dales' being Marina based and Dave Woolgar's Triumph engined car. The lack of TAs was however compensated by an excellent turnout of TCs and TFs.

For me the event was a TC one, some beautiful cars including a rare TCR (see more on Page 43). It is interesting to see the variety amongst the cars, the different approaches taken by their builders. Some taking a period look, others a very modern look, 4 cylinders or V8. All look great and that is testament to the original design.



I am not sure how many cars were there but certainly more than the last couple of years. I had hoped to have a go at the driving games but time ran out on me - I'll have a make sure I have a go next year.

I would have preferred to stay for the awards but unfortunately I had to leave just after midday due to work commitments on Monday and Tuesday. One day I'll have the time to stay until Monday and there will be no rush - as I said to Peter I need to retire!

After saying my goodbyes I set off back towards Aberaeron. Within 5 miles of Stratford the sky started to look a bit heavy. At the 15 mile mark it was more than heavy and I had to stop to quickly put the hood up. Unfortunately "quickly" and "hood up" don't really go together where Mr ToAd is concerned and I got a little wet (ok soaked!) doing this. I also think so much water comes in around and under the windscreen even with the hood up there is little difference ! As I neared Ludlow the rain eased and stopped, full visibility was restored. Not wanting to be seen in the dry with the hood up I stopped to stow it away.

The drive across to Knighton was lovely as was the drive towards Cross Gates just north of Llandrindod Wells. However the sky went black again and another down-



pour ensued! This time I toughed it out and left the hood down, ok I got wet but it soon passed and blue skies returned.

Having dried out and pleased with progress I turned on to the A44 at Llan-gurig. This is a great road, some of you will know it I am sure. I was just enjoying the corners when the engine cut out.

This was not my usual ignition failure type of bad running and back firing but as if I had switched off by accident. Interesting !!! Well a trip in Mr ToAd would not be the same without a hiccup or two - would it ?!



Before I coasted to a halt the engine caught again and sounded and ran fine. OK I thought perhaps some water in the fuel. However 5 miles or so further on the same thing happened again. This time it did not re-start so I coasted into a layby. So the options were ring the breakdown people or ring Dad for a rescue tow (it's been done before and will be again I am sure). But first I thought I would have a quick look. As I suspected fuel rather than ignition I took a look at the fuel filter so see if it was full of water - well it was not full of anything. Float chambers then ? - also empty. Ok turn on the ignition and listen for the familiar click click of the pump - but nothing. Mr ToAd's fuel pump is located in the footwell behind the drivers seat. The footwell is covered over with a steel plate. Removing this gives easy access to the pump and giving it a thump encouraged it to make a few pathetic clicks. These pumps are quite notorious for failing but I did not have a spare of the original type. However I did have a Facet solid state pump on board. I quickly fitted this alternative pump and a little bit of rewiring soon got it pumping the vital liquid to the carburetors and the engine running smoothly again.

I got to Mum and Dad's about 5pm and over a cup of tea recounted my rally exploits before heading the final mile home.

My (and I am sure everyone's) thanks go to all those who put in hours and hours of work arranging the event for the benefit of the members, Peter and Mary, Paul and Donna and John and Barbara in particular - it was another excellent rally

- so thank you all so very much !!

Jeremy Evans



BLASTKLEEN Ltd

Soda and Abrasive Blasting Solutions

Using a range of blast media our specialist equipment is ideal for cleaning paint and corrosion from car chassis, body shells (including fibreglass), degreasing and cleaning engines (including internal parts) and many other applications.

Unlike traditional blast equipment, our specialist blast pot allows us to finely control the blasting pressure thus avoiding the dangers of panel warping etc. In particular our eco-friendly soda blast-media does not strip metal so it is ideal for cleaning the internals of engines and gear boxes etc.

At our premises on Standard Way (behind Motorscope) in Northallerton we can clean anything up to a full car body shell. Larger items are also possible. We also have a mobile rig for other projects (boat anti-foul, building restoration etc)

Special rates for NG Owners Club members

Contact : Robin Carr (NG Member 1555)

www.blastkleen.com

Tel: 01609 781717 Mobile: 07976 624029

Email: blastkleen@btinternet.com or
enquiries@blastkleen.com

Registered Office: 2 Friarage Avenue, Northallerton, North Yorkshire DL6 1DZ
Company Registration No: 8967765



Wallingford Vehicle Rally

I just couldn't get my mind around how they would get 250 vehicles together in one place and then parade them through the town one after another and meet up again somewhere else so that the participants and the general public could have a closer look.

