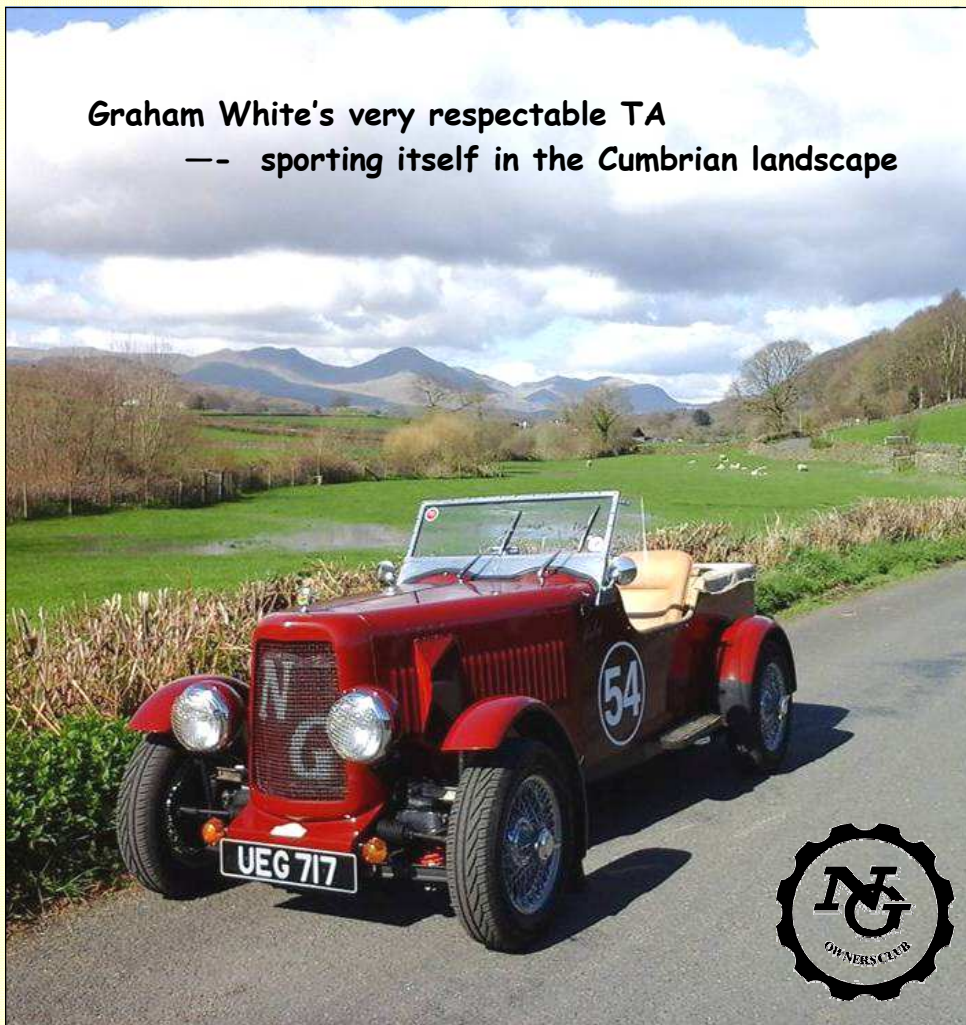


*Changi***NG***ear*

Spring 2017

Graham White's very respectable TA
—- sporting itself in the Cumbrian landscape



the NG Owners Club magazine

The NG Owners Club officers & contacts

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Facebook Jeremy Evans (www.facebook.com/groups/NG.Owners/)
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Local Area Contact Members :

Home Counties (north)	Paul Bennett : - as above
Home Counties (east)	John Watson : - as above
Midlands	Mark Staley : 01332-723927 mark.staley2@ntlworld.com
New Forest & District	Keith Baker : 01794-340490 keith.baker@roke.co.uk
Mid-Wales	Jeremy Evans : - as above
South Wales	Brian North : 02920-619796
South East	Su Hore : - as above
Yorkshire	Steve Tyler : 01751-476307 steve_62@talktalk.net



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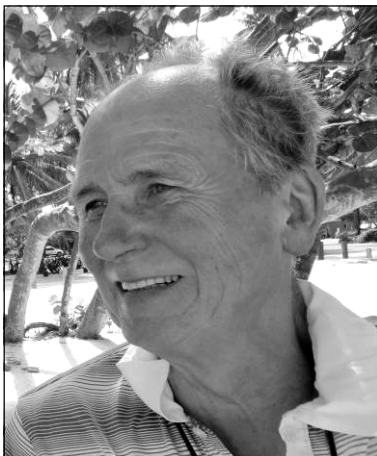
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Chairman's Letter

The spring weather so far has been very kind to us NGers, I hope you are all making the most of it; but before doing so did you check your car over if it had not been used for several months..?? I guess some of you will already have supported "Drive-it-Day" , the Stoneleigh Kit Car Show & Wallingford

John Watson, our new Events Co-ordinator, has already put a lot of effort into this year's calendar; so I would ask that you give him your support when and where you can. I am really looking forward to the **National Rally**, the planning is in progress for what promises to be an excellent event, if you have no other commitments that weekend you will not be disappointed by making the trip to Stratford.



The club has a regular influx of new members, many buying second hand cars which are much sought after. I would like to encourage our newer members that have not already been involved in club activities, please come along to an event and find out how friendly a bunch we are. Please have a look and make use of the club Website, Facebook page, and Forum. Also available through Paul Bennett, our Technical Liaison Guru, is a whole host of information; it is there for you to make use of.

I recently had the opportunity to phone and email a number of members and in so doing it become obvious that the club data base still contains some errors. While I realise that a 100% accuracy is not possible I would ask those of you that have not checked the recent membership list, which was included with the Autumn magazine, to have a quick look and make any necessary corrections by informing Bob Morrison our Membership Secretary. I look forward to seeing many of you and your cars at some of our many events this year.

Best wishes — John Hoyle



Editorial

So here is your Spring edition of ChangiNGear, perhaps Late Spring you will say - and you would be right.

Our health and welfare experiences of the last couple of years had suggested that we might need to move house, first to be nearer family and secondly for a smaller garden. However, as

Chris's recovery has been little short of miraculous, we now feel able to put this off for the foreseeable future. Since we are staying put we needed to make good the degradation of the past years - so February and March have been fairly hectic with redecorating and new carpets throughout, old bath out - new shower cubicle in, various new curtains plus new dining furniture. So internally we are pretty spick and span, but external redecoration is yet to come.



As with most things the work takes longer than expected and so the start on the mag was somewhat delayed, and not helped by a busy few weeks in the NG Calendar.

