



CHANGI**N**G**E**AR

June 2011

A Handful of NGs at Sunny Stoneleigh



Raring to go! - Are you Ready to Rally?

Battlefields Tour - story continues

the NG Owners Club magazine

THE NG OWNERS CLUB

Please send all contributions to *ChangiNGear* to the editor (Chris Humphreys)

The NGOC web site: www.ngownersclub.org.uk is maintained by Mike Peel

President: Nick Green

Chairman.....Peter Clark

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

Secretary.....Bob Preece

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

Membership Sec.....Bob Morrison

11 Cox's Road, Shrivenham, Oxon. SN6 8EL
(Tel: 01793 783105, e-mail: rmorri1847@aol.com)

Treasurer.....Susan Stretch

6 Wroxham Road, Woodley, Reading, Berks. RG5 3AT
(Tel: 01189 693355)

Magazine Editor.....Chris Humphreys

2 Daleside Drive, Potters Bar, Herts. EN6 2LL
(Tel: 01707 851320, e-mail: ngoceditor@googlemail.com)

Local Area Contact Members

Sheffield, Leeds, Yorkshire.....Dennis Roberts (01142 878515)

Midlands.....Mark Staley (01332 723927)
Ed Powell (01386 47374)

East Anglia.....David Edwards (01284 788118)

New Forest & District.....Keith Baker (01794 340490)

South Wales.....Brian North (02920 341671)

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

TA (Marina based).....John Brand (01382 532420)

TC V8 (inc. conv. from 1800).....Neil Taylor (01733 561492)

TF (MGB 1800 based inc. SVA).....Chris Humphreys (01707 851320)

SVA (technical & non-technical).....Mark Staley (01332 723927)

General & technical queries.....John Hoyle (020 8393 2555)

Electrical queries.....Brian O'Connor (boconnor@iee.org)

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Contents

Chairman's Letter	2
Editorial	2
Secretary's Notes	4
Events Calendar 2011	6
Regular Meetings	8
Events Web Sites	9
Members' Letters & Articles	11
NGOC National Rally 2011 Details	16-17
More Members' Letters & Articles	18
New Members	27
Sales & Wants	28
Club Products, Regalia, & Literature	inside back cover

**If Marlin can do it why not us?
Stoneleigh 2011**



**NGOC National Rally 2011
30 Years of the NGOC
Heyford Leys Camping Park
Fri 24th to Mon 27th June**

Have you returned your form?

Next issue: September 2011

Deadline for
submissions: 15th August

Chairman's Letter

There is not a lot that I can say just now other than the current run of good weather has given us the opportunity to get plenty of NG outings including, country runs; local shows and village days to enjoy. Hopefully this will continue for some time.

With a little luck the fast approaching National Rally at Upper Heyford to celebrate the clubs 30th Anniversary will also be blessed with good weather. Our Committee Members have just about completed all the arrangements resulting from

nigh on a year's planning for what should be a memorable weekend.

Please show your appreciation and support by coming along for the weekend or just a day and enjoy a landmark event. Not many Kit Car Clubs can boast the stability of 30 years. Good Luck, see you there.



Peter Clark

Editorial

If all goes to plan, you should receive this issue about a week or so before our National Rally celebrating 30 years of the NGOC.

We have had a good response for bookings for the Rally but believe there are a number of you who may intend to come but have not returned your form as yet. It is always nice to see you all but please do not assume we know you are coming - return your form NOW or, if it is really late, at least give our treasurer Susan Stretch a call. We need to arrange the correct amount of food, etc. If you have lost your form, you can print off a copy from the website at

<http://www.ngownersclub.org.uk>.

You may have noticed this edition is actually on time (hooray, I hear you say) as I made a special effort to get it published before the rally in case you need some last minute details (see centre pages). I am not any less busy and am still awaiting some heroic member to take up the editorship. I also think I spoke too soon about having a challenge to fit in the articles. It was back to "fill in the spaces" again this time. If you want the magazine to continue, you must keep sending



in some contributions. I am extremely thankful to those of you who have sent in articles, photos, etc. but it is worth noting that, over the last 6½ years, 40% of the articles have been provided by 1% of members. To be fair though about a sixth of members have contributed something in the last 6½ years but being a small club, we need a more continuous stream please not just a trickle.

The keen eyed among you may have noticed we now have an additional technical contact listed in the front of the magazine in the form of Brian O'Connor who kindly offers to give advice on electrical matters. He is an electrical engineer and designed and made his own wiring looms for the NG.

Dobby has now got around to writing about his new garage, see Members' Letters and Articles, and I thought I'd better explain that he thinks he is funny calling the lift a Strong Man. It is actually made by Strongman Tools you see (<http://www.wix.com/strongmantools/betaweb>) and is a Clifton model. I have to admit it makes some things much easier to work on while the car is in the air and it is very well made. I can also thoroughly recommend the floor tiles I have used - Ecotile is manufactured and sold by Versatile Flooring (<http://www.ecotile.net>) whose sales office happens to be just around the corner. These tiles are seriously sturdy but easy

to lay and cut with a jigsaw. I emphasise these are my personal recommendations not those of the Owners' Club. You will see from Dobby's article that I now have my new garage (Dobby thinks it's his) in a usable condition and it is actually enjoyable (mostly) to work on the car (s) again.

We have had a good chance to get the NGs out this year so far. Our first event was to join the MG Owners Club Snowdrop Run from Wimpole Hall to Chippenham Park in February; this one was really cold and a little wet. The next one, another MG one but nice and hot, was to Bressingham Steam Museum - popular with the ladies as it has a massive garden centre. Next was a warm Stoneleigh, a disappointing number of NGs I felt this year as only about a dozen showed up. Interesting that one of our competitors, Marlin, had nearer 50 cars on their club stand. I didn't manage Popham but I understand this was a great day - see Paul's report later in this issue. A week after Stoneleigh was Hambleden with only a trio of NGs but plenty of old classics.