I realise some of these larger venues do it with apparent ease but this is a small Oxfordshire town with an event managed entirely by volunteers. I need not have worried. This is the eleventh year they have run such an event and it was all highly organised. Even the weather turned was on our side.



There were vehicles of all shapes and sizes ranging from Fiat 500's to fire engines, Amphicars to traction engines and even the odd vintage tractor.

There was even one car that didn't know which way it was going. A chap had taken the front halves of two Rover 75's, welded them together and called it a Rover 150 !! Unfortunately the DVLA wouldn't play ball and it only has an engine in one end. Still looks very impressive though. Watch out for it in an upcoming advert for the AA and you will see what I mean.

On the stroke of eleven the first vehicles set off and the rest of the entries followed in an orderly convoy to drive through the centre of Wallingford.

The crowds were amazing. There were literally hundreds of people lining the route all waving and cheering as we drove through. Some were sat out in deck chairs with a glass of wine all having as good a time as we were.

The end of the parade saw all the vehicles once again parked up at a different

venue to enable anybody to get a closer look. To my amazement there were people there who knew what an NG was. (saved me having to explain)



There were two NG's in attendance. There was Sue and Jeff in theirs and the other Sue and Jeff in theirs.



Bernadette and Paul Bennet were also there although I have to say not in their NG but in a rather splendid Daimler instead.

It is with many thanks to Paul and Bernadette for the invite to attend this parade. We thoroughly enjoyed the day and would recommend it to anybody.

Jeff Yardley

P.S. You need to keep an eye out and book early next year if you fancy going because all 250 places were sold out within a month !!

Girl Power !!

I learnt many years ago how the ChanginGear magazine would disappear into a 'black hole' never to be seen by me again. So now quite simply as soon as it arrives I steal it, and conceal it amongst my own magazines. Then, when I have had my fill I hand it over, innocent faced, to Ray. You may think me cruel, but when I asked for the last one back the other day, to check the closing date for contributions, Ray delved into his secret store and offered me a copy for April **2014!!!**
-- I rest my case !!!



We are at last back on the road after our NG has had it's lengthy garage operations. For our first trip we ventured to Brooklands for their 1940s Revival. Ray is never happier than when his NG is back on the road as you will see from the photos.

Also I would mention that Ray has put Evans Coolant into the NG and intends to write an article with his comments when we have more road tested experience

Sue Boulton



Fearless Five - Go To Normandy

So much for me telling readers in the last issue of ChangiNGear that '*there are now 9 of us going to Normandy with 5 NGs, including ours!!!*' Sadly, the distractions of so many things to do in our new home meant not enough time spent working on La Bête. However, as I write this article, Robert is busy in the garage, so I still live in hope that our NG will come out of the garage before winter.

Why oh why did I say that our trip to Normandy was jinxed?!?! Prior to departure, Mike Ridley rang to let us know that ??? Little did we know that our number was to be reduced by 4 and I will let you read on to discover a most unexpected event.

Below is a day-by-day account of our week in Normandy. All French people mentioned bar Eric and Catherine Leblant, who are NG Owners' Club members belong to the Veules-les-Roses twinning (with Alfriston, in Sussex)

Monday, 8th June

We were very sorry to hear from Chris and Su Hore and Johnny and Jan Baker that they had to drop out of our trip to Normandy but pleased that at least 2 NGs remained. On arrival at Le Clos Saint Vincent, Sophie, the owner of our B&B in the pretty village of Manneville ès Plains, gave us a very warm welcome. We needed to stretch our legs and walked from the village to Veules-les-Roses (only a 45

minute walk). After lunch at a Creperie and enquiring if our twinning friends, Nicolas and Evangeline were home, (they live very close by), we knocked on their door and were invited in for a few glasses of wine. Needless to say, our walk back to our B&B took a little longer. Charlie Killick arrived on schedule and joined us for wine and nibbles whilst we waited for Mike and Lin Ridley, who without a satnav, had followed a variety of roads and had got held up in traffic and arrived after a journey of $6\frac{1}{2}$ hours (average journey time is $2\frac{1}{2}$ hours with no delays). Deciding we didn't want to travel far for dinner, we ate in a little restaurant in Veules-les-Roses.



