

CHANGI**NG**GEAR

July 2012

Stratford Rally 2012



Showers at Stratford
Rally report inside

the NG Owners Club magazine

THE NG OWNERS CLUB

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All contributions to this magazine only contain the personal opinions of the individual concerned. The Club accepts no responsibility for advice or information in this magazine or any other item of Club literature. Neither does any advertisement featured imply an endorsement or recommendation by the Club.

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| Next issue: October 2012 Deadline for submissions: 15th September |
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Stirling Moss flagging off Graeme Lacey in his beautiful NG TC V8 at the start of the 2011 London to Brighton Kit & Sports Car Run with a modified BMW 3 series rear axle and homemade suspension to compliment the tuned Range Rover V8 engine



Chairman's Letter

Wet, Wet, Wet and I do not mean the musical kind. Unfortunately that was what one had to put up with at the National Rally at Stratford-upon-Avon in June. Whatever happened to "Flaming June" ??

Members who managed to attend will be familiar with the saga of Mary's journey to the event.

We needed to be at Stratford by mid day. A little late leaving home, on to the M25 and after only 20 minutes we came to a standstill. An accident, not very nice, on the fast lane delayed us by another 20 minutes. I should point out that I was driving the Nissan X-Trail towing our Eriba compact caravan and Mary was driving the V8 NG (OJ) towing a trailer full of kit for the rally.

Got going again and turned on to the M40 then it happened - a cloud burst of huge proportions. I suddenly realized that Mary was no longer behind me so pulled into the hard shoulder of the run in to a service area and waited for her to catch up. Waited and waited in torrential rain, lorries generating clouds of spray did not make it easy to see what was coming up behind. Eventually the NG came into view and pulled up behind. In those conditions, or any conditions, the side of a motorway is a very

frightening place to be. I walked back to the NG and could not believe what I was looking at. NG, hood down, tonneau $\frac{3}{4}$ over



and Mary sitting in the wettest cockpit that I have ever seen. A 2 gallon bucket of water tipped over her would not have looked so bad. She was soaked right through to the skin and the look on her face was as foul as the weather. We pulled into the service area, put the hood up, side screens were already in place, and got going again, but Mary was not behind me even before we had reached the exit. Could not turn back so stopped and walked back to find that she was unable to see because everything had steamed up due to the wet interior. Nothing for it but to take out the drivers side screen and off we set again. The only trouble then was that every time a lorry or car went past Mary got the full effect of the resulting spray. Let's say Mary arrived at the rally site in not the best of moods.

Fast forward - The rain continued on and off but the weekend preparations were somehow achieved in time and Friday evening saw 68 people sitting down to an

excellent spread and enjoying a great social evening which set the tone for the rest of the weekend.

Despite Wet, Wet, Wet, everyone had a good time over the week end and guess what!! Monday was dry, bright and sunny for the drive home.

Thank you to everyone who made it to the rally and helped make it a success. In particular, on behalf of

all, I would like to thank the organisers and helpers for providing something good in these drab times.

I have it on good authority that we will be blessed with good weather for the late summer so we can look forward to some DRY NG outings. Check out our Events Calendar. Good Luck.

Peter Clark

Editorial

It seems a long time since my last editorial and much seems to have happened since then.

A very poor attendance of half a dozen NGs at Stoneleigh was partly, I am sure, due to the rainfall which covered some areas of the country (although it was dry for us). However other makes such as JBA (a not dissimilar car to ours) seem to get a good turnout - maybe there is good mutual support between the Owners Club and the manufacturer who is also in attendance. It would be nice to be able to show that we too are a vibrant and friendly club!

A couple of weeks later I had the opportunity to visit the MG factory at Longbridge, a West Midlands MGOC event, where the final assembly of the MG6 takes place. Unfortunately, there does not seem to be much knowledge or enthusiasm among the public for this model but

a test drive confirmed it as being comfortable, quiet, quick and sure footed.

The National Rally in mid June was, of course, the highlight of the NG calendar and many other groups would have given up at the sight of the waterlogged field and cancelled. Not the NGOC! We rose above it all and had, as usual, an exceedingly enjoyable time. Despite persistent attempts by the precipitating clouds to dampen our spirits, we just had fun paddling around and enjoying each other's company. Thanks to the many involved in the organisation and catering of the event as this is what really helped. Also thanks to those who have taken the time to write



something for ChangiNGear which you can read in other pages.

Some of you may be wondering how our trip to Holland went. I think Dobby is contemplating another of his stories so I won't reveal too much but we (that is Myself, Lesley, Johnny Baker and Jan) took our two TFs across the water and drove just beyond the border into The Netherlands where we stayed in a B&B. We did wonder on the way, with the hood up and the wipers in constant use, whether we were doing the right thing. However, club members, Wim Bielars and Janine really looked after us and showed us around and we had a most enjoyable time - relaxing and full of fun. The weather improved throughout the week and by the time we returned home it was glorious, hood-down sunshine.

Shortly after returning home I paid a visit to Classics on the Common at Harpenden, a regular local event, where over a thousand classics (or old-timers as the Dutch call

them) assembled on another hot sunny day.

Well there are plenty more events on our calendar so motor on out there with your NG and take part. Let's hope for some good weather but go and enjoy them anyway.