We had promised ourselves to have a busy Rocket year this year to make up for recent inactivity. So firstly a need to go to East Grinstead and a lunch invite in Sevenoaks gave us the opportunity to take Rocket out on the FBHVC Drive-it Day (23rd April) but we didn't see much else out of any interest - disappointing ! Then the following weekend was the NG visit to the Coventry Transport Museum and Stoneleigh Kitcar Show (see John Watson's write-up on Page 25) - the former was very interesting and the latter very encouraging with a large NG attendance (by recent standards). This was a very enjoyable outing, and even the journeys up and down M40/M25 (we normally avoid motorways like the plague !!!!) were not too bad, and fortunately with minimal rain. This being rapidly followed by the NG involvement at the Wallingford Rally - which also saw a significantly improved NG attendance, much to Paul Bennett's delight - at last some reward for his persistence, and proved a very enjoyable event.

Hard on the heels of that follows the Valence Hill Climb at Sevenoaks which



we are looking forward to -- it may be more of a gentle slope than a 'climb' — but it will be fun nonetheless.

So we have had to fit the magazine prep in between all this fun. However this was not as problematic as it perhaps should have been. There has been a marked lack of contributions this time, and explains why this issue is the thinnest since 2012.

We do hope that you will make up for this, and make us work harder, with a 'bumper' issue in the Summer.

The other NG activities in our planner will of course include the NG Rally at Stratford, and we do hope that the high attendances at Stoneleigh and Wallington will be repeated there. - (see the poster details on page 17 and the Booking Form on pages 19).

A few days after the Rally we are joining the NG trip to Normandy, which we missed last year and then in September we are doing the jaunt to Ireland (which was postponed last year) Both these events are again quite well attended with 5 and 7 NGs respectively.

We hope that you all have your NGs 'match fit' and that we will get some decent Summer weather to encourage maximum NG enjoyment.

CONTRIBUTIONS PLEASE

**Contributions for the Summer issue of ChangiNGear
by Early July
Please**

Unusually Contributions have been a bit sparse on this occasion

So you will find some 'White Space' in parts of this issue.

Hopefully this will prompt some additional input for the next edition

— Pretty Please — Eds



Events Sectarary's Update

I'm discovering just how friendly, supportive and enthusiastic our Club Members are. I am so encouraged by the reactions to our early programme. It really is a very encouraging start to the 2017 events programme, and for several reasons — which I will come on to.

But first a few observations.

I've attended several open events this year in addition to our first official NG event (The Stoneleigh Weekend), not just as a participant which can be reward enough, but also with a focus on who is there and, for me, trying to identify what benefits these attendances bring to our club.

Many of you will already have experienced and been aware of the knowledge I am gaining — however some may not be. For example, at each of my first three open events, I discovered NG owners who have never thought of joining the club, and I would suggest, there may be possibly more NG owning non-members than members. Secondly there are NG owners who purchased kits from as far back as 20 years ago who are only now getting round to finishing them ! Fantastic.! Finally, when NG owners find out that other NG owners are at these events, they actively seek them out to chat and compare notes. As your new Event Secretary that latter experience is gold dust. The more we promote and present ourselves at events so more NGs and their owners will come looking for us.

Here's a quick resume thus far of my experiences in 2017:

Jan 1st - Brooklands Gathering,

Three NGers met just by chance, — two club, and one non-club member

Apr 2nd - MG Era Gathering,

besides myself there was a metallic red TC Reg DAF 917K (see photo) Do you know of this car? It has never been registered in the club!





Club News

Spring - 2017

Apr 23rd- FBHVC : Drive-it-Day at Bicester. Spotted leaving the event was a supercharged TC driven by it's owner Neil Blagden with son Ned. This is his second NG, the first a TF 2+2, which his two boys outgrew, now resides in Italy. Another chap saw BOW and came across announcing that he was currently finishing off a TC.



Apr 29th Coventry Transport Museum, Six NGs came along, a really fascinating place, and a great start to the Stoneleigh weekend.



Apr 20th-1st May 1st Stoneleigh Kit Car Show.

In all 19 NGs , YES 19!! over the 2 days, took up our invitation and came along — absolutely wonderful !!

A further four couples arrived who for one reason or another didn't have their cars on the road. It was this event that proved to me just how friendly, supportive, and enthusiastic our club members are.



(See separate Stoneleigh write up on Page 25 — Eds)

And finally, yes there should always be an 'and finally' ... our really big event is yet to come, **The NG Car Club National Weekend at Stratford-upon-Avon** on 24th and 25th June. I am really hoping for a massive turnout and please make every effort you can to come along.

(Booking Form is on the centrefold of this issue — Eds)

In addition to the announced programme, this year for the first time we're inviting everybody to bring along any surplus parts you wish to sell for an AutoJumble. This is a great opportunity to perhaps find a new home for that headlight, wing mirror or whatever else may be lurking in your Garage.

John 'JW' Watson



Technical Liaison — Paul Bennett

After taking on the role of technical liaison for the NG owners club there was an initial flurry of owners seeking information but this has now slowed down quite considerably.

It is quite apparent from the enquiries that these are coming mostly from owners that have purchased cars that have already been built, rather than kits still in build. The questions often take the form of 'what radiator is used in the TF ?' or 'is the exhaust on my car a standard MGB exhaust ?'.

This to me indicates that the current owners of the cars are getting their hands dirty doing various things to improve or keep them running-- but have little concept that they are dealing with individually hand crafted 'special's. So most enquiries like this tend to need some gentle questioning to establish what parts have actually been used.

For the most part the questions are coming from Facebookers in the form of a general enquiry to the NG owners group. However, I have had a few enquiries via phone, email and even one by snail-mail (post). The Facebook enquiries generally get quite a few replies from other Facebookers, with various levels of information. There have also been one or two interesting characters (full high context English usage) that have brought a smile and a realisation that technical liaison has not been their first contact with members of the Club. On the whole, people appear to have been grateful for any information and help they have received.

This role has also shown me that while owners are generally happy to roll up their sleeves to improve their cars or maintain them, the same cannot be said about using a computer. The skill level has been quite variable from 'I don't have or use a computer' to 'I'll get my son/daughter to email you the details' or those posting regularly on Facebook and using Email.

So in conclusion my role thus far has been quite interesting and enjoyable. To me it is no hardship to talk about NGs and try to help fellow enthusiasts. Thankfully I've had no early morning or late night phone calls asking stupid questions - long may that continue!. On the whole people appear to be appreciative of someone to talk with and get some advice. I can't recall anything that hasn't been resolved, either directly by me, by the collective Facebook group knowledge or the vast knowledge and experience of members of our Club that I have called upon for support.