But, for me, the best event this year so far has to be NGs in the Garden at Dave & Liz's house. Apart from the M25 molasses on the way (and the hayfever) it was blessed with glorious sunshine and 14 cars (13 NGs and an MGA). Complete with great company and excellent barbeque and other food - I hope someone

will do an account of this for the next issue. Many thanks Dave & Liz - I wonder how many we can fit in next year?

I hope to see as many of you as possible at the Rally again this year - I am really looking forward to it. If it is anything like our 30 years of NG event two years ago it will be superb. Let's hope for some lovely

weather.

Oh, and anyone who is interested in the possible trip to Holland I mentioned last time, perhaps we can discuss some possible dates.

Happy NGiNG!



Chris Humphreys

Secretary's Notes

I would like to follow on from Eric Cheetham's recollections of the early days of the club with a few memories myself. If there are any inaccuracies please write to Chris the editor who can put in the correct version.

During the years that Janice and Eric ran the club a yearly meeting was organised for the SE members, and anyone else, who wanted to attend. The aim was to get members together for a Sunday lunch with a picnic and a visit to a place of interest. Sion House, near Kew Gardens, was chosen as a venue because it had a small area away from the house where our cars could be parked together and in front of the motor museum of BMC (later, Leyland cars) which gave an interesting hour or two, for the men at least. The museum has now moved to Gaydon, Warks.

This was in the early days when most of the NG owners were in the

South; however with the club expanding it was decided to move a meeting like this, to a more central point. Stanford Hall
n e a r

Lutterworth was chosen for the first one day meet and was named the NGOC National Rally, but it was still a very informal gathering.

This format went on for a number of years with the venue changing over that time, Cotswold Wildlife Park, and Gaydon museum being a couple of them. Graham Hester introduced an array of cups and shields to be awarded to members at the National Rally as they still are today. The Peacock Shield for clubman of the year had been with the club sometime before these awards because the shield had been presented to the club by Liz



Peacock, member No2, in remembrance of her husband Ian who first invited the few people together to form the club.

From the early nineties John Hoyle, a member from the early days of the club, had taken the NG marque over and turned the company around to become one of the best kit car companies, as many of our club members can verify as customers. It was during this time that the 20th anniversary of NGs occurred and it was decided by the committee and John to mark this milestone with a super rally. The club at the time had about 550 members so a grand meeting was organised with a large marquee and BBQs at Leedons near Broadway in the Cotswolds. Eric Cheetham, that man again, and myself travelling over 400 miles in one day to find a good site for the event and coming across Leedons, at the end of the day. This is the first time anything like this had been organised so several meetings were made to make it go smoothly.

The weekend was a great success and I believe over 150 NGs were gathered together, along with members who were building, or had their cars off the road for some reason.

Last year we had the 30th year of NGs and 2011 is our Clubs 30th year, so come along for the weekend, or just for the day to celebrate our anniversary.

Forthcoming Events:

June 18/19

National KC Festival

Newark & Notts Showground, Notts
NG24 2NY

Contact Dennis Roberts for more information

June 24/26

NGOC Rally

Heyford Leys Camping Park, Camp Road, Upper Heyford, Bicester, Oxfordshire, OX25 5LU

Contact me or any member of the committee if you require any more information

July 1/3

Goodwood Festival of Speed

West Sussex PO18 OPX

Info Only

July 16

Dogmersfield Fete

Pilcot Farm, Dogmersfield, Hook, Hants, RG27 8ST

Please call Paul Gray for more info on this meeting

July 27

Classics on the common

Harpenden, Herts, AL5 2JF

This is one for our editor so give him a call if you would like to attend this meeting



Bob Preece

Events Calendar 2011

<u>Date</u>	<u>Event</u>	<u>Contact</u>
4 Jun	NGs in the Garden 47 Kings Road, Alton, Hants GU34 1PX	Dave Holland
5 Jun	London ~ Brighton Kit & Sports Car Run Start: Mercedes-Benz Museum, Brooklands KT13 OSL	Dave Holland
11 Jun	Classic & Sports Cars Action Day Castle Combe, Wiltshire SN14 7EY	Info only
18-19 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts
24-26 Jun	NGOC NATIONAL RALLY (30 Years of NGOC) Heyford Leys Camping Park, Camp Road, Upper or Heyford, Bicester, Oxfordshire OX25 5LU	Bob Preece Committee
25-26 Jun	West Suffolk Country Fayre (inc World of Wings & Wheels) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk IP30 9ND	Info only
1-3 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
2 Jul	Raising the Roof Country Fair Mill House, West Farndon NN11 3TX	Info only
16 Jul	Dogmersfield Fete Pilcot Farm, Dogmersfield, Hook, Hants RG27 8ST	Paul Gray
27 Jul	Classics on the Common Harpenden Common, Harpenden, Herts opposite AL5 2JF	Chris Humphreys

<u>Date</u>	<u>Event</u>	<u>Contact</u>
6-7 Aug	Prescott Vintage Speed Hill Climb Prescott Estate, Prescott, Cheltenham, Glos GL52 9RD	Paul Gray
13-14 Aug	Summer Air Display & Classic Car Meet Rougham Airfield, Nr Bury St Edmunds, Suffolk IP30 9ND	Info only
27 Aug	Shrivenham Village Fete Shrivenham, Oxon	Bob Morrison
28-29 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG1 2AX	Chris Humphreys
10-11 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
11 Sep	Cars in the Park Harewood House, Harewood, Leeds LS17 9LQ	Info only
16-18 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 OPX	Info only
17-18 Sep	Stafford Kit Car Show Staffordshire County Showground, Weston Road, Stafford ST18 0BD	Info only

NGOC National Rally 2011—30 year celebration

If you are coming and have not yet returned the form included with the last issue of ChangiNGear, please **return it immediately** as we need to know numbers for catering, etc.