Le Clos Saint Vincent



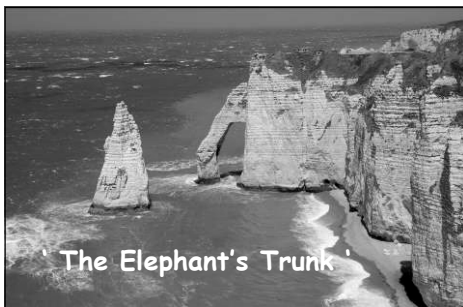
Tuesday, 9th June

After a scrumptious breakfast of fresh bread, croissants, jam, local cheeses, yogurt and fruit, we set off for our



first run taking in Saint Valery en Caux and Veulettes-sur-Mer on the way to Etretat.

We had a delicious lunch of mussels (Charlie taught me how to neatly stack mussel shells - see photo below), sea bass and savoury pancakes, followed by sweet pancakes for dessert sitting outside in glorious sunshine at La Flotille. Our walk



along the cliff tops, in particular to a popular vantage point, from which many photographs are taken of the 'elephant's trunk dipping into the sea', proved quite challenging due to the strong high winds. Later we were told that it is rather dangerous to walk there when the wind was so strong. Ah well, we didn't get blown away. On our return to the B&B we stopped at the supermarket, Leclerc to buy bread, cheese and wine, which we later consumed for supper.

Wednesday, 10th June

Thanks to Charlie, who told us all about something worth seeing along the coast, we went to St Marguerite-sur-Mer. After a short walk along the beach, we were intrigued by the blockhouse bunker, which had fallen out of the cliffs and onto the pebbly beach. It was quite a sight as you can see from the photograph below

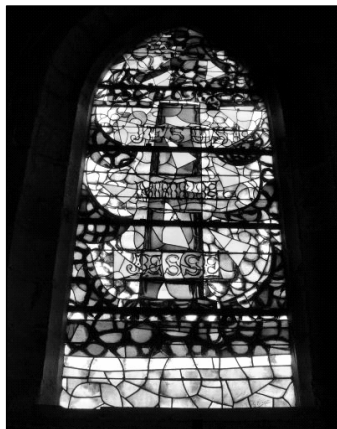


En route I wanted to visit the shop Lin et L'autre. Lin (flax) is grown in some quantity in Normandy and the blue flowers, which only have a life of half a day, are stunning.

We travelled to Bacqueville, where we walked around the market and found a little restaurant where we enjoyed an 'expensive' 3-course lunch for the grand



sum of 13 Euros. In a beautiful setting in Varengeville-sur-Mer, we visited Le Parc du Bois des Moutiers, where we admired the house and rhododendrons in the garden. The partnership between Edwin Lutyens and Gertrude Jekyll ranks as one of the most famous in gardening. He was the architect, she the gardener. He provided the garden layout and designed the structures and spaces, while she



filled them in with billowing herbaceous plantings that have become synonymous with the "English garden.

It is well worth visiting the little church of Saint Valéry on the cliffs near Varengeville-sur-Mer, from which there are wonderful views towards Dieppe. The church is well known for a gorgeous blue stained glass window, 'The Tree of Jesse' designed and made by the Cubist artist, Georges Braque, who lived and died in Varengeville-sur-Mer. The mosaic work on his tombstone in the graveyard is also worth seeing.



Nadine, our fabulous anglophile extreme twinning friend entertained us all to dinner in the evening. A splendid day!



Thursday, 11th June

As the engine in Charlie's NG had been losing rather too much water, Charlie decided to return home and travel, as planned to Le Mans in his Toyota. He decided then to return to our B&B for another couple of nights as he liked it so much. Little did he know that he would be returning home without it! - Why oh why did I say this trip was jinxed? Read on ---- .

We then set off and led the way to Yvetot, Pont de Brotonin, la Route des Chaumières and stopped in Pont Audemer with its delightful medieval streets before stopping for a light lunch of Croque Monsieur, Frites et Salade. Never having been to Honfleur, we decided to join the many others there. It is certainly a place for people watching if you want to while away the hours sitting at one of the many restaurants at the water's edge.