Don't forget that I am here and ready to help if you have a knotty problem arise

--- Paul



See inside Front Cover for Paul's contact details — Eds



Treasurer's Report

I am pleased to present the Statement of Club Accounts as shown below

Teresa Goodbun

NG OWNERS CLUB ACCOUNTS to 31st December 2016

Bank Balance 6031.91
as at 1st January 2016

INCOME :

Subscriptions	3,416.19
Club Product Sales	185.00
Advertising	205.00
National Rally fees	1,534.00

Total Income £5,340.19

EXPENDITURE :

Stationery	72.77
Printing	661.10
Postage	206.62
Trophies & Prizes	148.16
National Rally Expenses	2,383.17
Public Liability Insurance	172.00
Website Fees	52.93
Misc. Expenses	159.99

Total Expenditure £3,856.74

Bank Balance £7,515.36
As at 31 December 2016

£11,372.10

£11,372.10

The Accounts published in the last edition of ChangiNGear contained some errors in transposing the figures provided by Teresa.

So a corrected set of accounts is provide above --- Eds



Federation of Historic Vehicle Clubs

In the previous issue we mentioned that the Club had recently joined the FBHVC.

There is a lot of interesting information on their website www.fbhvc.co.uk

There is also a regular members newsletter, which is available at

<http://www.fbhvc.co.uk/members-pages/newsletter-archive>

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and Europe



National Historic Vehicle Survey 2016

- extract from FBHVC Report

The Federation of British Historic Vehicle Clubs (of which we are now a member), has carried out its 4th survey involving 14,000 individuals and 400 clubs and traders connected to the industry.

A summary of the results are as follows:

- 8.2 million people in Britain are interested in Historic Vehicles
- 1,039,950 registered Historic Vehicles - 58% are registered for road use
- 34,900 people are employed in the industry in Britain
- 1,124 miles per annum is the average distance travelled by each vehicle—
Approx 500,000 owners of historic vehicles in Britain
- £5.5bn spent annually on historic vehicle activity
- £17.8bn is the estimated value of all historic vehicles in Britain
- 23 Million people see historic vehicles as an important part of our Heritage
- 54% of historic vehicle businesses expect growth in the future
- £662 Million per year is spent internationally by historic vehicle owners

More information on this survey can be found at the Federations web site
www.fbhvc.co.uk/research

The survey gives the Federation hard evidence so that they are in a strong position to represent all historic vehicle owners and to ensure we are all able to continue to use "yesterday's vehicles on tomorrow's roads"



Bill Davenport — In Memoriam

We were very sad to hear recently that Bill Davenport had died after a short illness. Bill had been a member of the NG owners club since 1996. He and Nicky went on many club weekends and also on our first trip to France. He and Nicky were great travellers and had many motoring adventures, — as Nicky put it, “even venturing to the Sahara.”

As well as being passionate about his NG and his motorbikes, Bill was an extremely talented artist — who had the best office in the UK! Being that his studio overlooked waves crashing on the rocks near Lands End.

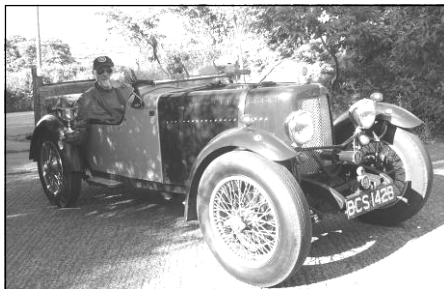
He carried a postcard size sketchbook most of the time and could often be

seen quietly drawing away. He painted in oil and water colour, engraved and etched glass, and engraved the most amazing goblet for John when he retired from NG cars. He also once carved a figurehead for a boat whilst in Turkey. Bill was very much of the opinion that anyone could do anything, — if you put your mind to it.

Bill cared very much about the environment and created his own wildlife reserve, planting over 1,000 trees. In later years, Bill took up the tango and loved the dance. Nicky says his son Tom will now drive the TA and we hope to welcome them to

many future club events.

Bill will be sadly missed by everyone who knew him.



Limited Toolbox :

You really only need two tools — WD40 and Duct-tape.

If it doesn't move and should — then use the first.

If it does move and shouldn't — then use the second

— from the NECPWA Mag via the FBHVC Mag



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 :

Mark Wright (1610), Keswick, Cumbria,

Tony Bell (1611), North Ascot, Berkshire

Peter Gilbert (1612), Chesterfield, Derbyshire

ChangiNGear welcomes these new Members and hopes that they will get out and about during the year and meet many others NGers.

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

- Thank you and Welcome Chris & Su : The Editors

We also hope that the increased profile of recent attendances at Stoneleigh, Wallingford etc will boost future membership uptake. Eds

Going to the Rally ???

Have you Booked yet ???

Details and Booking Form on Pages 17 to 19

Don't forget to bring your own :

- Cutlery, Plates, Mugs/Beakers**
- Beverages (other than Tea & Coffee)**
- Meat/Fish for the Saturday BBQ**



EVENTS CALENDAR

Date 2017	Event -- What, Where	Who **
21 May	Jorvik Classic Car Run (see page 14) Castle Howard, Nr York, YO60 7DA	Steve Tyler
21-May (TBC)	Glossop Car Show Manor Park, Derbyshire, SK13 7SH	
4-June	London to Brighton Kit Car Run	Graeme Lacey
17-18 June	Le Mans 24hour	Charlie Killick
23to25-Jun	NG Annual Rally, Stratford (see Page 17)	John Watson
1to10 Jul	NG Trip to Normandy (see page 20)	Angela Morrison
1&2-Jul	Caux Retro Allouville Bellefosse, Normandy	John Coker
22 July	Dogmersfield Fete & Car Show	Paul Gray
11to13 Aug	Old Timers Grand Prix Nurburgring, Germany	John Watson
8-10 Sept	Goodwood Revival	
10 Sept	Otley Vintage Extravaganza Otley, West Yorks	Ken Elliott
10to16 Sept	NG Trip to Ireland Waterford & Ring of Kerry (see page 16)	Jeremy Evans
17-Sept (TBC)	Lamerton Country Fair, South Devon	
17-18 Sept	Selkirk Classic Car Show and Rally	
3-Dec	NGOC SouthEast Christmas Lunch Reigate Manor Hotel, RH2 9PF	Sue Boulton

OTHER CALENDAR EVENTS :

If there are other local car events occurring near you which you think other NGers would like, and which should be promoted, then please contact me with the details.