A copy of the form can also be found at:

http://www.ngownersclub.org.uk/Insert_RallyForm2011.pdf

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
(Bob Morrison 01793 783105)

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)

The Brooklands Club ~ Monthly Natter Meeting Dates 2011

Jun 14	Pride of Ownership Display + Jazz with Bob Webb.
Jul 12	Summer B-B-Q (Pre booking required)
Aug 9	Natter & Noggin+ Piano (Chris Bass).
Sep 13	Most Compelling Photo. Competition.
Oct 11	General Knowledge Competition.
Nov 8	Early Museum Tour + Piano (Chris Bass).
Dec 13	Enthusiasts of the Year Awards + Mince Pies & Sausage Rolls etc.

Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
Brooklands Museum	www.brooklandsmuseum.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Goodwood	www.goodwood.co.uk
Harpenden Common	www.classicsonthecommon.com
Heyford Leys Camping Park	www.heyfordleyspark.co.uk
Kent County Showground	www.kentshowground.co.uk
Knebworth House	www.knebworthhouse.com
Mercedes-Benz World	www.mercedes-benzworld.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Riverside Caravan Park	www.stratfordcaravans.co.uk
Rougham Airfield	www.roughamairfield.org
Shrivenham	www.shrivenham.org
Staffordshire County Showground	www.staffscountyshowground.co.uk
Stoneleigh Park	www.nac-stoneleigh-park.co.uk
Westpoint Arena, Exeter	www.westpoint-devonshow.co.uk

Other Web Sites

Autosport Int. (Racing Car Show)	www.autosport-international.com
Cars in the Park	www.carsinthepark.org.uk
Greenwoods Exhibitions (L2B etc.)	www.greenwoodsexhibitions.com
Grosvenor Exhibitions (Stoneleigh)	www.grosvenorexhibitions.co.uk
Jaguar Enthusiasts Club	www.jag.org.uk
Kit Car Shows (Detling & Exeter)	www.kitcar-shows.co.uk
London~Brighton Veteran Car Run	www.lbvcr.com
Newark Promotions	www.kitcarshow.co.uk
Prescott Hill Climb	www.prescott-hillclimb.com

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

Further Notes on Some Events

(please refer to event schedule or on-line calendar for main details)

Raising the Roof Country Fair (Sat 2nd July)

We are now taking advanced booking for entrants to our second annual Raising the Roof Rally. Vehicles are to arrive on the rally ground between 11.00am and 1.00pm and refreshments will be available throughout the day, including fare from our almost famous BBQ!

We are expecting entries from classic cars, modern classics, kit cars, motorbikes, tractors and farm machinery, commercial vehicles and military vehicles. Enthusiast clubs are most welcome and space will be allocated for club stands, banners, tents, etc. as required at no additional charge.

This years show is to be held in West Farndon, almost halfway between Banbury and Daventry, situated near the A361. It is a traditional country fair with live music, food, a licensed bar and a wide range of attractions for all ages. More details can be found at www.raisingtheroof.info

All proceeds go to the upkeep of the parish church, St. Mary the Virgin

Dogmersfield Fete (Sat 16th July)

The Dogmersfield Horticultural Society organise a fete each year, one of the exhibits being Vintage/Collectors' cars.

Peter Elliott took his NG last year and reported that it was a good event. We have been asked this year whether we would like to bring more NG's. Cars for display to arrive by 1300 with public entry from 1400 hrs.

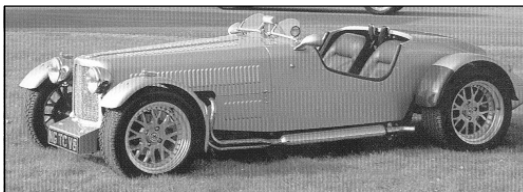
There is also a Barn Dance in the evening for the very keen!

Paul Gray

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

Members' Letters & Articles

Brooklands Breakfast Club

We thought we would give this a try as the NG fancied a little trip out. We arrived at opening time 8am, entry was £10 for club members, and £13 for non-members. This included a breakfast, very nice too.



The exhibits open later but on such a lovely day it gave us plenty of time to have a walk round

the many cars, and even a sit on the bench in the sun with another cuppa. However, our first stop is



usually to pay homage by visiting the banking, and dreams of days gone by. We are lucky to live so close to this venue. We always manage a purchase from the well-stocked shop. I did worry when Ray lingered by the miniature Concorde, could he be sizing it up for the garage! All this in one morning. Let's hope the lovely weather continues for the rally, be warned we can actually make it this year.

Sue Boulton



Advert

Email received from France:

Bonjour,
Je suis propriétaire de chambres d'hôtes en Normandie, dans le Cotentin et l'heureux conducteur d'une NG TC. Pour tous les passionnés de NG de votre association, je vous informe qu'il me sera très agréable d'accueillir vos membres, et leur voiture, au cours de leur voyage en France. Vous pouvez consulter mon site internet <http://lelysrouge.travelblog.fr> pour tout renseignement complémentaire. Les réservations peuvent se faire par EMAIL Notre numéro de téléphone est: 0214141092 ou 0683168144(portable). Cordialement, Philippe Alphé

In case your French is as poor as mine, here is a very rough translation:

Good morning,
I am the owner of a guest house in Normandy, in Cotentin and the happy driver of an NG TC. For all who love NGs in your club, it will be very pleasant for me to accommodate your members, and their car, during their trip to France. You can consult my website <http://lelysrouge.travelblog.fr> for any further information. The reservations can be done by E-MAIL. Our phone number is: 0214141092 or 0683168144 (mobile).