Valérie and Bertrand had invited us to have dinner with them. Little did we know of Valérie's culinary talents and were amazed at the attractive spread of 'nibbles' we first had with our aperitif (pre-dinner drinks). We enjoyed traditional Normandy cuisine of pork cooked in cider and cream followed by fabulous Normandy cheese and a traditional cinnamon rice pudding 'Tourgeule'. Bertrand, who has an impressive wine cellar, treated us to some lovely wines.



Friday, 12th June

Due to our French car friend's involvement in the celebrations organised in conjunction with the twinning visit, the tour Yves had kindly arranged for Saturday was moved to Friday, 12th June. Yves has 2 items of great interest in his garage. The first is his 4-post lift and he gave us a demonstration of how he lifts his TR6 so that he can park his other car beneath it. The second is a condom dispenser, in which he keeps his Imperial spanners!



Yves and his wife Catherine plus their friend, Jean Luc, who is the proud owner of a limited colour edition (citron jaune or an 'interesting' shade of yellow) MGB GT arrived at the B&B at 10.00am and took us on a local tour. A home-cooked lunch had been organised for us at the restaurant Le Piment Bleu and tea at our English twinning friends



ChangiNGear - July 2015



Marilyn and David Eva, who live in Veules-les-Roses. Marilyn provides cream teas or a variety of homemade cakes with a selection of loose leaf teas and David is an artist with his studio in the garden. After a very enjoyable day, we all decided to have a quiet night in with some wine at the B&B.

Saturday, 13th June

This was to be a 'free/do as you wish' day as Robert and I wanted to join in the twinning celebrations in Veules-les-Roses. Mike and Lin came to see the Scottish pipers of the 51st Highland Division before going on to explore Dieppe. The local residents thoroughly enjoyed the pipers and the splendid kilts worn by not only the members of the 51st Highland Division but others too. One of the highlights of the evening was the pipers' rendition of the rock group, 'Queen's' 'We Will Rock You' and the display of drumming skills by one of the drummers. We were made to feel very welcome by the French twinnings.

Sunday, 14th June

Eric and Catherine Leblant had invited us to lunch at their home in Le Neubourg and we looked forward to seeing them and their NG again. They had delivered their NGOC subscription in person to us last year and stayed for breakfast before heading for Scotland, where they got married. They adore Scotland and we were very impressed by their map showing where they had been in their NG not only in Scotland but all over the UK. Their car is well travelled !!

After a copious lunch, which ended around 4.00pm, we went for a 'mobile-free' walk. How I wish I had not left my mobile behind as when we returned, there was a text from Charlie telling us that an 'idiot Frenchman had driven into the back of his car as he returned from Le Mans, and that he needed our assistance. When we eventually got through to Charlie, we were sorry to hear that not only had his car been driven into, it had been forced across a ditch and through a metal fence coming to a halt against a post. The rear and the front of the car was damaged - a write off! Thank goodness it wasn't his NG but that is no consolation for losing another car.





Luckily, Charlie was only 18 km away from us and we, including Eric and Catherine, all set off to find him. His description of 'I am in the middle of nowhere, on the edge of a wood, near a disused railway station was a little disconcerting'. But we soon found him and his car, which was clearly a write-off, and after checking there was nothing more to be done than emptying his car of all contents, took Charlie in our car



back to the B&B. We learned that he was slowly turning left off the main road and the French driver of the Renault Clio admitted that he had been too busy chatting to his girlfriend to notice that Charlie had slowed down and was turning. Apparently Charlie was breathalysed twice, with a zero reading, but doesn't recall seeing the French driver being breathalysed at all and had to explain as best he could that the skid marks had not been made by his car as he hadn't even been braking. ** see footnote

Monday, 15th June

Michel and Monique had invited us for apéritif at their house in Veules-les-Roses at 11.00am. We were joined by Michel, Sylvie and Nicolas, who were all horrified to hear about Charlie's accident. Before we knew it, it was 2.00pm and although we'd enjoyed the tasty nibbles provided by our hosts, our stomachs needed something a little more filling to help absorb all the alcohol... Nicolas told us he would run down to his house and prepare a spaghetti lunch for us. Once again we enjoyed overwhelming French hospitality and stayed with Nicolas until 4.30pm, by which time we'd consumed even more wine.



As we'd been invited to dinner by Patricia and Alain at 6.00pm, we decided we needed a lie down before we went to their house. Alain is Promotion President of the European Confederation of Flax and Hemp and talked to us about the production of flax in Normandy, which is an important crop contributing significantly to European exports to China, Japan and India. We all admired their wonderful new home and had a splendid evening with them.