Thank You — John 'JW' Watson (contact details opposite >>)



MONTHLY NATTER

13th June	Pride of Ownership, Concours d'Elegance; white overalls and period dress competition
11th July	Summer Barbeque
8th August	Summer Natter and Noggin, with Chris Bass on Piano
12th September	General Knowledge and Motoring Quiz
10th October	The 14th Anniversary of The Brooklands Natter
14th November	Remembrance Natter and Noggin
12th December	Enthusiast of the Year Awards, Gentlemen and Ladies Competitions, Hot Sausages Rolls and Mince Pies, with Chris Bass on Piano.

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

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814
or NG Owners Club — John Hoyle, 0208-393-2555, or John Watson 07952-466206

< < < < Calendar Notes:

The entries in **Bold** in the adjacent Calendar are considered **high profile** for NGers — *and you are urged to join in whenever possible.*

In most cases you will need to book in advance — and early.

Calendar Contacts: **

If you want to contact the 'Who' in connection with any of the events in the adjacent Calendar then please see contact details inside this Front Cover, or see the latest Membership Directory, These contacts may not be going this year but have been in the past and can offer advice.

or contact Events Secretary — John 'JW' Watson

07951-466206, or johnd_watson@yahoo.co.uk



**Ryedale & York
MG Owners Club ::
Yorvik Run**

Sunday 21st May

**from Castle Howard,
Near York,
YO60 7DA**

Steve Tyler (NGer 1170) is a member of RYMGOC and is involved in the organising of this event and he has taken part for number of years.

He would like to hear from anybody interested to attend for a good day out. — steve_62@talktalk.net

See ChangiNGear July 2015 Page 15

See RYMGOC Website at <http://www.ryedaleyorkmgoc.co.uk/>

Entry Forms from there, or from Steve



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Contact:
Nigel Brooks

01730 823 647
office@nbpat.co.uk

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



Dogmersfield Flower Show, Fete & Car Show

Saturday 22nd July

Dogmersfield, Winchfield & Crookham

Picot Farm, Dogmersfield, RG27 8ST

(close to J5 of M3)

<http://dwcvhortsoc.org/show.html>

This is a typical 'old style' Village Fete with lots and lots to see and do, and it is a really great afternoon outing.

The Car Show section is organised by Paul Gray (NGer 809) and gets bigger every year. Paul has this to say



— On behalf of the Dogmersfield Horticultural Society we invite you to bring your NG to our traditional village show & fete on Sat 22nd July 2017.

The event has been held in Dogmersfield for over 60 years and includes a traditional range of activities in a delightful setting.

As a part of the show we are keen to attract a varied selection of cars for the public to view and enjoy. A large field is reserved for 'Enthusiasts Cars' and it is very conveniently situated adjacent to the main showground.

As an incentive to attend in an 'interesting car', we offer free admittance to car and passengers. Cars are entered into a light-hearted competition where the public are asked to vote for their favourite car. A £10 cash prize will be awarded to the owner of the car gaining the most votes.

If you would like to attend, please arrive before the fete opens to the public at 2pm. There is no need to book, just turn up and enjoy the afternoon. You will be free to leave the Show at any time.

We look forward to welcoming you to our Show. — **Paul & Donna**



A Large NG attendance this year would be nice. Hopefully we can repeat the Bumper Attendances of this month at Stoneleigh (19) and Wallingford (10)

A write-up of the 2013 Fete can be found in the August'13 issue of ChangiNGear (Page 34)

Contact Paul at p_dgray@btinternet.com
or John Watson — johnd_watson@yahoo.co.uk

John says — 'while booking is not needed, I would love to hear from those intending to go so that I can 'co-ordinate' — JW



NGers to Ireland : 10th to 16th September 2017

An Update (Places Still Available)

So far there are seven NGs booked on this trip. Doing a Fishguard, Waterford, Killarney, Ring of Kerry, Fishguard round trip.

At the time of going to press there are still three car places left, *so act quickly if you want to come.*



Price is £699 per head, based on two persons sharing a car and a room.

Further details were given in the previous edition of ChangiNGear, and/or contact Jeremy Evans (ngmrtoad@gmail.com)

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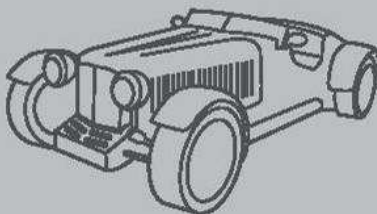
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NG National Annual Rally 2017

**Friday to Sunday
23rd to 25th June**

Riverside Park, Stratford-upon-Avon
- is again the venue for our Annual Rally. Over the years the available facilities there have proven ideal for our purposes



***This is the Club's Most Important Event of the Year
So Please try to be there so that we have a
Bumper Attendance***

**A Booking Form is available — See Page 19
Or Download a Copy from the Club Website**

PROGRAMME

	Food	Event
Friday	Lunch (provide your own) Evening Buffet by the Club	Evening Quiz
Saturday	Lunch (provide your own) Evening BBQ Bring your own meat/fish. Accompaniments, Salad stuff & Desserts by the Club	Childrens' Games p.m Driving Tests p.m Evening Bingo
Sunday	Lunch by the Club Sandwiches etc Evening Meal For those staying it is suggested that we meet for Dinner at the on-site restaurant	Driving Tests a.m Chidren's Games a.m Judging of Cars & Awards p.m

Hot Beverages available all weekend

NB: Bring your own Cutlery, Plates, Cups/Beakers and other Drinks

NGOC National Rally Fri 23rd to Sun 25th June 2017

Riverside Park, Tiddington Road, Stratford-upon-Avon, CV37 7AB.

Your rally committee would be delighted if we could rely on the support of as many members as possible for this important weekend in the Club's Event Calendar. If you can attend, please help us by completing the form below (in block capitals please) & return it with your payment (cheques made payable to the NGOC)

Bookings by the end of May - Please.

Please post your Booking Form to Teresa Goodbun, NGOC treasurer, at the address on the form below.

There will be a rally fee charged, per family unit, for attending the event. The rally fees are a small contribution to help cover the costs of hiring the site, marquee, tables, chairs, tea-urn, gas BBQ's, teas/coffees, & food for the Friday & Saturday evenings (as usual you provide your own meat for the Saturday BBQ). The balance is met from Club Funds.

Rally fee: £25/family unit for whole weekend (3 days) or £10/family unit (1 day).

Members attending the rally sometimes wish to invite extra family/friends.

They are most welcome and the same daily/weekend costs apply.

Please contact Teresa Goodbun for details.

In addition for those camping on the rally field, there will be a fee of £17/night/family unit.

There is (no extra charge for separate children's tents).