Popham Wings & Wheels 2nd May 2011

What a great day out! The weather was almost perfect this year although the fresh easterly wind made a warm coat necessary. Unfortunately, the fresh wind precluded some of the lightly-loaded vintage biplanes from attending although there were still around 30 light aircraft arrivals during the day together with a couple of gyro-copters that seemed to cope with the winds extremely well.

As far as cars were concerned, this was the first year for some time that we tried to organize an NGOC area. To this end, we sent for 10 exhibitor tickets and advertised

them for members in the newsletter. It was rather disappointing that we ended up the day before the event with several tickets left over & ended up giving one to friends with a Daimler Dart and another with a Morgan. There are some members of the NGOC who always get their own tickets and so we had the potential for 12 cars. In the end, we had a total of 7 NGs, 1 MGA, 1 Daimler Dart, 1 Morgan & 1 Nissan support vehicle!

As we hadn't tried to organise a separate area for the club on previous occasions, we were unsure of the protocols. I had tried phoning Popham Air Traffic but they just told me that the car show is organised separately by the Basingstoke Car



Club. Unfortunately, the car club doesn't publish phone number or email addresses - you have to communicate by letter with SAE. In the end, we just decided to arrive early and make an ad hoc arrangement. Donna & I therefore arrived just after the 08:30 opening time and had a chat with the organisers. It



seemed that most clubs were just doing their own thing with their own marshals and, in some cases, erecting marker poles and tape to cordon off areas. As we didn't have any such items in the TC, we parked in an open space and I stood by the car trying to dissuade people from parking close to us while Donna went to the entrance road to try to catch NGOC members and direct them to our chosen area. This method worked reasonably well and we ended up parking together just before all the adjacent space was taken up by the fast-swelling arrivals.

The number of classic and other vehicles arriving was amazing - this event really has caught on in recent

years and was an absolute feast for car buffs. One feature of this show is the oddball entries of which there are always a few. On this occasion, there was a hybrid car/boat that, rather than looking like a slightly strange car, looked just like a fast speedboat with 2 wheels at the back and one wheel at the front. We just looked at it in amazement, not quite believing that the guy had driven it to the event.

Other more unusual items, at least for car shows, included large commercial and military vehicles; there was even an enormous American truck!

The dry weather had brought out the crowds in large numbers, with most owners' clubs represented. It



was also good to see some of the more rare cars such as the Messerschmitt Owners Club out in force. There was also a good selection of motor-bikes on show. One of the major attractions of this show is the sheer variety from exotic 'moderns' to some delightful vintage, sometimes including steam-driven

but not this year (unless we missed one).

The other enjoyable aspect of this show is the Aero/Auto Jumble with many stands selling old parts for cars, aircraft etc. Old (& new) tools are also a great favourite with many books of all types; one could spend half a day just browsing the second-hand books. I was particularly interested in a book chronicling the history of aviation at Farnborough but resisted buying in the end.

As we were all parked together, we were also able to meet with our deckchairs for lunch by the NGs and enjoy a convivial picnic in the traditional way.

In conclusion, another great event. In terms of lessons learned,



we will apply for tickets again next year but will arrive before the opening to gain entry as soon as possible and will take some stakes and rope to mark off an area for the NGOC. Hope to see you there!

Paul Gray

Photos courtesy of John Hoyle and Peter Clark



NGOC National Rally

We haven't repeated the detailed notes of the weekend's events in this issue but please re-read the last edition of ChangiNGear as a reminder.

Sue Stretch (our treasurer) has received quite a few acceptance slips and cheques so far and it would be much appreciated if those planning to attend could also send back their forms. This will make the catering job much easier.

On arrival at the site, there is no need to stop at Reception, just drive onto the site, follow the NGOC signs, & check in at the Marquee Information Station.

Please be reminded that there should be no arrivals, apart from committee members and co-opted helpers, before 2pm on Friday so that we can ensure that there is room for the large lorry to access the site with the marquee and to give time for the committee to get organised.

Don't forget, the Friday evening cheese & wine event starts at 7pm



24th - 27th June 2011



Key Points

- Please return your Rally form
- Sign in at Marquee Information Station on arrival
- Cheese & wine meal Friday evening
- Fun quiz Friday evening
- Children's Sketching Class Saturday morning
- Autoglym demonstration and sales Saturday afternoon
- BBQ Saturday evening (bring your own meat & drinks but salad, bread, etc. provided)
- Musical entertainment Saturday evening
- Traditional concours and prize-giving Sunday
- Motoring Treasure Hunt you can do any time
- Free tea & coffee throughout weekend and usually a good supply of cakes (feel free to contribute a cake)
- Attractive canal walks
- Club regalia available
- Wi-fi access on site

Please remember to bring your own plates, mugs, cutlery, glasses, etc.

You are welcome to take part in as much or as little as you wish!

We look forward to seeing you and celebrating 30 years of the NGOC.

Members' Letters & Articles (cont)

1,000 miles in three days through Northern France...