Tuesday, 16th June

Having waved goodbye to Mike and Lin and hoping that they would get to Calais in



good time, we packed our bags and were pleased that all Charlie's things, including his tent, fitted easily into my car. Luckily, Charlie was booked on the same return ferry as us and we were happy we could take him home. I can now add Sevenoaks to the list of places I have visited in the UK

The combination of fabulous weather, comfortable B&B, the very enjoyable tour organised by Yves and the generous hospitality of our French twinning friends means without a doubt that we would like to repeat this trip to Normandy in July next year. If anyone is interested in going to Normandy, do contact either myself or Robert as soon as possible as we would very much like to book Le Clos du Saint Vincent again. We would really love to hear from anyone who might be interested.

Angela Morrison

*** Since writing this article, Charlie has heard from his insurance company and has received an acceptable sum for his car. He has, however, yet to solve the problem of water leakage from his NG... He tells us that 'The Suzuki is doing a good job getting me to work and around and about but isn't really a long distance vehicle so I'm looking for a replacement for the Toyota.'*

Backford Bloor & Co

KIT AND REPLICA CAR INSURANCE

10% FOR CLUB MEMBERS

JUST LOOK AT THESE BENEFITS

**New increased discounts available for:
Restricted driving , Age of vehicle, Age of driver**

**Guaranteed agreed value
(Subject to valuation form and photos)**

Free personal accident cover up to £20,000

Talk to the experts on **0151 356 8776** or log on to

www.insurance4kitcars.co.uk

With us you are a name not a number

Backford Bloor & Co is a trading style of M R Bloor & Co Ltd who are authorised and regulated by the Financial Services Authority.



The NG -TCR

--- how it began

After all the hard work and success with developing the TA, TC, TD & TF Nick felt the need for a bit more excitement, so why not go motor racing ?

With the TC-V8 Nick had the perfect excuse, after all he designed it to reproduce the flavours of the beautiful Aston Martin race cars from the 1930s.

Coincidentally at that time Kit Car Magazine had kicked off a race series under the auspices of the 750 Motor Club.

After languishing several years in various showrooms the gorgeous NG-TC V8 demonstrator, Regn 168 DEL, resplendent in British Leyland's finest brown (fashionable at the time !) was given the makeover of its life. No more sporadic test drives on a Saturday afternoon, time for some full on racing to earn its keep. The 1984 season was spent literally developing and transforming the car on and off the track. One of the first things to go was the MGB V8 engine, choked by its inlet and exhaust manifolds, it produced not much more than 130bhp, while at least 200bhp was deemed necessary. This came in the form of a new blueprinted Rover engine with a Carter 400cfm carburettor, Crane cam and prototyped tubular exhaust manifolds. The bonnet sides needed to be "adjusted" with a hacksaw to allow the manifolds (and heat) to be on the outside, which radically changed the clean look of the original car. With such a hike in power the works driver (Chris Alford) was also demanding some serious handling improvements. On went 7 inch rims with BF Goodrich 50 profile tyres, the suspension was modified to lower the car, geometries were tweaked, and an additional lowering and stiffening was achieved with new springs all



round. Spax adjustable shocks were added to the front and a sump guard for protection, the car was now seriously low and rather mean looking. Many additional mods were made in response to issues discovered on the track; such as —

Continued on Page 50 >>>>

pulley, fan belt tensioner and an



News from Walter Davis

I have been quite active in my Pastiche TA International over the winter, as well as carrying out a number of running repairs, adding maybe 80 miles to the 14,000 on the clock. Not too bad for having owned the car since 1989!

As you may know I live in west London and regularly drive my kids weekend sports events etc. Recently, when cousin

Tina was visiting from Manchester, I took her for a drive to Hyde Park which was a lot of fun. And we saw the Household Cavalry on Parade. It was as we were driving up High Street Kensington in the rain, and unknown to us, that we were spotted by fellow NGER and contributor to ChangiNGear, Richard Phillipson.