Note that camping is available for Friday, Saturday & Sunday nights.

There is an additional charge for electric hook-up via swipe-card - see a committee member on site.



BOOKING FORM : NGOC National Rally Fri 23rd to Sun 25th June 2017

Name: Membership No:

Address:

Email: Phone No:

Number of adults attending:

Number of children attending:

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

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

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

Please indicate which days you will be attending : *Fri. Sat. Sun.*

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

Please indicate which nights you will be camping : *Fri. Sat. Sun.*

Please enclose a cheque for the total, payable to NGOC, and post with this booking form to the Treasurer:

**Teresa Goodbun, 43 West Court Lane, Shepherds Well, Dover Kent, CT15 7PT.
or Ring Teresa if you wish to pay by Bank Transfer 01304-830206**



NGers to Normandy July 2017 - An Update

1st to 9th July

Sadly, one couple in our party has had to drop out of our Normandy trip due to health reasons. **We hope to be able to find another couple to take their room**, which is available from Saturday, 1st to Saturday, 8th July at 80 Euros for bed and breakfast at Le Clos Saint Vincent (<http://www.le-clos-saint-vincent.com/>. Click on 'Les Chambres' to have a look at photographs). If you are interested in

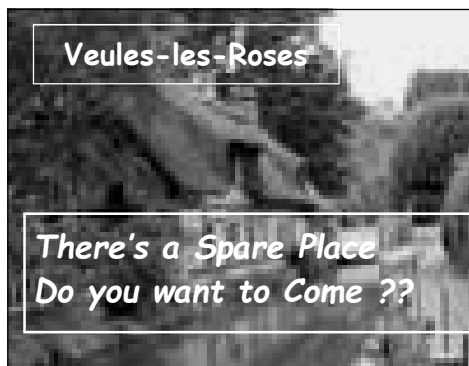
joining us, please contact either Angela or Bob Morrison by email: angela@bobmorri16.plus.com or telephone 01323 843769 after 7.00pm,

One highlight of our trip to Normandy will be the Festival du Lin et de la Fibre Artistique (linen festival). Last year we saw a variety of exhibitions in different buildings and locations, which made us explore more of the locality and discover some lovely villages. Once again we will be having a guided tour of the linen factory, which this year is the venue for the fashion show. The linen festival runs from Friday, 7th to Sunday, 9th July (see <http://www.france-voyage.com/events/flax-needle-festival-66.htm> which gives some information in English and mentions the 10 towns/villages of Fontaine-Le-Dun, La Chapelle-sur-Dun, La Gaillarde, Le Bourg-Dun, Saint-Aubin-sur-Mer, Saint-Pierre-Le-Vieux, Saint-Pierre-Le-Viger, Sotteville-sur-Mer et Veules-Les-Roses.

On Saturday, 8th July, we will have lunch at the factory in between the tour and the fashion show. In the evening, we will be having dinner with 13 French flax farmers, 11 people from Cérons (also twinned with Veules-les-Roses plus several Veules-les-Roses inhabitants, all organised by our twinning friend Patricia.

Our French twinning car enthusiast friends are planning another 'promenade en voiture' and we are looking forward to a grand day out with TR3s and a TR6 amongst other 'interesting' cars..

The big question for Robert and I is whether or not our NG will be going to Normandy. See the update Robert has written for this issue. Annoyingly business trips to Canada, Japan and a conference in Manchester are using up valuable weekend time to work on 'Belle' BUT I have not given up hope



Angela Morrison - angela@bobmorri16.plus.com



**News Snippets from
— and other sources**

facebook

Richard Fox : 23rd Feb

Hi Chris, Just to update you, I have put in my standing order for membership and just received the latest magazine, as always it's excellent.

As you saw fit to include my telescopic shock absorbers conversion thoughts you might like this also.

We bought our NG -TF in the autumn of 2015.

It had been built to a very high standard, completed in 2001. It had only been driven 200 pleasure miles in the first year then kept in a heated garage. The engine was running very roughly, despite having been reconditioned by Chester Sports Cars and having all new consumables, including the coil.

After getting my head under the bonnet and checking points clearance it was apparent that the distributor bush had excessive wear. After considering the matter and carrying out research I decided to fit a new distributor with electronic ignition preinstalled. The kit I bought was £60 including vat and delivery. It came with a good rotor arm and distributor cap.

Fitted in half-an-hour — it took me longer to find my spanners. !! Do bear in mind though that the ignition timing will need to be checked and possibly reset, ideally with a stroboscopic timing light.

The engine then ran like clockwork.

However upon driving I found cutting out at low revs and an inability to run off-choke. The obvious suspects were the HIF carb's. I used the CO meter at a friend's garage and found that they had been set very lean, probably for the SVA emissions check. I adjusted them until a good balance of running and emissions was obtained and I vacuum balanced them too.

However all was still not well ! - the engine hunted between 500-1500 RPM on tick-over when warm.

This was being caused by the bypassing of air via the poppet valves in the carburetor butterflies, — an old problem. In the end I removed the carbs and soldered the butterflies. However do be aware that this can result in a slight increase in oil consumption. In many cases it is common practice, at least one of the usual suppliers offers the solid HS butterflies with the HIF rebuild kit as an option.

That's about it for teething troubles, the car having completed over 600 trouble free miles last summer.

I will say finally though a word about switch gear. When checking the car for MOT— no brake lights !! Found to be the switch, even though new it had rotted



internally. The same thing was found with the heater fan, cooling fan and overdrive switches !!

In case anyone else has these problems I would recommend testing the switch first as it can save a lot of time testing elsewhere . John Hoyle seems to think that modern pattern switches are made to Lucas dimensions but not their standards, and Who am I to disagree?

Richard

Mick Alborghetti : 25thFeb

Dear Members,

Recently I have purchased an incomplete NG-TF with a Stainless Steel chassis. One of only two ever made. This NG was at one time registered for the road, but now has no logbook or registration.

Does anybody know or remember any details of this NG ?

I would be grateful for any information — Thank You. - **Mick A (NG 1609)**
14 Campben Close, Redditch, B97 5NJ. Tel : 07593 4245385

Graham Wood : 4th Mar

Hi I have just rejoined the club and Bob tells me that I will keep my old membership number from about 8 years ago, (1417)

I currently have a TC (mgb based), a TD (also mgb based) and also a TC (V8) but unregistered and part dismantled.

I foolishly bought (unseen) the TC from a deceased's estate off the club website in July, but it was misdescribed ! Then I saw a nice TC in August and bought that and then a month or so later I heard that someone local, whom I had known for almost 50 years had an illness and his son was selling his TD that had not been used for 14 years but was incorrectly registered as an MGB-GT Roadster. I had known the car since 1984 so I got that too. — The men in their white coats and the padded van are on their way !! I have since managed to get DVLA to amend their records and the V5c to show NG -TD. But this now needs some light recommissioning.