(Continuation of last issue's article)



Tuesday 29th June,

8 pm, The Cotswolds: Keen to keep the road miles down on the NG, I picked up John on the Tuesday evening from his Cotswolds cottage on the way back from work. An hour or so later we rolled MHK 1J out of the garage and begun loading. Space behind the bench seat was used to pack all the car related stuff; the hood and doors (I have always made it a rule that as the car is a 'convertible' it should be driven without the roof up unless the weather is desperately bad), spare gaskets, tyre pumps, tools, oil, etc, etc. Bags with clothes and water followed, filling up the space on the seat. Passports, gloves and hats found their own place stuffed behind the seats - needing the leg room for the long run not much else

could be fitted in! The tonneau cover went on next. So far so good! But, there were still the camera bags, tripods and the food supplies that were to get us through to lunchtime the following day when we planned to stock up at a supermarket during our traditional afternoon break from working. Food and mini-barbecue found a home in the basket strapped to the luggage rack on the back. The camera bags, map case and tripods were laid out neatly on top of the tonneau cover, wrapped within a waterproof and held in place with the cargo net I found in the back of a far more practical car, our Citroën estate. Packing done, passports, Chunnel tickets and hotel reservations were checked. Just time for one more bacon sarnie and a coffee, then we could get going.

Midnight, Towcester: Everything had run to plan so far. We live only a short distance from the M1, so leaving late we should have been able to get a good, steady, run to the M25, then onto the Channel Tunnel terminal. It would, I had hoped, also give the NG a chance to loosen up and tell us if anything was wrong. A short lesson in getting into a doorless car for John and we both settled down. As always the engine started without too many complaints and quickly settled down into a

steady throb. With any luck we would stay on schedule and get to our first stop just before dawn to catch the best light. It was then that John sheepishly announced that he had left his camera battery packs on charge in his cottage. Realising that, there was little else to do but go and get them!

Day 1: Wednesday 30th June

1:30 am, The Cotswolds: No keys! I stay in the NG while John slips off into the gloom to knock as quietly as possible on the front door, negotiate getting back into the cottage and collect the batteries before stealing back to the NG rather sheepishly. Luckily he had learnt enough from our blast along the dark country roads to pick up a thick neck scarf for each of us. Wrapped up the NG picks of the road once more we head towards Oxford, M40, M25 anti-clockwise and on into Kent. Buffeted by the cold air, John manages to fall asleep only waking when we call in to refuel before catching the train to France.

Dark, Cold, but no Rain. Kent: With a full tank on-board and after enjoying a well earned leg stretch we climb back aboard the NG and join the queue to board our train.

Dawn, France: At last! A few hours behind schedule we follow the E402 to pick up the south-bound A26 heading for Arras. A smooth run brings us to J6.1 (Lens and Bully-les-Mines) where we turn off onto the



D937. Passing through Souchez we turn off and head up to our first location.

The French National Memorial and Cemetery, Notre Dame de Lorette

Tired and more than a little wind-swept, we drove up the single track road past the cemetery and round to a rough car park on the sites' eastern side. By this time the day had begun to warm up so we unloaded everything, put the portable BBQ on and re-rigged the NG so we could have everything we needed for the day's work close to hand. Coffee and sausage rolls packed away we began the day's work.

I have brought a number of groups out to tour the battlefields of the First World War over the years and, while it might seem odd at first, I always bring them to Notre Dame de Lorette first be-

cause it was along the Notre Dame de Lorette spur that some of the most vicious fighting to throw the German forces off took place in 1914 and 1915. It is also a good place to see the Canadian Memorial built on Vimy Ridge (taken by the Canadian's in 1917).

A first time visitor can easily be overwhelmed by the sheer size of the site, containing, as it does, 19,000 identified graves and six mass graves containing a further 16,000 soldiers. It is, however, well worth spending some time to walk through the grounds, the chapel and museum. If you take the time it is also possible to find - even today - evidence of the fighting. Spent cartridge cases and shrapnel can be



found on the surface of the soil all round the site. For those feeling a little peckish, there's also a reasonable restaurant for lunch.

The light between 10 am and 2 pm doesn't lend itself to 'good photography', so after taking our time over lunch we packed up once more and drove back to the D937 through Neuville St Vaast and onto the Canadian Memorial on Vimy ridge.

The Canadian National Memorial, Vimy Ridge

This is another huge site and one well worth taking time on. There is a visitors' centre - near the main car park - preserved trenches and visitors can take a guided tour through one of the tunnels used to protect Canadian soldiers as they prepared to storm the ridge in April 1917. Having wandered through the old front lines there's a road to take you up to the summit of the ridge where the massive Canadian memorial to the 60,000 Canadians' who died during the war stands. If there is enough time there it is worth pausing by the Moroccan Division Memorial - this marks the furthest



advance by the French before they were driven back down in towards Souchez in the valley below - and taking in the three cemeteries at the base to the ridge.

With poor light conditions i.e. it was a bright and sunny afternoon, John and I worked out a plan for our late afternoon and evening shoot before heading off to find our hotel in Arras.

Arras

This being a working visit, with a low budget, we found our Formule 1 hotel to the south of Arras without too much difficulty. This would be our base for the next couple of days so, having checked in we re-sorted the NG again, removing everything we wouldn't need. While John downloaded the results of the morning's work, recharged cameras and put together what we would need for the evening, there was repair work to be done on the NG. I checked lights, water and oil first. I was relieved to find that there had only been some minor water loss. The main problem I had to find a solution to was the failure of the modified indicator stalk and newly installed lighting control unit. One had come loose and the other had failed completely. Recalling the uncomfortable position I had used to put in the new control unit, there was a brief battle between myself - supported by a screwdriver - and the securing screws around the steering shaft. This battle was won

by my team. The indicator proved somewhat more difficult to sort, so, realising I was probably going to do more damage than I wanted trying to secure the stalk, I gave up. Both John and I soon got used to fumbling under the dashboard to find the stalk and switch on the indicators when needed.

