

ChangiNGear

July 2016



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Chairman's Letter

I must start by saying THANK YOU to all our Members for another successful year in the Club's history, especially attendance at local outings, Christmas Dinner, Village Days, etc. etc. , not forgetting the Annual Rally at Stratford-upon-Avon to top things off. Riverside Park is always familiar, welcoming and comfortable, and where good weather is thrown into the mix this is always a bonus. In 2016 we

enjoyed the lot and it is safe to say that this year was one of the best yet. Although one can always wish for a larger number of NGcars to be present, we enjoyed a good representation each day.

What was most heartening was the friendly and sociable atmosphere that was present throughout the weekend. Thank you again. Well done everyone.

Thanks are especially due to the Committee and helpers, and the ladies in various capacities, and John and Barbara Hoyle for organising and providing for the Driving Tests, children's games and activities.

You may not know just how much organisation and preparation is needed ahead of time for events such as our Annual Rally, often arrangements have to be put in place as much as a year ahead. In order to secure the site a booking has already been made for 2017 (see Page 9). We have tried to be clear of most of the major events that might conflict, i.e. the Stratford River Festival, Wimbledon and the Grand Prix at Silverstone, hopefully giving everyone a chance to organise their diaries. My hope is that more members will be encouraged to come along in their cars and join in the fun. It is always encouraging to see old familiar faces, but also good to meet new and potential new members who can benefit from the experience and expertise of the 'old lags'.

This year we made phone calls to many members that seemed to be within a reasonable travelling distance of Stratford, just to say to them "are you coming?". It became apparent that our Membership Directory/Register really needs to be updated. In the past the Club was able to produce a Membership Directory (about the size of our Magazine) listing Member's



names, addresses (postal and email), phone numbers and vehicle description. Information that is contained in your Club Membership Joining Forms. We intend producing a new listing this autumn, but if you would rather your details were omitted from the list would you please advise Bob Morrison by mid- September (-see the inside cover for his contact details) The Directory is a very necessary and useful item, particularly when members need to be contacted on an urgent basis, also it provides a good reference to all members that may be seeking help, advice and know how from existing members that may live nearby. When the new list is issued, I am hoping that our Magazine Editor will be able to provide a form as a "tear out Centre Fold" in a later issue of *ChangiNGear*, for you to provide any changes in your details.

Thinking ahead, it will not be too long before our Annual Subscriptions will be due. Will you please help and make sure that your application form is up to date and contains the correct data, and that you pay the correct subscription amount (£15)

Now to a personal aspect. Some of you will be aware that, like some 'old bangers', I did not pass my last MOT and am now running on 'advisories'. A couple of hefty operations over the last few years have now required me to slow down a bit. Luckily with the backing of a good Committee and exceptional support from Mary and John Hoyle, all of whom share my enthusiasm for the continued success of the Club, everything is in good hands. As a natural progression, I would like to propose that John be accepted as my full time right-hand-man and Vice Chairman. With his wealth of Club and Engineering background and knowledge I can think of no one better. He has graciously agreed and I am delighted, and hope you will all concur.

Peter Clark

Never trust a man with short legs... his brain is too near his bottom. — Noel Coward

I wonder if illiterate people get the full benefit of alphabet soup. — Jerry Seinfeld

A lorry-load of tortoises crashed into a train-load of terrapins

What you might call a 'turtle' disaster



Secretary's Notes

What a grand National Rally Weekend we had this year. The date had been brought forward by one week to avoid clashing with other various events, and I think this was a good plan. A BIG THANK YOU to all attending members and organisers, especially Mary and Peter Clark, John and Barbara Hoyle, Paul and Donna Grey and family. These events take a great deal of planning and organisation and they really did come up TRUMPS.

It was especially good to see a number of new members as well as many long term familiar faces, all wanting to support the Club.

The various outbursts of rain (and some were extremely heavy !!) had little effect upon us, but then we are all seasoned drivers and campers.

If anybody attended the Stoneleigh Abbey Kitcar Show this year, I would appreciate a call, or email. I would like to find out whether it is worth booking a site again next year. This seems to be the only remaining kitcar show still on the calendar. I would be interested to hear your views.

Bob Preece

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.

CONTRIBUTIONS PLEASE

Contributions for the Sept/Oct issue of ChangiNGear
by 16th September



Editorial

Firstly, our apologies that the July edition of *ChangiNGear* is a bit late — yet again !

Having taken some time to accumulate the various contributions about this year's Annual Rally, we then got a little bit of Summer at last and it was too

nice to spend much time indoors.

Hopefully the tardiness will not spoil your enjoyment of this offering.

Having missed the Rally last year for health reasons it was wonderful to be there this year.

Special thanks to Peter and Mary for allowing us to share their 'lodge', which was so much nicer than an off-site B&B, and we so enjoyed their company. Also very many thanks also to all the organisers of the various aspects of another excellent event. We had a stunning time.

The Rally was very well attended and it was excellent to see quite a few new faces. Also pleasing to see some of the 'youngsters' taking the chance to drive the family NG on the unused section of the camping field.

Rocket has been sadly neglected over the past eighteen months. The suspension being too firm and driving position too cramped for Chris's dodgy stomach, and Su being of 'too challenged a stature' to reach the pedals. Hopefully when Chris gets the final 'all clear' in a few weeks time we will again be able to enjoy NG motoring on the open roads of Kent (such as there are !). It will be short slow journey to start with to check that his 'gut' is up to the rigours - we do not want to undo all the surgeons good work so far.

We must again take this opportunity to offer our thanks to all the many contributors over the past year and those for this issue in particular. We are very grateful to, and reliant upon, our faithfully scribes. We would also be very keen to see many more joining these ranks and competing for next years Editor's Cup.

Chris and Su



EVENTS CALENDAR

Date 2016	Event -- What, Where	Who
09-Aug	Brooklands - Evening Natter (page 7)	Peter Clark
04-Sep	West Sussex MGOC South Downs Run (www.wsmgoc.co.uk/page5.html)	
13-Sep	Brooklands - Evening Natter (page 7)	Peter Clark
11-Oct	Brooklands - Evening Natter (page 7)	Peter Clark
28 to 30-Oct	Classic & Sports Car Show Alexandra Palace (www.classicandsportscarshow.com)	
06-Nov	London to Brighton Veterans Run	Chas Killick
08-Nov	Brooklands - Evening Natter (page 7)	Peter Clark
04-Dec	NG SE Christmas Lunch (page 9)	Sue Bolton
13-Dec	Brooklands - Evening Natter (page 7)	Peter Clark
Next year 2017		
14-May	Valence Hill Climb, Sevenoaks	Chas Killick
June/July	NG Trip to Normandy	Angela Morrison
23 to 25-Jun	NG Annual Rally, Stratford	Paul Gray
22 July	Dogmersfield Fete	Paul Gray
Sept/Oct	NG Trip to Ireland, Wild Atlantic Coast	Jeremy Evans