When I first joined the club I bought an incorrectly registered TA which said MGB-GT Convertible on V5c (I managed to get that amended by the DVLA) then a TC, but with the flowing wings of a TF , (I think Richard Phillipson who purchased it from me playfully calls it a TE) and an unregistered incomplete TF that I know was illegitimately finished without IVA/SVA and put on the road, being MOT'd as an MGB by its then new owner (who I think was an MOT Tester !!)

Graham



News Snippets continued

Paul Dewes : 10th April

Hi, I have been catching up on my old haunts and noticed that you did an article on the NG Sedan in a past club magazine. I did see this car at Castle Combe at the track day as mentioned by John Hoyle which encouraged me to check through my archives to find the magazine article of the car which is attached. I am surprised how many names I still remember from those days when I built my TF which was later purchased by Norbert Brokmeir from Eastern Germany — he admitted to me later that had he known what alterations he would have to make to her to



Nick Green with his NG Sedan
— at Castle Combe Sept'96



Natty Combo !!

meet German regulations he would not have bothered !!

I was surprised to see it in the magazine (April '15) — towing a caravan !! , but stating he lived in the Netherlands and the car as having being built by Paul Dales rather than by myself.

Paul

Ray & Sue Boulton

In the previous issue Sue told us of the problems that she and Ray had had when, in December, a careless driver had smashed through a fence into their garage wall, causing structural damage and shedding debris all over the beloved NG.

When we saw them at Stoneleigh recently we heard that they had only just (after 5months !!!) reached a satisfactory insurance settlement—after a lot of 'argebargy' and much persistence on Sue's part.

Eds



Return to Sender :

John Hoyle loved his NGs so much that he decided to buy the Company. And when he later sold the business he then built himself his ultimate NG-TF V8, before selling that too. — Now, ten years later he's bought it back. You can find out why in the April issue of Complete Kit Car, which runs an in depth article by Ian Stent.



And a Natty Rump for 'Rocket'

When we first saw the pictures of John Hoyle's silver TC-V8 demonstrator with an NG Logo arranged over the boatail Chris and I both thought that this would be a 'fetching' addition to Rocket. John had previously said that the application can be a bit of a 'tease' bearing in mind the complex curves involved — so we didn't much fancy trying it ourselves. However we recently came across a local 'signwriting' company that seemed able to do the work. So with John's approval we set them the challenge, and a pretty good job they made of it.



So if anybody wants to do something similar, the digital artworks exists, contact Iden Signs at Cranbrook :: www.idensigns.co.uk

Su Hore

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.



NGer's Coventry/Stoneleigh Weekend

Well where to begin ?? - - without doubt it has to be a really big heartfelt **thank you** to the many NGers who attended at various stages over the bank holiday weekend, which one has to say weather-wise wasn't brilliant. We counted 19 NGs, and then other visitors, who for one reason or another couldn't display their NG, but would have brought that total up a further five. More on some of those guys a little later.

Coventry Transport Museum

Wow !, we spent a good two and a half hours wandering through the maze of exhibits. But to do the place justice, it really needed the whole day. Six NGs made it to this event, and just about represented all the NG models. We had



made special arrangements to display park at the main entrance and this attracted considerable enthusiastic attention from the public, -- a bit too much enthusiasm from some younger residents of Coventry who took to testing the maneuverability of aero screens and such like !!! Including lady, old enough to have know better, who was loosening off tonneau covers to peer inside - she was politely asked it would thus be OK if we similar peeked into her handbag ! - we think she got the message !! Within the Museum there were many exhibits that took my fancy, but two in particular. Firstly - in the Hot Rod Hall, an amazing hand built hotrod named 'Attitude Adjustment'. Talking with the owner/designer, Rogan McGlip, it was being re-jigged to accommodate disability passengers, and the current V8 engine was about to be replaced with a Jaguar donated V12 engine and other bits that will take the power output to a staggering 1500 BHP!!! -- but for me the biggest 'jaw dropper' was Rogan's age -- just Seventeen !!!

Watch out for it running at Santa Pod in early August.

Secondly, and at the other end of the vehicle spectrum was a 1937 Dennis Ace Fire Engine, affectionately called the 'Flying Pig' because the engine, being in front of the wheels, resembles a snout. It's appeal to me is because I drive that model of fireengine to many shows -- children love it. Then there were various bicycles (forerunner of the car industry in the area), Thrust SSC that broke the sound barrier and many more exhibits to appeal to every body.

It was a great visit, but just a little hiccup when leaving the venue -- BOW attempted to take a footpath exit rather than the road way !!, -- a tactical routing error of the type that occurred more than once over the weekend !!

Stoneleigh Kit Car Show (-- or NG Stoneleigh Revitalised !!)

To sum it up a resounding success in terms of NGs, and NGers, if a little less of a



resounding success for myself as your new Events Organiser !!

My preferred heading would be 'Chaos to RapidoMatic'. I had nervously listed everything I was to take, -- you know the kind of thing -- tea, coffee, sugar, tent and so on. What I should have included in

that list was such essentials as tent pegs and guy ropes !! Fortunately Chas Killick came to the rescue, he 'felled a few oak trees' and whittled some pegs, which served the purpose very well over night. But the higher winds in the morning were



sufficient to enforce a decision to stow the tent, -- before it took off across the Warwickshire countryside !! However thanks to Brian and Tony, the Cardiff contingent, we were offered the use of their folding caravan (a Rapido-matic) for the making of teas and coffees,-- my very sincere thanks, -- and my first Merit Award goes to those two.



Of the event itself, it proved to be excellent. Great camaraderie, new members, new NG builds, and a range of topics discussed. Many fascinating other kit cars were at the show, such as the Dunsmore (our own Colin Padbury owning 2 of them), the very classy Royales, the Porsche 356s, and the Lomax 3wheeler (which uses the 2CV as its donor ?!) -- to name just a few.

Distances travelled is always a talking point, many NGers had a round trip of over 300 miles. Possibly the furthest driven was Alan Goodbun at around 360 miles, there and back in the day ! But for sheer dedication, the distance prize must go to Ian Clark, the son of our past Chairman, he flew from Boston Massachusetts to the UK, and after some serious work on his Dad's NG 'Sheen', made it to both Coventry and Stoneleigh, and there's hope he might make the National Rally also.