With all of us, including the NG, reorganised once more, it was time to head off in search of food. Luckily previous visits to the city meant that we knew where we should go to find food as well as leave the NG where we could keep an eye on her. Fed and watered the team headed back onto the N17, through Thelus and onto the ridge where we spend the rest of the late afternoon and evening shooting as many images as we could until the light finally gave up on us. Forced to retire we headed back to the hotel via the automatic 24Hr petrol station, to sleep. MHK 1J tucked in, batteries back on charge and memory cards downloaded, 27 hours after leaving home, John and I were glad to get to our heads down for a few hours.

Day 2: Thursday 1st July 2010

6 am, Dawn, Arras: Alarms go off in our dull, confused minds! Have we really taken holiday to do this? 20 minutes of stumbling about getting dressed re-packing the rucksacks, checking we have batteries, shower and shave, final check that we have cameras and the tripods, then load

and start the NG. Somehow we manage to fill the thermos flasks and grab some breakfast before climbing aboard and blasting out of the hotel car park into a blood red dawn sky.

The aim of this morning's shoot is to capture the 7.30 am ceremony that takes place every 1st July at Lochnagar Crater so we take the fastest route possible. Turning left out of the hotel the NG's nose heads along the D939 before turning onto the A1-E15 south. The kilometres (we are in France after all) roll by quickly. Off at J14, Bapaume, and onto the D929 towards Albert.

7:30 am, Lochnagar Crater, La Boisselle

By the time we found somewhere to park and unload the NG there was already quite a large crowd making their way up towards the crater site. On the 1st July 1916 the mine, made up of two charges, one of 36,000 pounds, the other of 24,000 pounds of ammonal, laid by the 179th Tunnelling Company, Royal Engineers, was blown leaving a crater with a diameter of 200ft and a depth of 81ft. The crater wasn't attacked on the day, but soon, as one of the few remaining iconic sites of the period, it was chosen as the place where those who took part in the Battle of the Somme are remembered every year. Just before the service of remembrance began, a group of teenagers with whistles surrounded the lip of the crater. Precisely at

7:30 am the sound of whistles drifted across the landscape. A lone piper then paced slowly round the crater to join the band near the wooden cross of sacrifice that stands near the entrance to the site. The whole service was beautifully done culminating with everyone present forming a circle round the existing crater and releasing handfuls of poppies that fluttered down to create a bright red carpet below us.



9:30 am The Tommy Cafe, Pozieres

Another tradition associated with the crater service is to have breakfast at the Tommy Cafe in the nearby village of Pozieres afterwards. Over a very welcome cup of coffee and fresh croissants we worked out a new plan for the day as

we had lost most of the best light having stayed for the whole service at the crater. The rest of the day was, therefore, used to plan the following days' shoot by visiting each location in turn and creating a detailed schedule. Having also agreed that where light conditions allowed we would shoot what we could, we stepped out of the cool interior of the cafe into the brilliant sunshine of a late morning and set off once more.

With a vague route in mind we made for the furthest point to begin our afternoon's work. As the trip had been planned as a test for the car, and much to John's concern, I decided to take the NG 'cross-country'. (This was a working trip, so with the scene from the NG probing too much, John called for a brief halt so he could photograph Ovillers Military cemetery from the Albert Bapaume Road. The cemetery contains the grave of Captain John Lauder, the son of Sir Harry Lauder). Shots taken it was back onto the road for few yards. Turing into a narrow farm road we swung onto another, this time one that, for the first part, followed the line of the old narrow gauge railway that connected the local villages before 1914. After a couple of hundred yards we followed the track as it took the course of Ration Trench (After the war, many of the old trench lines were used as 'land-fill' sites. Debris picked up after plough-

ing was thrown into these until they could be topped-off with compacted soil.). Sitting the NG with its wheels on the middle and outer edges of the track we bumbled along slowly surrounded by high corn on one side, high grass in front and magnificent view of the shallow valley to our right. In the end the only excitement we had was seeing the look on a French delivery van driver's face as he drove towards us from the top of the track working out who these two mad people were in a tiny sports car that was coming towards him out the fields. Thankfully he was coming down the only piece of metalled track and he turned off to one of the local farms before we had to work out if a three point turn could be executed without ripping the exhaust off or becoming embarrassingly stuck.

Finding the road again we made our way up to the village of Hebuterne.

Tom Buck

To be concluded...



Dobby's New Garage

Well it's finally happened! I'm IN-SIDE the garage. My master told you last time I was being lazy about writing but that's not fair. The truth is it took me some time to recover from being out in the cold and snow last winter (did you see my photo on the last issue?). I picked up all sorts of minor blemishes and he is now going to have to sort them all out. He told me he has a list of over 20 things to do (serves him right! - no one should leave an NG in the open in the winter; there ought to be a law against it).

The new garage had finished being built by the end of January and after a few weeks my master had moved all his tools and shelf units into the new section so I could be driven into the old section. There is a gentle ramp down into the new wider part and we have a game. The master tries to stop my front wheels just at the top of the ramp and I try to go whizzing down. Most of the time my master wins but only because I have good brakes.



Originally I was going to be garaged in the new wider section but it is actually easier (as I am small and have no doors) to stay in the exalted position where less manoeuvring is needed to get me out. I can still see the windows and often the birds in the garden and I am right next to the door into the house.