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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)

These events may be subject to change

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



MONTHLY NATTER

Meeting Dates and Events 2016

- | | |
|-------------------|--|
| January: | 12th – New Year Natter and Noggin. |
| February: | 9th – Best Leather Driving Jacket & Goggles (!)
competition. with Chris Bass on Piano (tbc). |
| March: | 8th – General Knowledge Quiz. |
| April: | 12th – Motor Memorabilia swap. |
| May: | 10th – Late Spring Natter and Noggin with Chris Bass on
Piano in the background. |
| June: | 14th – Pride of Ownership, Concours d'Elegance; Ladies
and Gentlemens period costume competition. |
| July: | 12th – Summer Barbeque,. |
| August: | 9th – Summer Natter and Noggin with Chris Bass on
Piano in the background |
| September: | 13th – Motoring Quiz. |
| October: | 11th – The 13 th Anniversary of our Brooklands Natter. |
| November: | 8th – Remembrance Natter and Noggin. |
| December: | 13th – Enthusiast of the Year Awards, Gentlemen &
Ladies Competitions, Hot Sausage Rolls and
Mince Pies. |

On all nights there will be a Raffle (with prizes, of course).



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

David Thompson (NG1596)

Chalfont St.Peter, Bucks,

Marcel J H Brockhus (NG1597)

Gravendeel, The Netherlands,

Michaela Münch (NG1598)

Frankfurt-am-Main, Germany,

ChangiNGear is once 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 and Welcome

Chris & Su : The Editors

Welcome New Member — Michaela Münch

Michaela is a new NG member living in Frankfurt.

She is having a few problems getting her NG-TF on the road as Facebookers will have read recently.

Michaela is such a keen NGer that she even has NG Cushions for her settee !!





NG SouthEast Christmas Lunch 2016

An advance booking has been made at the Best Western Reigate Manor (RH2 9PF) for Sunday 4th December, meeting from Noon.

Menu and additional details will be in the September issue of *ChangiNGear*.

For queries or advance booking contact Sue Bolton
rayboulton744@btinternet.com



NG National Annual Rally 2017 23rd to 25th June

A booking has already been made to hold next year's Rally at Riverside Park, Stratford-upon-Avon.

Further details in due course but in the meantime please book this in your calendar for next year and try to be there.



To Hail With It !!!!

While some of us were enjoying ourselves at the NG Rally, Charlie Killick was busy at home readying his NG for the Trip to Normandy.

That is until he had 2inches of hail stones in his driveway !! - and the resulting melt water found its way into his inspection pit !!





Membership MutteriNGs

It seems some time since I last put pen to paper and one day I may even finish off the articles about fitting the TVR Griffith T5 gearbox; maybe after the one about the new rear calipers? Time seems to have flown by and this is the twentieth year I have been Membership Secretary. Over that time we have seen membership peak at around 550 and then drop back to a pretty steady 260-ish for the last few years. We are still receiving a healthy number of new applicants but very few are building cars anymore. A combination of new regulations, cheap Mazda MX5s or similar and an unwillingness on the part of the youth of today to get their hands dirty all contribute to this. On the plus side the number of foreign members is on the up. We have members in Germany, Holland, France, Spain, Italy, USA, Denmark, Sweden, New Zealand and Australia. Despite rumours to the contrary, I am not retired, nor do I possess psychic powers, so please do not be surprised if I am not in during the day! I get many enquiries on the lines of "I have not had a magazine for a while!" and of course there is usually a very good explanation. Usually one of the following:



- In common with a lot of other clubs, we are not a charity,
 - so paying your membership does help here.
- Also, paying the correct amount will ensure you see your magazines.
 - I still see payments of £7.50 and £10.00 on the bank statement !
- If you move house, I will only know if you tell me.

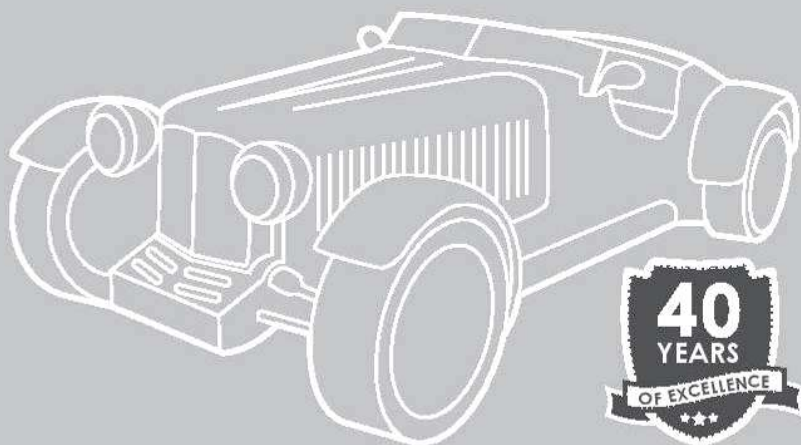
It would be appreciated if you could keep me up to date with your email addresses and phone numbers so we can let you know about the National Rally and other events. We had a lot of bounced e-mails and "number unobtainable" messages when we tried to contact members about this year's rally.

For the second year running Angela and I organised an NG trip to Normandy in early July. We had wonderful weather this year and a tour with the local classic car group (see Angela's article on Page 12). We already have four NGers who have expressed an interest for next year, around the same time of year, so if you are interested, please let us know. Speaking French is not a pre-requisite ! And Brexit will not have happened by then so you will not need a visa !!

Bob Morrison — rmorris1847@aol.com



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Encore une fois en Normandie

As we liked Le Clos Saint Vincent (the B&B in Manneville ès Plains, where we stayed last year, only 10 minutes from the coastal village of Veules-les-Roses) so much, Charlie

(Killick), Robert and I decided to book again for our second NG visit to Normandy in July. Again, we were given a very warm welcome by Sophie, the owner who was disappointed not to see more NGs...

Most readers will know that there has not been any progress on getting our NG on the road due to a lot of work going on in our house (installation of downstairs loo and new kitchen), HOWEVER, next year it WILL be on the road.

We were delighted to spot an NG in the line up of cars waiting to board the ferry



and we acquainted ourselves with Brian Gaskin, a former member of the NG Owners Club and proud owner of the much loved 'Twinkle'. Brian was on his way to the 22nd Caux Rétro, where over 250 'interesting' cars would be parked in front of the Mairie (Town Hall) in Allouville-Bellefosse. Brian admitted his membership of the NG Owners Club had lapsed many years ago but he had used his car a lot over the years.

We also saw a number of old classics heading for Caux Rétro -



Robert and I enjoyed our twinning weekend, which was devoted to the 25th anniversary of the Festival du Lin (Linen Festival). If you are ever in Normandy at the time of the Linen Festival, do as we did, i.e. visit the many exhibitions in over a dozen



locations, which also gives you the opportunity to explore more of the region.