Another time when my 76 year old father-in-law was visiting from Canada, I took him for a drive, again to Hyde Park. We parked and went for a family walk around the Serpentine lake, but when we got back to the car the battery was flat as the thermostat had not kicked in to stop the fan!, perhaps it was just bad adjusting by me. After about 30 minutes the AA came to the rescue and got the car going again

Then more recently, again I took a friend for a drive and we also went to Hyde Park. The sun was shining and it was a beautiful day. In Knightsbridge, we stopped and talked to a driver of an MG-TA that had been fully restored and looked amazing. It was lots of fun as both cars were open topped.

Just as we left Knightsbridge, my TA started to make funny sounds and pretty soon it was whistling loudly and steam was coming out of the bottom of the radiator and making the car look like it was going to take off like a spaceship or Chitty Chitty Bang Bang!. Fortunately we were near a cafe in Hyde Park so slowly drove there with the radiator water gauge hovering around 100deg C. We used lots of



bottles of water to fill up the water system and radiator and drove cautiously back home. We picked up another friend who was visiting from Spain and all three of us went for a short drive around the streets where we live - where we were was spotted by an estate agent friend who called me the next day to say that he had seen us.



So I have since spent some time trying to find a replacement radiator, and called John Brand in Glasgow who is also a TA owner and he kindly gave me some advice. I have found a nice man called Khan at West London Radiators who can rebuild radiators. It looks like there is a crack at the top right of my rad, so he will fix that and upgrade it at the same time.

Next job is to sort out a leaky sump, probably just the gasket needs replacing. So time to dig out the tools, -- or more likely take it to my friendly garage who does the MOT.

At some stage I would like to get an set of old traditional black on aluminium number plate, so maybe news of that later

And I take this opportunity to wish fellow NGers -- Happy Driving

Walter

News from Matteo

Back in the January issue there was news of new member Matteo Pirazzi from Trento in the Italian Tyro, who had imported an NG-TC V8 from the UK and was in the process of a rebuild.



He now reports --

"Hi , Rebuilding is going well, the chassis has been sandblasted and powder coated, axles have been rebuilt and powder coated too.

Now I'm (slowly) proceeding with the wiring, I decided to make a new harness. In the meantime I bought another NG-TC V8, it came up on Ebay and I contacted the Seller immediately. Car will be collected and after a couple of days I should receive it in Italy. I'll let you know how it drives. "

Cheers Matteo



BUILDING a DREAM CAR

Funny how sometimes things turn out unexpectedly. The Henley had been a rank outsider in my search for a car to build in early 1990. When I went to Rotherham, one dull February day, and sat in the Pastiche demonstrator for the first time, it was like coming home. In the early '60's I had owned an RME Riley for about five years - I loved that car ! The view now before my eyes looked identical. There in front of me was a bonnet in BRG, reaching all the way to the horizon. At each side were graceful wings leading to the familiar running boards - and all that legroom! It was love at first sight.

Perhaps I need to point out that I am a long 6'5". For months previously, I had been steadily eliminating my 'shortlist' of cars that would fit my 'longbody' - and my budget. Each and every one of them had failed to match both requirements. Now my search was over.

Because at that time, the Kitcar Industry had been going through a traumatic time, with bankruptcies and the like. I had a long chat with the boss, Peter Fellowes, about the car and the Pastiche company. He persuaded me that my deposit would be safe - why they had only just bought the "Midas" project. That should be indication enough of their solvency!

I drove home deep in thought. On arrival, after a hesitation lasting fully five seconds, I reached for my chequebook and ordered my chassis. Shortage of room at home dictated that the chassis must be "rolling" first, to provide a nest for the body when I fetched it. The next job therefore was to find a donor car. I decided to go for a crashed low mileage Sierra, because that way I stood to do less in the way of renovation. After a fortune spent on telephone calls, I located a 2 litre Sierra at a salvage company near York. Inspection revealed that it was O.K. apart from a broken track rod, a bashed alternator and the radiator which was wrapped around the engine. The rest was fine and would yield all of the parts I needed - and some saleable items as well.



Over the next couple of weeks, the donor was completely stripped and the suspension parts taken for shotblasting and priming. I collected the chassis in my wife's horse trailer (ideal transport) and ordered the rest of my kit at the same time. I gave the chassis two coats of red lead primer, three of undercoat and two of Dulux "Weathershield" gloss. Get through that, you bastards ! The suspension parts received similar treatment.