My master took a long time to get the new section organised and it was quite damp for a while as the new floor had to dry out. He had a lift delivered and some interlocking floor tiles. To place the lift in the right position he drove the 'other' car in. He explained to me that he had to try the ZR first because there was less leeway. Once it was right for her I went in with no problem. ZaRa even got a ride in the air to test out the lift but the master told me that I had to wait for some suitable support blocks for my tapered chassis.

Once the floor was a little dryer, he laid the tiles and set up a workbench at the end (where the heater is). I must say the new end of the garage is a bit more inviting with the

heater and those plastic tiles making the floor less cold but he is going to paint my end soon.

We went to Stoneleigh this year where my master picked up a few items to replace those which were showing signs of corrosion. They're still sitting on the workbench as he claims he hasn't had time to fit them yet. At least he has now started a proper service on me over half term, not like the half hearted effort he did last year without a garage.

We've been on a few events already this year but I am definitely not looking my best. To cap it all, we were going to school one morning and a lorry went whizzing the other way (as they do) and lobbed a giant rock (as in giant spider size) at me. It hit me right on the nose - ouch! The master just thought I'd gone over a bit of something in the road and didn't even check me over when we stopped. A couple of days later he noticed it while talking to his sister on the phone and he went all quiet.

So before he started the service, he had to remove my nose and send it off to the painter and



worked on me without my dose. Now I should have mentioned, by this time I was having rides up and down the lift as my master had made up some clever contraption to support my front end. At first I was a little nervous (after all cars are supposed to go forwards, sideways and occasionally backwards but never up and down) but once I got used to it I found it rather stately. The lift is called Cliff (a bit of an exaggeration I feel as he only lifts 1 metre, tee hee) which is short for Clifton and he is a Strong Man.

So while Cliff gave me rides up and down, my master started my service. He found, much to my embarrassment, that my rear brake wheel cylinders were weeping or seized so he bought some replacements and once they (and my dose) were re-fitted I had to come off Cliff as Zara had blown her exhaust and wanted another go on Cliff. I think she was just jealous because I'd had a good long ride.

I'll stop now so there is room for some photos.

Dobby Humphreys



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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 £5 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



My beautiful **NG TD V8** is reluctantly for sale. Built by Findhorn cars, who produce the NG kits, to full SVA specification. Gorgeous metallic Burgundy coachwork with Cream interior. Built on MGB running gear with a V8 3.5ltr engine. Stainless knock on wire wheels and Brooklands screens. Stainless side exhausts. There is no in car entertainment fitted because the side exhausts give all the sounds you could want.

Owing to having a leg amputated try as I might I can no longer get into the car. It had little use last year and at the moment has no MOT



but I will get it MOTed when sold. With comprehensive Findhorn history file.

I would be interested in part/ex for something with doors (Cobra, NG, Aristocat, etc). As I want it looking after I would offer it to NGOC members at a lower price of **£11,250** (it's advertised elsewhere at £11,750)

Mobile: 07790-743153 (Ray)

E-mail: raybl@lineone.net

MGB engine with all ancillaries and with **3 synchro gearbox** and full exhaust **£100 ono**.

Tel: 01509 237750 (Loughborough)

Mobile: 07930 555237



NG TF correctly registered on V5 and tax exempt. Based on 1800 MGB with o/d, unleaded conversion and 'fast road' cam. Dark blue with grey

interior, 15" wire wheels, luggage rack, full hood and sidescreens, full tonneau, hood frame cover and wind deflectors. MOT to May 2012, only 8,000 miles since build, reluctant sale as car gets little use. Offers around **£5,500**, call for full details. Tel: 01953 850434



Red **NG TF Pastiche** Kit Car (1971). MGB 1800 engine - 45,000 miles only. Good condition. New MOT and tax (nil cost tax), special no plate: FAB 456 J, new battery and good tyres. **£4000**

Mobile: 07775 731654

E-mail: Moiracriddle@aol.com



NG TC 4.6 litre V8. Black, black carpet, cream leather and red trim. Approx 11500 miles, built 2001.

£15,000

E-mail: ckmedia@virginmedia.com



NG TC, factory built in 2004 as a Test Track Show Car for £35000. Purchased in 2006 with 300 miles on the clock, now covered only 5500 miles. Immaculate condition, realistic price. **£15500**

Tel: (Dick) 01983 402237

Spares

1. Original NG solid-brass dummy radiator cap, not chrome-plated, £25.
2. Pair unused 7" dia chrome-plated headlamp stone-guards with st/ steel mtg clips, £10.
3. Unused in-line radiator filler neck (with overflow) TIG-welded to ally tube, 150mm long with beaded ends. Cut top hose & fit in-line for 'highest point' filling/bleeding, with 15lb filler-cap. Fits 38mm/1.5" bore top hose, £20.
4. 2 x flat circular wing mirrors on 3" chrome stalks, Europa part (listed as MGTF ext mirror with convex glass), unused, £20 pair.
5. Rear lights 2" dia (SVA compati-

- ble) - 2x red combined stop/tail, 2x orange flash, £20.
6. 2 x chrome number plate lights, £5.
 7. Early MGB rear-view mirror with vertical chrome mtg bar & various fixings for adapting to an NG windscreen, £10.
 8. Period scuttle-mounted rearview mirror, early Jaguar style, with some vertical height adjustment on stalk, £10.
 9. Gearbox chassis cross-member for mtg g/box of 1800 engine to NG chassis (std NG part), £20.
 10. 2 x chassis/body brace bars as used for 1800 engine, £10.
 11. 4 x coil springs, 9" x 2.25", for Hoyle Engineering IFS/IRS, virtually unused, 2x 250lb/in & 2x 300lb/in, £40.
 12. MGB 1800 exhaust 2-into-1 downpipe, unused, Peco part C001, std bore hvy duty mild steel, £10.
 13. Sony car radio FM/MW/LW with CD-player, type CDX-F5550, 4x 50w o/p, incl mtg bracket & manual. RRP £130, accept £50.