Charlie arrived on the second day of the festival and was able to go to several of the exhibitions but missed out on the fashion show which took place outside in front of the Château de Silleron. Now I wonder why Robert decided to take a photo of a classy model !!! She was one of many modelling at the fashion show we went to outside the château featuring linen garments. Charlie missed out on the fashion show as it took place before his arrival and we met up with him at our bed and breakfast in the evening of Sunday, 3rd July.

We started off our holiday by going to St Valery en Caux and visited the Maison Henri IV, which it is said was actually visited by Henri II. In the museum were numerous photographs of



the important fishing industry in the town and of the dramatic train crash of 1915, when the brakes failed on a troop train. We were again overwhelmed by French hospitality and were invited to lunch by Claude and Danielle. Claude was very interested in hearing about the build of our NG, as he used to build the engines for the Maserati Le Mans cars and enjoyed looking through our build photograph al-

bum. We were intrigued to hear from Claude, that he remembered as a boy, he and his father going to see the unforgettable images of the train wreckage and mutilated bodies of those who died in the 1915 crash.

Brigitte, a new French 'twiner' very kindly invited us to her home for apéritif and was pleased to show us around her beautiful Normandy long house, which her deceased husband had spent 25 years renovating. It was such a treat to see the inside of her lovely home.

Brigitte had spent many years working in Rouen and, upon hearing that we wanted





to visit Rouen, was able to recommend a restaurant, 'La Petit Auberge', where we had a lovely lunch after spending the morning walking around the old part of the city. There was a marked contrast between the Gothic cathedral of Rouen and the very modern church of St. Joan of Arc, the latter only completed in 1979, both are to be admired. The sweeping curves of the structure are meant to



evoke both the flames that consumed Joan of Arc and an overturned longship. The stained glass windows come from the 16th century Church of Saint Vincent (originally located a few metres away in central Rouen. The old church was almost completely destroyed in 1944 during World War II, but fortunately the windows had been removed and stored in a safe location during the war. They were then incorporated into the new Church of St Joan of Arc.

We thoroughly enjoyed our visit to the neo-Gothic Palais Bénédictine in Fécamp. The Palais Bénédictine contains the distillery in which the famous liqueurs are prepared; its collection of religious works, mainly from the 15th and 16th centuries (displayed just as they were at the end of the 19th century) and a contemporary art gallery. The palace is well worth seeing and at the end of our visit we were able to taste three of the liqueurs made there.

Before our arrival in Normandy, I had got in touch with Yves, the proud owner of a mint condition TR6 and who very kindly organised a car outing for us last year. This time, he and Jean-Claude, a French twinning friend in Veules-les-Roses, who owns a beautiful 1957 TR3 got together to organise another car outing on our penultimate day. Jean-Claude persuaded two friends, who owned another 1957



TR3 and a Citroën 2CV, to join us and we were very pleased that they did. We were amused by Jean-Claude bringing a flask of coffee, real coffee cups and biscuits for our mid-morning stop (see photo below). I was concerned about him serving coffee on the bonnet of his lovely car but he did put a cloth on it first!

I thoroughly enjoyed a ride in Charlie's NG - a trip down memory lane - thank you Charlie. Both Robert and I were treated to rides in Jean-Claude's TR3 and Jean-Luc's Citroën 2CV and we had a very pleasant lunch stop in a seafront restaurant.



We ended our last day in Normandy with fifteen others who had been invited to a barbecue in the evening at Jean-Claude's home in Veules-les-Roses. It rounded off our stay beautifully.



We will need to fix dates for our trip to Normandy next year, and will keep you posted. In the meantime, if you are interested in joining us, please do get in touch.

Angela Morrison — amorri1847@aol.com

Just a little misunderstanding !

The Odd Job Man at work had had nothing to do for a day or two. So the Boss, being loathe to waste money, said —

" Fred, today I would like you to go round to my house and do some gardening - cut the lawn, sweep up the leaves and have a general tidy up --- Oh! and while you there you can repaint the porch, there's white paint and brushes in the shed "

About mid-afternoon the Boss thought he'd better check how Fred was getting on, so he phone Fred's mobile and said —

" Hello Fred. It's me, how are you getting on ?"

Fred said —

" Fine Boss, no probs - lawn and leaves all done, and I've cut the front hedge too"

"Excellent" said the Boss, " what about he painting ?"

"That's about half done" said Fred " — and I'll finish it before I leave.

— Oh, bye the way it's not a Porsche it's a Ferrari !"

I got an Odd-Job man in, - he was completely useless !!

I gave him a list of eight things to do.

He only did numbers 1, 3, 5 and 7 !!!

— Tommy Cooper



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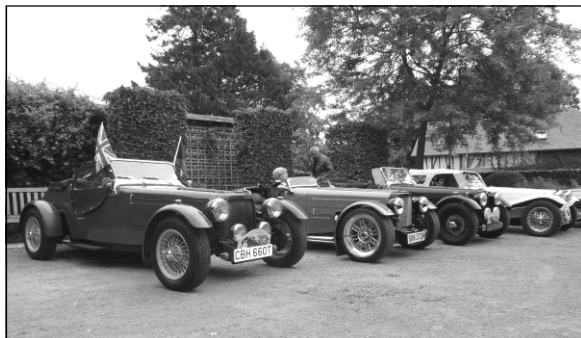


A Trio of NG's at Caux Retro

Last year we received in the post a DVD from Roy De Boise about his visit to Caux Retro rally hosted by the village of Allouville- Bellefosse in Seine Maritime, Normandy. We had heard about it and it sounded great fun. So we were delighted when, in January, John Coker and Hana invited us to join them, along with their friends Mike and Krysta Carter, to visit Caux Retro this year.

This event has been running for 22 years and is a high spot of the local calendar.

We have always thought ourselves as being fortunate to live only 10 minutes from the



ferry port at Dover. We met up with John and Hanna & Mike and Kyrsta on the outside approach into Dover Port just after 7.30 on the Friday morning. The traffic was horrendous along this stretch and we eventually reached the tarmac inside the port. We sat and waited, and waited, until after a crawl we were greeted with signs apologising for delays, caused by enhanced French security !!, and that we should, along with hundreds of other passengers (including numerous Welsh football fans) be prepared for travel disruption.

At 8.15 we were still waiting to be beckoned forward to the security booths, and becoming more aware that we wouldn't be sailing on our assigned ferry booking of an 8.30 departure, and we still had to check in at the P&O desk. Well, to quote a certain Mr. Farage, we weren't laughing now were we ?!