I am very pleased to announce that our new members Chris & Su Hore have volunteered to edit ChangiNGear and will be taking over the reins in due course. They have contributed to this issue with some articles and are keen to support the club.

Finally, I cannot finish without a mention of the Olympics. I can't help noticing that the torches being carried around the country have inspired and enthused many. You can read later in this issue about our webmaster, Mike Peel's participation.

Happy NGiNG!

Chris Humphreys

Secretary's Notes

First of all I would like to congratulate our club member Mike Peel. He ran a stage carrying the Olympic Torch through Crystal Palace Park. He has been a long distance runner ever since I have known him and competed in all the London marathons from start to finish. We actually had one of our

first Christmas lunches at his running club, The Blackheath & Bromley Harriers.

You can see Mike on the club web site.



Now for some club meetings:

August 25

Shrivenham Village Fete

This is our membership sec Bob Morrison's village and entrance is free as the NGs will be part of the show, so come along for a day out with your NG, but be on site before 1.00pm.

August 26/27

Knebworth Classic Motor Show, Stevenage, Herts

Chris Humphreys has the details on this meeting.

September 8/9

Beaulieu International Autojumble

Worth a visit if you haven't been before but it is a long day of walk-

ing, the entrance fee is £14.30 on the Saturday & £12.70 on the Sunday and it does allow entrance to the museum. Advance tickets are available at a slight discount.

September 23.

The MGB 50th Birthday Party

Held at Blenheim Palace, Oxford, OX20 1PP

Chris Humphreys is the man to contact for this event.

October 22/23

Exeter KC Show

Westpoint Exhibition Centre Exeter EX5 1DJ.

Does anyone go to this show?

Bob Preece

The Brooklands Club ~ Monthly Natter Meeting Dates 2012

(The Brooklands Club meets on the second Tuesday in each month)

| | |
|-----------------------|---|
| Aug 14 th | Natter with piano accompaniment |
| Sept 11 th | Best HAND MADE model car competition |
| Oct 9 th | General Knowledge quiz |
| Nov 13 th | Early start guided Museum Tour |
| Dec11 th | Enthusiast of the year awards plus numerous competitions (With free sausage rolls and mince pies) Piano accompaniment and monthly raffle |

NB. These events may be subject to change, please phone:-
Danny Byrne (01932 829814)

Regular NG Meetings

Sheffield, Leeds, Yorks area: various meets & activities
(Dennis Roberts 01142 878515 - Phone for details)

Midlands - Monthly evening meet: every 1st Tuesday, 7.00pm
*The Red Lion, Repton, nr Burton on Trent, Staffs
(Mark Staley 01332 723927 - Venue adjustable, phone for details)

Oxford - Monthly lunch-time meet: date depends on interest, 12 noon
The Six Bells, Warborough, off A423 Oxford/Wallingford
(Paul Bennett 01865 735711)

East Anglia area: various meets & activities
(David Edwards 01284 788118 - Phone for details)

Surrey - Monthly evening meet: every 2nd Tuesday, 7.30pm
The Club Room, Brooklands Museum, Weybridge, Surrey
(Peter Clark 01737 832367 - See also "Monthly Natter" panel)

New Forest - Monthly lunch-time meet: every 1st Sunday, 12 noon
(Keith Baker 01794 340490 - Phone for current venue)

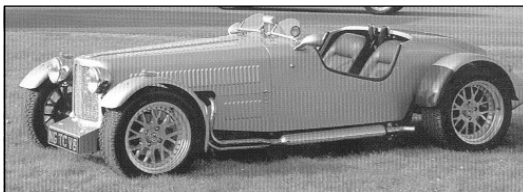
Cardiff (Sth. Wales) meet: by arrangement
(Brian North 02920 341671 - Brian also does engine reconditioning)

Have you been anywhere or done anything in your NG? Why not send in a few words and/or pictures for ChangiNGear?

Findhorn Cars Limited

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

tel : 01730 823647
fax: 01730 823580
web: www.ngcars.co.uk
e-mail: info@ngcars.co.uk



All NG parts supplied
from chassis to brake pads

Events Calendar 2012

| <u>Date</u> | <u>Event</u> | <u>Contact</u> |
|-------------|---|--------------------|
| 4-5 Aug | Prescott Vintage Speed Hill Climb Prescott Estate, Prescott, Cheltenham, Glos GL52 9RD | Info only |
| 12 Aug | Classic, Kit & Performance Show Old Warden Park, Biggleswade, Beds SG18 9DX | Chris Humphreys |
| 25 Aug | Shrivenham Village Fete Shrivenham, Oxon | Bob Morrison |
| 26-27 Aug | Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG1 2AX | Chris Humphreys |
| 1-2 Sep | Donnington Kit Car Show Donington Park Castle, Donington, Derby DE74 2RP | Info only |
| 8 Sep | Dogmersfield Fete (Postponed from 21 July) Pilcot Farm, Dogmersfield, Hook, Hants RG27 8ST | Paul Gray |
| 8-9 Sep | Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN | Info only |
| 14-16 Sep | Revival Meeting Goodwood, Chichester, West Sussex PO18 OPX | Info only |
| 16 Sep | Cars in the Park Lotherton Hall, Aberford, Leeds LS25 3EB | Info only |
| 23 Sep | The MGB 50th Birthday Party Blenheim Palace, Oxford, OX20 1PP | Chris Humphreys |
| 20-21 Oct | Exeter Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ | Bob Preece |
| 4 Nov | London ~ Brighton Veteran Car Run Start: Hyde Park | Info only |

Events Web Sites

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

These web sites are listed to provide a source of additional information for the events listed in our Events Calendar.