Tel: Paul Gray 01252 617175 (Hants)

Available **free** to club members willing to collect, an **IVA kit** consisting of

- Headrests (fit under seat belt brackets)
- Wheel nuts (radii increased)
- Side repeaters (fit under front torpedo indicators)
- Collapsing steering boss (used

with Mountney wheel)

- Plus my thoughts on how to pass the test

John Summers (Gloucestershire)

Tel: 01453 843245

New spares for Marina based NG. Steering rack £55; crown wheel & pinion £60; clutch plate £15; oil filter £3; set of rear brake shoes £8; set of front disc pads £7; pair of track rod ends £15; 3 sets CB points £5; new or recon water pump £6 OR £160 the lot (+ carriage).

Tel: 01545 570387 (W.Wales)

NG (MG) TF Roadster 1800cc, Old English White. This lovely NG Roadster has always been stored in a dry garage. The car was put on the road in 1987 and had a total rebuild in 2001, since then it's done approx 20k miles but total mileage is 42k



miles. The tax is exempt and it runs on unleaded fuel. It has 11 months MOT and has Dunlop wire wheels which are in very good condition. The interior is brown carpets and the seats are cream. This car is a real head turner and in very good condition. It only gets used for a

couple of months throughout the summer and a bargain price of **£3750 ono.**

Mobile: Stuart Hook 07702 456813
(Chippenham, Wilts)



NG TA Registration No ONW 426B (formerly 6565 LV). Donor Car:- 1964 MGB Roadster. First registered April 15th 1964 as an MG Saloon. The car was used until 1972 when it was badly damaged. This car was rebuilt over a period of 9 months between July 1982 & March 1983. It is made from the mechanics of an MGB and a new body and chassis. The only other non MGB parts are the radiator and petrol tank. All the braking system is new and all the hydraulics use silicone fluid. All suspension and steering is either new or rebuilt to new spec. Special down-rated front springs have been fitted as the overall weight has been reduced from 23cwt to 15cwt. Spax adjustable shock absorbers have been fitted on the rear. The wheels were rebuilt and fitted with new Pirelli CA67 tyres 165-14. The engine is standard MGB 18G three

bearing engine completely rebuilt. The oil filter has been modified to accept the later cartridge filter. The gearbox is a standard MGB three synchro overdrive box as fitted to the later five bearing engines but converted during rebuild to fit the three bearing engine by changing the first motion shaft. (Later gearboxes had a larger lay-shaft and better lay-shaft bearings). The rear axle is the only part of this car that has not been stripped and rebuilt. It is a standard banjo type axle with ratio of 3.909:1. The electrical system has been converted to negative earth and the wiring loom was stripped and reformed to give a tidier layout. The main body shell, radiator cowl, headlight pods and wings are made of GRP. The bonnet is aluminum. Paint:-Jaguar Old English White. MG Purchase 24.05.82, Kit Purchase 17.07.82. First MOT 23.03.83. 58837 miles. **£4,000 or nearest offer.**

Tel: (Ken Winter) 01964 670102

Mob: 07802 889039

NG TA rolling chassis with good engine (MGB) and MG tax exempt logbook. Exempt from SORN at the moment. 4 synchro box with overdrive 18V engine complete with ancillaries. Has been steam cleaned with all orifices sealed so no grimy work to do. Front end fully refurbished, etc. and a new rear hand-brake cable included. Wires need a clean, can do this if the price is

right! Will also include a pair of black seats, can arrange delivery.

About £650, Gwyn or Ed Powell.

Tel: 01886 833214

Mobile: 07897 776904

E-mail: spannerman@powellcars.net

NG TC. 1800 based, 6000 dry miles since rebuild. Unleaded, aero screens, tonneau, BRG metallic. Best Club car at Sandown Park 1997. This car has been "vintagified", i.e. outside handbrake, lights, stone guards on headlamps (9ins) and radiator.



Leather bonnet straps, battery and petrol isolators. Garaged, year's MOT. **£9500** - to see is to buy.

Tel: 01306 611330 (Surrey)

Wanted

I'm looking to build a library of **Kit-car build manuals**. I am looking for manuals to either buy or scan. I'm happy to pay postage both ways on any manual that I can borrow to scan. I have a copy of NG Ascot (Marina) TF build manual and also a copy of a Leyland ST booklet, "MGB Tourer and GT Special Tuning" dated 1976. I am happy to supply a scan CDROM of these free of charge to any NGOC member.

Mobile: (Ray Blanks) 07790743153

E-mail: raybl@lineone.net

Front Seats. Has anyone got a surplus pair of seats they would be prepared to sell. The condition of the covers is not important as I can get them recovered but I need something suitable to start with.

Tel: 01865 735711

E-mail: paul.v.bennett@btopenworld.com

NG TC V8. Many thanks, Greg Musgrave.

Mobile: 07957 571014

E-mail: gregpmusgrave@aol.com

I've just brought my old TA back! I would like to fit a single carb to it. So do you have a **Single carb and manifold** ex Marina or 1800 land crab? Graham Hester.

Tel: 01647 440055

Mobile: 07792 939876

Wind deflectors for 2004 NGTF with full windscreen. If anyone in the Club manufacturers these, or has some for sale, I would be very grateful if they would contact me.

E-mail: KC@southampton-city.ac.uk

or Suke1202@Hotmail.co.uk.



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

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£8 + £1.50 p&p*

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£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.



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