There was nothing we could do about it, and at least it wasn't raining. A friendly banter ensued with surrounding drivers in the trickle of vehicles either side of us. Sometimes their lane moved along a bit, sometimes ours. One coach driver called out to us that he would swap all the money his passengers were carrying in exchange for our TC ! Time passed, and once through security we proceeded to check-in and into the ferry lane for a



9.30 sailing. It was only an hour later than planned, but to be honest, it didn't really matter.

The Dover to Calais run is so quick, with just time for a leisurely breakfast and a bit of shopping, a relaxing drink and before you know it it's time to disembark.

As you know our NGs create such interest and excitement among fellow passengers that for us it made up for any hiccups we may have experienced earlier.

Now on French terra firma we made our way along the motorway — planning to divert as soon as possible onto the quieter roads en-route to our stop for lunch at Abbeville Aerodrome.

We approached the first toll. John was leading us, when his TD came to a sudden halt just before the booth. He vacated the driving seat and pushed his car through the toll ticket barrier.



We all congregated at the near immediate roadside stop to see what the trouble was. A vapour lock in the fuel system was diagnosed — so after re-priming the pump we were once again on our way. John and Hana had organised a most enjoyable route to our lunch stop at the aerodrome, being familiar territory for John who has piloted his own plane there. After lunch, our 3 'pilotes' (which as you all know is the French word for 'driver') took to the quieter roads to drive to our hotel destination at Caudebec-en-Caux.

We stayed at the Hotel Normatel overlooking the river Seine. The check-in was very straightforward and we were given our keys. At first sight the rooms seemed to appear rather outdated, but we all had the benefit of our own balconies overlooking the river, which in time we were to appreciate as the river provided much interest with riverine sights, such as river cruise ships mooring opposite the hotel. One ship would moor up in the evening, only to be replaced by another in the morning. We were also amazed at the number of container ships also passing up and down the river. Our room



was clean and with hot water and a comfy bed. It was all we needed for our three night stay. Breakfast was good, but to be at the first venue on the Saturday we had to eat at 8am to allow us to report to check-in at Allouville-Bellefosse on time. On arrival there we were given a programme, map, our meal tickets and a Caux Retro 2016 rallyplate to display on the car. Thankfuloly all of us were all assigned to the 'Brits' Section.

Alan and I had never done this event before and I wondered exactly how much 'map reading' would be involved. Well, all the work was done for us, it was brilliant! We were escorted by motor cycle outriders who stopped the traffic at each roundabout, enabling us all to continue in an unbroken trail along beautiful country roads. A couple of stops for coffee and comfort break and then on to Allouville -Bellefosse where lunch was provided by the villagers in their village hall. After lunch we did the afternoon route and after two further stops during the that run we finished for the day in the grounds of the most beautiful Chateau de Bois-Himont. By the time we got there the sun was shining. It was amazing to see so many cars, bikes trucks, etc. ,and we met up there with



Roy De Bois — who had come via the Newhaven-Dieppe ferry with his Lomax (rather than his NG). Then it was back to Allouville-Bellefosse where we were once again provided with dinner and wine in the evening.

Well rested, we had another early breakfast on the Sunday. We had to return to Allouville-Bellefosse to be allocated our specific parking spaces for the static display for the day and we would have to remain there until 6pm. We were given wristbands for ease of entering and re-entering the show on foot. Lunch was again provided in the village hall. The weather was a bit damp, occasionally wet, with the ladies taking refuge in the cars with brollies up! It was another enjoyable day, followed by another slap-up meal at a lovely restaurant not far from our hotel. We had eaten there on the Friday night and had enjoyed it so much that we booked a table for the Sunday night. On this latter visit the proprietor had prepared us the most beautiful circular table, centre stage. It was the end of our stay by the river Seine, but we still looked forward to our return journey back up to Calais.



On Monday morning we left the hotel and began our journey for the ferry, this time mapped out by Krysia and Mike. The sun came out and it was the most enjoyable return



run we have experienced in our many years of driving on French roads — and we never touched a motorway. We stopped for a light snack at a typical roadside bar and then onto a small Carrefour for some last minute shopping.

A great few days away with great company, and many thanks to John and Hana, Mike and Krysia.

Teresa 'T' Goodbun

The Right Trousers ??

When I was in Asda car park a few years ago, I'd put all the shopping in, slammed the boot shut and realised that stupidly I'd shut the keys in and was locked out. I tried all the doors, but with no luck, and looked around in despair, wondering what to do next. This particular Asda was right by a military base, and there happened to be a 'squaddy' walking by on his way to the store.

I explained my plight and he offered to help. I watched as he walked round the car to the driver's side and bumped the door with his hip.

To my amazement the lock popped up and he opened the door for me.

"How on earth did you do that?!" I asked

"Oh, it's easy," he said. "It's these khaki trousers..." !!

He said 'I'm going to chop off the bottom of one of your trouser legs and put it in a library.

I thought 'That's a turn-up for the books'

I was watching the London Marathon the other day and saw one runner dressed as a chicken and another runner dressed as an egg.

I thought: 'This could be interesting '

I went to buy some camouflage trousers the other day

— but I couldn't see any !!

— Tommy Cooper



NGOC National Rally Report :

What a great weekend !! Nice to see such a good turnout of members with families, friends, and young children.

The marquee had been delivered and erected on the Wednesday before the rally weekend. Leaving the committee to set up the tables, chairs, BBQs, etc. on the Friday morning. We had one or two

minor issues such as the tap on the hot-water boiler being jammed in the off position and no amount of 'persuading' would free it off. This was suddenly a major issue because constant hot water and hence teas/coffees throughout the weekend is an essential aspect of the rally. Thankfully, the marquee supplier was able to bring us a replacement item, although it was gas-powered rather than electric and hence not quite so easy to control.



With the tables and chairs laid out and covered in clean tablecloths, we felt that the rally could now begin. At this point it's worth remembering that Manda & Bob Preece very kindly brought all the ingredients for making our hot drinks throughout the weekend. Thanks also to all those members who supplied cakes to share; we ended up with a very fine selection, including many very tasty home-baked ones.

During the Friday afternoon members started turning-up and we soon had a steady stream of arrivals, all boding well for the overall numbers. In fact

the total numbers during the weekend were excellent and probably the highest we've ever had recently (approx 90). At this point it's worth noting that the NGOC signs, directing members to the rally field, were again very kindly provided by Jeff Stretch and were particularly needed this year because we had quite a high





number of new members attending.

The numbers staying on the field were, thankfully, enough to justify our use of the site's rally field with a particularly noticeable increase in the number of motor-homes this year. In some cases, the motor-home was following the family's NG giving the joint benefit of a comfortable berth for the night and



the fun of having their NG on site. We also had the usual mix of caravans and tents. The committee were pleased to see that members had taken on board the message that they and their families would be most welcome to attend the rally with or without an NG.