It is the Cars that caused the club to be formed, but it's our members that are now 'The Club' -- and a great lot we are. Ray and Sue Bolton's TC wasn't ready for Stoneleigh but they still both chose to support the event by coming along, albeit in their tin top. Andrew Clemence is just putting his TA through the rigors of IVA



testing and is confident it'll be at the National Rally (so our very Best Wishes go to him). Another couple from Ascot, Tony Bell and his wife, who purchased their TF kit from John Hoyle some 20 years ago, had literally just finished it !! -- and it's first trip was to Stoneleigh. It has a very professional looking paint job in metallic grey, but it was actually



sprayed by Tony under a gazebo in his back garden ! A gentleman who now resides in Tasmania popped along to the show as coincidentally he was visiting a nearby friend. He was not there specifically to see NGs, but came to our stand because his own car is so similar. It is a Calvy Mitchell, -- Google it -- the similarities to an NG is too obvious -- it has to be a copy. There were many other great human stories told and retold over the weekend. There is something clearly appealing about our marque. My chum Dave Leiper who stood in for my wife for the weekend (only as a passenger I should hurriedly add) owns a Maserati Quattro Porte, but so enjoyed the experience he has agreed to co-driving BOW to the Nurburgring with me in August. This year's bumper attendance was in marked contrast to that of recent years, and was remarked upon by other adjacent clubs.

Additional Photo Gallery on Rear Cover—Eds

It leaves me once again to praise and thank all who supported the weekend and to invite you all to the National Rally over the weekend of 24—25th June, in the hope - **and expectation** ! - that this will also be a Bumper Attendance.

Warm regards to you all --- **John 'JW' Watson**

There is are Rally Details on Page 17

and a Booking Form can be found on Page19 — Eds

A Mite forgetful perhaps --

A man was on his way home after collection his new car, which was absorbing all his attention. But it struck him that he had forgotten something. Twice he stopped, counted his parcels, searched his pockets, but finally decided he had everything with him. -- Yet the feeling persisted.

When he reached home his daughter ran out, stopped short, and cried out
"Daddy ?? !! , --- where's Mummy ??!!"



HRCR Taith Cymru 2017

As many of you will know the Historic Rally Car Register (HRCR) co-ordinate a series of Scenic Tours across the UK each year. I have over the years taken part in a few of these in various cars, MG TC, Mini 850, RAW Striker and MG TF but not so far the NG.

Earlier in the year into my email inbox arrived an invitation to the 10th Anniversary run of the HRCR Taith Cymru run. My son Wilf and I had taken part in the inaugural event and so taking part in the 10th Anniversary edition seemed only right, so we signed up and put the date in our diaries.

The TA had just passed its MOT and as previously reported had the replacement rear axle to try out. So after a good wash and polish we were ready and left early to reach the start point in Crickhowell for the appointed hour.

The run over was lovely the sun rising over the Welsh hills, swooping in and out of pockets of cold air and early morning mist. We arrived at the Manor Hotel and parked up with the gathering set of 60 or so classic cars. These ranged from a 1959 Armstrong-Siddeley Whitley to a 1989 Ford Sierra Sapphire Cosworth (although there were a few newer Mazda MX5s as well).



The TA attracted quite a lot of attention, some asking what it was, - others knowing and being complimentary about the quality

of the shine !

Cars are set off at minute intervals, so after signing on and getting our route book (we were car No.39) we took our place in the queue to leave. The first car was away at 9:15am and our slot was 39 minutes after this. The route book usually uses tulip diagrams for navigation, this run was no exception. Tulips are easy to follow and as long as the trip meter is reasonably accurate and you keep a semblance of concentration then navigation is straightforward. We had a little advantage of course as I know the area quite well.

The route took us from Crickhowell down over the Usk river to the back road to



Llangynidr, Talybont on Usk and Pencelli. From here a quick blast around the Brecon by pass and we were on the back road to Defynog past the Brecon Beacons Mountain Centre. The weather was by now lovely and sunny we had a magnificent view of the Beacons.

Along the way to stop the cars bunching up too much there are control points. Here the cars are queued and set off again at 1 minute intervals.



From Defynog the route took us to Sennybridge and Trecastle. Shortly after Trecastle a right junction took us over the Epynt mountain range - also an army firing range - towards Llanwrtyd Wells. We stopped for fuel here before heading towards Abergwesyn a spot known to those NGers who took part in the Welsh trips to Cyngordy. The run over the Devil's staircase to Tregaron is beautiful in any weather but today we had wall to wall sun and the drive over was lovely.



We enjoyed the hairpin bends and took them at full blast!

From Tregaron we headed north to Devil's Bridge and the lunchtime halt at the steam railway cafe.

After a quick sandwich and a chat with some American tourists - who had never seen an NG before and for some reason only known to themselves though that kilometers per hour were faster than miles per hour, we headed eastwards towards the Elan Valley reservoirs.



I have driven this route many times but never tire of the amazing scenery. We stopped briefly at the Elan Valley visitor centre for a control and then headed onward to Newbridge on Wye before turning for Beulah. Just before Beulah we took a left turn and started to tack across country on smaller roads until, just cutting



Reports & Articles

ChangiNGear - Spring 2017



through the Epynt range again dropped down through Upper Chapel and Lower Chapel. I nearly missed a control on Epynt as I misheard Wilf's instruction, so we had a bit of a rapid pull up to get our route card signed. That teaches me to listen properly!!

From Lower Chapel the route skirted around Brecon and headed

towards Llangorse before rejoining the A40 at Bwlch. From here is was a simple rip towards the finishing point that the Manor Hotel.

We collected our finisher's award (a pair of mugs and slate coasters) and chose to skip the included meal to head home whilst it was still light and dry. The sky had become more than a little overcast and the temperature was dropping to say the least.



We arrived home having had a great day out with plenty of photos and good memories.

If you ever get the chance to join these events they are well worth the effort, they don't break the bank and you get to meet some lovely people

- I thoroughly recommend them !

Jeremy Evans

?? ??



Leaking Petrol Pipes

This is a subject that has been dealt with in the past, so please treat this as a gentle reminder. I recently found one of my 15 year old stainless braided fuel pipes was leaking when checking under the bonnet while the engine was running. Had I just started the engine and driven off I would not have known!!

The problem is, old rubber hoses do not stand up to modern fuels that have Bio-Ethanol and other cleaning products added which reduce emission levels. Currently Ethanol content is currently limited to 5%, but could at some future date be increased, as has happened in the USA.

Please check your fuel pipes if you have not done so recently. There are products available that are resistant to Ethanol, the minimum suitable grade is SAE J30 R6, but it is recommended that the latest grade SAE J30 R9 should be used.