Dogmersfield Fete

PLEASE NOTE: this event has been postponed from 21 July due to bad weather and is now on Saturday 8 September

'Enthusiasts Cars' & passengers will have free entry to the show.

The Dogmersfield, Winchfield & Crookham Village Horticultural Society invite members of the club to attend our village fete on Sat 8th September this year.

We are keen to attract a varied selection of cars for the public to view & enjoy. There is a section of the site reserved for 'Enthusiasts Cars' that is conveniently located close to the main arena.

As an incentive to attend in an 'interesting car' we offer free admittance to car & passengers. On arrival, each car is entered into our competition where the public are asked to vote for their favourite car. A prize will be awarded to the winner. An NG did very well last year but was beaten by a lovely old Talbot!!!

For those attending, please arrive before 1pm to be in place before the public enter at 2pm. There is no need to book - just turn up and enjoy the afternoon. Cars are not 'locked in' to the show and drivers can leave the show at any time during the afternoon.

The location is Pilcot Farm, Dogmersfield, Hook, Hants RG27 8ST (close to J5 of the M3).

We look forward to welcoming our members to the show.

Paul Gray

Have you been anywhere or done anything in your NG? Why not send in a few words and/or pictures for ChangiNGear?

Next issue: October 2012

Deadline for submission of articles: 15th Sept

CHRIS HOYLE

Barbara and I have really appreciated the response from so many of you following the death of our son Chris; NG had been a special part of his life.

Thank you, especially to those who supported us at Chris's funeral. It was a difficult day but the friends, relatives and work colleagues made it a wonderful celebration of his life. THANK YOU.

Many thanks

John & Barbara Hoyle

Photo courtesy of Which Kit



Members' Letters & Articles

Croydon Airport

For anyone interested in aviation or Art Deco buildings, Croydon Airport is worth a few hours for a visit.

Croydon was the premier airport for England with connections across Europe such as Paris, Brussels, Amsterdam, Rotterdam and Berlin.



The original aerodrome was at Beddington and was a Royal Flying Corps base for the protection of London against attack from German airships and bombers, however it was later used as a training base and then after the end of the first world war as a civil airport.

Eventually it was decided that it was too near to built-up areas and too small for the larger aircraft now coming into use and so the new airport was built which opened in 1920 but was soon found to be unsatisfactory and another airport was officially opened in 1928 with all the latest mod cons with new hangars, a

hotel and a new terminal building in the latest Art Deco style.

During World War 2 the aerodrome was turned over to the RAF and used during the Battle of Britain and later by Transport Command.

After the war Heathrow and Northolt came into use more as they had proper concrete runways and the grass runway of Croydon was not suitable for the heavier aircraft now in use and the decision was taken to close it.

Smaller charter airlines continued to use Croydon for short haul journeys but the Airport was finally closed in 1959.

A housing estate and some factories were built on the airfield but



the terminal building was saved and is in use by a private company who kindly allow the building to be open to the public on the first Sunday in the month, from 11-4.

When you approach the building from the car park at the front you

are confronted by a D.H. Heron on stilts, which was the last aircraft to fly out of Croydon on an international scheduled flight. The smaller airlines continued with holiday flights and a few charter flights but due to concerns about the nearness to Heathrow and Northolt the airport finally closed in 1959.

We found it worked well to get there early, when we were shown a video of earlier times followed by a conducted tour by amazingly knowledgeable guides who were able to answer all questions and showed us through all of the rooms available to the public, including the control tower. After the guided tour there is a restaurant off the check-in area where light lunches are available after which you can then walk round in your own time to see items you may have missed first time.

Croydon Airport is on Purley Way at CRO OXZ.

Brian Buttery

NG goes to the French Riviera for a New Life

I bought my NG from Jeff Stretch in 1998. It was his son's car and in need of TLC. I re-sprayed her re-upholstered and re-wired. Lots of bits were bought at Beaulieu parts jumble. After 14 years of enjoying the NG it was time for a change. So I advertised through the club maga-

zine and website. I was contacted by about four people from France who wanted to buy the car. However it turns out that kit cars need to be 30 years old to be registered in France and as Chitty (the family name for the NG) is only 28 years old it cannot be registered in France.

A company then contacted me called Classic Rentals based in Nice, France. They run a business with about 20 cars on their web site. They mostly rent to holidaymakers who go down to the Riviera and wish to drive something special for a few days. Well, the NG will be down in the sun and available through them. The owner Fabrice le Roy assures me she will be well looked after in the sun with three full-time mechanics at her disposal. I was very sorry when the transporter turned up on Monday to collect her. The driver said he had the tunnel booked for 3.00am and 29 hours later the NG will be in her new life in the South of France. I remember some good times with the club, the 20th and the 30th, and will still look to buy another NG one day. I have bought an MG F and have started working on it and joined the MG enthusiast club in Swansea. I used to do rallies with them in the NG and was considered an honorary member but now with the MGF I can be a full member. See you all again when I get the next NG and if you feel home sick for your NG when on holiday in the

south of France, you can always hire the NG from Fabrice at Rent-A-Car-Classic in Nice.