Non-camping members took advantage of the various alternatives provided on site such as static caravans, timber lodges and 'glamping accommodation'. When these latter structures first appeared on the Stratford site a few years ago there was just one option, namely 'Snugs' (glorified wooden sheds). The following year they were joined by 'Hobbit Huts' and this year there were also 'Beehives'. All Great fun, and, with their own exclusive shower-block, a very viable option to camping on the rally field.

Peter and Mary Clark arrived towing their trailer loaded to the gunwales with food for the weekend. Peter & Mary very generously provided the sumptuous feast for the Friday evening. With a small 'supply tent' pitched close to the marquee, and a few willing volunteers to help with laying out the meal on a series of central tables, we were all set for a splendid evening. And, to top it off, Barbara Hoyle provided some tasty puds — the



rhubarb crumble being particularly tasty. After enjoying the food, we were invited by Som Baker to wish hubby Keith a happy 50th birthday and to share his birthday-cake(s), that Som had managed to hide in their caravan and bring along for the weekend as a surprise. Som informed us that Keith had said





ChangiNGear - January/April 2016





ChangiNGear - January/April 2016







previously that he would rather celebrate his birthday amongst NG friends than have a party at home and Som managed to arrange just that.

After enjoying a slice of birthday cake on top of a splendid meal, we were happy to sit for a while and be entertained by Barbara and John Hoyle who had brought along a fun quiz for those who felt like a light-hearted challenge. The quiz was won by Bob Morrison who, with Angela, has been lent upon to organise the quiz for next year's Rally.

On Saturday morning we soon had the hot-water boiling for the early-risers and during the morning yet more members arrived, some of whom we hadn't seen for some time. It was great to see so many people attending and supporting their club together with an increase in the number of children and grand-children. By Saturday lunchtime there was a nice selection of NGs on site even though the weather was somewhat changeable. There were a few extremely heavy showers at which times the marquee proved indispensable in providing shelter, but the activities continued unabated between the showers.

John Hoyle had set up the driving tests arena during Saturday morning, with various poles being adorned by the ever-creative Barbara. This year Barbara decided on the Queen's 90th Birthday celebration as a 'right royal' theme.

Prime activity during Saturday afternoon was the driving challenges, preceded by the children's challenges (similar to the driving tests but on foot and organised by Barbara and Kate). Also in a class of her own was Mary Clark on Peter's electric chair, not especially quick but very elegant !

On Saturday morning Donna & Nina went shopping for the salad items, fruit and bread for the evening BBQ. A willing band of helpers washed and prepared everything during the afternoon. By 6pm the three BBQs were sizzling and, as always, proved a nice focal point for people to chat whilst cooking their burgers etc. After the first course we enjoyed a sumptuous fruit salad and cream, not to mention more puds from Barbara !

Following the evening meal, Barbara Hoyle treated us to a fun bingo session, comprising two games. Barbara was helped in this by a number of the





children and the event was much-enjoyed by all. In the first session, Sue Stretch was first to complete the initial line and was awarded a prize of chocs and Jeff Stretch was the first to fill his card,

winning a bottle of wine. In the second session, the winners were Su Hore and Imogen Gate. By popular demand, Barbara agreed to organise another bingo session for next year's rally.

A further round of driving challenges took place on the Sunday morning held in a competitive but fun atmosphere and decent weather.

With more rain forecast as being on its way during Sunday afternoon, the awards ceremony was brought forward to enable people to head home in good time. The awards this year were decided by the committee, except for the Editor's Cup that is awarded by the current editor of newsletter. Our chairman, Peter Clark, assisted by Bob Preece, presented the trophies to the worthy winners, and Chris Hore explained the rationale behind the Editor's Cup award for this year. Being that the award had been won by Graham Bull for his articles on the trials and tribulations of getting his NG-TF V8 'Sisyphus' through the Austrian IVA test (see p28 of Oct 2015 newsletter for a explanation of Sisyphus). And, as it is impractical to get the cup to Graham in Austria, Chris asked the runner-up, John Watson, to be custodian of the cup for this year, on Graham's behalf.

Standing in the park, I was wondering why a Frisbee seems larger the closer it gets.

— *then it hit me !!!*

When I lost my rifle, the Army charged me £125.

— *that's why in the Navy, the captain goes down with the ship.*

The award winners being as follows:

Best TA:	XDF 74	Paul Dales
Best TC:	SKN 372M	Alan Goodbun
Best TF:	HHW 227G	Ed Powell
Concours Cup:	DBY 897M (Dobby)	Chris Humphreys

Cheetham Cup **TKW 270K** **Ray Boulton**
(Best Modification)

Peacock Trophy **Peter Clark**
(Clubman of The Year)

Editors's Cup **Graham Bull**
(Cup Holder—John Watson)

***There were no TD or Henley models present at the Rally this year.
(Hence no awards in these catagories were possible)***

Winners Adult Driving Challenge Toby Tyler
& Co-Driver Josh

(– very well driven and a treat to see the youngsters showing the more mature drivers 'how it's done' !!)

Winners of the Children's 'on-Foot' Driving Challenge were:

Under-5s *Amelia*
Over -5s *Eddie*

'Favourite Car' drawing was awarded to James.

'Fastest pegs on the washing line' - Rebecca in 32 seconds.

(this game also attracted a number of adults to have a go but they didn't seem to be able to beat the children's times !)

In conclusion we had a fantastic weekend with many thanks to all the committee members and all those who helped out during the event. We have already booked the site for next year's rally so please add **Friday 23rd to Sunday 25th June 2017** to your diaries. Next year's prices for static caravans, snugs, etc. should have been set by the end of July this year so, if you have a favourite unit in mind for next year, it might be a good idea to make your reservation ASAP.

Paul Gray



EDITOR'S CUP 2015—2016

At the NG Rally this year the winner of the Editor's Cup was announced as Graham Bull. However as Graham lives in Austria ,and it thus being impractical to get the cup to him, John Watson, the runner-up, was asked to be the Cup Holder for the year on Graham's behalf.

A Winners Certificate has been provided to Graham in lieu.





BOW's Personal View (of the NG Rally)

The NG weekend at Tiddington proved yet again to be very successful, albeit the weather threw a few surprises, but more on that a little later. I counted 21 NGs at one point, other participating members who couldn't bring their NG for one reason or another represented a further 5 NGs that I identified. But the summer gathering is about a lot more than just numbers of cars. The time

trials are always fun, and we enjoyed ourselves, but for me the pinnacle was watching Mary burning turf on Peter's electric ram-raider, not the fastest time, but certainly one of the most elegant. Then, of course, there is the opportunity to see the modifications other NGers have adopted, Ray Bolton's V8 powered NG-TC being a case in point.