Assembling the rolling chassis was fairly straightforward. Only three problems re-



sulted in further loss of hair. The first was assembling the coil-over shocks. This was much more difficult than suggested in the manual. The length of the springs made the use of a press necessary before the collars could be fitted. The next problem was that I got extremely worried when I saw the lack of support offered to the long bolts going through the De Dion tube bushes. Peter Fellowes told me it would be all right because ".....they had done the calculations". The thought of the back end falling off the car, taking the propshaft with it, proved too much for me.



'Henry' Ford hadn't fitted fish plates to the Sierra for nothing, I followed his example and fitted bottom supports to my chassis. The third problem came when lowering the gearbox / engine onto the chassis. The engine located beautifully, but the gearbox crossmember was about two miles too wide for the fixing holes in the chassis. Peter said they had met this problem before (!) and suggested that I cut and drill my crossmember to fit! I decided to contact my friendly local Ford dealer and found out that around half a dozen different crossmembers have been used on Sierras. The one that fitted was the one for the diesel model, so I bought one. The hubs, brakes and Sierra wheels were fitted just in time for me to collect the rest of my kit. So ---- so far so good.

Pastiche had sent me a reminder to collect the rest of my kit about a week previously, requesting a Building Society cheque for the balance of the money -to be handed over on arrival. On checking off the various items I had paid for, it became clear that some £580 worth of bits were "to follow" ! I was assured that all of the missing parts would be posted to me and I should have them all within ten days. In actual fact, after several consecutive similar promises, two months later I got fed up with waiting and demanded and got a refund of my lolly.

Meanwhile, once the body was on and the wings fitted, I was able to design an exhaust system to come out of the side and under the running board, to preserve ground clearance. Double -S Exhausts of Cullompton made it for me in stainless steel for a very reasonable £120 incl. delivered.

I got a local fabricator to make me a stainless fuel tank with a hole in the top to take the Sierra sender unit as I was determined to use as much of the donor car as possible.

Another modification I installed was a pair of side frames to fit inside the body. These were made with the help of a mate and his arc welder and they serve as mounting points for the inertia reel seat belts (also from the donor), they stiffen the body sides and also strengthen the rear shock absorber mountings which are otherwise bolted straight onto the GRP!



Fuel delivery, return and hydraulic pipes were passed along the inside of the transmission tunnel, out of harms way, and then the modified propshaft was fitted.

The wiring proved to be a very time consuming job - mainly because I was spending an hour here and an hour there. This is one job that needs continuity! I used the Sierra loom after filletting out all of the sissy warning systems. Of course, some of the wires needed shortening and some had to be extended. I used an Escort fusebox and with a bit of trouble, managed to house the separate indicator and engine management relays in it.

The time had come to bite the bullet and start to dismantle the car for painting. Since I had set my heart on two-pack paint, I commissioned a local garage to do the job. In the meantime I collected my Compomotive Alloys from Redditch and got them shod with 185X15 full profile tyres.

Reassembling the car took longer than anticipated, because I painted "Rubbercoat" all over its bottom and it took ages to cure. Trimming also took longer than I thought, but at the end of May 1991 the car was taken for its MoT test and it passed !! The only problem after its first venture onto the public roads was a slight leak at one of the Goodridge hose unions.

Two days later, I took the car on its first long voyage, 240 miles to Coventry and back. No problems were experienced, except that the 3.38 ratio on the differential made fifth gear a waste of time with the big wheels. Even fourth was a struggle in town.

At the end of November, I took the car off the road. Improvements carried out included fitting the MkIV dash (at last I got it right!) and demisters. I even managed to locate a 3.92 diff in a local breakers yard. Now that has been fitted, the gearing is normal and even the speedometer reads correctly!

Driving the Henley is an experience to be savoured. It is so well balanced, so tight

and responsive. Nothing like the donor Sierra! --- I love it!

Building the Henley ranks among the most enjoyable things I have ever done. I have had great times riding motor bikes (and restoring them) and learning to fly aeroplanes, but there is nothing so far, to compare with building my own car. For eighteen months,





ChangiNGear - July 2015

my mind was fully absorbed and immersed in the construction and the problem solving involved in the project. --- You ask my wife!

The only problem was that I began to experience withdrawal symptoms. I pined to get on with the business of building another car. I eventually ended up building a Quantum 2+2 -but that's another story! Now I have completely run out of space. I could be persuaded to sell my Henley for a lot of money, but I think my best plan will be to find a four car side-by-side garage with a one bedroomed flat on top of it! Needless to say "She-Who-Must-Be-Obeyed" won't hear of it!