Andrew Fowler

Member's Recommendation

Just a quick note to recommend the services of Polar Automotive who are on the internet as www.classicplatesonline.co.uk.

I needed new plates for my TF and found their web site clear and easy to use. They rang me to query part of my order and were helpful and informative.

The change to my order resulted in a price change and prompt refund of the difference that day.

The plates arrived well packed and are good quality and exactly as described.

I would recommend them to anyone needing registration plates, for their great attitude and quality products.

Peter Sanders

National Rally Stratford 2012

"Batten down the hatches - another storm is threatening to wreak havoc across the country - nearly 2" of rain - more than half the average rainfall for the entire month - is expected to fall during Friday &

Saturday". Not to mention strong winds up to 60mph! Flood warnings were also in evidence - just what we needed at Stratford where we had been forced to cancel a previous rally due to the river overflowing.

This year the site management had assured us that the river levels were OK and that poor management of the river sluices, etc. had caused the previous floods. However, that didn't cover the waterlogged ground and soggy grass. Over the last few days before the rally it was touch-and-go whether we would be allowed to camp in the rally field. The driving tests were the first casualty and, on the Thursday, we were informed that we could camp on the rally field and erect our marquee.

Arriving around lunchtime on Friday, the marquee supplier soon joined us; much scratching of heads but there was no way their heavy lorry would be able to stray off the tarmac road; the team were forced to relay all the heavy kit from the road to the intended marquee location. Unfortunately for them, we couldn't site the marquee near the



road because that was a low point and very soggy indeed. After a couple of hours of hard labour the marquee was in place and we felt that we now had the beginnings of a rally.

The hot water boiler was soon filled and switched on awaiting Bob & Manda with their V8 TF pulling their heavily loaded trailer with the vital ingredients for our first cuppa. Bob & Manda are owed a big vote of thanks for bringing a lot of heavy kit for the refreshments, a gazebo to cover the BBQs and much more besides.



With a few willing helpers, the gazebo was soon up and expected to be very much needed with the heavy rain forecast over the weekend. During a normal summer, we would have sited the three BBQs on the southern side of the marquee where we could best enjoy the early morning sun whilst cooking our breakfast bacon, not to mention the evening sessions. However, due to the prevailing SW wind we decided to break with tradition and position the BBQs on the leeward side and bring the

gazebo up tight against the side of the marquee for maximum shelter against the expected rain. This arrangement worked well and provided good cover during the mass cookout on Saturday evening.

In the meantime, our signage expert, Jeff Stretch, had been out and placed his magnificent rally signs in appropriate places so that there would be no doubt about visitors finding the rally field.

Friday was a day of heavy showers and bright spells with strong winds. With such a poor forecast we were not surprised to hear that a number of erstwhile campers had decided that they were not prepared to spend a weekend under canvas and made other arrangements. Finding that the last few static caravans had been booked by NGOC members, these members were pointed towards a new type of accommodation, namely 'snugs' (see photo). There were six snugs positioned along the boundary hedge with our rally field and so very convenient for the rally. The snugs are made entirely from wood and are supplied with heaters, beds, fridge and not much else. For a further small fee one could hire a camping pack with stove, pans etc. Most people seemed to bring their own camping gear instead. Several of our members hired snugs, the last three being 'snapped up' towards the end of the week after the forecasters had confirmed the wet & windy out-



plates, all the while taking the opportunity for a bit of 'catching up' - not surprising when you think that quite a few members only get to see each other once a year at the National Rally. Thank you Mary for providing another marvellous meal. After the main meal had been completed we were

look. The snugs even had their own shower block - very exclusive!

In spite of the weather, we still had a reasonable number of tents, motor caravans, folding caravan & a trailer tent. Surprisingly, nearly all the members who had booked for the weekend turned up.

On Friday afternoon, Mary Clark beavered away with the finishing touches to a most sumptuous feast planned for the evening. When everyone had sat down for the meal, there were at least 50 people - a good attendance for a Friday evening. Mary & her band of helpers had laid out the food in a buffet using trestle tables in the centre of the marquee and there was soon a buzz of conversation as people headed for the buffet & started to fill their

treated to a wonderful surprise by Barbara Hoyle who turned up with a great selection of scrumptious puds for which all present were very grateful.

After the meal had been eaten, and a certain amount of wine partaken of, the scene was set for our quiz. This year, Paul Bennett very kindly offered to 'have a go' and what a good job he did. The questions were divided into 5 categories



and, as is usual on such occasions, caused much merriment and heckling from the audience. With a total of 25 questions, the winning team scored 15 so quite challenging! Many thanks Paul (& Bernadette) not only for composing the quiz and acting as quizmaster but also for generously providing prizes.



Saturday dawned dry with a fresh breeze. Donna had driven into Stratford to collect a pile of tourist brochures so that people could visit some of the interesting historic sites in the area. It was a pity that we didn't have a volunteer to create a treasure hunt this year hence there were no organised runs during the weekend.