It is also an opportunity to meet new as well as old friends and to realise that, as with all petrol heads, what you see is only the tip of the iceberg. If you think NG is the only item of conversation, then think again. One member, and retained fireman, namely Steve Tyler from Pickering, had just become the proud owner of a David Brown Cropmaster tractor, and was hoping to acquire a field in order to hone his agricultural skills, — although having seen the condition of the field after Steve and his son completed the time trials I'm not convinced his agricultural skills need honing !! Also amongst us was our own Guy Martin, not that Richard Fox loved racing motorcycles but he shared a love of lorries having been let lose at an early age working on Scammells and ultimately became a fully fledged fairground engineer - make do and mend - comes to mind, and if that conversation wasn't enough, we discovered his wife's father built a Sopwith Camel bi-plane.

Then there were the tough negotiators, Paul Dales for example—who is only willing to sell me his beautifully prepared TA providing I can find him a reasonably priced 6 cylinder Teal Bugatti !! I offered instead to find him a full set of hen's teeth, but he wasn't prepared to accept my lesser offer.



I mentioned earlier the W word (weather), it did occasionally turn a little nasty but didn't really interrupt the day proceedings. However on the Sunday evening those NGers still on site went to the restaurant in the on-site Clubhouse. It was raining heavily and at one point it decided to break through the ceiling of the restaurant and form a waterfall onto the table where Chris Hore was sitting. To see him move like a thoroughbred race horse from the immediate scene was stunning, even with that effort I believe his trousers did dry..... eventually.



I shouldn't end without saying a huge thank you to all the team that organised the many facets of the event, you are all stars in my eyes. I'm so looking forward to next year's weekend already, perhaps Paul Dales will have softened a little by then.

BOW 759K (aka John Watson)

You Can't Win this One

A bloke is stopped by the police one night. Plod comes round to the drivers window and says,

"Excuse me sir, but your nearside tail light isn't working"

Bloke gives an exasperated sigh, "Oh for heavens sake, haven't you lot got anything better to do!"

He jumps out of the car and goes to the back where he gives the tail light a hard kick. — it comes on.

"There — now are you satisfied," he says sarcastically.

"Very good," says plod.

"Now go round and kick the front and see if a tax disc comes up.!!! "



Flywheel Festival 2nd & 3rd July 2016

I thought members might be interested in hearing about a rather special weekend event that was held in July this year for only the second time.

We came across the festival advertised in the motoring section of a newspaper and were rather intrigued. It sounded like a mixture of the Goodwood Revival and Shuttleworth Airshow — and it did not disappoint.

The Flywheel Festival was held at Bicester Heritage Centre, a business park formed 3 years ago on a derelict ex-RAF base. Most of the buildings have now been renovated and let to over thirty companies dedicated to historic motoring and aviation.

In 1916 the Royal Flying Corps occupied the 350-acre site and in 1918, when the RFC became the RAF, the site's role changed to a Training Depot and then a Bomber Station in 1925. The site had been neglected for 40 years but has many listed buildings and is now thought to be the best preserved WW2 RAF Bomber Station to survive.

Having bought our tickets on-line, Donna and I arrived at 09:30 on the Sunday and parked amongst a large number of other cars whose owners obviously had the same idea; namely, eager to enter on foot the moment the gates opened at 10:00 o'clock.. As it happens, there was a further bonus because we were able to enjoy watching many classic cars driving past us as they entered the site. Apparently, several hundred classics attended including all the famous marques such as Mercedes-Benz, MG, Bentley, Ferrari, Morgan, Vintage Sports, Triumph, and many more.



One of the major attractions for this event was that it wasn't just about cars. There were some fantastic flying displays including the 'Tiger 9' team which comprised 9 Tiger Moths in a fantastic display of formation flying and even managing to emulate some of the Red Arrows' iconic manoeuvres.

The Great War Display teams included a Sopwith Triplane (the first



triplane prototype), a BE2c (Britain's first-ever military aircraft), and a Fokker Dr1 triplane. The aircraft performed a dog-fighting routine including pyrotechnics.

Another brilliant flying display featured a unique P-51D Mustang that served in Italy 1944/45 as part of the USAF 332nd Fighter Group. A Supermarine Spitfire IX MH434 also carried out a superb display.

This particular aircraft had its inaugural flight in 1943 and was involved in combat over France during the Second World War until it was stood down in 1945.

We also watched a flypast from the Hurricanes of the Battle of Britain Memorial Flight.

There were a number of other aircraft on static display including a D-day veteran Dakota and Catalina flying boat, both of which were open for people to look inside. To add further variety, there were military vehicles and displays and a tank display arena with passenger rides on offer - very popular!

A test-track had been set up so that individual cars could be put through their paces for everyone to enjoy watching. The variety of machinery on track was amazing, with many historic road and racing cars in action. Some delightful vintage motorcycles also joined in the fun.

Also available were traditional fun-fair rides, military re-enactors, a vintage trade fair, period music performances and food from local producers. For example, we enjoyed a very tasty cream-tea watching the WW1 warbirds chasing each other around the skies.

For a lovely slice of nostalgia, particularly for those of us of a certain age, you could wander into a marquee and listen to Fiona Harrison performing music of yes-

teryear in authentic costume.

Also performing was the FB Pocket Orchestra who played a mixture of hot jazz, blues, ragtime and popular dances from the 1920s and 30s.

For even more nostalgia, you could watch silent cinema, in a tent, covering the earliest flickering affairs from 1895 to the advent of the talkies in





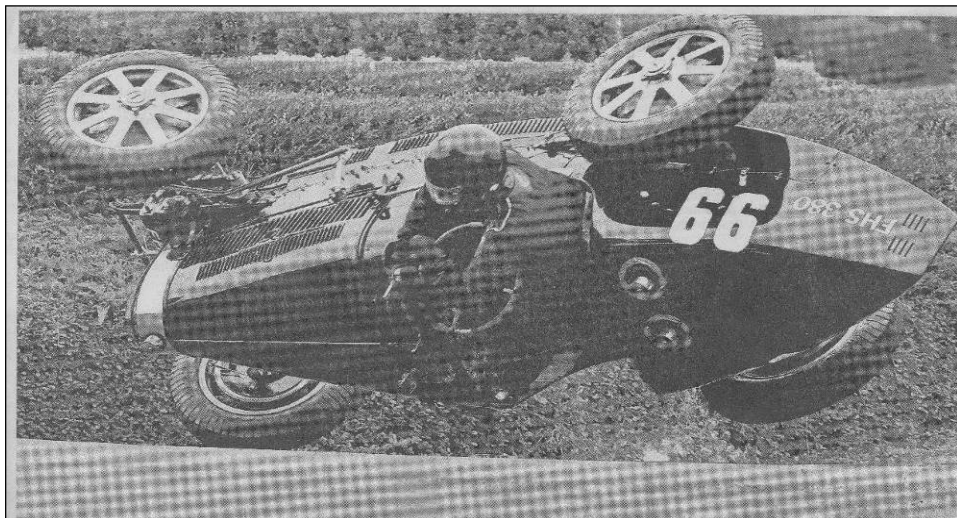
1929.