John Spinner, Weatherby, West Yorks



**BEER IS MADE
FROM HOPS**



**HOPS ARE PLANTS
THEREFORE
BEER=SALAD**

So No Excuse Not to Get your Five-A-Day !!!!



<<<< Continued from Page 43

larger water pump and oil cooler to name but two.

The upshot of all this hard work and development was a car that started the season uncompetitive and unreliable but ended the season winning races (perhaps there is still hope for McLaren?). If my memory serves me correctly it just scraped a championship win that year (— no hope for McLaren unfortunately!).

Once the euphoria of creating a winner had died down it became apparent that the results of this continuous development had turned the once beautiful NG-TC V8 demonstrator into a hastily modified Frankenstein like monster, mean but not a good looker.

As Nick and NG were synonymous with presenting only the best finished Kit Cars around, — something had to be done !!! And so it was *to be continued*

Mark Bates

: 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 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

Phone : 07977 844850,

Email : tim-warne@sky.com



NG-TF



First registered 2007 - Donor 1978

Rubber bumper MGB-GT -

Engine professionally reconditioned, new big ends, main bearings, oil seals, water pump. Unleaded head.

MGB British Racing Green body; Black Leather Seats, Black Double-duck Hood & Sidescreens; Black Interior; Grey Carpets; Walnut Dashboard and Leather Steering Wheel.

Front suspension stiffened by the use of Metalastik Bushes, Rear suspension bushes polypropylene

Wire wheels (need refurbishing), splined hubs and part-worn Pirelli Cinturatos

Fully SVA compliant, all Documentation available, all bills available

Has only covered 500 miles since build

and 150 since SVA Test - 12 Months

MOT will be obtained prior to sale.

Anno Domini and Arthritis have finally caught up and the NG has to go!

Always stored in dry garage.

£7500-00 o.n.o.

John Carson

Location, North Wales

Phone ; 01745-855529

Email : john.carson@talktalk.net

ChangiNGear - July 2015

NG-TA : Reg. ONW 426B



Donor 1964 MGB Roadster.

MG Purchase 24.05.82

Kit Purchase 17.07.82

First MOT 23.03.83

Current mileage : 58837

Braking system renewed

Down-rated front springs . Ad-

justable Spax at rear

Rebuilt Wheels with new Pirelli

CA67 tyres 165-14.

Engine MGB 18G 3BrG rebuilt .

Gearbox standard MGB plus OD .

Std banjo rear axle 3.909:1.

Converted to negative earth and new wiring

Colour : Jaguar Old English

White

Price £4500 or close offer

Ken Winter

North Humberside. HU12 OHZ

Phone : 01964 670102

Email : Ken.Winter@nphire.co.uk

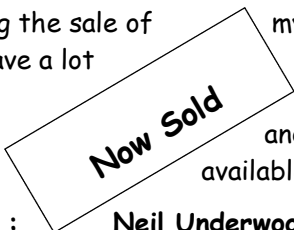


For Sale : Tools and Stuff

Following the sale of my NG
I now have a lot of kit
to sell.

Full list and
photos available

Contact : Neil Underwood
buyer collects Thrapston, Northants



For Sale :

5 off x 14inch Dunlop wire wheels

with good Avon 185/70 tyres.

Wheels were bought new when original was build completed but these are now for sale as 15" rims are needed to clear the new calipers.

Price: £200 or nearest offer

Contact : Bob Morrison, Hailsham, East Sussex, BN27
Phone : 01323-843769 or Email : rmorri1847@aol.com@

WANTED

Wanted

NG-TC V8 in nice condition

Greg Musgrave

Phone : 07957 571014

Email : gregmusgrave@aol.com

Wanted :

NG-TD or TF in Good Running order

Everything considered

David

Phone : 07798 866071

Wanted :

A pair of matching Headlights for NG Project
Larger than standard lights would be preferred

Paul Bennett

Phone : 07815 375065

Email : paul.v.bennett@btopenworld.com

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



Torvik Rally



NG SE Weekend



NGOC Annual Rally — Stratford — 2105



Battle of Britain Museum
Hawkinge



Meet John & Jane



French NG'ers



NG'ing down the Mall

the NG Owners Club magazine

Printed by Nescot College (Reprographics), Reigate Road, Epsom, Surrey, KT17 3DS