However, one of the gems of the site was the electric water-taxi that departed from a jetty on the camp-site. The river trip is 1.25 miles of very attractive scenery after which you suddenly arrive in the centre of bustling Stratford. A number of us took this route into town and very pleasant it was too. For those interested in such things, the electric

propulsion motor is powered by 16 lead/acid batteries that are able to run for most of the day before re-charging is necessary. The alarming thing was that the batteries only last for 3 years, another instance of an apparently 'environmentally-friendly' machine actually being the opposite when taking into account manufacture, disposal etc.

During the morning, Donna had been to Tesco in Stratford to buy the ingredients for the salads etc. to accompany the DIY BBQ. After delivering the ingredients to the marquee, we went off for a walk in the pouring rain along the canal tow-path with the intention of returning to the site by 4.30pm to start the food prep. However, we reached the ferry jetty in town about 10 minutes before the ferry was due to depart only to see it disappearing around the first bend in the river with a full load of (7) passengers. We were obviously going to be late back to the site so a quick call to daughter Kate and she willingly went along to the marquee to get the prep started. As is usual on these occa-





sions, there was soon a very willing band of helpers beavering away in the marquee. Mary also supplied further food from the previous evening and made sure that there was plenty in reserve - what a team! The three gas BBQs were as popular as ever for the evening event and it makes for a very sociable activity. It doesn't seem to matter that most of the 'cooked' meat looks black and inedible by the time it is deemed 'fully cooked'!

After the BBQ meal had been completed we were treated to further scrumptious puds supplied by Barbara. What a great end to a very pleasant evening meal, enjoyed by about 60 people. After the meal was

finished, everyone just sat around chatting and enjoying the social interaction with friends old and new. On that subject, it was great to meet several new members who had recently joined the club and were attending the National Rally for the first time - welcome to you all.

Sunday morning dawned dry but very windy; in fact some of the gusts during the preceding night were a real test on the integrity of tents & their supports. There were some showers during the morning & we saw further day-visitors & the usual round of chatting across the bonnets of some very nice cars. As is traditional, members were asked to vote for their favourite cars & we

attended a prize giving mid afternoon. Our hard-working chairman, Peter, presented the awards as shown in the box.

After the awards ceremony it was time for people to start their journey home although some had booked the 3-night package for caravans and snugs and were



Concours Cup winner—Alan Goodbun



staying for Sunday night - not a bad option to avoid the Sunday evening traffic.

Overall, a very pleasant weekend & many thanks to all those who helped to make it happen including those who haven't been mentioned in this account. A great triumph of hope over adversity; we were determined to enjoy the weekend whatever the weather and enjoy it we did!

Paul Gray

NGOC Prize Winners 2012

| | | |
|----------------|-----------------|----------|
| Best TA | Paul Dales | XDF 74 |
| Best TC | Colin Padbury | ADF 782B |
| Best TD | None present | |
| Best TF | Chris Humphreys | DBY 897M |
| Best Henley | Peter Towner | PJT 446J |
| Concours Cup | Alan Goodbun | SKN 372M |
| Cheetham Cup | Chris & Su Hore | 3078 NG |
| Peacock Trophy | Chris Humphreys | |
| Editor's Cup | Paul Gray | |

ChangiNGear July 2012

Best TA
Paul
Dales



Best TC
Colin
Padbury



Best TF
Chris
Humphreys



Best Henley
Peter
Towner



Cheetham Cup - Chris Hore



Editor's Cup - Paul Gray



Recipe - Kentish Apple Cake

Our contribution to the 'cake stand' at the recent Annual Rally was a Kentish Apple Cake - hopefully it was enjoyed as it seemed to have gone quite rapidly. So here is the recipe for those of you that may be interested.

| | |
|--------|---|
| 255gms | Self Raising Flower |
| 255gms | Light Muscovado Sugar |
| 310gms | Firm Eating Apples |
| 4 | Medium Eggs |
| 200ml | Vegetable Oil |
| 55gms | Sultanas |
| - | Apple/Orange Juice, Strong Cold Tea, Calvados (or Brandy) |
| 2tspn | Mixed Spice |
| Pinch | Salt |
| 30gms | Demerara Sugar |

1. Cover the Sultanas with any combination of the liquids, soak for 24hours, stir occasionally and top up liquid as needed.
2. Peel & Core the apples, coarsely dice two thirds (1cm cube) and grate the rest.
3. Sieve the flour, spice & salt into a large bowl.
4. Break up the Muscovado sugar in a separate bowl with a little of the flour mix and add to the large bowl.
5. Make a well in the flour and add the oil, eggs and any surplus liquid from the sultanas.
6. Blend well together (this will be quite a sloppy mix).
7. Stir in the Fruit.
8. Grease a 30x20cm cake tin* and line the bottom with greaseproof paper.
9. Pour in the mix, level off and cook at 180°C for 30minutes approx.
10. After 20minutes dredge with the Demerara sugar and return to the oven until risen, cooked and golden.
11. Test in the usual ways.
12. When cooked allow to cool completely in the tin.
13. Enjoy!!

* this cooks better as a shallow cake than a deep one.

Chris & Su Hore

NGOC Rally - A view from a Snug

Back in March, when the weather was lovely and sunny, the magazine fell on the doormat, inside a booking form for the Rally. We're going back to Stratford-upon-Avon, great, a lovely site and a boat to take you into the town centre. Form completed for camping and returned to Sue.

Then came the hosepipe ban and then the rain, it's felt like it has rained continually since Easter.