I haven't been able to find the dates for next year's festival yet but am hoping that it doesn't clash with our National Rally. Hopefully, someone from the NGOC will be prepared to book a club area so that members can buy their tickets on-line at a discounted price and park together within the grounds rather than in the public parking area.

To finish, I have taken the following statement, and the above photos, from the festival's facebook page:

".....This pretty much sums up our event. Racing legends and aircraft in large numbers amongst other machinery like tanks, helicopters, motorbikes or even steam cars. We can't wait to start planning next year's event - most likely even bigger and better".

We certainly intend to be there ! Paul Gray



Not the wise thing to do with your £1,000,000 1924 Bugatti T13

— Edmund Burgess having a bit of a whoopsy at Chateau Impney Hill Climb. He then spent a day in an Intensive Care Unit, no doubt his Bugatti will be in hospital rather longer.

Photo from The Sunday Telegraph

I've been reading this book on Anti-Gravity. — It's really hard to put down.



Are you sitting comfortably?... then I'll begin.

Sunday 8th May I took part in this year's annual Woldsway Run organized by the MGOC. This is a run which follows the Woldsway footpath through some of Yorkshire's very scenic areas. Mention the Wolds to most people and all they have seen is that bit of rolling landscape between York and the East Coast resorts. Take a circular



route from just north of Hull and follow as near as possible this scenic hikers' route and you are in for a treat. No we were not expected to go off road on the actual footpath, which takes hikers four or five days to walk, but follow the route closely by road. This gives many different permutations and the routes are changed every year. The event is well organized and a route booklet is published. I couldn't help a little smile as I signed in and picked up my paperwork for there on the front of the booklet was a photograph of my Henley in the line at the start of last year's event. The Henley was the only kit car on the run but was surrounded by some very treasured classics; mostly MGs.

To get to the start I had to travel 65 miles from home, and the run itself was 120 miles, so some 250 miles were recorded in total. By the time I got home my size 14 shoes felt to be full of feet and so did the footwell of the Henley. As I was driving back along the M62 I was wondered how I could create more space in the footwell.

The following Sunday, 15th May, we were entered for the annual Jorvik Run. This starts and finishes at Castle Howard and takes in the more rugged terrain of the Yorkshire Dales. I have never had to select bottom gear so many times in a day's motoring !! Total mileage for the day was slightly less than the previous event, but was significant nonetheless at 230 miles.

I suffered the same discomfort in the footwell department and I was glad to garage the Henley and get the circulation going again in my aching limbs.

The next day I got the car out and sat in the driving seat to mull over how



best to improve life in the cockpit. I decided that the Mota-Lita woodrimmed wheel was too low and prevented me from bringing my knees together to sit in a more natural position. Also I was having to stretch a bit too far to reach the wheel. I got onto Mota-Lita's website and discovered that they have extension bosses which fit between the original boss and the steering wheel. I chose to order the 50mm extension, which arrived with the usual efficiency of



internet traders. The kit contained all the bits and pieces to complete the fitting and the securing bolts, 9Nos— M5 x 75mm, were soon in place.

I have to report that the car has been transformed. The wheel is higher and well within reach. I can now get my knees into a natural sitting position. On today's 130 mile jaunt (Sunday 22nd May, the White Rose Classic Tour organized by Lindholme Motor Sports Club, finishing at Wentworth stately home) I suffered no discomfort at all.



Just as an afterthought the events of the past three Sundays were a bit special and well showed off what we have to offer in this part of the world. We expect North Yorkshire and East Yorkshire to throw up something in the way of scenery, but today's run through parts of South and West Yorkshire were just as scenic. If you don't believe me come and have a look next year.

Mike Heath

You can't lose a homing pigeon.

If your homing pigeon doesn't come back,

— ***then all you've lost is just a pigeon. !!***



News from Charlie Killick Valence Hill Climb New Event this Year, worth noting for Next Year 14th May 2017

Being quite local Chas took the opportunity of taking part in the Valence Hill Climb this year.

This event used to take place in years past until the golf course was built.

It has been re-introduced this year in the grounds of Valence School (west of Sevenoaks) as a non-competitive event and Chas found it good fun. He suggests that it would be a good day



out for your next year's calendar.

If there is enough interest an NG Club Stand could be considered.

Those with a provisional interested should contact Charlie
charlie_killick@hotmail.com



More information from the organisers, being :

Classic & Vintage Car Show and Demonstration Hill Climb - Friends of Valence

David Coster , Valence School, Westerham, Kent TN16 1QN

Tel: 01959 562156

e-mail dcoster@valence.kent.sch.uk

<http://friendsofvalenceschool.com/event/classic-vintage-car-show-demonstration-hill-climb-event/>



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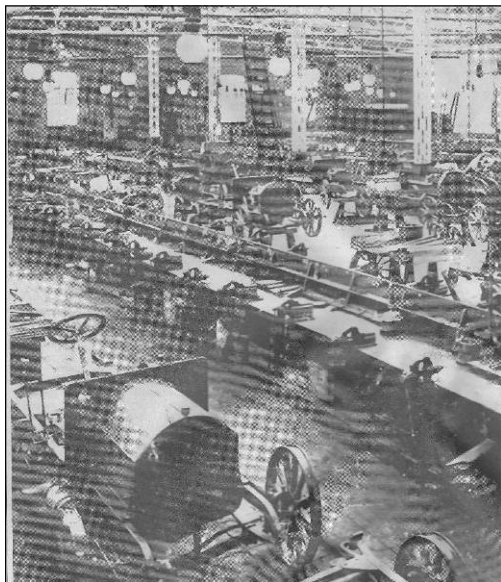
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**Thankfully things have
moved on a bit
at Fiat Turin since 1904**

Photo from The Telegraph



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 body 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 recently 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 alterna-



tor 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 B*****d!) - the suspension parts received similar treatment.

Assembling the rolling chassis was fairly straightforward. Only three problems resulted in further loss of hair. The first was assembling the coil-overs. 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 engine-gearbox 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 (thanks a bunch!!!) and suggested that I cut and drill my crossmember to fit! I decided to contact my friendly local Ford dealer and found out that there were around half a dozen different crossmembers to suit various Sierras. The one that I needed was the one for the diesel model, I bought one. The hubs, brakes and Sierra wheels were fitted just in time for me to collect the rest of my kit — 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. DoubleS Exhausts of Cullompton made it for me in stainless steel for a very reasonable £120, 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. 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 (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 the 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 really 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 Alloy wheels 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, 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 Sierra donor ! 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 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! But 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

facebook

News from Jeremy Evans

who says — " the number of Users signed up to the NG Page has now passed 100. The NG Rally seems to have had a bit of a Facebook effect "



: 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-TCR V8

A rare opportunity, this is the original TCR developed and built by NG Cars in the mid-eighties. Driven by Chris Alford as a works entry in the 750MC Kit Car Series where it was a regular race winner.