I have just acquired some from www.advancedfluidsolutions.co.uk and it is not expensive

John Hoyle

It has been suggested that Super grade fuels (98RON) have lower ethanol content than Ordinary (95RON) fuels. This may or may not be true of the 'upmarket' brands (Shell VPower, BP Ultimate) but is unlikely with the 'budget' fuels, since Ethanol increases the RON rating and is thus an easy way to produce a 'super' grade fuel. So beware and do your own research, forecourt staff are unlikely to know the ethanol content of what they sell.

Eds

Dropped right in It !!!

Traffic police pulled a car over and told the man driving that he had been doing 50 mph in a 40 mph zone.

- "I was only going 40 !" the driver protested.
 - "Not according to my radar" the copper said.
 - "I was not speeding" the man shouted back.
 - "My radar says you were - Sir" said the constable
- With that, the man's wife leaned toward the window and said,

"Officer, I have found it best not to argue with my husband after he's been drinking."

Oooops !!



Navel Gazing :

In the previous issue we aired J.K Galbraith's assertion that :

"The only function of 'Economic Forecasting' is to make Astrology look respectable."

Looks like we might have prompted others to voice their agreement

— even if in not quite the same words. !!!

Nice to feel that ChangiNGear has such Influence !!!





More Progress on 'La Belle'

In the last issue Angela Morrison reported on Bob's progress towards getting 'Belle' back into roadworthy condition after many years of inactivity.

Now Bobs comments upon his further progress —

Brakes all bled and I have a pedal! Callipers refitted and rear suspension all back together and Loctite-ed in place. The handbrake seems to work well enough and held the disks whilst I tightened the nuts. The car is now sitting back on it's wheels and awaits a new battery for the next part of the saga. Finding out what else has decided not to work in the ensuing time off the road!

Having almost the whole house to re-decorate after the new ceilings have been fitted has not speeded up progress.

*Nor will business trips to Vancouver and Tokyo!. Ho hum. .. **Bob***

We wish Bob well with Belle and hope that he can get done in time for the NGer's trip to Normandy in July -- Eds

1957 Jaguar XKSS

The most expensive Production Car in History ??

One of only 16 original XKSS was up for auction in Florida recently and was tipped to fetch an unbelievable price of £13.5million.

But if you can't afford that, — don't be down hearted.

A further eight XKSSs were scheduled for production but were destroyed by fire in the late 50s. Now Jaguar have belatedly decided to recreated these missing eight cars, with an expected price tag of only £1,000,000 each — so much more affordable !

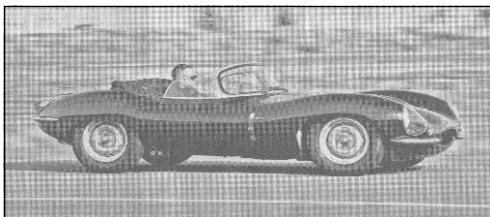
Only one snag— the recreations will not meet with current regulations and Jaguar have no plans to meet IVA (it will be down to the individual buyers to try and achieve this if the want — seems a significant hurdle !) - so none will not be legal for road driving on UK roads.

So usage is likely to be restricted to 'On-Track', but it would be a brave person who takes 'a million' round a circuit with any great aplomb.

The XKSS was the road going version of the racing 'D 'Type.

3.4litre, straight six, 260bhp with magnesium alloy body and wheels.

The chassis being bronze welded but the bodywork mainly riveted.





: 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 - TC :: 'Volcano'
Reg. No. WHJ 471M

Boat Tail style, MGB donor
Colour Red, beige seats

Professionally built 1997/97
SVA and 1st Regn 1st Sept '98

MGB 1800 engine, 4speed gearbox
with Overdrive



Recently recommissioned with Service and MOT- March'16
Complete with Black Hood and Tonneau
Low mileage, 1500 since build. Dry garaged

Price : £8500 (or near offer)

Contact : Del Collar (Wokingham area)

Email to derekcollar@yahoo.co.uk

Or Phone 0775-960-7498 (note number correction)

?? ??



NG - TF

Reg. No. CAU 442H

MGB based, 1800cc with overdrive box.

Jaguar Pacific Blue, cream leather seats, blue pile carpet, Walnut dash
High quality black tonneau.

5nos 'as-new' chrome wire wheels, with 185/65 R15 tyres.

Engine rebuilt by MGB specialists

Regularly serviced, every year, Full record of parts, servicing and MOTs

A truly exceptional specimen.

Price : £10,000

Contact : Mike Baker (Repton)

Phone : 07970-678191

Email : mikeljon1303@gmail.com



For Sale : Hood, Hoodframe & Tonneau for TA - Etc, etc

Hood is a bit scruffy & faded but no holes or rot.

Frame for the above will require a paint job

Tonneau cover, condition as hood

I'm sure there is a product that restores the colour on the 'double duck'.

Also available are 4 Nos cycle type wings, the front ones having brackets to fit to MG hubs so that these turn with wheels (brackets a bit crude but ok for patterns.)

Also available a 'ratty' vinyl covered wooden trunk for the rear end.

Naturally I am looking for huge offers for these beautifully 'patinated' items of enormous provenance, in line with the general thinking employed by the motor trade !

Rush now, before it's too late, get your offers in.

Contact : Michael Saunders

Phone : 01794323513 or 07587178085

Email : sondar@postmaster.co.uk



For Sale: Wheels and Tyres

5 Nos x MGB 14inch painted wire Wheels
and Tyres (Dunlop SP7's 165SR)
LESS THAN 1000 miles of running.

Price : A Bargain - All 5 for £200.
Collect from Egham

Contact: John (JW) Watson
phone : 07866-800948
email : jdwatson15@gmail.com



Wanted

Wanted ::: NG-TA

Wanted for a rebuild Project
so condition is unimportant as long as all the essential bits are sound.

Contact : Wim Bielars (NGer 1471) Bergen -op-Zoom
Email : wjbielars@kpnmail.nl

Wanted ::: a nice well made NG TF

1.8 preferred and would like a car with wet weather gear
Peter Gilbert :: 07585-553580

Wanted NG sports car V8 or 1800

Any model but must be tax exempt (on the road or not)
Don't mind a bit of work
Please ring 0797-6555737 thanks John.

A Remarkable Statistic :

In 1890 electrically powered cars outsold other propelled cars by ten to one !!

-- from H&H CV Club Mag via FBHVC Mag

Club Products & Regalia



The following are the current lines :

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

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

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

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

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

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Coventry Transport Museum and Stoneleigh KitCar Show



Saturday, Sunday & Monday ::: 29th & 30th April, & 1st May



the NG Owners Club magazine

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