Knowing what had happened at the same site previously - the site we were supposed to be on was under water - we rang Bob Preece to make sure the event was going ahead. We were assured we were on a different site and everything was OK.

By the Wednesday before the

Rally I wasn't convinced, I had visions of my camp bed slipping slowly into the mud over the weekend. I started to look for a B&B then I remembered the wooden huts they were erecting the last time we were there. Onto the website - there they were - SNUGS! They looked warm and comfortable - a sofa bed, bunk beds, a small fridge, a heater and electricity. Booked!

We arrived on Friday afternoon after a journey with torrential rain and showers, we were so grateful we didn't have to put up a tent. We picked up our key and into the Snug, fantastic, ideal for a short break, it took us about 10 minutes to settle in then off to the marquee for a cup of tea.

In the evening, food was provided by Mary and Barbara, how many did they think they were feed-



ing! So much food and so much choice, absolutely wonderful. Then the quiz from Bernadette and Paul, our table came second but there were only six of us on our table Paul!!!

Saturday morning wasn't too bad, we managed to walk into Stratford without getting wet, found the farmers' market to buy steak for the BBQ. The clouds started to form so we got the boat back, the driver dropped us off at the bottom of our field, what service. More rain and the field was getting more and more squelchy, no chance of the driving tests, what a shame. In the evening, salad and the BBQ, and we even managed to keep ourselves amused!! We don't need entertainment; it was good catching up with friends.

Sunday came with more showers; we had to pack up and leave our Snug and repack the car. More cars arrived during the day and then voting began. After lunch we had the presentations to worthy winners, our journey home was in sunshine - where was that over the past couple of days!

A lot of thanks to all the committee, Mary and Barbara for the food, John and Barbara for organising the driving tests which couldn't happen and everyone who turned up. Considering what a rotten weekend it was, we still had a great time!

Janice Cheetham

Rocket to the Rally

Ever since Su and I bought 'Rocket' (NG-TC V8) in September last year, joined NGOC and enjoyed the Christmas Lunch gathering; we had been really looking forward to the Annual Rally, so we were determined not to let the poor weather forecast put us off.

The preceding few weeks was fairly busy with preparing Rocket for the 'adventure', our longest journey so far having been less than 60 miles with some reliability issues (overheating and dodgy wiring) so the 180 miles Tunbridge Wells to Stratford was potentially quite 'testing'. We fitted a new heavy duty two stage Kenlowe fan. This was 15mm deeper than the space available and we opted to shift the nose cone 15mm forward and extend the bonnet, which being polished aluminium was an easy option. (Does anybody want a SPAL 11inch fan ?)

We bought Rocket with hood but no sidescreens and while we found a good local supplier (JDA Trimming Service at Linton, Nr Maidstone - if anybody is interested) but without a proven pattern we were loath to go to the expense until we had a firm design; so we fashioned a pair of prototype sidescreens from heavy gauge polythene, black duct tape and coat-hanger wire, crude in the extreme but gratifyingly effective. The steering wheel was also in need of a tweak - firstly the boss was a

fraction short and gave very little clearance between knuckles and dashboard switches, also the clearance between the sides of the boss and the dashboard aperture was so small that the wheel boss was constantly knocking on the dash as the steering column flexed on rougher roads. We had a local machine shop part-off the boss and insert a spacer and turn off a rebate at the base - both problems easily solved and very satisfactorily. Other preparation work was mainly cosmet-

sides. Fitting on the boat-tail while also possible was considered aesthetically undesirable. So we threw caution somewhat to the wind, bought a can of TyreWeld and travelled with fingers crossed.

Even without spare wheel, and with no luggage rack, there was clearly no room for camping equipment so we booked one of the new 'Snugs' at Riverside Park. This gave us all the advantages of being 'on-site' and not having to traipse back to a B&B after the evening events.



ics, Rocket is a million miles from Concourse standard - but 'shabby chic' is part of the charm.

Remaining concerns were with luggage space, not much in a TC; and marginally more than nothing if you carry a 16inch spare wheel. We had not been keen about carrying the spare in the boat-tail (inclined to join one in the front seat under heavy braking!). Fitting on the side is possible but has to be mounted rather high with exhaust pipes both

In the event the poor June weather made it the more difficult to travel light what with wellies and other wet/cold weather gear.

We had decided to make a full week-end of the event, and the Snugs can only be booked for a 3-day minimum. We had also decided that there is no joy in motorway travel whatever the weather, so, as we had no time constraints, decided to make the journey there and back an integral part of the adventure. So fully packed and ready the night before we set forth at 5:30am on the Friday, with the hood up being surprising cool for a June morning and given the probability of at least a shower or two.

The world is a great place for

open road driving at that hour of the day and we made good progress A21/A25, Redhill, Reigate, Dorking even through the centre of Guildford with hardly a stop. We arrived pretty much as scheduled at The Chilli Pad, North Warnborough (near Hook) for a leisurely pit-stop and breakfast. One hour later found us back on route and swiftly round the Basingstoke bypass with commuter traffic having been and gone. A339 & A34 saw us rapidly through Newbury and past Oxford then A44 & A3400 for Stratford. We had intended to stop for a mid-morning break at some stage but progress had been so good that apart from Rocket's need for fuel (V8 and a small tank give only about 150mile range) and our need for a 'pee' (too much coffee at The Chilli Pad!!) we arrived in Stratford ahead of time to find Paul Gray the first there and about to supervise the erection of the marquee. It was from Paul that we learnt the disappointing news that the 'driving tests' had had to be cancelled because of the wet field conditions.