Rover V8 Engine : 3500cc race prep.

and 5 speed gearbox. Edelbrock 500 carb on Offenhauser Manifold.

Crower 50232 cam with Rhoads (noisy) lifters.

Mallory Unilite and Hyfire ignition control.

It still looks fabulous and is exhilarating to drive.

Close up it is showing signs of its 30+ years and would benefit from a sympathetic refresh or light restoration.

It is tax exempt and correctly registered, V5 shows Nick Green as previous owner.

An exciting and "historic" piece of NG history

Price : £12,000 (More Photos on the Club Website _ For Sale)

Contact : Mark Bates --- at mbastes8@hotmail.com

MGB Bits for Sale

I have access to virtually a complete MGB (late chrome bumper) for spares including engine and o/d gearbox at very reasonable prices as space is needed.

Give me a call for further info.

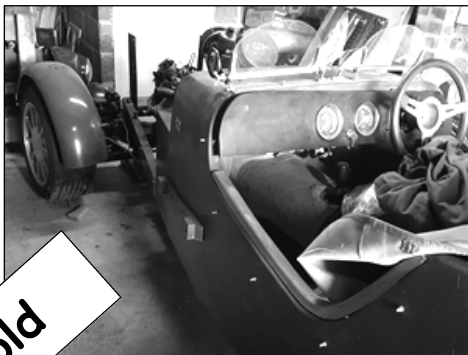
Contact : Steve Tyler, Pickering, Yorks : 01751-476307 : steve-62@talktalk.net



NG-TC V8

(Rebuilding Project or Parts)

A 1980s model that was completed some years ago and driven but appears not to have been registered according to DVLA, so therefore has to be sold as spares/repairs. Appears to be complete but some parts need to be put back on car. It



Now Sold



has great potential to turn it into a show car if somebody has the time and a little finance.

The whole car and parts must be taken away as a complete project from Retford in Nottinghamshire. There are numerous receipts and invoices for parts bought over the years. The cylinder head is off the engine at present so will have to be

taken away on a trailer.

Price £2,000 ono

Contact : Steve Foley Tel. 07711-209927

Stuff for the Mag

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

Why not send these in to ChangiNGear and share the joy

We always need small filler items to make up the pages

— **Thank you !!**



NG Henley — Regn: C698LCX



Ford Sierra based, with
2litre Pinto Engine
5speed gearbox
First registered
1986
Valid MOT
Paintwork - Green,
Interior - Cream
Complete with Hood,
Sidecreens and Tonneau

Appearance generally a bit tatty, hence realistically priced.

Price : £2,950 or very near offer.

Contact : Hugh Brown (NG1244) 01787-463811

Offton, Suffolk. hughandbeak16@kahoo.co.uk

NG—TF — Regn: MTU12L

I am reluctantly selling my NG TF which I have owned for 10 years. During which time I have looked after the car with only a brief spell when it was off the road (SORN). Nice runner, original MGB Roadster engine and starts every time. It has had a replacement stainless exhaust during my tenure and new battery. The car has always been garaged . MGB first registered in 1972 and NG converted in the 1980s.



(More Photos on the Club Website _ For Sale)

Price : £5,500 ono

Contact : Alex Bond 07841-433959



NG-TF Regn. — HWE 800J

This NG TF Roadster is reluctantly for sale and has only done 300 miles since its build i.e. it hasn't even been run in.

The NG TF Roadster was conceived by Nigel Green hence the NG logo and we believe the body was inspired by the 1933 Aston Martin Le Mans.

This car was built professionally and the paint work over the aluminium and fibreglass body is spectacular, the paint is Ferrari Rosso Red Code 183F. It looks superb and the paint is easily available should a touch up ever be needed, heaven forbid. The hood, side screens and upholstery were done by hand by the best car upholsterers I know and the screen was hand made best quality chrome on solid brass. The seats are leather and very comfortable and hand made for this car. I have all the receipts for all the work which took 4 years to build. The parts for the build exceeded a total of £15,000 and I lost count of the total build cost but it was over £20,000. It has an overdrive gearbox, stainless steel exhaust system and its two concessions to modern motoring are that it has a heater and power assisted brakes which is no mean feat to fit under this 1930s type bonnet!

As far as I know this is the only NG-TF Roadster for sale which was professionally built and is for all intents and purposes new, having only done 300 miles since its build. My wife and I planned to tour Holland and France in this car but my wife had an accident at work and had major spinal surgery so I am reluctantly having to selling the car.

The car is correctly registered on the V5 as a 'NG TF Roadster', as a historic vehicle of 1971 and is of course road tax free.

Price : £6995.00 for a quick sale.

Contact : Paul 075-0680-1829. (Stoke-On-Trent).



I needed a password eight characters long.

— so I picked 'Snow White and the Seven Dwarfs.'.



NG -TF V8

Built 1985.

Rover 3.5litre V8 with Holley Carb & lightly tweaked cam.

Rover 5 speed box. MGC back axle.

Professionally re upholstered seats.

Tonneau only, (but has hood frame).

Front tyres, starter motor, front flexible brake lines all new this year

Tax exempt, properly registered, will come with full MOT. Very nice drive, obviously sounds brilliant ! and is very quick if you wish !!

Price : £7950 OVNO (More Photos on the Club Website _ For Sale)

Contact : **Dave Fairbairn** Mobile 07858 348862

Daytime tel (7.30 am - 3.30 pm) 01223 399022

davefairburn1@yahoo.co.uk or dave.fairbairn@marshalladg.com



WANTED

A pair of matching Headlights for NG Project

Larger than standard lights would be preferred

Contact : Paul Bennett

Phone ; 07815 375065 — Email : paul.v.bennett@btopenworld.com

Hood frame hoops and fittings for NG—TF.

Any condition would do. I need to get some weather protection !!!

Contact : Paul Bracey (1559)

Mob 07799 196 431 pr.braceybtinternet.com

Tonneau cover wanted for NG TF

A good one would be marvellous, but even a decomposing one suitable for a pattern would be acceptable. Hood bag, preferably black and in good condition. However anything to use for a pattern is fine.

Contact : Richard Fox

07968 599882

01432 353235 canod@gmail.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/srticles.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

Nicely presented Alvis/NG variant :



Facebook post from Andrew Wisdom

*Hi, This is my Alvis/NG special which I constructed.
Chassis and mechanics 100% 1955 Alvis TC21/100.
The NG TC body dropped on with little modification.
The bonnet is over half the length of the car!
The wings are from a Kougar.*

the NG Owners Club magazine

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