By the time we had booked in to our Snug and had off-loaded, other NGers were arriving and it was good to catch up with old faces and meet many new ones over cups of teas and scrumptious cakes from the huge array on offer. The evening buffet was a sight to behold, far too many tempting morsels lead to heavy reliance upon the indigestion remedies

for more than a few we believe.

Saturday morning, the lack of Treasure Hunt was the more unfortunate given the cancellation of the Driving Tests. So after a bacon & egg breakfast, with time on our hands and in spite of wet windy weather we decided to have a day out and motored south to Snowhill Manor, the once home of Charles Wade a multi-talented man who made his fortune trading with the Far East and brought back the most amazing array of oriental furniture, arts, crafts and curios. This aged sizeable mellow Cotswold manor house is quite literally stuffed to the rafters with interest, all now managed by the National Trust. The gardens are also a feature though would have been more enjoyable on a better day. That weekend Snowhill Manor was hosting an Arts & Crafts Exhibition of local artists and artisans so there was added interest for a good day out.

Then back to Riverside for more tea and cakes and a spruce up before the evening barbeque and another splendid array of accompaniments, followed by a fairly diverse and testing quiz from Paul & Bernadette. The prize of a modest box of chocs had a sting in the tail with Peter Clark charging the winners with the responsibility of doing next years quiz (- that will teach you !!) And so to bed with a good slug of Altacite for a nightcap!!

Sunday morning and again bacon



Cheetham Cup winners—Chris & Su Hore

& eggs (do I never learn!) then a leisurely line up of NGs ready for the voting and judging. Lots of useful comparisons of features and personalised wrinkles and a helpful chat with John Hoyle about suspension issues. Voting for ones preferred NG in each category was surprisingly difficult even with the reduced numbers in attendance (about 20).

More buffet food appeared (where did it all come from? - and where did it all go!!!?)

Then Peter Clark announcing the results of the voting and awards. Su & I were rightly chuffed and not a little surprised that Rocket was found worthy of the Cheetham Cup - so thank you for that - though it did

rather complicate our repacking of the boat-tail for the journey home.

So after Thanks You's and Good-Byes the majority headed for home leaving a few stalwarts remaining. With the afternoon weather improved we took Rocket for a celebratory whizz round (winning a cup is definitely good for another 5 mph!). The evening was rounded off with the 'survivors' going for a pub meal, after a few false starts to find somewhere with enough room for our party - Stratford was surprisingly busy for a Sunday evening.

Monday morning dawned quite pleasant after prolonged steady overnight rain. More bacon & eggs! (well, we did not have room to take

it home and would have been a pity to waste it) then to the task of re-packing which turned out to be less troublesome than expected. Final Good Byes to the very final few, checking out of the Snug saw us on the road south by 10:00am. We reversed our up-country route and had a clear run but marred by a nasty chilly headwind. Stopped at the Chillipad again for Lunch - Thai fishcakes and a Green Chicken Curry to die for. This place is highly recommended if you're ever passing through and very handy for M3 (postcode RG29 1ET - www.chillipad.co.uk). They also do B&B from £64 per night and have a meeting room (and large car park) if any local NGers need a location for a get together.

After a relaxing stopover we hit the road again and got through the busier areas of the A25 long before the evening rush, getting home mid-afternoon. The end of a very enjoyable and informative weekend and we are already looking forward to next years rally which cannot be as bad for weather (can it??!!) so hopefully driving tests and treasure hunt in 2013.

With our thanks to Committee, organisers, caterers, the many friends met and all who came despite the weather to make it a great NG weekend.

All the best to you all.

Chris & Su Hore

Tyre Pressures

I had been wondering for a little while how to determine the correct tyre pressures for an NG; so I was interested to see a reply to a readers letter in the May issue of Complete KitCar.

I thought other members might be interested so I paraphrase this here, with acknowledgement to CKC Technical Editor, John Dickens.

- A likely starting point being 22 to 25psi for smaller, lighter cars.
- Alternatively 1/100th of the vehicle weight as psi for heavier vehicles.
- Allow an added 2psi variation at the heavier end
- And add 2psi all round for soft suspension.
- Measure all tyre pressures cold.



- Take a drive at typical road speeds, load and conditions and long enough for the tyres to reach a stable operating temperature. (20minutes)
 - Immediately measure the hot tyre pressures.
 - If the cold to hot pressure rise is more than 10% then tyre pressures are too low, if less than 10% then pressures are too high.
 - Allow the tyres to fully cool. Adjust tyres cold pressure up or down by 2psi and repeat the test drive, and recheck hot pressures.
 - By this process of test and adjust the optimum pressures for a 10% variation can be determined.
 - Similar tests can be carried out for alternative driving conditions - high speed motorway/track, fully loaded etc. Of course there are other criteria for tweaking pressures for ride and handling etc, but the above method is a good starting point.
- I hope this may be of interest. Any comments or better ideas?
- Chris Hore

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Olympic Torchbearers

With around 8000 torchbearers for the 2012 Olympic Games, it seems everyone knows someone who has taken part.

Well we in the NG Owners Club are very proud that our own webmaster Mike Peel carried the torch on Monday July 20th in Bromley finishing up at the old steps of Crystal Palace. Terri also took part and carried the historic 1948 torch through Crystal Palace Park.

Our congratulations to you both!

For further details and pictures see <http://www.mikepeel.co.uk/torch/>

For a video including both Mike and Terri see <http://www.bbc.co.uk/news/uk-england-london-18958786>





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Sales & Wants

Reminder: unlimited advertising is free to members but ads may be removed after 2 issues unless I am 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 me by post or email. Ed.

For Sale



NG TF Luggage /Boot Rack. New and unused made from marine grade 3161 stainless steel, Tig welded, 4 pivot points secured by A4 stainless wing nuts give access to the spare wheel, rubber anti-vibration & stainless washers, plus nyloc nuts all supplied for rack fixing. **£185.**

Tel: Eric 01634 861608 (Medway)



NG TC V8. This car is fitted with

the 4.6 litre Rover V8 engine with Weber Carburettor, Mallory Dual Spark ignition and the later 5 speed gearbox. It has all round Hoyle independent suspension and brakes. It has gleaming Black coachwork with white upholstery, wooden dash and aero screens. It benefits also from side pipes. Correctly first registered as an NG in 2001 it is for sale with a years MOT and TAX for **£14,750.** The car is located in Leics.

Tel: 01509 237750

Mobile: 07930 555237



1968 NG TF in really excellent condition. Beautifully put together by the original owner in 1985 and only 18,000 miles since then. Fitted

Overdrive, Rear luggage rack, Roll-bar, Kenlowe cooling, and slightly unusually, a side mounted spare wheel. The rear half of the exhaust including the silencer is stainless steel. Recent service, new MOT and (free) tax disc. Owned by my daughter since 2008 and always garaged. Priced at **£6,500**

Tel: Paul Barnard 01953 499993

Mob: 07850 374295

E-mail: my396ss@hotmail.com



NG TC Project. Unfortunately I am unable to finish the build due to a change in work circumstance, so now offering for sale at a fraction of the cost of a new kit. Based on 1968 B GT, manual box.

As per picture partially assembled, will need additional work as chassis is a 1984 Pre-IVA kit.

Needs wiring loom installing (brand new MGB loom from wiring harnesses available).

Informed on purchase that all mechanicals including engine, starter, brakes and suspension were reconditioned some years ago when the kit was started but there is no paperwork for this. Some surface damage to nearside body finish.

Chassis painted.

Also included - spare matching wheel, grill, windscreen frame (plus cracked glass for a template), clocks/instruments, front cycle wings and carpet (with some mice damage!).

Obviously viewing is best but happy to supply any photos, and discuss details. **Offers.**

E-mail: bernardatkinson1@gmail.com

Old **Sheepskin Flying Jacket** and **Sheepskin Earmuff Helmet.** Medium size. **£50** for the two.

Tel: 01306 611330 (Dave Baker)



TC V8 exhaust manifolds made by Manifold of Salisbury in 1990, mild steel and chromed but showing their age hence the reason for changing them. Needs new tail pipe welding on right manifold, left manifold OK, replacements cost £840 last year. Ideal for someone on a budget **£100** including carriage.

Mobile: 07941 006721 (Leics)

E-mail: paul.dewes@virgin.net

Clearout of **MGB parts**, complete

engine (or split short engine, cylinder head etc), starter motor, alternator, twin SU carbs on manifold. All need rebuilding but ideal for use as exchange units etc. Also set of lever arm dampers and rear axle from rubber bumper car with rear anti-

roll bar mountings, complete with anti-roll bar in good order. Space needed so no reasonable offer refused. Smaller items free if you can collect from Norfolk. For details **please call.**

Tel: 01953 850434 evenings

Wanted

I am looking for an **NG TA project**, it must be MGB based and correctly registered as an NG TA on the V5c - ideally a historic vehicle plate (no tax). Any colour apart from black or pink!

Tel: 01732 453639 (Robert Garrett, Sevenoaks)

Wanted for NGTA built on MGB

1) **replacement hood**

2) front mudguards **supporting arms**

(that bolt to the wheel along with the steering)

Anthony Padgett

Mobile: 07902 342448

E-mail: anthonydpadgett@yahoo.co.uk

NG wanted. A good running NG TF or a TD required. Everything considered.

Mobile: 07798 866071 (David)

New Members - Welcome

We are always glad to receive new members. Please contact Bob Morrison, our membership secretary—details inside front cover.

Membership is £15 per year (with reduced rates if you join later in the year). Membership includes quarterly issues of ChangiNGear and some companies offer reduced kit car insurance rates. Most of all you will be joining one of the most friendly car clubs around!

Ed

Sorry we are unable to bring you our new members list this time but we will add them to the next issue of ChangiNGear.



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/black)



Sweatshirt (navy, dark green) L, XL

£12 + £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

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

Club Literature - available from Chris Humphreys

The following 4 items of club literature are now available as PDF files to download from the NGOC website at www.ngownersclub.org.uk/articles.htm. Alternatively send £1.50 per printed copy to Chris Humphreys (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 Chris for further details.



**Stalwarts
at
Stoneleigh**

**Spotted
at
Stratford**



Apparently this vehicle can sleep around 20 Germans!